

Section 7.0. Traffic

Executive Summary

Background

A detailed Traffic Impact Study (TIS) has been prepared evaluating existing (see TIS Figures No. 2 & 3 for existing AM & PM peak hour traffic volumes) and future traffic conditions in the vicinity of the proposed Underhill Farm Project. The traffic analysis accounts for the traffic from other previously approved developments in the area as well as anticipated traffic to be generated by the proposed Underhill Farm development (see TIS Tables No. 1 and 1A and TIS Figures No. 36 & 37 for project related traffic volumes). As noted in the study, certain improvements are proposed in association with the development. The study also identifies the types of improvements required to address future conditions if and when other potential developments occur in the area. These include the Kmart Redevelopment, the Roma Building Redevelopment, the re-occupancy of the former Turco's/Uncle Giuseppe's space as well as additional area growth. The timing of these potential projects is unknown at this time; however, based on previous proposals, traffic associated with these developments was accounted for as part of the future traffic conditions evaluation as discussed under *Consideration of Other Potential Area Developments*.

It should also be noted that the Project proposal has been modified somewhat since the prior submission of the Traffic Impact Study. The Project maintains a total of 148 residential dwelling units made up of a combination of Townhouses, Condos, and Apartments. The commercial portion of the development is now proposed to consist of a 1,000 sq. ft. restaurant, 2,000 sq. ft. of office space and a total of 12,600 sq. ft. of office space and/or retail. The analysis includes the possibility of up to 4,000 square feet of restaurant.

Project Related Improvements

As summarized in the Traffic Impact Study, certain improvements were identified in order to mitigate any potential traffic impacts associated with the Underhill Farm Project. These included the following:

- Sight distance improvements at the Rochambeau Court intersection with Underhill Avenue and related drainage improvements all to be coordinated with the Town Highway Superintendent.
- Sight distance improvements at the intersection of Glenrock Street with Underhill Avenue.
- Construction of a full traffic and pedestrian access connection to Beaver Ridge, which in turn connects to Allen Avenue. This connection includes the appropriate signing, striping, intersection controls, and traffic calming measures to accommodate such movements.
- Signing and striping improvements for improved traffic control on Underhill Avenue including "Do Not Block Intersection" striping & signage at the easterly site access driveway and at the Cardinal Court intersection.
- Coordination with the Town Highway and Police Departments regarding the addition of signing and related speed control or traffic calming measures to help reduce travel speeds along Underhill Avenue approaching this area.
- Traffic signal timing and signal equipment upgrades including new video camera detection at the NYS Route 118 and Underhill Avenue intersection to improve efficiency for processing traffic during peak periods. This would help accommodate the existing left turns and other

movements during peak time periods; especially during the PM peak when long backups presently occur on the Underhill Avenue eastbound approach.

- Land dedication by the Applicant along Underhill Avenue to accommodate widening improvements at the NYS Route 118 intersection.
- NYS Route 118/Underhill Avenue intersection improvements (see further discussion below).

NYS Route 118/Underhill Avenue Intersection Improvements

As a result of review and comments from the public, from the Town of Yorktown Planning Department, Planning Board, Town Board, and Police Department, as well as the Town Traffic Consultant and the New York State Department of Transportation (NSDOT), the traffic study was revised as reflected in the study dated March 30, 2023.

Furthermore, as discussed at the April 10th and 12th, 2023 Planning Board meetings, the Underhill Farm project will advance the improvements to the intersection of Underhill Avenue and NYS Route 118. The improvements will include the construction of separate left turn lanes on the Underhill Avenue approaches, a full traffic signal-controlled southbound right turn lane on NYS Route 118, traffic signal replacement with new video detection, installation of additional signal-controlled pedestrian crossings, and upgrades to the existing pedestrian signals, as well as the construction of new sidewalk segments with ADA compliant ramps. These improvements are detailed on the Alternate 1 Plan contained in TIS Appendix F of the revised Traffic Impact Study dated April 20, 2023, and will be completed by the Applicant in coordination with the Town. It should be noted that the proposed pedestrian improvements at the Underhill Avenue/NYS Route 118 intersection will provide fully signal-controlled pedestrian crossings of all four intersection approaches and therefore the previously proposed pedestrian crossing of Underhill Avenue at the easterly site driveway location is no longer needed and has been removed for the plans.

The intersection improvements will not only offset the traffic increases from the Underhill Farm project but will also improve overall conditions at the intersection, specifically during the PM Peak Hour, by reducing the long delays and associated queues experienced on the Underhill Avenue eastbound approach. These delays, which are expected to increase to well over 65 seconds delay in the future without the Underhill project traffic would be reduced to less than 20 seconds with the Underhill project traffic and the completed improvements.

Additionally, it should be noted that the Applicant will be paying for the design of such improvements as well as relocation of a portion of the stone wall along Underhill Avenue, which will be required as part of the roadway widening. The total intersection Project cost including all construction and implementation costs is estimated to be approximately \$1.25 Million. In addition to the originally committed approximately \$175,000.00 cost of improvements to offset the increase in traffic from the project, the Applicant has also committed to an additional \$450,000.00 contribution to complete the design and coordinate the construction of the improvements. The Applicant will then be reimbursed for the portion of the intersection project expenses above these commitments through certain tax rebates associated with the commercial portion of the project. The summary of the costs and expected rebates are detailed in a separate document that has been coordinated with the Town. Note that the intersection improvements will be completed prior to issuance of a final Certificate of Occupancy for the project.

As noted, these improvements are intended to not only offset any traffic increases from the project but will also provide relief to current conditions and also support the traffic from other developments as well as overall growth in the area.

The project has been reviewed by the New York State Department of Transportation (NYSDOT) as well as the Town's outside traffic consultant and both are in conceptual agreement with the proposed intersection improvements.

Project Description and Location

The TIS has been prepared to evaluate the potential traffic impacts associated with the proposed Underhill Farm Development, which is planned to be developed on the property of the former Soundview Prep. The site is situated on Underhill Avenue between Glenrock Street and NYS Route 118 in the Town of Yorktown, Westchester County, New York. The site is proposed to consist of a variety of multifamily housing units including rentals and condominiums totaling 148 dwelling units along with associated parking and a clubhouse and pool. The existing mansion building is planned to be redeveloped/refurbished to contain a restaurant on the 1st floor and office spaces on the 2nd and 3rd floors. An ancillary retail/office building totaling 8,500 square feet is also planned and will be on the ground floor of the apartment building. The project will be developed in phases with Phase 1 consisting of 68 apartments, as well as the renovation and refurbishment of the existing mansion.

As part of the development, the site improvements will include the roadway and pedestrian connection to Beaver Ridge as well as the enhancements and pedestrian improvements around the existing pond and other offsite traffic and pedestrian improvements. Parking will also be provided for the new senior center, which is proposed at Beaver Ridge in the vicinity of the cross-access connection. The Phase 2 development will include the 80 dwelling units of condominiums/townhouses.

As shown on TIS Figure No. 1, access to the development is proposed via one existing and one proposed access driveway to Underhill Avenue as well as the connection to the existing Beaver Ridge development, which will be provided for cross-traffic movements, pedestrians, and emergency vehicle access. The western driveway connection to Underhill Avenue will primarily provide access to the Townhouses and will align opposite Rochambeau Drive, while the easterly driveway will provide access to the apartments, condos, and commercial uses.

A Design Year of 2025 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with the completed and occupied development. It should also be noted that the development of this site was also considered as part of the SEQRA review of the Yorktown Heights Overlay District, which was recently approved by the Town of Yorktown Town Board. Also, as discussed in *Consideration of Other Potential Area Developments*, an additional evaluation that considers traffic from other significant potential developments in the area was undertaken to identify potential longer-term traffic improvements.

Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the Project.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C (formerly Maser Consulting). These data were also compared to count data obtained from the New York State Department of

Transportation (NYSDOT) which was used to adjust them for the effects of the Covid-19 Pandemic on traffic. Additional traffic/pedestrian counts were also collected in November 2021. Together these data were utilized to establish the Year 2021 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The 2021 Existing Traffic Volumes were then projected to the 2025 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the 2025 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see *Site Generated Traffic Volumes* for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the 2025 No-Build Traffic Volumes resulting in the 2025 Build Traffic Volumes.

The Existing, No-Build, and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

Existing Roadway and Traffic Descriptions

Description of Existing Roadways

As shown on TIS Figure No. 1, the proposed development will be accessed via one existing and one new access connection to Underhill Avenue and a cross connection to the existing Beaver Ridge development. The following is a brief description of the roadways located within the study area. In addition, *Results of Analysis* provides a further description of the existing geometrics, traffic control, and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. TIS Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. Underhill Avenue

Underhill Avenue is a two-lane roadway former County roadway, which is now under Town jurisdiction. This roadway originates at a "T" intersection with NYS Route 129 and continues in a northeasterly direction intersecting with the Taconic State Parkway at a modified diamond interchange. The roadway continues in a northeasterly direction intersecting with NYS Route 118 at a full movement signalized intersection. The roadway also intersects with Glenrock Street and French Hill Road west of the site. The speed limit on this roadway is posted at 40 MPH. There are existing sidewalks present on the south side of Underhill Avenue extending from the Rochambeau Drive Multi-Family Residential Complex past the Cardinal Court intersection and connecting to the intersection with NYS Route 118. The sidewalks also continue on the west side of NYS Route 118 past Town Hall. There are also sidewalks on the north side of the roadway between NYS Route 118 and extending to the Courtyard at Underhill Complex and there is a bus stop located in the vicinity of the Coldwell Banker driveway.

2. Glenrock Street

Glenrock Street is a narrow two-lane Town roadway that generally traverses in a north/south direction between an unsignalized stop sign controlled intersection with Underhill Avenue and

extends north and connects with Giordano Drive at a “stop” controlled intersection. The roadway generally serves single-family residential land uses. No access connection to the site is proposed for this roadway. The roadway has no sidewalks and has an unposted speed limit.

3. Rochambeau Drive

Rochambeau Drive is a Town roadway which originates at a stop-sign controlled “T” intersection with Underhill Avenue. The roadway extends in a southerly direction providing access to existing multi-family developments. The roadway has an asphalt sidewalk on the west side of the roadway between Underhill Avenue and Woods View Court. Under existing conditions, the sight distance exiting Rochambeau Drive is somewhat limited looking to the west, and as recommended in the *Summary of Recommended Improvements*, some clearing of vegetation and grading should be completed to improve the sight distance at this intersection.

4. NYS Route 118 (Saw Mill River Road)

NYS Route 118 (Saw Mill River Road) is a State highway which runs in a generally north/south direction. The roadway originates at signalized controlled “T” intersection with NYS Route 129. The roadway traverses in a northerly direction generally consistent with one lane per direction plus paved shoulders and it intersects with both Underhill Avenue and Kear Street/Allan Avenue at signalized intersections. The speed limit is posted at 55 MPH in the southern portion of this roadway, which is reduced to 40 MPH approaching Underhill Avenue. The roadway continues north intersecting with NYS Route 35/US Route 202 and continues as a combined route into the Town of Somers. In the vicinity of the site, sidewalks are present on the east side of the roadway between Underhill Avenue and the Route 35/202 intersection.

5. Allan Avenue

Allan Avenue, in the vicinity of the site, is a two-lane Town roadway which has a signalized intersection with NYS Route 118 opposite Kear Street. The roadway serves residential land uses in this area and it terminates at a stop-sign controlled intersection with Baldwin Road. There are limited sidewalks in the vicinity of NYS Route 118 and the Beaver Ridge complex. The roadway has a posted speed limit of 30 MPH. It also has a weight limit of 25 tons.

6. Kear Street

Kear Street is a two-lane Town roadway which originates at a signalized intersection with NYS Route 118 opposite Allan Avenue. Sidewalks and crosswalks are provided on three of the four legs of the intersection. The roadway continues southeasterly intersecting with the access to the Brookside Office Park and also the Caremount building and intersects with Underhill Avenue and Commerce Street at a signalized full movement intersection.

2021 Existing Traffic Volumes

Manual traffic and pedestrian counts were collected by representatives of Colliers Engineering & Design on December 3, 2020, and supplemented on January 6, 2021, and November 16, 2021 (NYS Route 118 and Underhill Avenue Only) during the AM and PM Peak Hours to determine the existing traffic and pedestrian volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 118 Corridor. Copies of the various data are contained in TIS Appendix H. Based on this information, the traffic counts were adjusted to account for the effects of the Covid-19 Pandemic, and the resulting adjusted Year 2021 Existing Traffic Volumes were

established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- Rochambeau Drive and Underhill Avenue
- Glenrock Street and Underhill Avenue
- Underhill Avenue and NYS Route 118 (Saw Mill River Road)
- Allan Avenue/Kear Street and NYS Route 118

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- Weekday Peak AM Hour 7:30 AM – 8:30 AM
- Weekday Peak PM Hour 5:00 PM – 6:00 PM

The resulting Year 2021 Existing Traffic Volumes are shown on TIS Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively.

Accident Data

Accident data for the area roadways was obtained from the NYSDOT for the latest three-year Period (*TIS Table A and TIS Appendix E*). TIS Table A summarizes the data by type, severity, and other factors. A copy of the TIS Table A is contained in TIS Appendix “E”.

Evaluation of Future Traffic Conditions

2025 No-Build Traffic Volumes

The 2021 Existing Traffic Volumes were increased by a growth factor of 0.50% per year to account for general background growth resulting in the 2025 Projected Traffic Volumes which are shown on TIS Figures No. 4 and 5 for each of the Peak Hours. In addition, traffic from other specific approved developments in the area including the Pied Piper Expansion (TIS Figures No. 6 & 7), the Weyant Residential Development (TIS Figures No. 8 & 9), the balance of the CareMount development (TIS Figures No. 10 & 11) and the Gardena Hotel (Boutique Hotel) (TIS Figures No. 12 & 13) were accounted for. The specific volumes for each of these developments are identified on the TIS Figures noted above. In addition, backup data for each of these developments based on prior traffic studies prepared for the individual projects or traffic generation estimates prepared based on Institute of Transportation Engineers data is provided in TIS Appendix K for reference.

The resulting Total Approved Other Development Traffic Volumes associated with these other developments are shown on TIS Figures No. 14 and 15 for each of the peak hours. These volumes were then added to the 2025 Projected Traffic Volumes resulting in the Year 2025 No-Build Traffic Volumes which are shown on TIS Figures No. 16 and 17 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

See also *Consideration of Other Potential Area Developments* for an additional analysis that considers the traffic from other potential developments in the area including the Roma Building Redevelopment, the redevelopment of the vacant former K-Mart building, and the re-occupancy of the Former Turco’s/Uncle Giuseppe’s building.

Site Generated Traffic Volumes

Estimates of the amount of traffic to be generated by the proposed development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category 220 – Multifamily Housing (Low-Rise), Land Use 710 – General Office Building, Land Use 822 – Strip Retail Plaza (<40K) and Land Use 931 – Fine Dining Restaurant.

It is noted that the ITE data provides traffic generation rates for the various uses for the Peak Hour of Adjacent Street Traffic and the Peak Hour of Generator. The Peak of Adjacent Street Traffic data indicates the anticipated traffic generation for the specific uses during the corresponding peak hour along the adjacent roadway, which is typically the commuter peak hour. The Peak Hour of Generator data represents the volumes experienced during the peak hour of traffic generation for each individual land use. The Peak Hour of Generator traffic volumes may not coincide with the peak hours of traffic along the nearby roadways.

TIS Table No. 1 contained in TIS Appendix B, summarizes the trip generation rates and corresponding site-generated traffic volumes for the future build-out conditions for the site for the Weekday Peak AM and Weekday Peak PM Hours based on the ITE Peak Hour of Adjacent Street Traffic generation rates. Similarly, TIS Table No. 1A contained in TIS Appendix B, summarizes the trip generation rates and site-generated traffic volumes for the Project based on the ITE Peak Hour of Generator traffic generation rates. A comparison of the two tables indicates utilizing the Peak Hour of Generator traffic generation rates results in somewhat higher traffic volume estimates for the Project. While it is our opinion that application of the Peak of Adjacent Street Traffic rates is appropriate since those represent the volumes that will coincide with the peak traffic volumes experienced along the area roadways, we have utilized the higher traffic volume estimates presented in TIS Table No. 1A projection of future traffic volumes and analysis of future traffic conditions with the proposed Project contained herein.

The traffic generation estimates presented in both TIS Tables No. 1 and 1A also include a 25% pass-by credit applied to the retail and restaurant uses on the site to account for trips that may be attracted from the existing traffic volumes passing the site. It should also be noted that "internal" trips between the residential and commercial land uses on the site are also possible, which would result in a reduction of the external "new trips" experienced along the surrounding area roadways. However, for the purposes of the capacity analysis contained herein, the full traffic volume generated by the site, with no credit taken for the pass-by or internal trips, has been analyzed providing a slightly conservative analysis of future conditions.

It should also be noted that the Phase 2 development may include approximately 30 dwelling units allocated for active seniors which may result in slightly lower traffic generation estimates associated with those dwelling units. However, no reduction in the peak hour trip generation was included in the analysis for this possibility.

Arrival/Departure Distribution

It was necessary to establish arrival and departure distributions to assign the site-generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. Arrival and departure distributions were developed for the townhouse portion of the development which assumes the majority of townhouse traffic will utilize the western site access.

These arrival and departure distributions are identified on TIS Figures No. 18 and 19, respectively. Similarly, arrival and departure distributions were developed separately for the apartments/condos/commercial portion of the Project which will primarily utilize the eastern site access. The anticipated arrival and departure distributions associated with the apartments/condos/commercial portion of the Project are shown on TIS Figures No. 20 and 21, respectively.

It is noted that the arrival and departure distributions shown on these TIS Figures account for 15% of the site traffic utilizing the cross-access connection to Beaver Ridge in order to access to Allan Avenue. A separate sensitivity analysis has also been conducted to assess potential traffic conditions if this cross access is not utilized and all vehicles utilize the two driveway connections to Underhill Avenue to access the site.

2025 Build Conditions Traffic Volumes

The site-generated traffic volumes presented in TIS Table No. 1A were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site-generated traffic volumes associated with the townhouse portion of the development for each of the study area intersections are shown on TIS Figures No. 22 and 23 for each of the peak hours, respectively. Similarly, the site-generated traffic volumes associated with the apartments/condos/commercial portion of the Project are identified on TIS Figures No. 24 & 25. These site-generated traffic volumes were for the townhouse and the apartments/condos/commercial portions of the Project were combined on TIS Figures No. 26 & 27 to provide the total site-generated traffic volumes. The total site-generated traffic volumes were then added to the 2025 No-Build Traffic Volumes to obtain the 2025 Build Traffic Volumes. The resulting 2025 Build Traffic Volumes are shown on TIS Figures No. 28 and 29 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

1. Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

2. Un-signalized Intersection Capacity Analysis

The un-signalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular

critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection. Additional information concerning signalized and un-signalized Levels of Service can be found in TIS Appendix "C".

Results of Analysis

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades, and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below are a description of the existing geometrics, traffic control, and a summary of the existing and future Levels of Service as well as any recommended improvements.

TIS Table No. 2, contained in TIS Appendix B, summarizes the results of the capacity analysis for the 2021 Existing, 2025 No-Build, and 2025 Build Conditions. TIS Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. Underhill Avenue and NYS Route 118 (Saw Mill River Road (Signal W-213))

NYS Route 118 and Underhill Avenue intersect at a signalized four-way intersection. The approaches generally consist of one lane. On the eastbound approach of Underhill Avenue there is a channelized right-turn movement at the intersection and on the NYS Route 118 southbound approach there is a wide paved shoulder, which is currently used by right-turning vehicles. The intersection is controlled by an actuated traffic signal with an advance left turn phase for the eastbound Underhill Avenue approach. Note that a push-button-controlled pedestrian crosswalk across the south leg of NYS Route 118 is provided at this location.

The capacity analysis for this intersection indicates that under current conditions, an overall intersection Level of Service "D" or better is experienced at this location. However, during the PM peak hour, eastbound traffic on Underhill Avenue currently experiences some long delays and queues during this period due to heavy commuter volumes. It should be noted that the project-generated traffic through this intersection during the PM Peak Hour equates to approximately three to four percent (3 - 4%) of the total volume at this intersection.

As part of the Project, the Applicant will advance improvements to the intersection of Underhill Avenue and NYS Route 118 in coordination with the Town. The improvements will include the construction of separate left turn lanes on the Underhill Avenue approaches, a full traffic signal-controlled southbound right turn lane on NYS Route 118, traffic signal replacement with new video detection, installation of additional signal-controlled pedestrian crossings, and upgrades to the existing pedestrian signals, as well as construction of new sidewalk segments with ADA compliant ramps. The improvements described above are detailed on the Alternate 1 concept plan contained in TIS Appendix F (also referred to as Option 2). As noted in the Level of Service table, with these improvements, conditions would be improved significantly at the intersection reducing the excess queues that occur and providing safer and more efficient operations overall.

As discussed in more detail under *Consideration of Other Potential Area Developments*, to help accommodate traffic on a long-term basis resulting from the traffic from other potential developments, additional future traffic improvements at this location have also been identified that could be implemented at a later date in associated with the other potential developments in the area.

2. Allan Avenue/Kear Street (Signal W-384) and NYS Route 118

Allan Avenue intersects with NYS Route 118 (Saw Mill River Road) at a signalized, full movement intersection which aligns opposite Kear Street. The approaches generally consist of one lane, although the Kear Street approach widens at the intersection. Note that on NYS Route 118, there are full shoulders on either side. Pedestrian crossings are provided across Allan Avenue and Kear Street, as well as the northerly leg of NYS Route 118. Pedestrian push buttons are also provided.

The capacity analysis conducted at this intersection indicates that overall Levels of Service “C” or better are currently experienced at this location. The intersection was reanalyzed for future conditions under the No-Build and Build scenarios. A review of the analysis indicates that with some signal timing adjustments, overall Levels of Service “C” or better will be maintained at this intersection. Traffic signal communication modems and related equipment will be provided at this location as part of the improvements.

3. Underhill Avenue and Existing Easterly Access Driveway

The site is currently served by an existing driveway connection to Underhill Avenue, which served the former Soundview School. This driveway is located approximately midway between NYS Route 118 and Rochambeau Drive. The driveway is proposed to be upgraded as part of the site development (see also discussion in *Summary of Recommended Improvements*).

Capacity analysis was conducted for this intersection utilizing the 2021 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at Level of Service “C” or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2025 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service “D” or better during the AM and PM Peak Hours under future conditions for traffic exiting the side road approaches. Also, as previously noted, the queues that occur during the PM Peak Hour extend past this intersection (see also *Summary of Recommended Improvements*).

4. Underhill Avenue and Rochambeau Drive/Proposed Site Access

Rochambeau Drive intersects with Underhill Avenue at a stop-sign controlled “T” intersection. As part of the development, a new access drive will be constructed opposite this road to create a 4-way intersection. The new access should consist of one entering and one exiting lane and should also be stop-controlled.

Capacity analysis was conducted for this intersection utilizing the 2021 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at Level of Service “C” or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2025 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service “D” or better during the AM and PM Peak Hours under future conditions (see also *Summary of Recommended Improvements*).

5. Glenrock Street and Underhill Avenue

Glenrock Street intersections with Underhill Avenue at a stop-sign controlled “T” intersection. All approaches consist of a single lane.

Capacity analysis was conducted for this intersection utilizing the 2021 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "C" during the AM and PM Peak Hours (see *Summary of Recommended Improvements* for further discussion).

The capacity analysis was recomputed using the 2025 No-Build and Build Traffic volumes. The intersection is expected to continue to experience Levels of Service "C" or better during the AM and PM Peak Hours under future conditions. Note that some vegetative clearing along the site frontage will need to be completed as part of the development to maximize available sight distances at this location.

Consideration of Other Potential Area Developments

In addition to the traffic conditions associated with the Underhill Farm project, a separate evaluation of future traffic conditions was completed, which accounts for traffic associated with the other potential significant developments in the vicinity of the Project that have not yet proceeded but could affect overall traffic conditions in the area. These other potential projects include the Roma Building Redevelopment, the redevelopment of the former Kmart space, and the re-occupancy of the former Turco's/Uncle Giuseppe's space. Copies of the corresponding TIS Figures (TIS Figures No. 30 through 41, TIS Table No. 2A and analysis for these potential conditions are contained in TIS Appendix G of this report. Also, note that backup data for each of the potential other developments based on prior traffic studies prepared for the individual projects or traffic generation estimates prepared based on Institute of Transportation Engineers data is provided in TIS Appendix K for reference.

The analysis of this future condition indicates that during peak periods, traffic conditions may require additional improvements to accommodate expected traffic flows and we have identified such improvements for the intersection of NYS Route 118 and Underhill Avenue.

These additional potential improvement plans would provide for the provision of northbound and southbound left turn lanes along NYS Route 118 at Underhill Avenue. These additional intersection modifications would provide even further capacity improvements but would involve additional work along the NYS Route 118 corridor. This plan concept (See Alternate 2 concept plan in TIS Appendix G) includes the provision of separate left turn lanes on NYS Route 118, maintaining the right turn from NYS Route 118 onto Underhill Avenue, together with the other related improvements. These improvements would have to be advanced if and when other potential development occurs in the area.

Summary of Recommended Improvements

Based upon a review of the field inspections, existing traffic conditions, and traffic analysis results, the following is a summary of recommendations relative to the proposed development.

1. The intersection of the proposed access opposite Rochambeau Drive should be constructed to consist of one entering and one exiting lane and be stop-sign controlled. In addition, sight distances should be improved for both the driveway and Rochambeau Drive approaches by clearing vegetation and some regrading within the Underhill Avenue right-of-way as well as related drainage improvements. A painted stop bar should be added on each of these side road approaches to the intersection. These will have to be coordinated with the Town Highway Superintendent.

2. The existing driveway connection to the site, which served the former Soundview Prep School, will be upgraded as part of the development including ADA compliant ramps. Also, "Do Not Block the Box" signing and pavement markings are also recommended. These improvements will be coordinated with the Town Highway Superintendent as part of the final site plan conditions.

An emergency access connection and a localized-through traffic and pedestrian connection to the Beaver Ridge Development is proposed as part of the development. Some traffic calming measures may be necessary in association with the final site plan to ensure limited local traffic utilization and to limit vehicle speeds through this area. Related pedestrian/sidewalk improvements should be coordinated accordingly with the Town and Beaver Ridge as part of the development.

3. Vegetative pruning to improve/maintain sight distances at several area intersections, including Underhill Avenue at Rochambeau Drive, Underhill Avenue and Glenrock Street, and Underhill Avenue at French Hill Road, is recommended regardless of this development.
4. The Underhill Farm project will advance improvements to the intersection of Underhill Avenue and NYS Route 118. This Alternate 1 plan (also referred to as Option 2) will be completed by the Applicant in coordination with the Town. The improvements will include the construction of separate left turn lanes on the Underhill Avenue approaches, a full traffic signal-controlled southbound right turn lane on NYS Route 118, traffic signal replacement with new video detection, installation of additional signal-controlled pedestrian crossings, and upgrades to the existing pedestrian signals, as well as construction of new sidewalk segments with ADA compliant ramps. As noted in the Level of Service table, with these improvements, conditions would be improved significantly at the intersection reducing the excess queues that occur and providing safer and more efficient operations overall.
5. Based on field observations, vehicle speeds on Underhill Avenue approaching this area from the southwest during certain periods are in excess of 45 MPH. The Applicant will work with the Town on implementing additional signing and other measures to help reduce travel speeds approaching this area.
6. As indicated under *Consideration of Other Potential Area Developments* above, to accommodate other potential traffic increases in the area on a long-term basis, the Applicant will contribute funds to the Town towards such improvement plans to construct turning lanes and other improvements, including signal replacement/upgrades and pedestrian accommodations (see TIS Appendix G for concept plans).
7. With the planned connection to Beaver Ridge Apartment Complex, a total of approximately 30 vehicles (entering and exiting) are expected to utilize that connection. The majority of these vehicles would access the signalized intersection at NYS Route 118 and would be those destined primarily crossing to Kear Street and those areas to the east.
8. Traffic calming measures including signing, speed tables, and other measures are being incorporated into the site plan to control speeds within the development. The layout is such that the connection to Beaver Ridge is really to accommodate traffic between the two projects and not designed as a thoroughfare. Pedestrian movements will also be accommodated at this location.

Summary and Conclusion

Based on the above analysis, with the completion of the access and signal improvements, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. With the completion of these improvements, the Underhill Farm Redevelopment traffic is not expected to cause any significant impact in overall operations. In addition, the certain other longer-term improvements have been identified including the provision of turning lanes, signal upgrades, and pedestrian improvements, to accommodate traffic from other potential developments in the area. The Applicant has agreed to advance the intersection improvement plan (Alternate 1) for the left turn lanes on Underhill Avenue and other associated modifications. The applicant will provide funding towards these improvements as per the agreement with the Town.

**Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes
Peak Hour of Adjacent Street Traffic**

Underhill Farm Yorktown, NY	Entry			Exit		
	HTGR ¹	Volume	New Trips ²	HTGR ¹	Volume	New Trips ²
Apartments/Condominiums/Townhouses (148 Units)						
Peak AM Hour	0.11	16	16	0.36	53	53
Peak PM Hour	0.36	53	53	0.21	31	31
Commercial - Office (13,000 Sq. Ft.)						
Peak AM Hour	1.92	25	25	0.31	4	4
Peak PM Hour	0.38	5	5	2.00	26	26
Commercial - Retail (2,000 Sq. Ft.)						
Peak AM Hour	3.00	6	5	2.00	4	3
Peak PM Hour	6.00	12	9	6.50	13	10
Quality Restaurant (1,000 Sq. Ft.)						
Peak AM Hour	1.00	1	1	0.00	0	0
Peak PM Hour	5.00	5	4	3.00	3	2
Total						
Peak AM Hour	-	48	46	-	61	60
Peak PM Hour	-	75	71	-	73	69

NOTES:

- 1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING (MID-RISE), ITE LAND USE CODE - 931 - FINE DINING RESTAURANT, ITE LAND USE CODE - 712 - SMALL OFFICE, AND ITE LAND USE CODE - 822 - STRIP RETAIL PLAZA (<40K). PEAK HOUR OF ADJACENT STREET TRAFFIC RATES WERE UTILIZED FOR EACH LAND USE.
- 2) "NEW TRIPS" INCLUDE A 25% PASS-BY/DIVERTED LINK TRIP CREDIT FOR THE RETAIL AND RESTAURANT LAND USES.

**Table No. 1A
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes
Peak Hour of Generator**

Underhill Farm Yorktown, NY	Entry			Exit		
	HTGR ¹	Volume	New Trips ²	HTGR ¹	Volume	New Trips ²
Apartments/Condominiums/Townhouses (148 Units)						
Peak AM Hour	0.13	19	19	0.41	61	61
Peak PM Hour	0.41	60	60	0.25	37	37
Commercial - Office³ (13,000 Sq. Ft.)						
Peak AM Hour	1.92	25	25	0.31	4	4
Peak PM Hour	0.38	5	5	2.00	26	26
Commercial - Retail (2,000 Sq. Ft.)						
Peak AM Hour	4.00	8	6	3.50	7	5
Peak PM Hour	7.00	14	11	6.00	12	9
Quality Restaurant (1,000 Sq. Ft.)						
Peak AM Hour	4.00	4	3	0.00	0	0
Peak PM Hour	5.00	5	4	3.00	3	2
Total						
Peak AM Hour	-	56	53	-	72	70
Peak PM Hour	-	84	79	-	78	74

NOTES:

- 1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING (MID-RISE), ITE LAND USE CODE - 931 - FINE DINING RESTAURANT, ITE LAND USE CODE - 710 - GENERAL OFFICE BUILDING, AND ITE LAND USE CODE - 822 - STRIP RETAIL PLAZA (<40K). PEAK HOUR OF GENERATOR RATES WERE UTILIZED FOR EACH LAND USE.
- 2) "NEW TRIPS" INCLUDE A 25% PASS-BY/DIVERTED LINK TRIP CREDIT FOR THE RETAIL AND RESTAURANT LAND USES.
- 3) PEAK HOUR OF GENERATOR RATES ARE NOT PROVIDED BY ITE FOR LAND USE 710 - GENERAL OFFICE BUILDING SINCE IT IS ASSUMED THAT THE PEAK HOUR OF OFFICE GENERATED TRAFFIC IS COINCIDENT WITH PEAK HOUR OF ADJACENT STREET TRAFFIC. THEREFORE PEAK HOUR OF ADJACENT STREET TRAFFIC RATES HAVE BEEN UTILIZED.

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2021 Existing			2025 No-Build with Approved O.D.			2025 Build with Approved O.D.			
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 118 & Underhill Avenue			Signalized									
		Underhill Avenue	EB	LT	0.66	C	22.8	0.75	C	27.5	0.81	C	32.2
				R	0.02	A	0.0	0.02	A	0.0	0.03	A	0.0
		Underhill Avenue	WB	LTR	0.32	B	15.5	0.38	B	16.9	0.40	B	17.8
		NYS Route 118	NB	LTR	0.54	C	24.0	0.57	C	24.4	0.60	C	25.3
		NYS Route 118	SB	LTR	0.88	D	35.7	0.89	D	37.0	0.89	D	37.2
				Overall	-	C	25.8	-	C	27.8	-	C	29.6
		<u>With Underhill Avenue Left Turn Lane & NYS Route 118 SB Right Turn Lane</u>											
		Underhill Avenue	EB	L	-	-	-	-	-	-	0.40	B	12.0
				TR	-	-	-	-	-	-	0.46	B	17.4
		Underhill Avenue	WB	L	-	-	-	-	-	-	0.09	B	11.2
				TR	-	-	-	-	-	-	0.66	C	32.7
		NYS Route 118	NB	LTR	-	-	-	-	-	-	0.66	C	29.8
		NYS Route 118	SB	LT	-	-	-	-	-	-	0.54	C	26.2
				R	-	-	-	-	-	-	0.34	A	2.3
				Overall	-	-	-	-	-	-	-	B	18.8
		<u>With Left Turn Lanes All Approaches & NYS Route 118 SB Right Turn Lane</u>											
	Underhill Avenue	EB	L	-	-	-	-	-	-	0.38	A	8.6	
			TR	-	-	-	-	-	-	0.44	B	12.9	
	Underhill Avenue	WB	L	-	-	-	-	-	-	0.10	A	8.6	
			TR	-	-	-	-	-	-	0.65	C	27.8	
	NYS Route 118	NB	L	-	-	-	-	-	-	0.26	C	22.7	
			TR	-	-	-	-	-	-	0.52	C	24.3	
	NYS Route 118	SB	L	-	-	-	-	-	-	0.18	C	21.4	
			T	-	-	-	-	-	-	0.52	C	26.6	
			R	-	-	-	-	-	-	0.35	A	2.0	
			Overall	-	-	-	-	-	-	-	B	15.5	
2	NYS Route 118 & Allan Avenue/Kear Street			Unsignalized									
		Allan Avenue	EB	LTR	0.38	C	30.6	0.39	C	31.1	0.42	C	31.9
		Kear Street	WB	LTR	0.28	C	23.1	0.33	C	22.8	0.35	C	24.2
		NYS Route 118	NB	LTR	0.25	A	4.6	0.27	A	4.8	0.28	A	5.0
		NYS Route 118	SB	LTR	0.46	A	6.4	0.52	A	7.4	0.53	A	7.8
				Overall	-	A	9.2	-	A	10.0	-	B	10.5

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

			2021 Existing			2025 No-Build with Approved O.D.			2025 Build with Approved O.D.				
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
3	Underhill Avenue & East Site Access	Signalized											
		Underhill Avenue	EB	LT	-	-	-	-	-	-	0.03	A	9.1
		East Site Access	SB	LR	-	-	-	-	-	-	0.21	C	24.8
4	Underhill Avenue & Rochambeau Drive/West Site Access	Unsignalized											
		Underhill Avenue	EB	LTR	-	-	-	-	-	-	0.01	A	8.8
		Underhill Avenue	WB	LTR	0.01	A	8.4	0.01	A	8.5	0.01	A	8.9
		Rochambeau Drive	NB	LTR	0.15	C	15.0	0.17	C	15.8	0.22	C	20.1
		Site Access	SB	LTR	-	-	-	-	-	-	0.11	D	25.8
5	Underhill Avenue & Glen Rock Street	Unsignalized											
		Underhill Avenue	EB	LT	0.01	A	8.9	0.01	A	9.0	0.01	A	9.1
		Glen Rock Street	SB	LR	0.07	C	18.7	0.07	C	20.2	0.08	C	21.4

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2021 Existing			2025 No-Build with Approved O.D.			2025 Build with Approved O.D.			
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 118 & Underhill Avenue	Signalized											
		Underhill Avenue	EB	LT	0.78	C	23.6	0.88	C	32.7	0.96	D	46.7
				R	0.03	A	0.0	0.03	A	0.0	0.04	A	0.0
		Underhill Avenue	WB	LTR	0.33	B	10.8	0.41	B	12.5	0.46	B	14.7
				NYS Route 118	NB	LTR	0.67	D	37.0	0.69	D	37.1	0.72
		NYS Route 118	SB	LTR	0.84	D	40.2	0.85	D	40.6	0.86	D	41.4
		Overall			-	C	26.4	-	C	30.1	-	D	36.3
	<u>With Underhill Avenue Left Turn Lane & NYS Route 118 SB Right Turn Lane</u>												
	Underhill Avenue	EB	L	-	-	-	-	-	-	0.62	B	13.1	
			TR	-	-	-	-	-	-	0.36	B	14.1	
	Underhill Avenue	WB	L	-	-	-	-	-	-	0.14	B	11.7	
			TR	-	-	-	-	-	-	0.78	D	42.1	
	NYS Route 118	NB	LTR	-	-	-	-	-	-	0.73	D	41.7	
	NYS Route 118	SB	LT	-	-	-	-	-	-	0.44	C	32.0	
			R	-	-	-	-	-	-	0.26	A	1.8	
	Overall			-	-	-	-	-	-	-	C	22.5	
	<u>With Left Turn Lanes All Approaches & NYS Route 118 SB Right Turn Lane</u>												
	Underhill Avenue	EB	L	-	-	-	-	-	-	0.63	B	12.1	
			TR	-	-	-	-	-	-	0.36	B	12.2	
Underhill Avenue	WB	L	-	-	-	-	-	-	0.15	A	9.8		
		TR	-	-	-	-	-	-	0.75	C	34.5		
NYS Route 118	NB	L	-	-	-	-	-	-	0.20	C	25.8		
		TR	-	-	-	-	-	-	0.60	C	31.5		
NYS Route 118	SB	L	-	-	-	-	-	-	0.11	C	24.7		
		T	-	-	-	-	-	-	0.41	C	28.1		
		R	-	-	-	-	-	-	0.27	A	2.0		
Overall			-	-	-	-	-	-	-	B	18.6		
2	NYS Route 118 & Allan Avenue/Kear Street	Unsignalized											
		Allan Avenue	EB	LTR	0.19	C	23.3	0.19	C	23.4	0.22	C	24.9
				Kear Street	WB	LTR	0.59	C	33.6	0.63	C	34.0	0.64
		NYS Route 118	NB	LTR	0.51	A	8.4	0.55	A	9.4	0.57	A	10.0
		NYS Route 118	SB	LTR	0.34	A	6.6	0.39	A	7.6	0.41	A	8.0
		Overall			-	B	12.2	-	B	13.3	-	B	13.9

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

			2021 Existing			2025 No-Build with Approved O.D.			2025 Build with Approved O.D.				
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
3	Underhill Avenue & East Site Access	Signalized											
		Underhill Avenue	EB	LT	-	-	-	-	-	-	0.03	A	9.0
		East Site Access	SB	LR	-	-	-	-	-	-	0.31	D	31.3
4	Underhill Avenue & Rochambeau Drive/West Site Access	Unsignalized											
		Underhill Avenue	EB	LTR	-	-	-	-	-	-	0.01	A	8.6
		Underhill Avenue	WB	LTR	0.06	A	9.6	0.06	A	9.8	0.06	A	9.5
		Rochambeau Drive	NB	LTR	0.10	C	15.4	0.11	C	16.2	0.14	C	19.1
		Site Access	SB	LTR	-	-	-	-	-	-	0.10	D	33.2
5	Underhill Avenue & Glen Rock Street	Unsignalized											
		Underhill Avenue	EB	LT	0.01	A	8.4	0.01	A	8.6	0.01	A	8.7
		Glen Rock Street	SB	LR	0.07	C	19.2	0.08	C	21.0	0.09	C	22.6

NOTES:

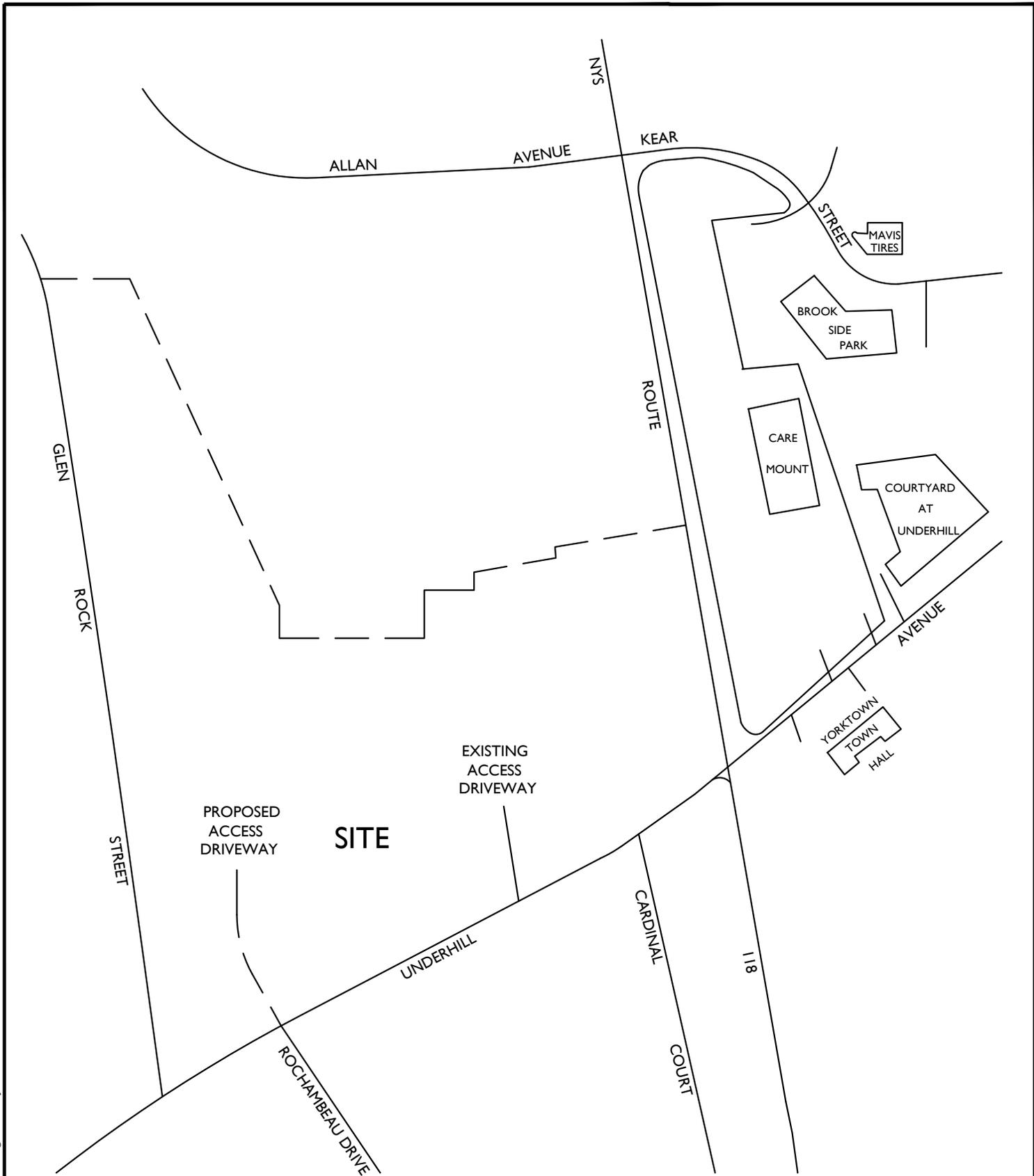
- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE

TABLE A
 ACCIDENT SUMMARY - TOWN ACCIDENT DATA
 VARIOUS INTERSECTIONS IN THE TOWN OF YORKTOWN

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	09/22/19	04:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OTHER	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	07/24/19	12:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	03/03/19	08:30am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DEVICES DISREGARDED
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	05/21/16	11:20am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	UNKNOWN	NOT ENTERED
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	11/30/19	11:02pm	TRAFFIC SIGNAL	N/R	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	06/03/19	04:45pm	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	10/30/18	06:24am	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLEAR	RN (AGAINST OTI)	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	12/05/16	06:10pm	TRAFFIC SIGNAL	PDO & I	2-4	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	DRIVER INATTENTION
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	11/14/19	08:23am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	10/18/19	03:32pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	HEAD ON	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	09/27/19	07:35am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	12/14/18	04:06pm	TRAFFIC SIGNAL	PDO & I	2-1	DUSK	WET	CLOUDY	RN (AGAINST OTI)	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	10/07/18	04:30am	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD LIGHTED	WET	RAIN	OTHER	UNSAFE SPEED
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	09/09/18	01:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OTHER	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	06/22/18	08:38am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	01/26/18	12:07pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RN (AGAINST OTI)	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	01/03/18	08:11am	TRAFFIC SIGNAL	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	02/21/17	04:15pm	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	NOT ENTERED
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	03/14/16	12:00am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	NOT ENTERED
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	01/05/16	05:02pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	UNSAFE SPEED
ROUTE 118/SAW MILL RIVER ROAD	SAW MILL RIVER RD	118 87011038	09/24/17	04:29pm	TRAFFIC SIGNAL	PDO & I	2-3	DAYLIGHT	DRY	CLEAR	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	11/11/16	03:36pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	UNKNOWN	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	09/26/19	05:55pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	WET	CLEAR	OTHER	PASSING OR LANE USAGE IMPROPERLY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ KEAR ST	118 87011039	01/08/18	06:06pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	WET	THAIL/FREEZING	REAR END	NOT APPLICABLE
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	01/01/18	10:18pm	NONE	PDO & I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	FATIGUED/DROWSY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	10/20/17	11:45am	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	UNKNOWN	OTHER (VEHICLE)
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	01/18/17	06:19pm	TRAFFIC SIGNAL	PDO & I	1-1	DARK-ROAD UNLIGHTED	WET	CLOUDY	OTHER	NOT APPLICABLE
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ KEAR ST	118 87011039	12/16/16	09:10pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	URN WITH OTH	NOT APPLICABLE
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	02/27/16	02:00pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	WET	RAIN	RIGHT ANGLE	NOT ENTERED

TABLE A (Continued)
 ACCIDENT SUMMARY - TOWN ACCIDENT DATA
 VARIOUS INTERSECTIONS IN THE TOWN OF YORKTOWN

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injured	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
OVERHILL ST	OVERHILL ST		08/01/20	08:00pm	NONE	N/R	1-0	DAYLIGHT	DRY	CLEAR	OTHER	TURNING IMPROPER
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		11/24/19	11:22am	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ CARDINAL CT		08/22/19	02:52pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		06/30/19	02:53pm	NONE	PDO & I	2-1	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ CARDINAL CT		05/22/19	03:34pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		03/05/19	04:48pm	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		01/10/19	04:17pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	IN (AGAINST OT)	GLARE
UNDERHILL AVE	AT INT. W/ FRENCH HILL RD		09/05/18	05:35pm	STOP SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	IN (AGAINST OT)	FAILURE TO YIELD RIGHT OF WAY
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		06/29/18	06:58pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ FRENCH HILL RD		06/12/18	06:18pm	NONE	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INATTENTION
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		03/09/18	08:40pm	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	WET	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		12/22/17	05:25pm	NONE	PDO	3-0	DARK-ROAD LIGHTED	WET	CLOUDY	OTHER	ALCOHOL INVOLVEMENT
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		09/26/17	03:32pm	NONE	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		05/30/17	03:58pm	NO PASSING ZONE	PDO & I	3-3	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE
UNDERHILL AVE	AT INT. W/ OVERHILL ST		05/17/17	03:55pm	NOT ENTERED	N/R	2-0	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	UNKNOWN
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		02/04/17	12:46pm	NONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT. W/ OVERHILL ST		11/18/16	08:40pm	NONE	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	UNKNOWN	PASSING OR LANE USAGE IMPROPERLY
UNDERHILL AVE	AT INT. W/ FRENCH HILL RD		10/18/16	01:50pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	IN (AGAINST OT)	NOT ENTERED
UNDERHILL AVE	AT INT. W/ CARDINAL CT		03/03/16	04:52pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	UNDERHILL AVE		01/16/20	04:44pm	TRAFFIC SIGNAL	PDO	3-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT APPLICABLE
UNDERHILL AVE	UNDERHILL AVE		10/04/19	03:20pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	UNDERHILL AVE		01/09/18	04:31pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	UNDERHILL AVE		02/14/17	02:00pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
UNDERHILL AVE	UNDERHILL AVE		04/15/16	04:25pm	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	NOT ENTERED



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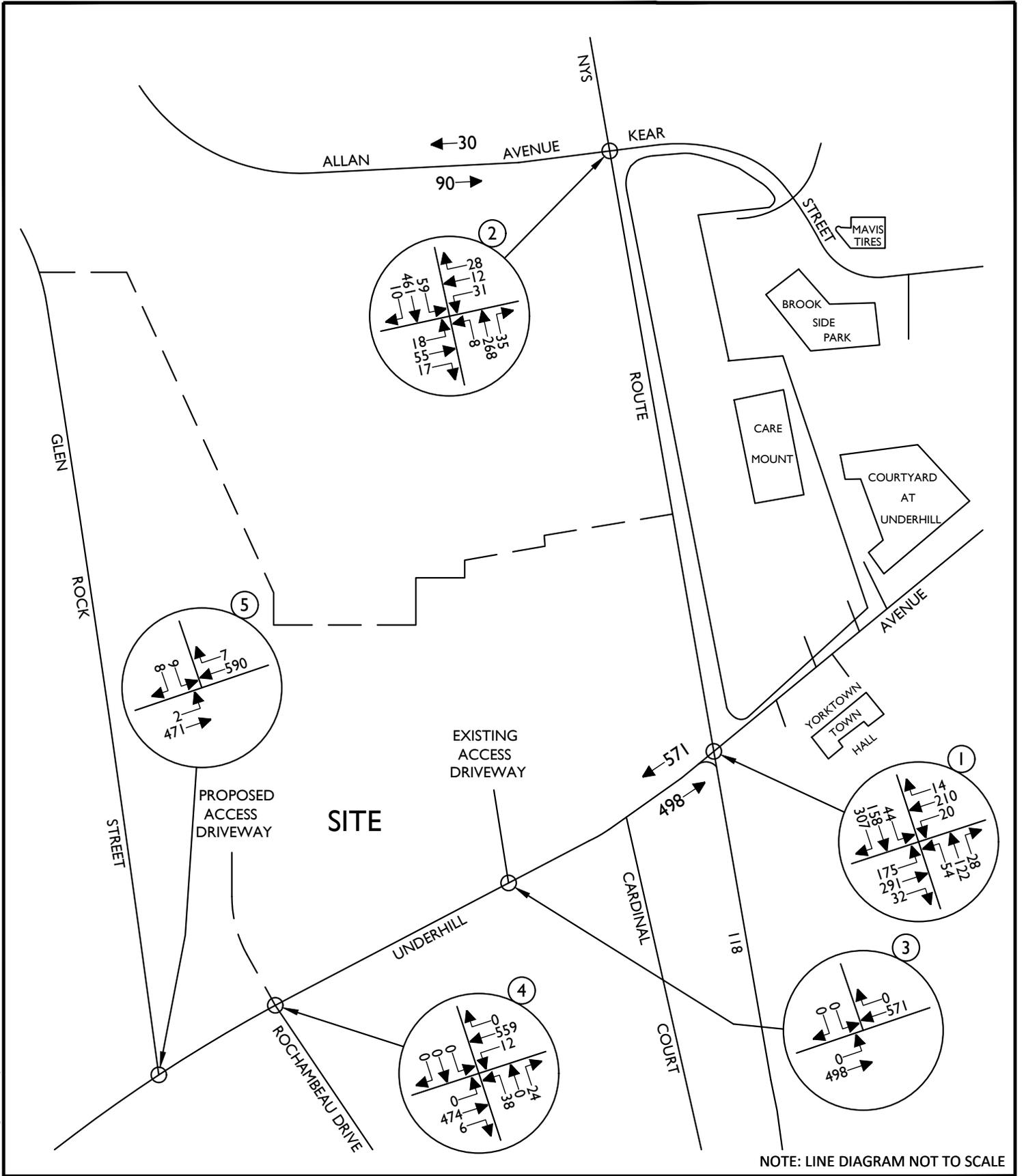
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SCALE: AS SHOWN	DATE: 3/26/23	DRAWN BY: R.H.	CHECKED BY: P.J.G.
PROJECT NUMBER: 20006297A		DRAWING NAME: 230420RGD_FIGURE_EX-BD	

SHEET TITLE:
SITE LOCATION MAP

SHEET NUMBER:
1

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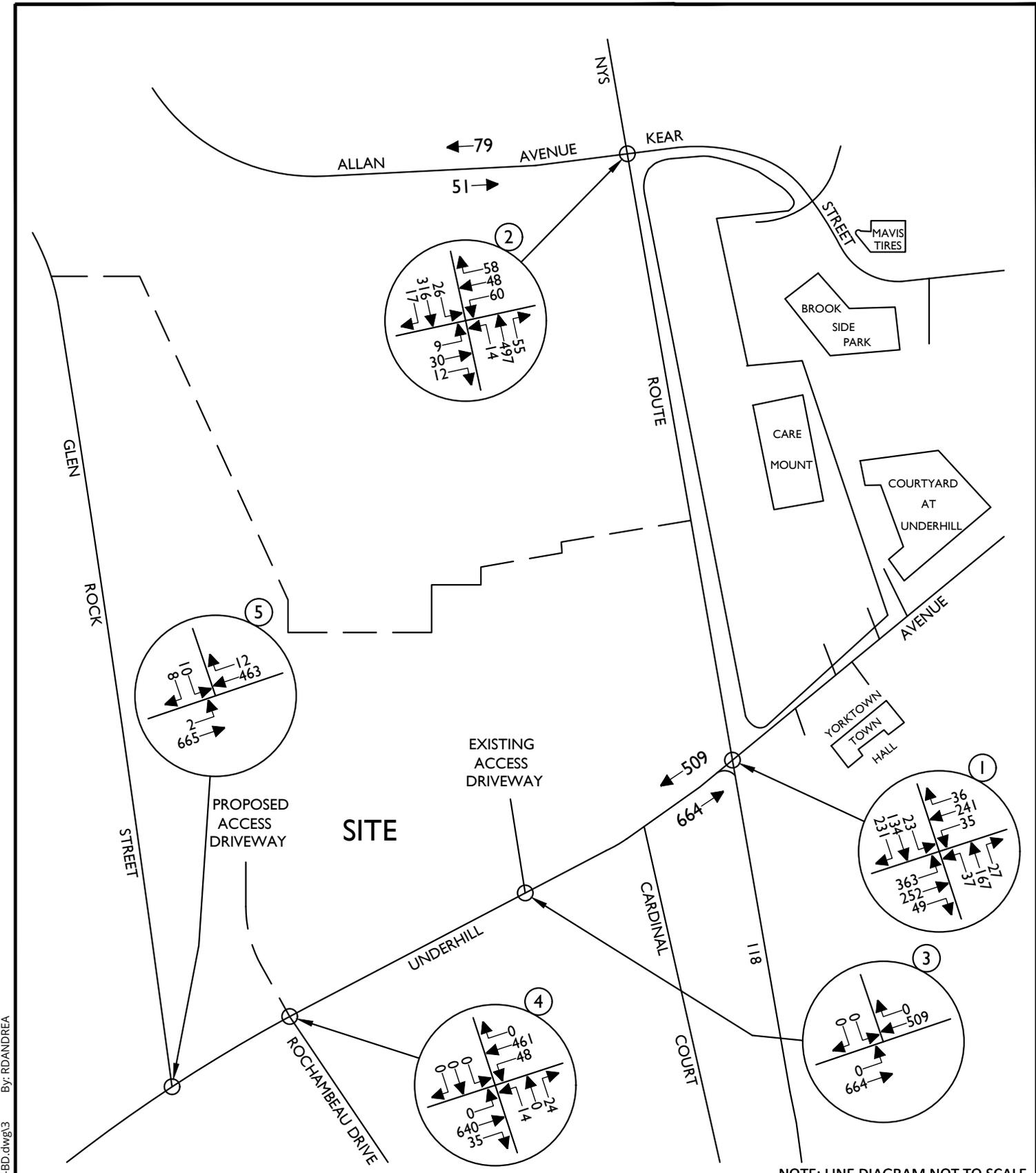
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SHEET TITLE:
 2021 EXISTING TRAFFIC VOLUMES
 WEEKDAY PEAK AM HOUR

SHEET NUMBER:

2



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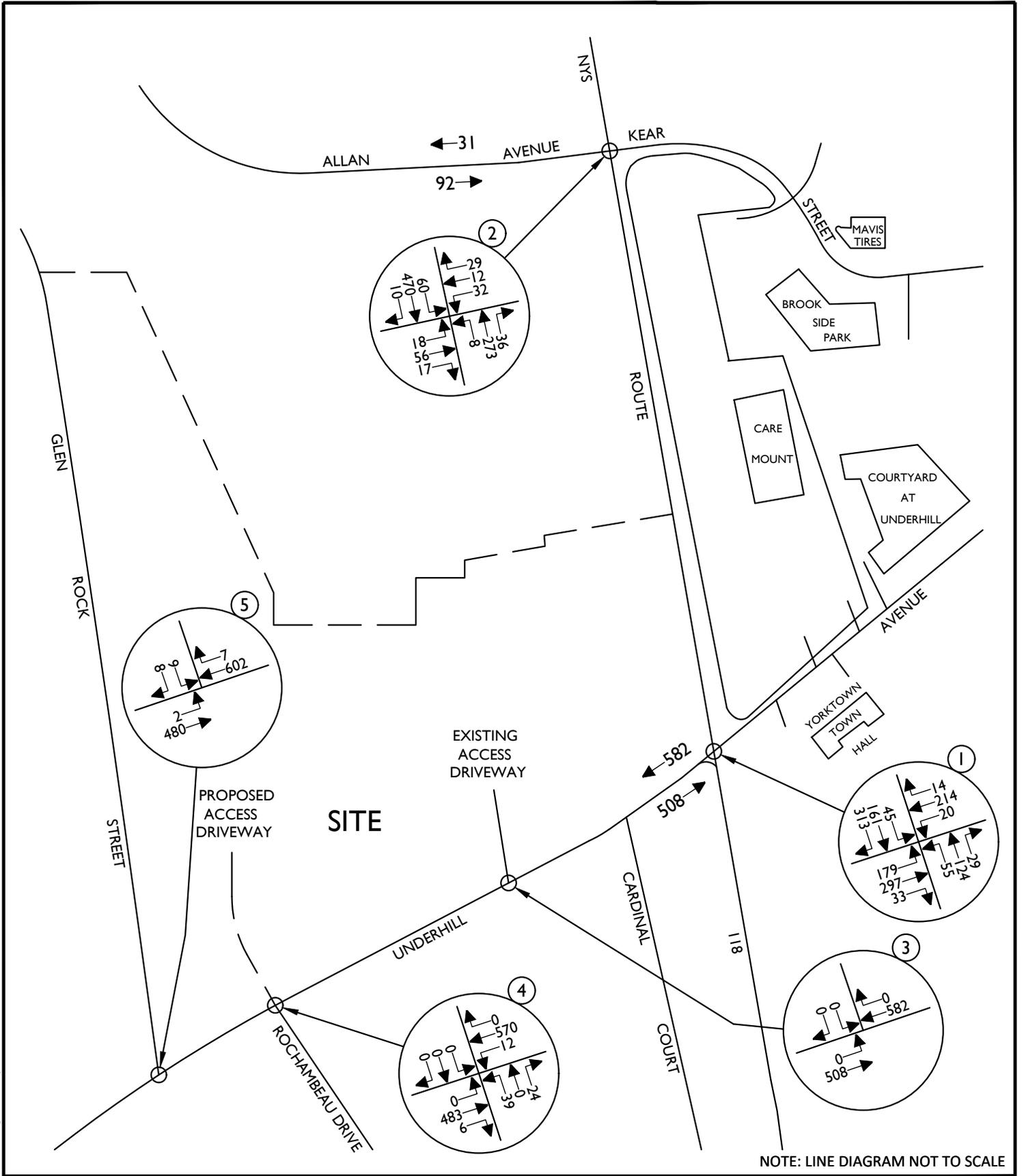
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SHEET TITLE:
**2021 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:
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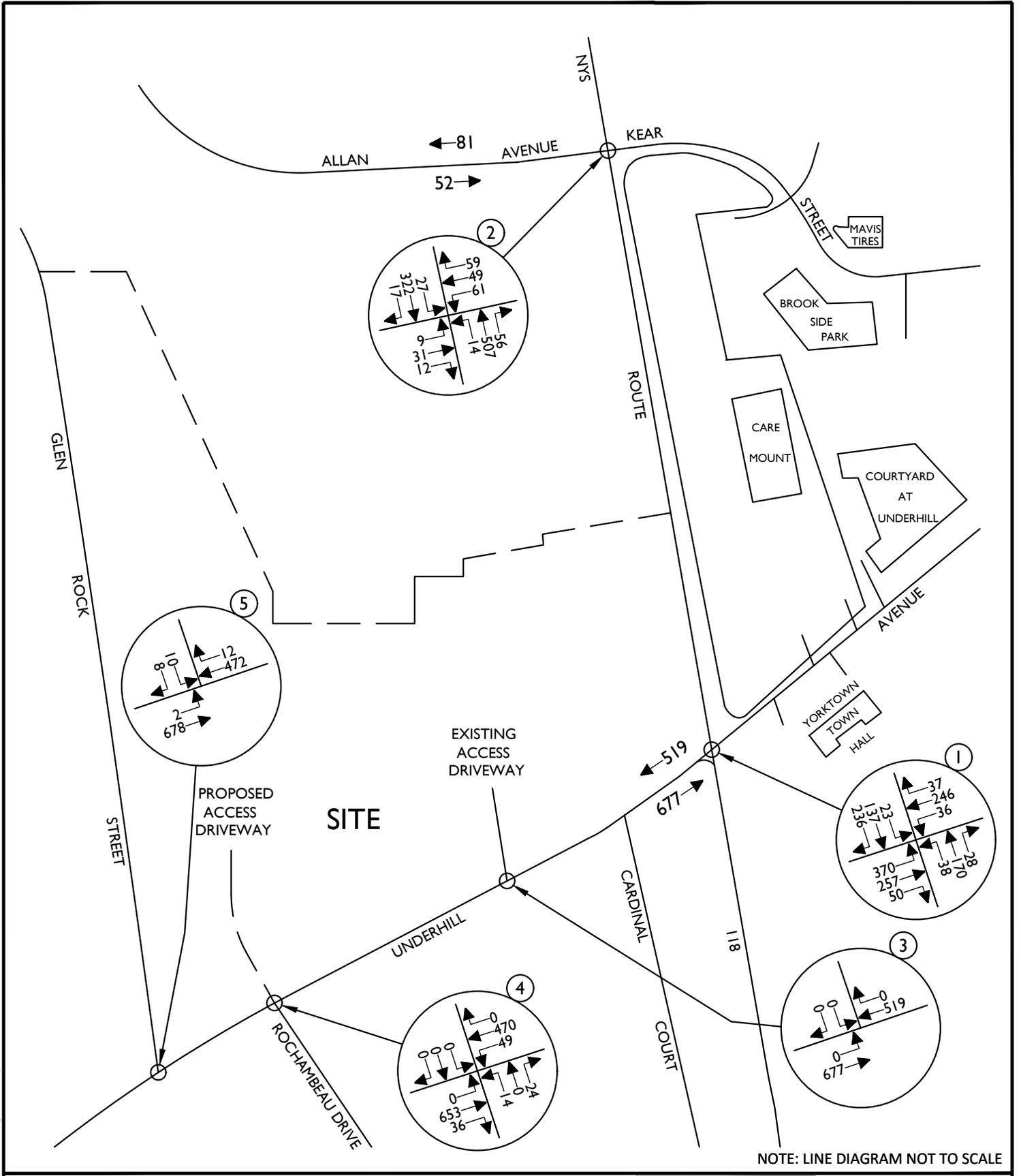
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SHEET TITLE:
**2025 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR**

SHEET NUMBER:
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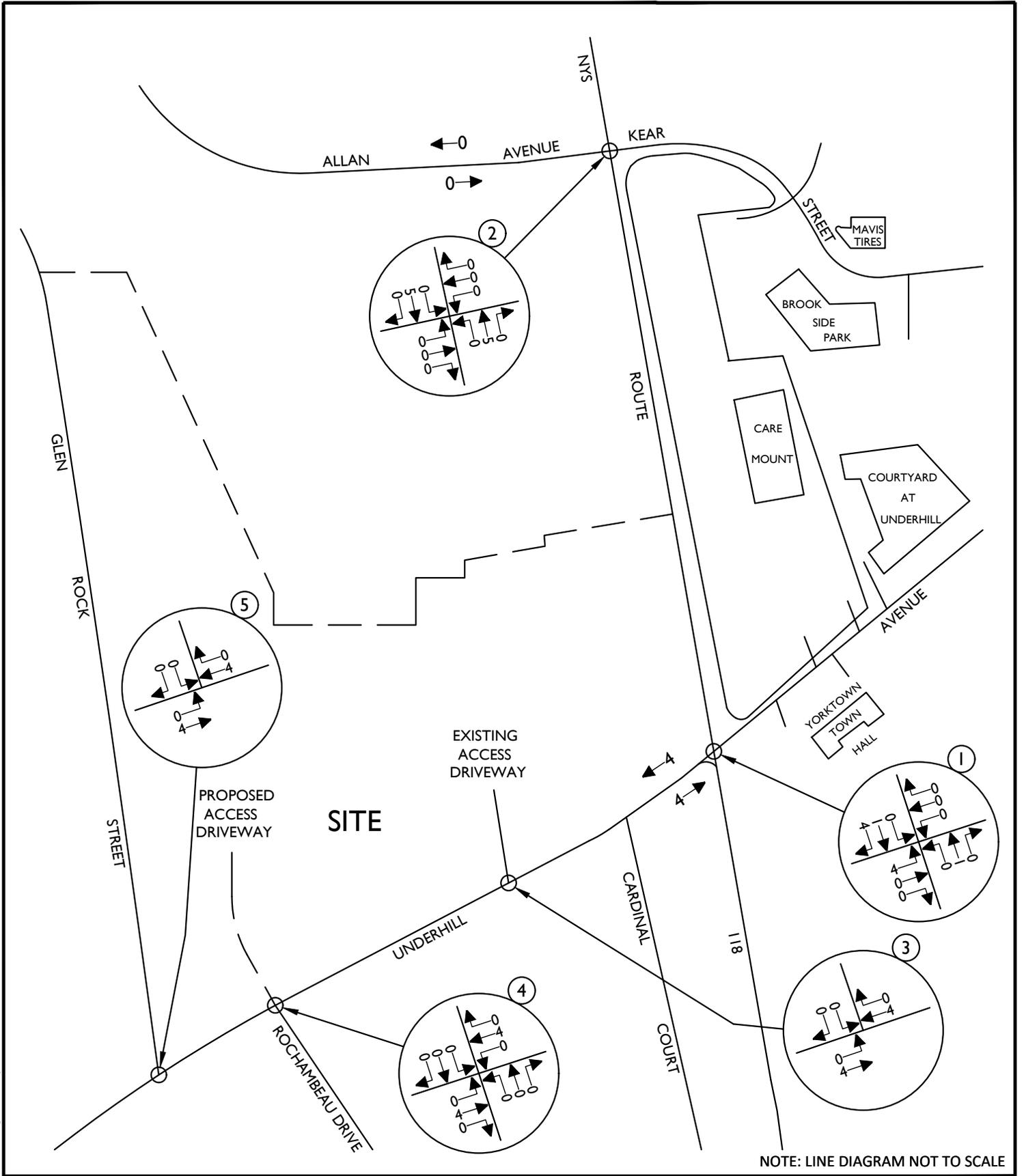
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
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 WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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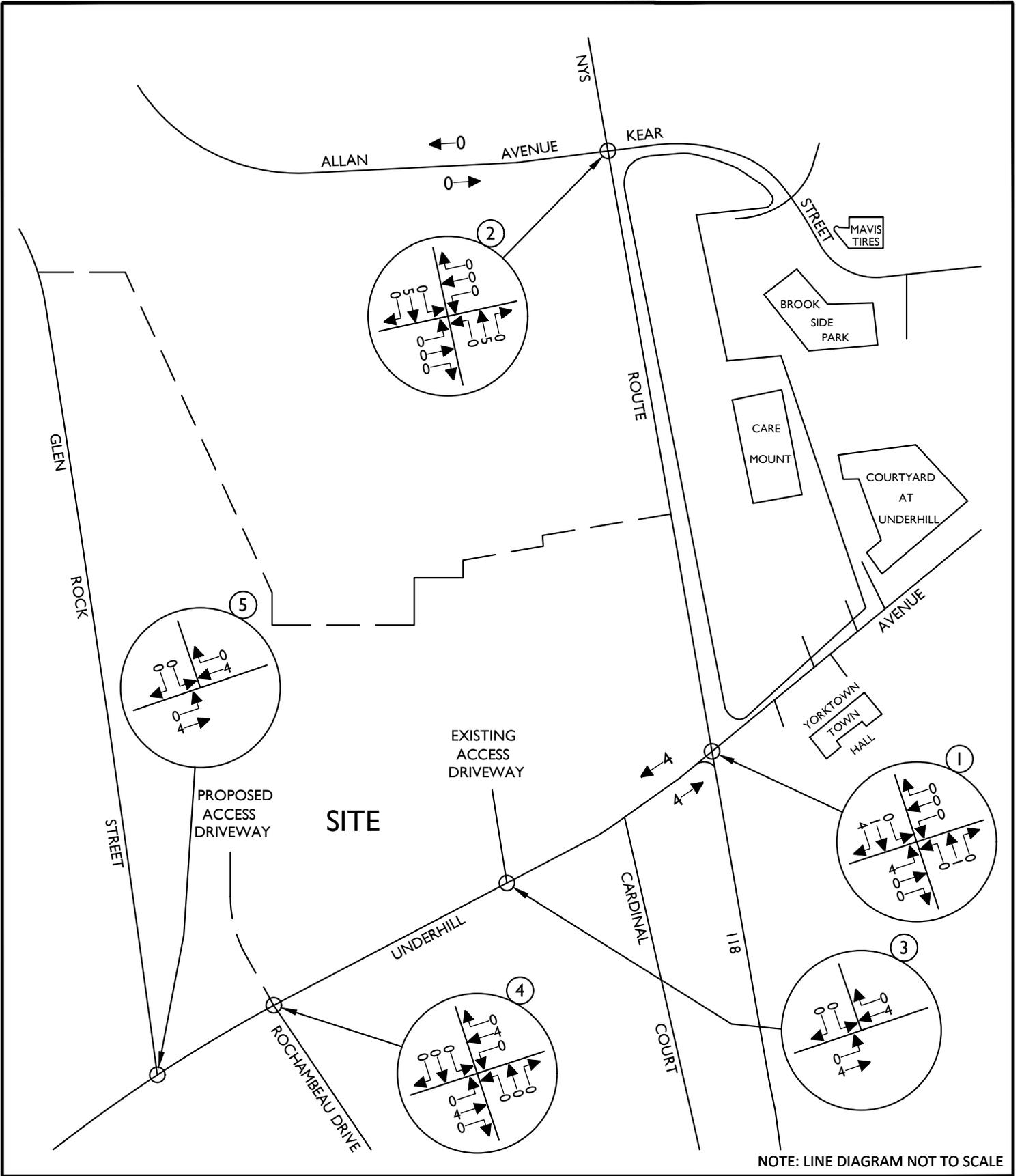
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SHEET TITLE:
PIED PIPER DAYCARE (APPROVED)
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

6

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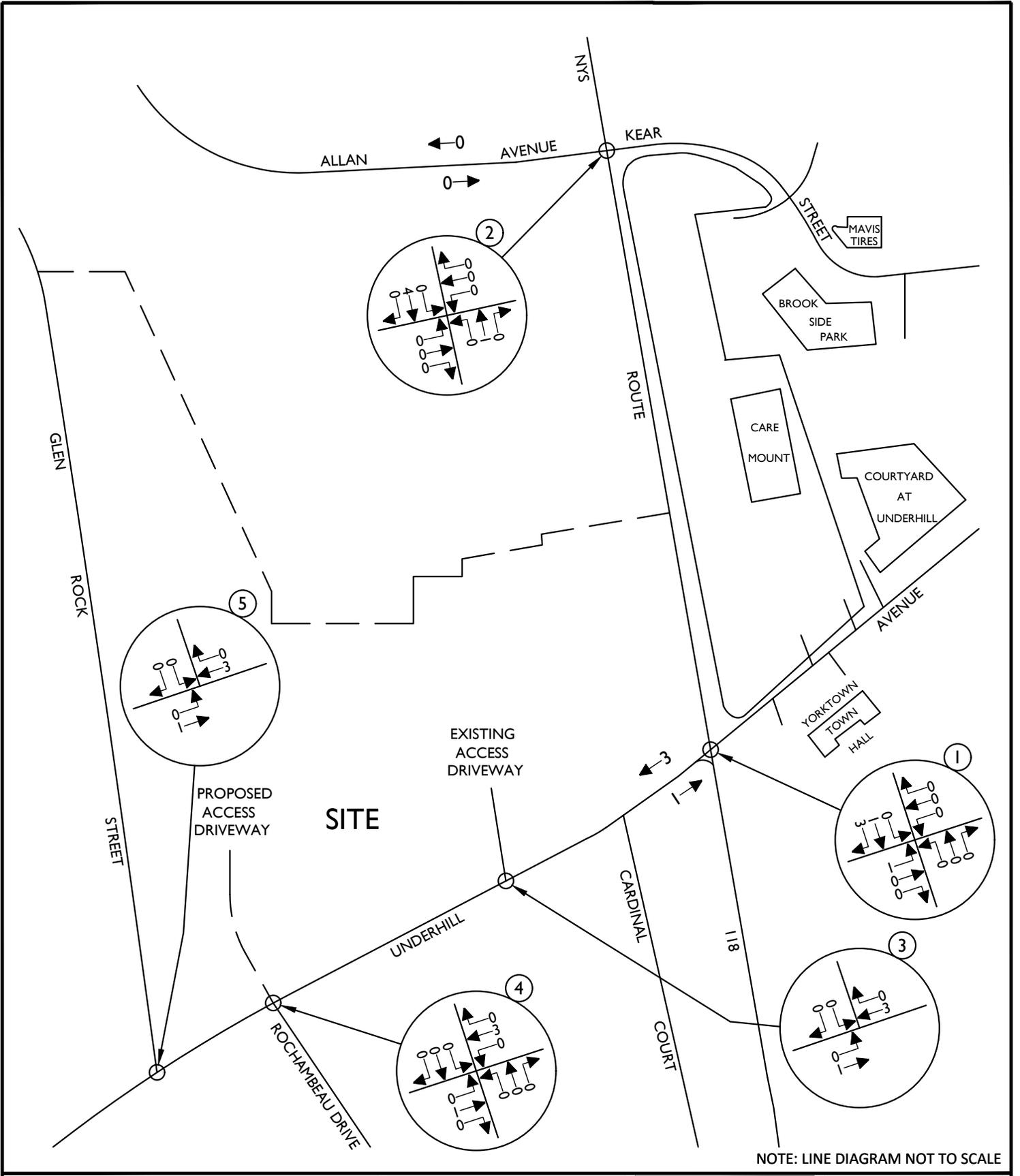
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SHEET TITLE:
PIED PIPE DAYCARE (APPROVED)
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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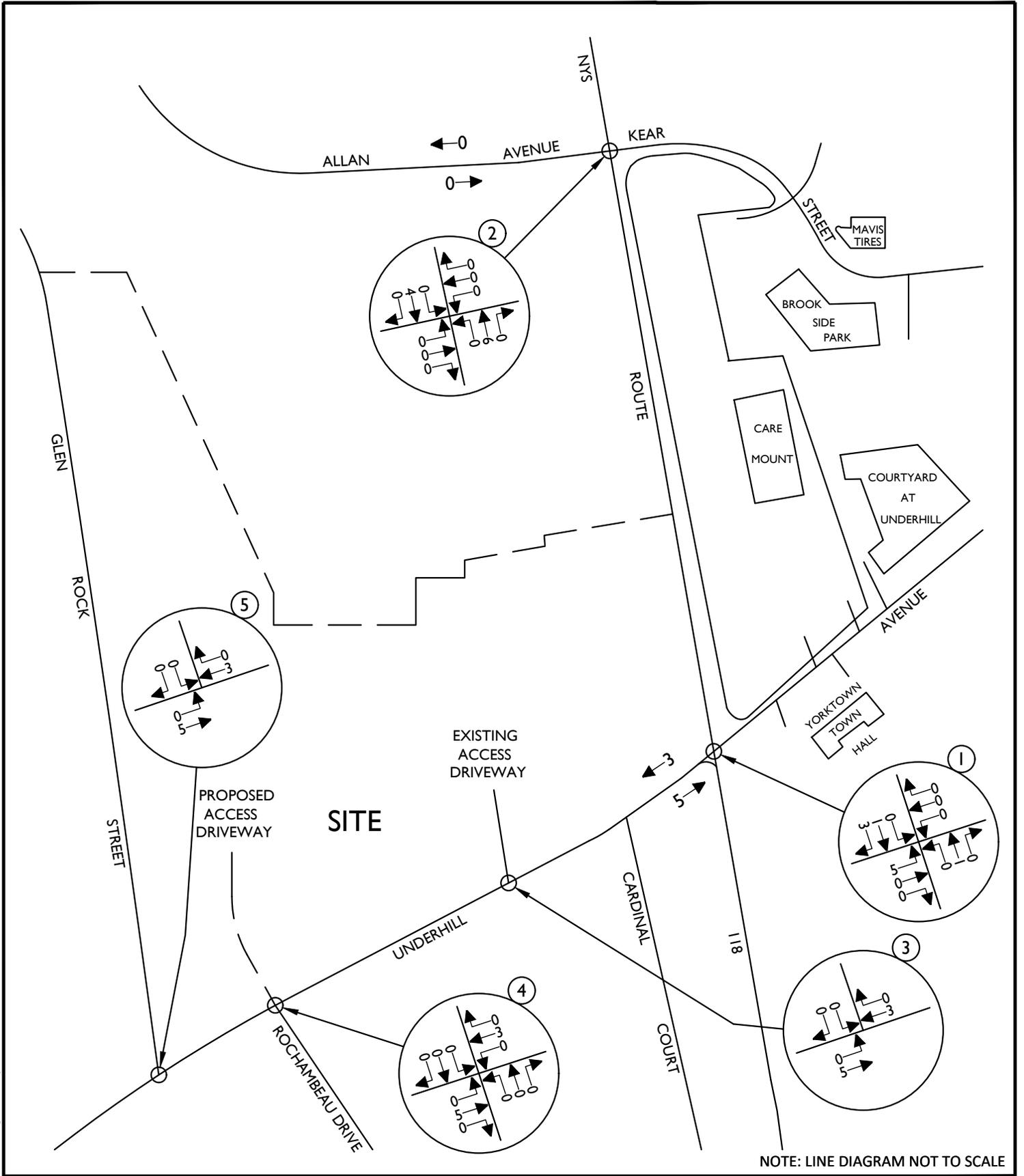
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SHEET TITLE:
THE WEYANT (APPROVED)
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

8

By: RDANDREA
 26176\230420RGRD_FIGURE_EX-BD.dwg(9)



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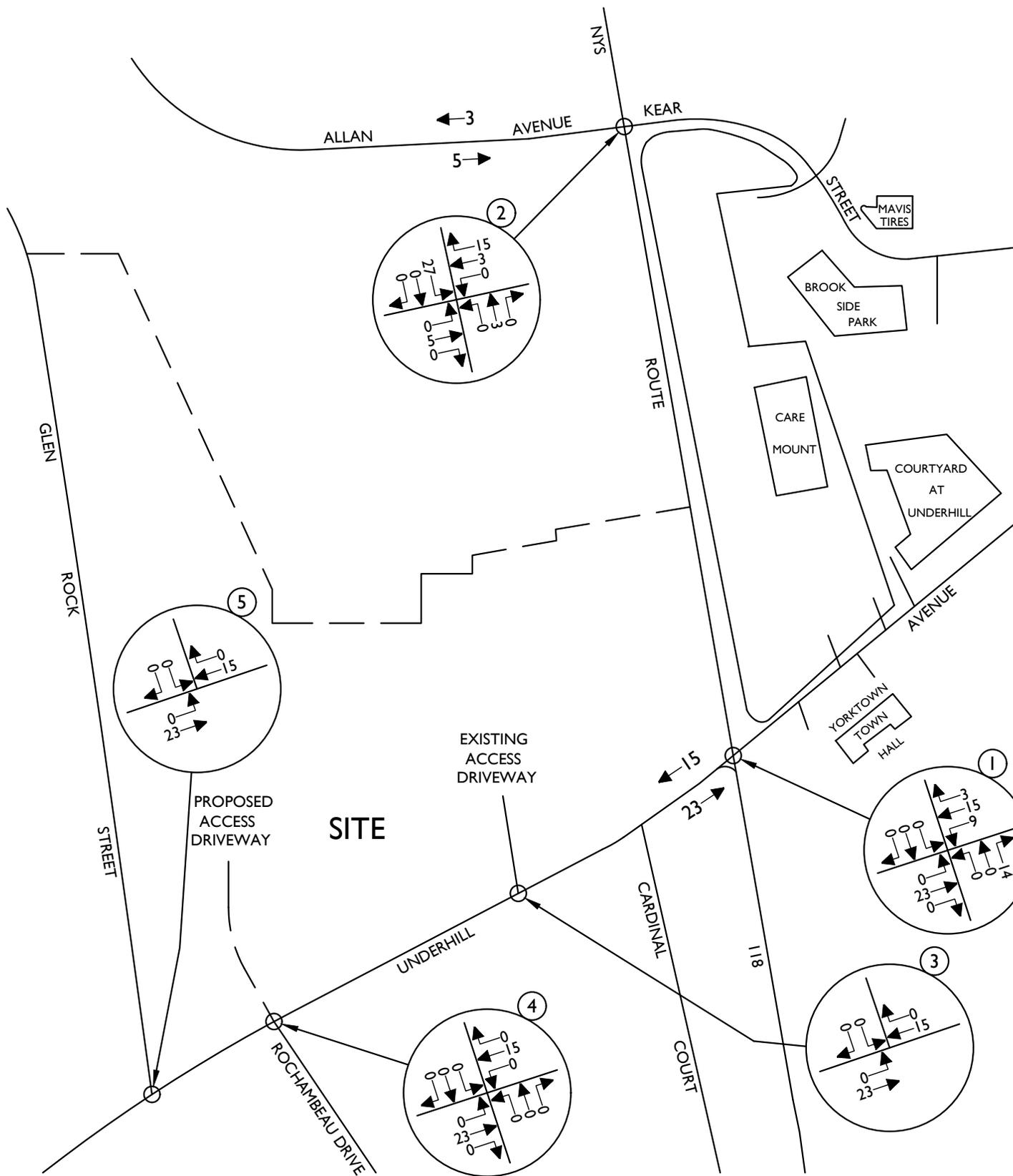
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
 THE WEYANT (APPROVED)
 OTHER DEVELOPMENT TRAFFIC VOLUMES
 WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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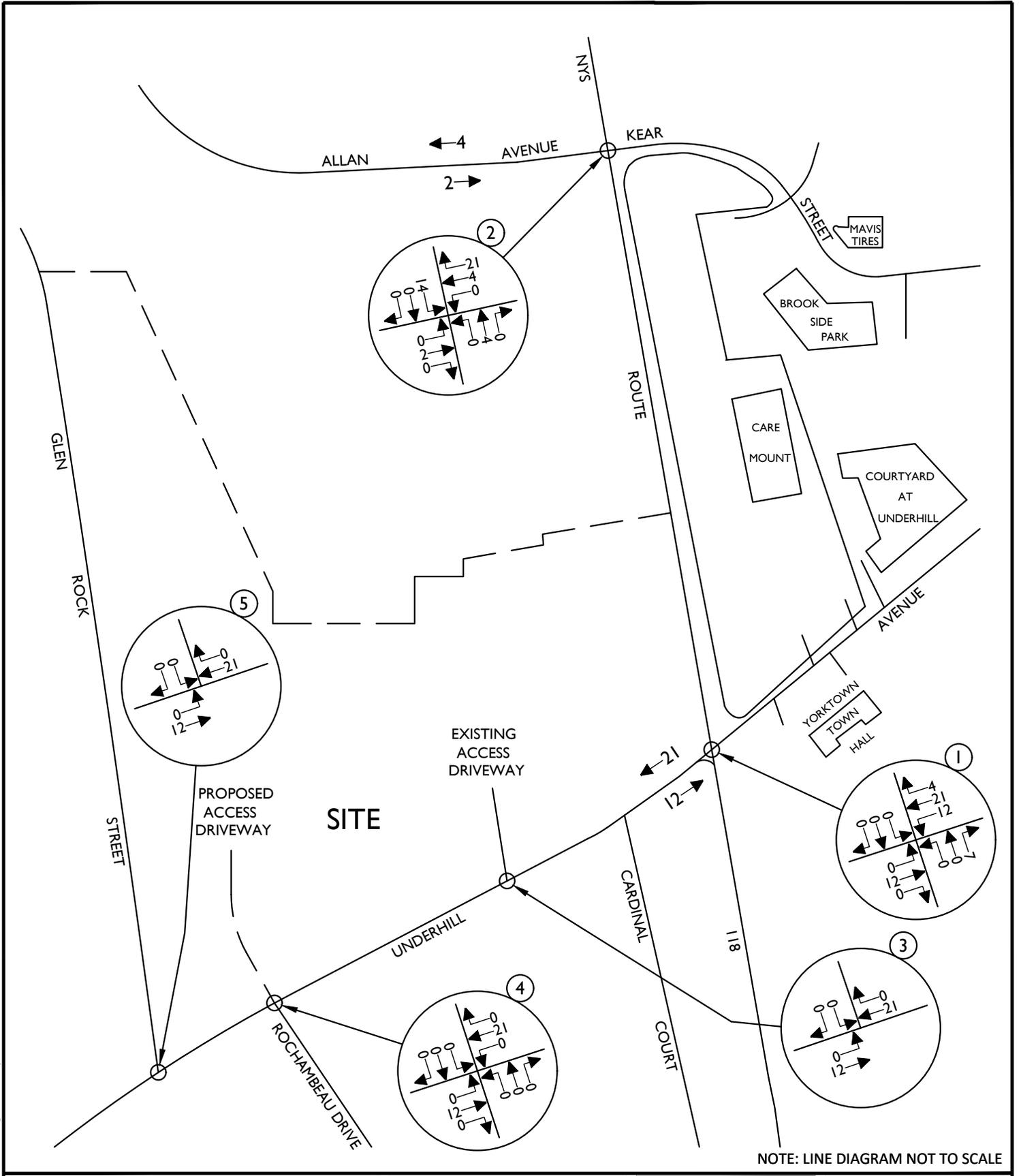
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
CAREMOUNT BUILDING (APPROVED)
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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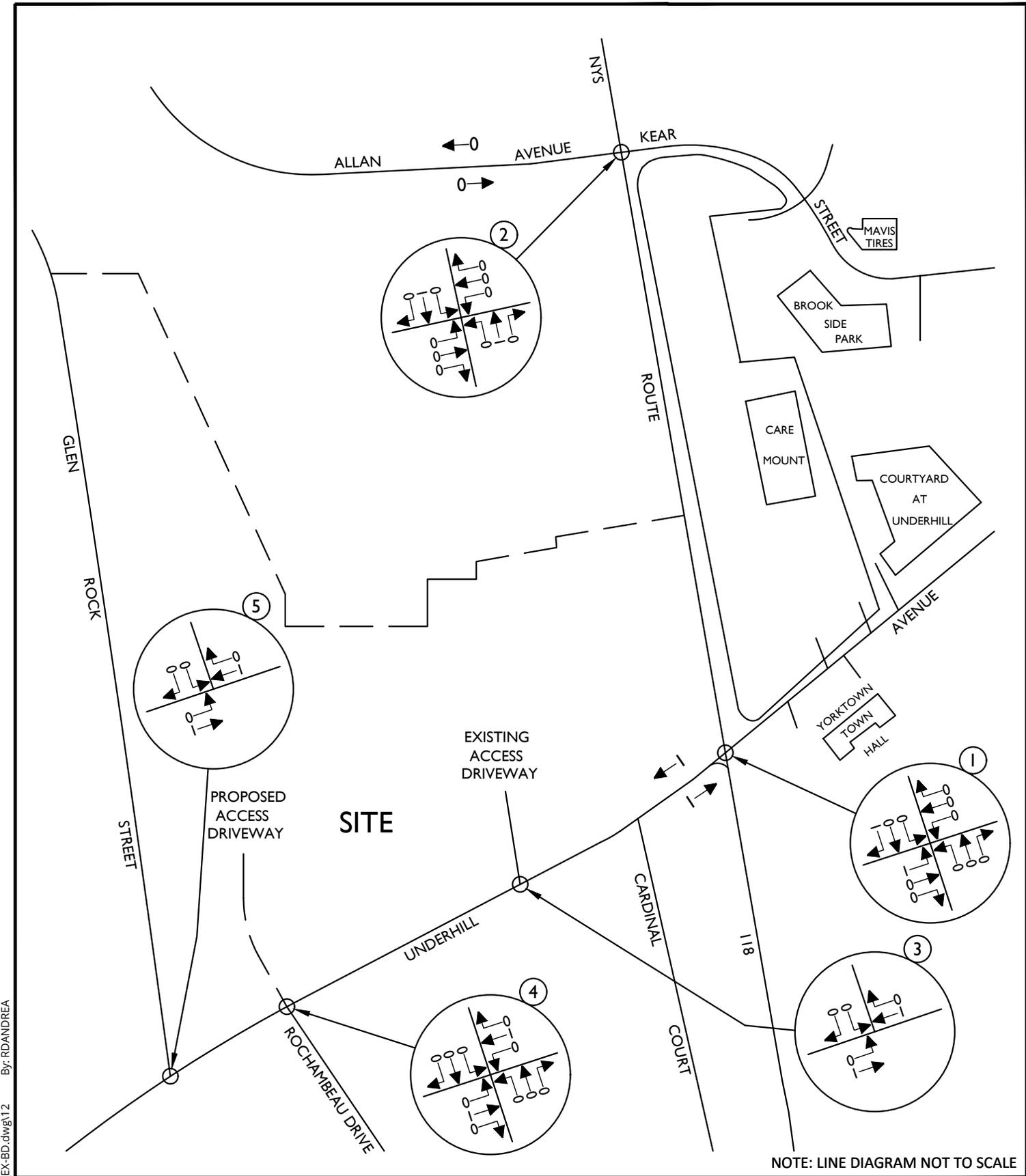
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
CAREMOUNT BUILDING (APPROVED)
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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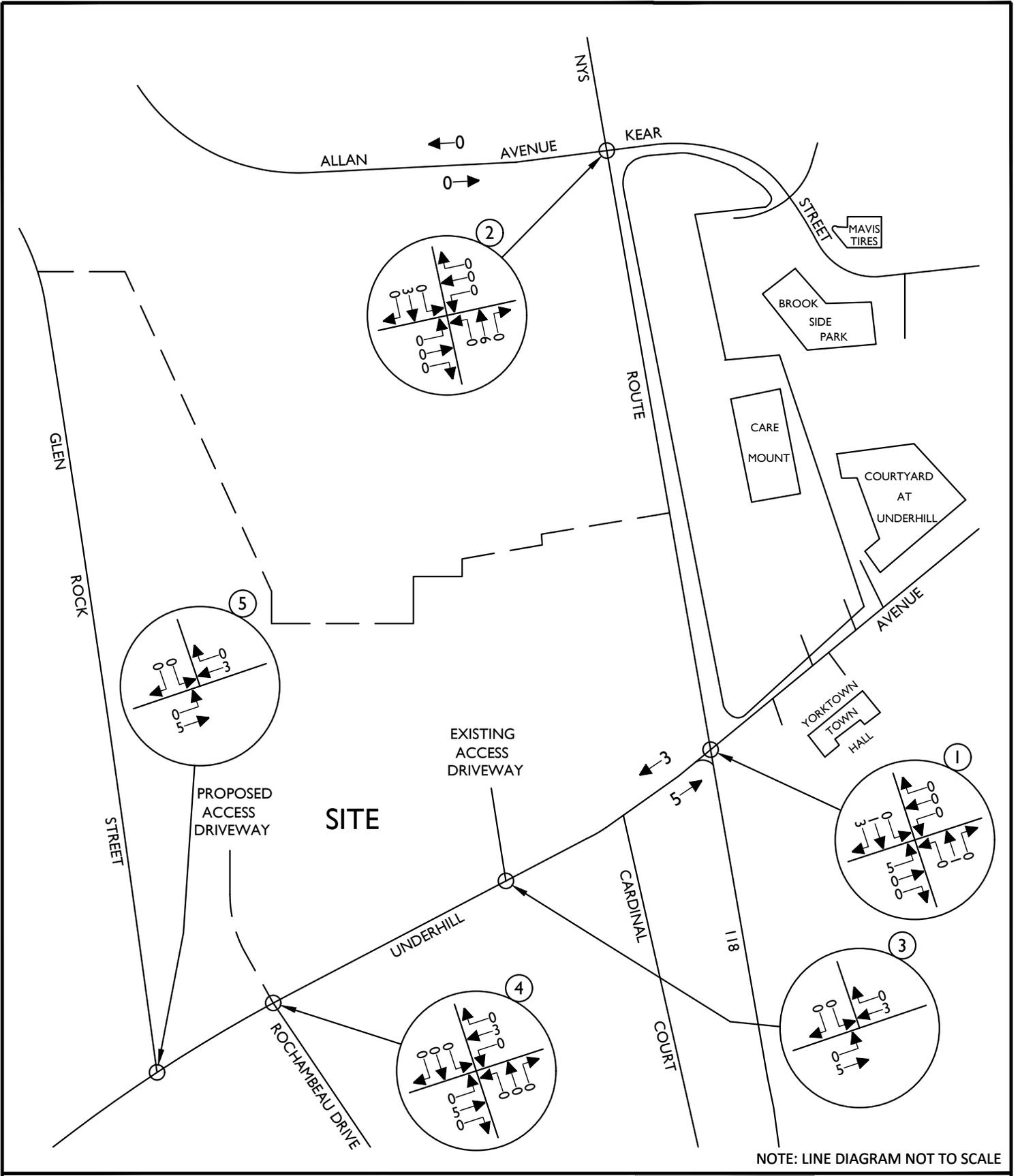
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PROJECT NUMBER: 20006297A	DRAWING NAME: 230420RGD_FIGURE_EX-BD		

SHEET TITLE:
 BOUTIQUE HOTEL
 OTHER DEVELOPMENT TRAFFIC VOLUMES
 WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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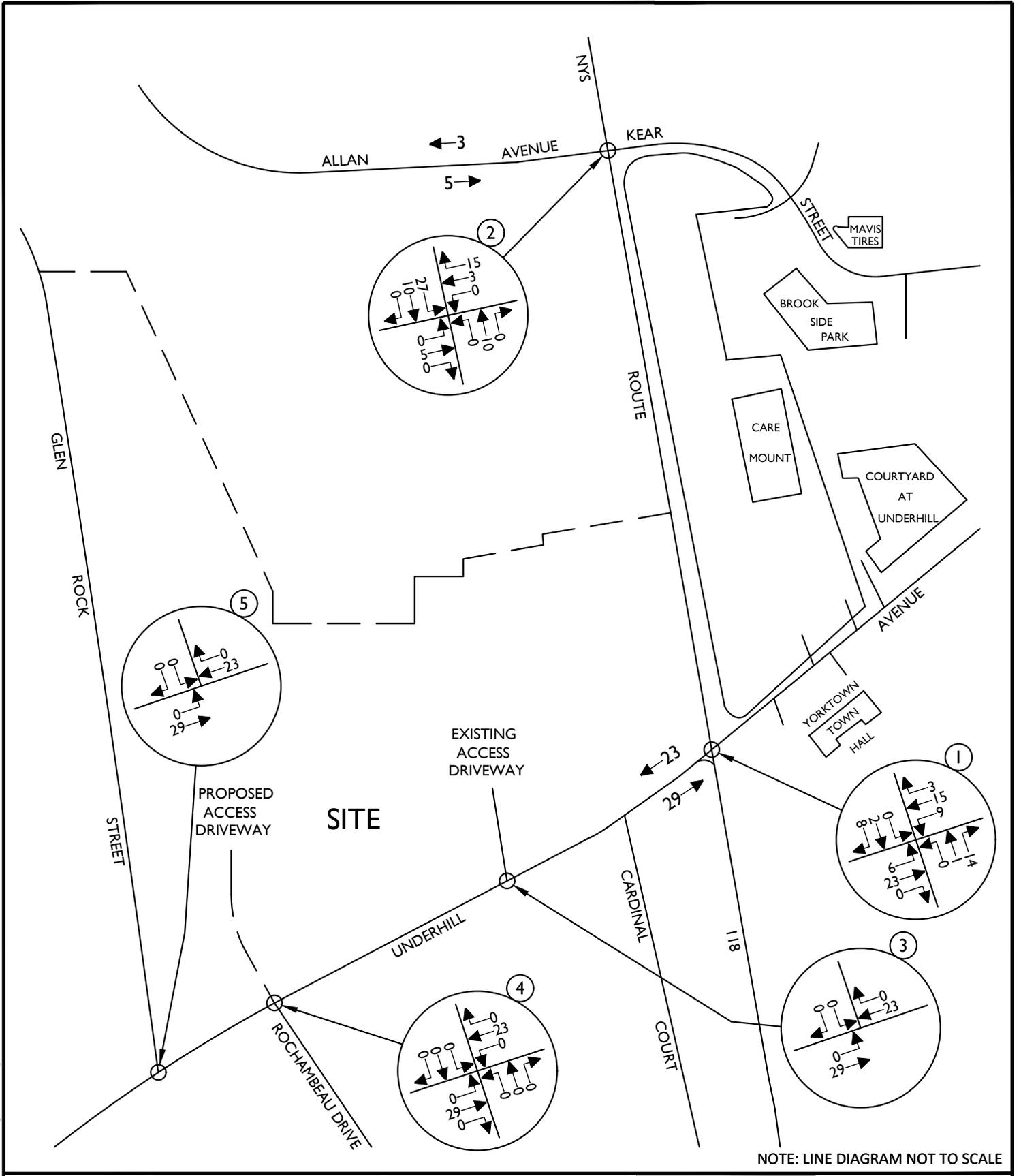
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:
BOUQUETTE HOTEL (APPROVED)
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

13

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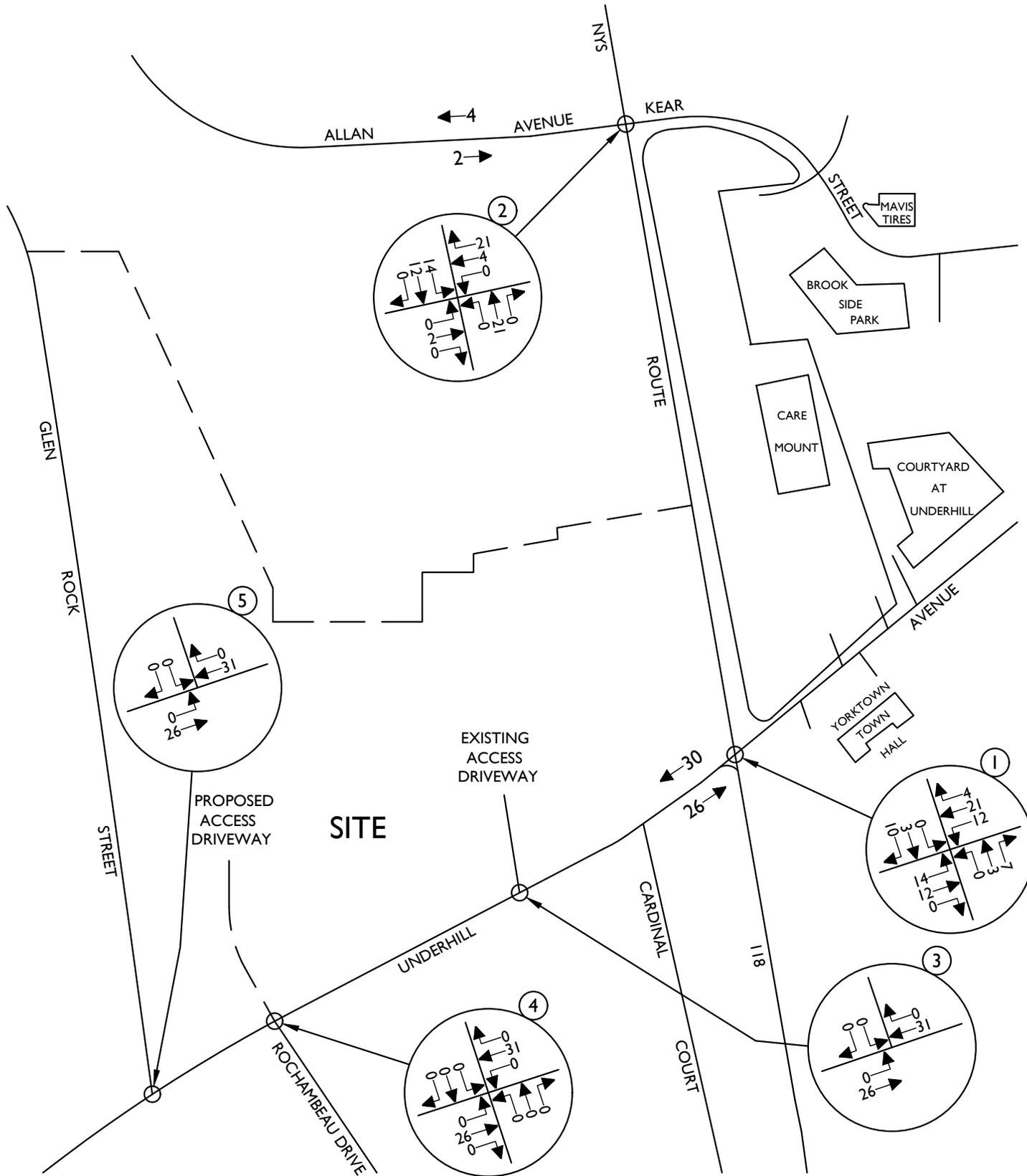
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:	TOTAL APPROVED OTHER DEVELOPMENT TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
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SHEET NUMBER:	14
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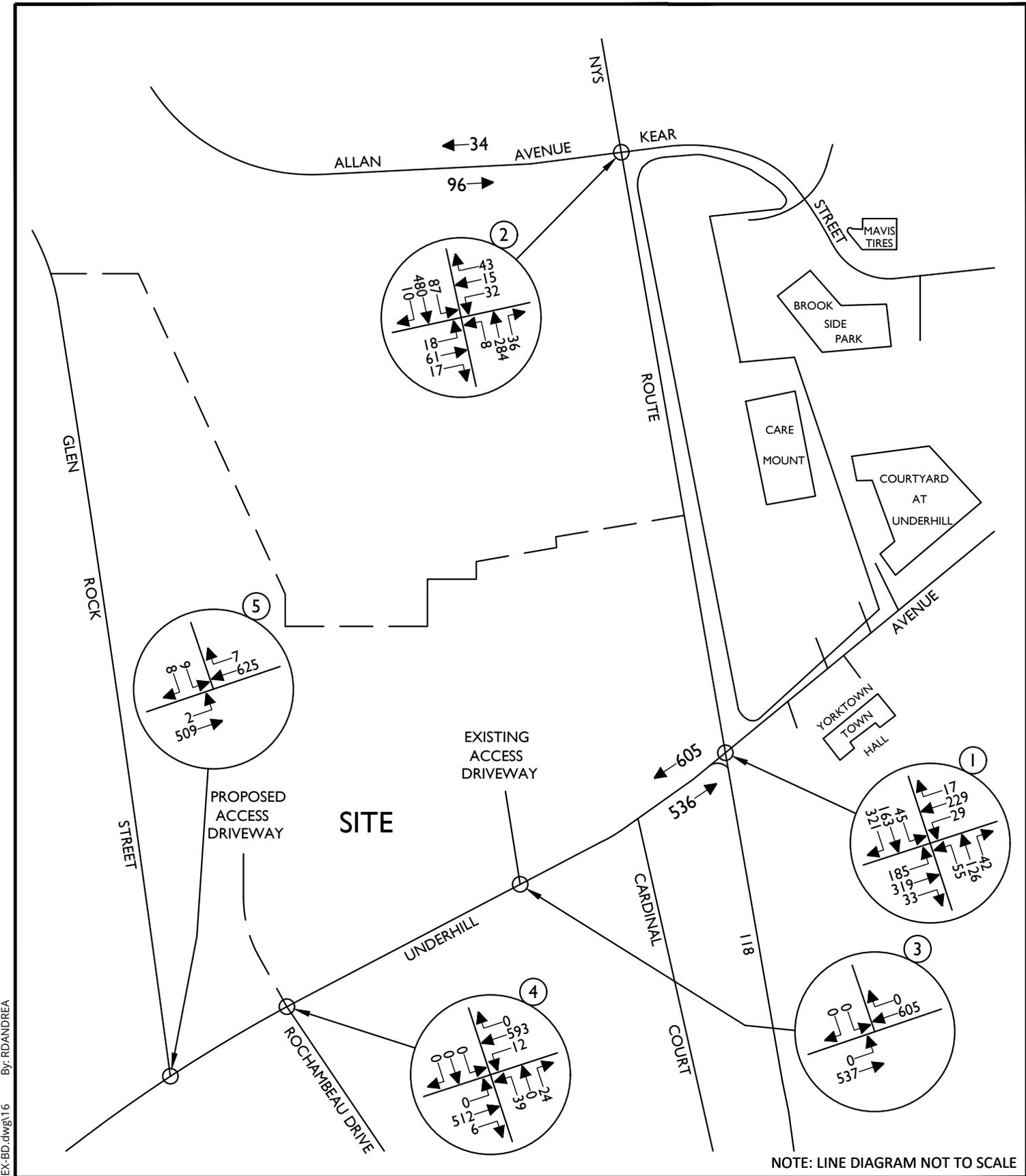
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:
TOTAL APPROVED
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
15

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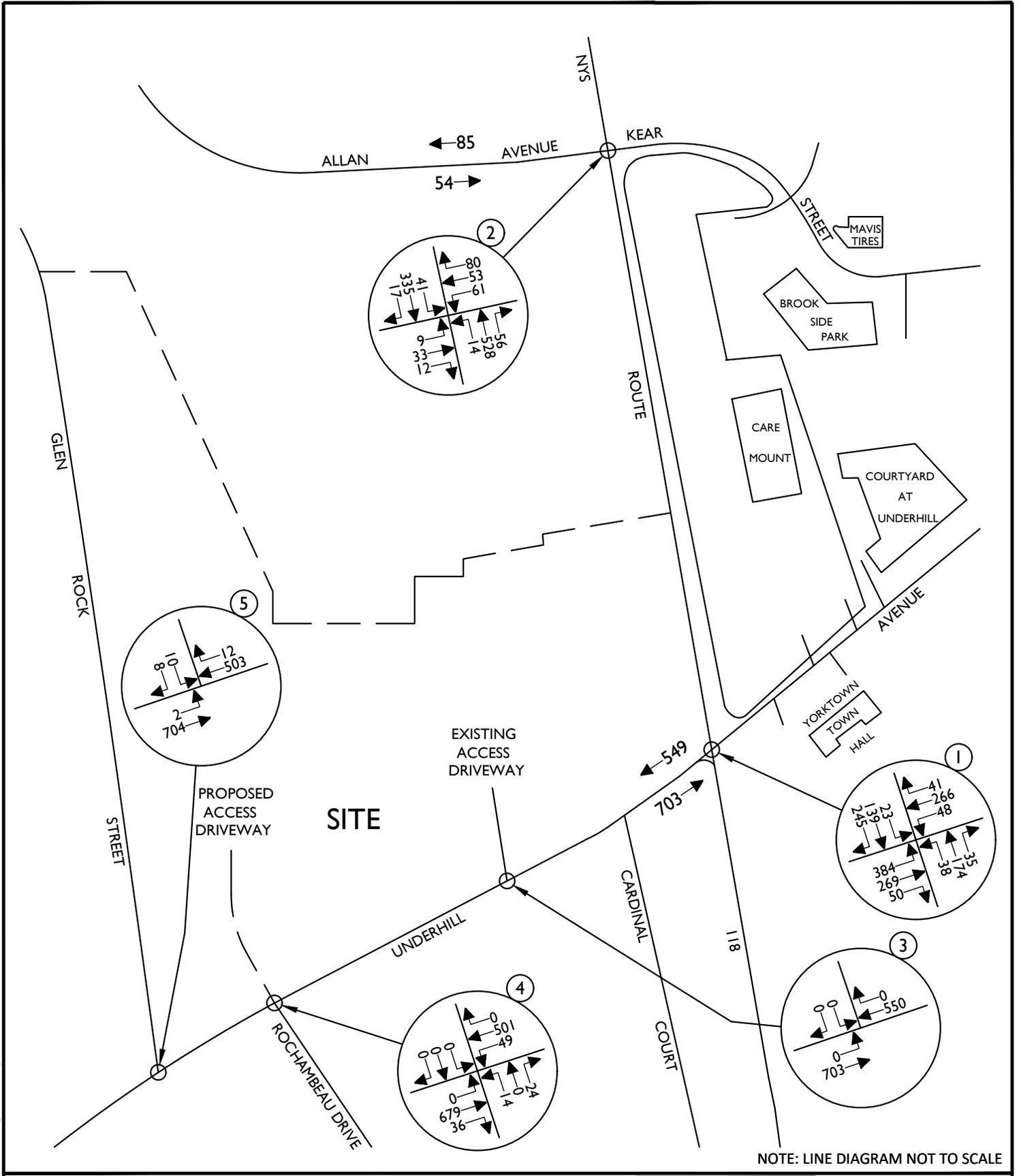
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PROJECT NUMBER: 20006297A	DRAWING NAME: 230420RGD_FIGURE_EX-BD		

SHEET TITLE:
2025 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR (W/ APPROVED O.D.)

SHEET NUMBER: 16

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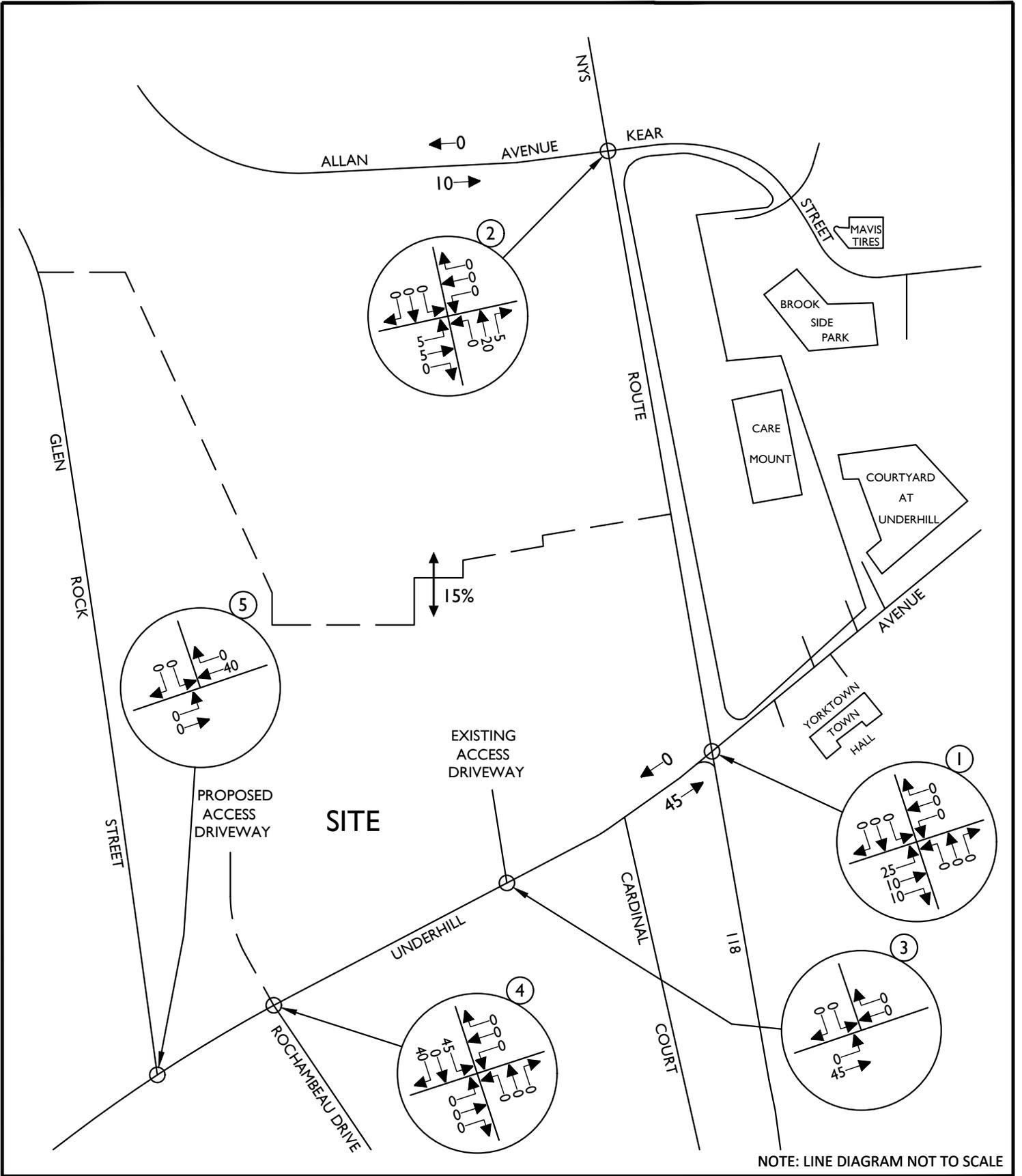
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:
**2025 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(W/ APPROVED O.D.)**

SHEET NUMBER:

17

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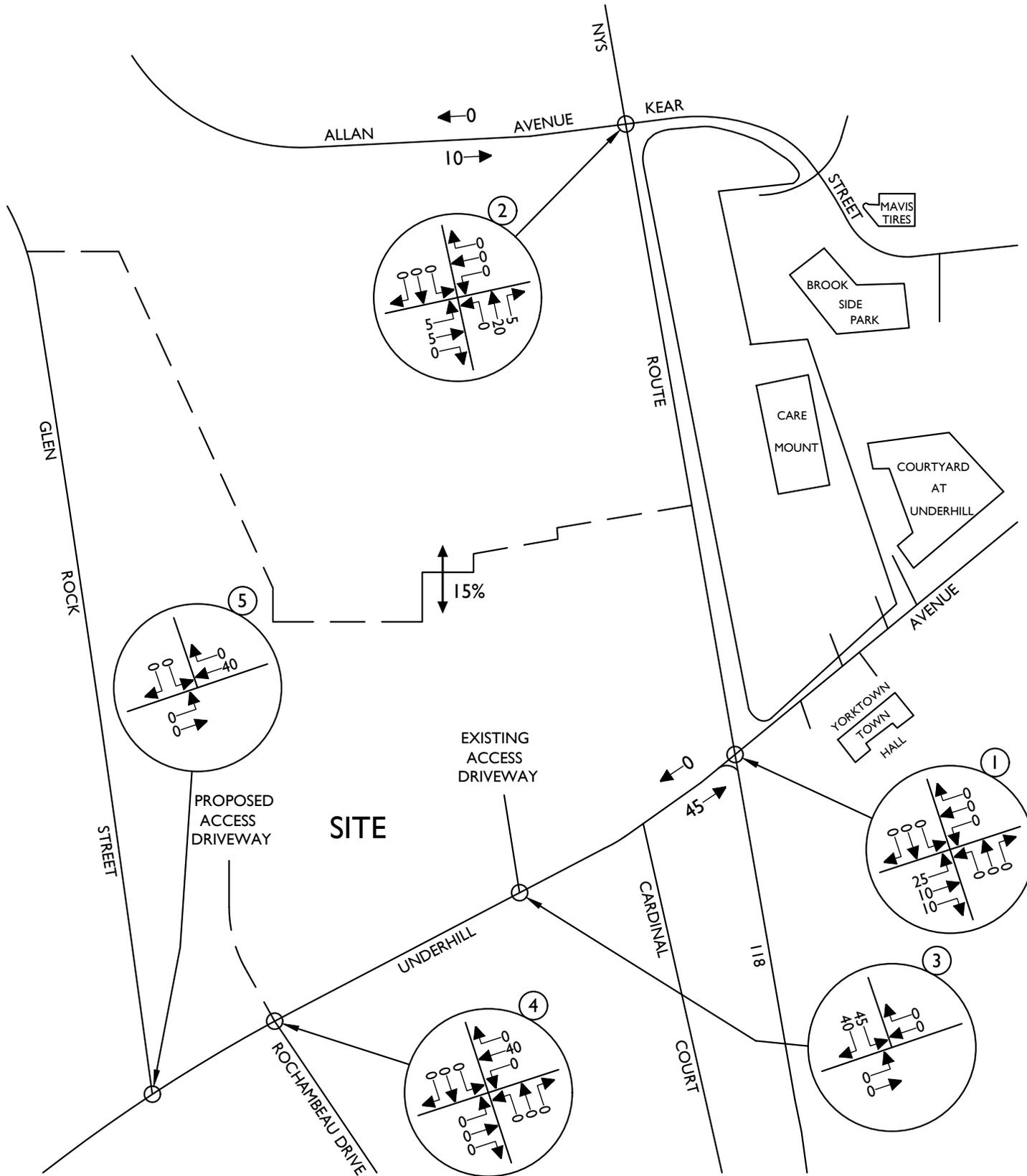
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:
TOWNHOUSE DEPARTURE DISTRIBUTION (EXPRESSED AS A %)

SHEET NUMBER:
19

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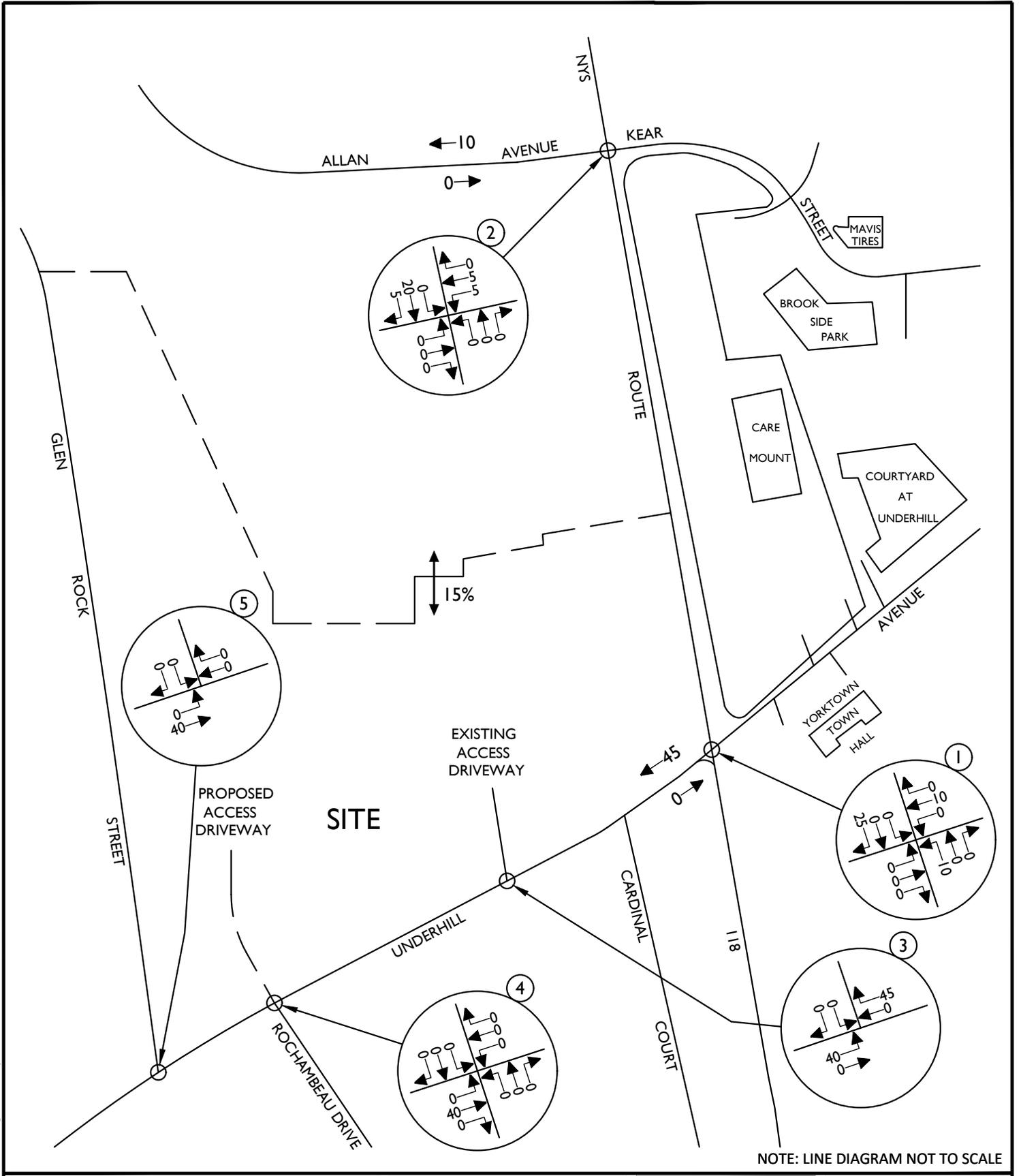
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SCALE: AS SHOWN	DATE: 3/26/23	DRAWN BY: R.H.	CHECKED BY: P.J.G.
PROJECT NUMBER: 20006297A	DRAWING NAME: 230420RGD_FIGURE_EX-BD		

SHEET TITLE:
 APARTMENTS/CONDOS/COMMERCIAL DEPARTURE DISTRIBUTION (EXPRESSED AS A %)

SHEET NUMBER:
 21

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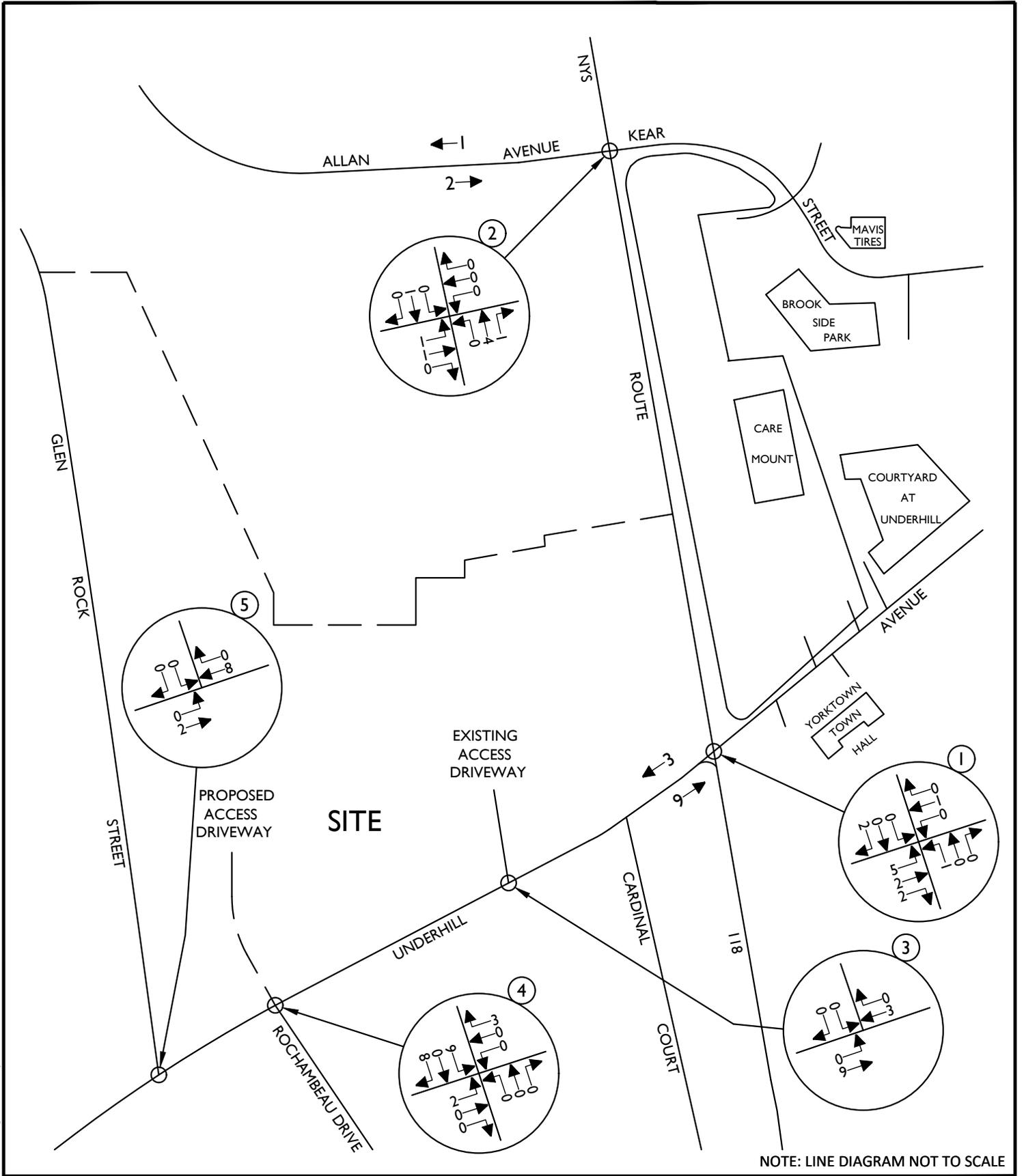
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
APARTMENTS/CONDOS/COMMERCIAL ARRIVAL DISTRIBUTION (EXPRESSED AS A %)

SHEET NUMBER:
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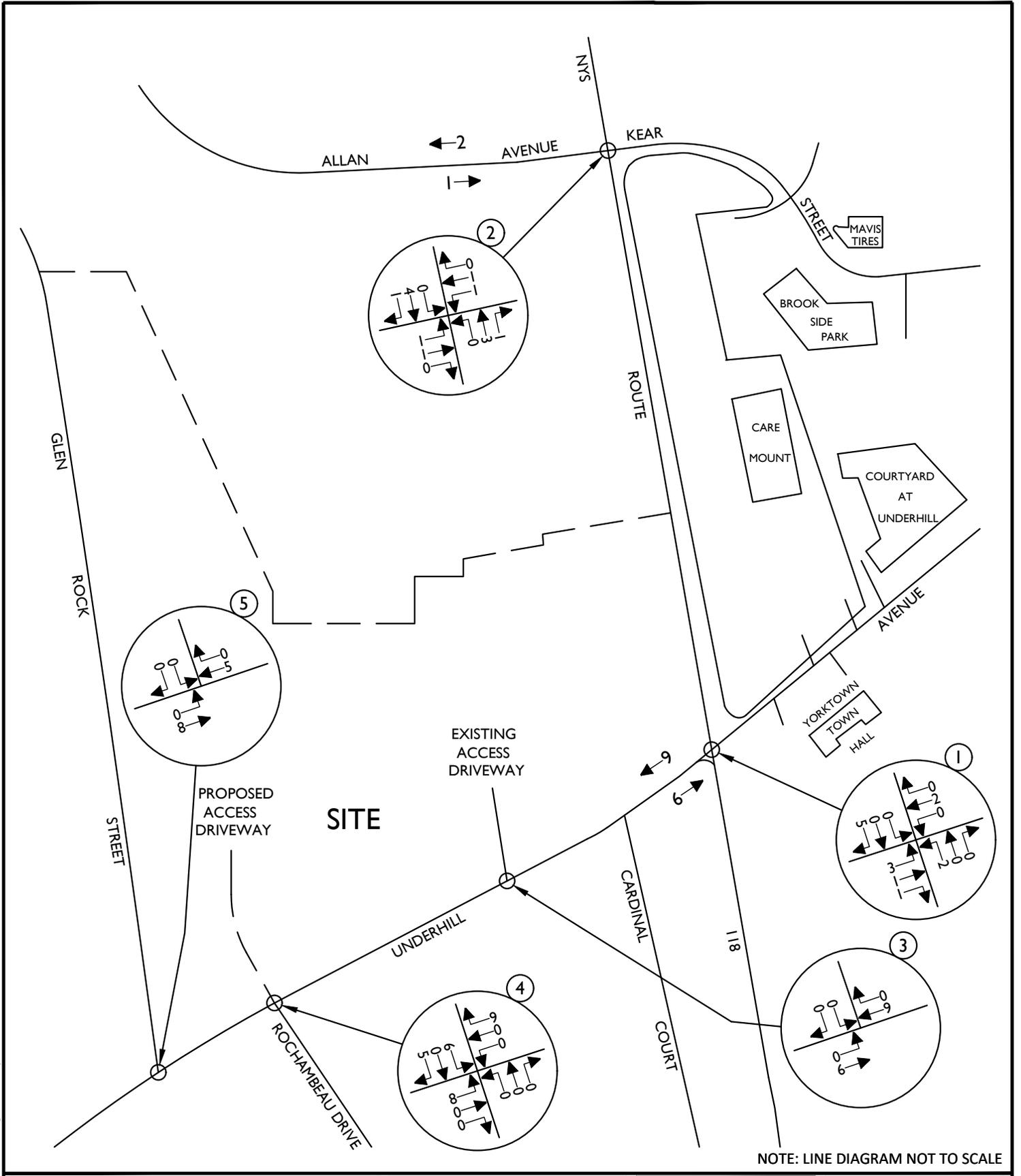
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SCALE: AS SHOWN	DATE: 3/26/23	DRAWN BY: R.H.	CHECKED BY: P.J.G.
PROJECT NUMBER: 20006297A	DRAWING NAME: 230420RGD_FIGURE_EX-BD		

SHEET TITLE: TOWNHOUSE SITE GENERATED TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR

SHEET NUMBER: 22

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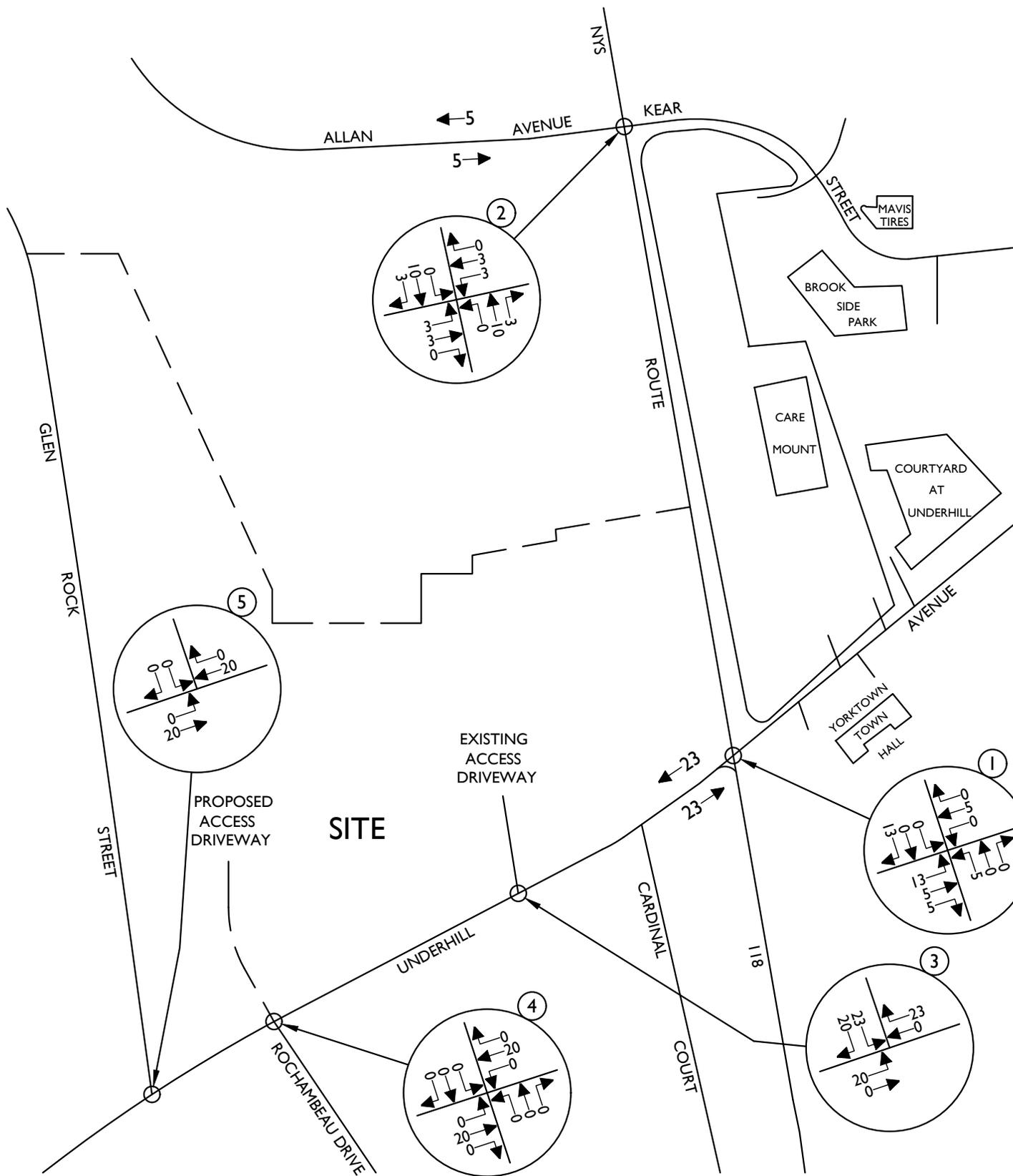
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:	TOWNHOUSE SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
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SHEET NUMBER:	23
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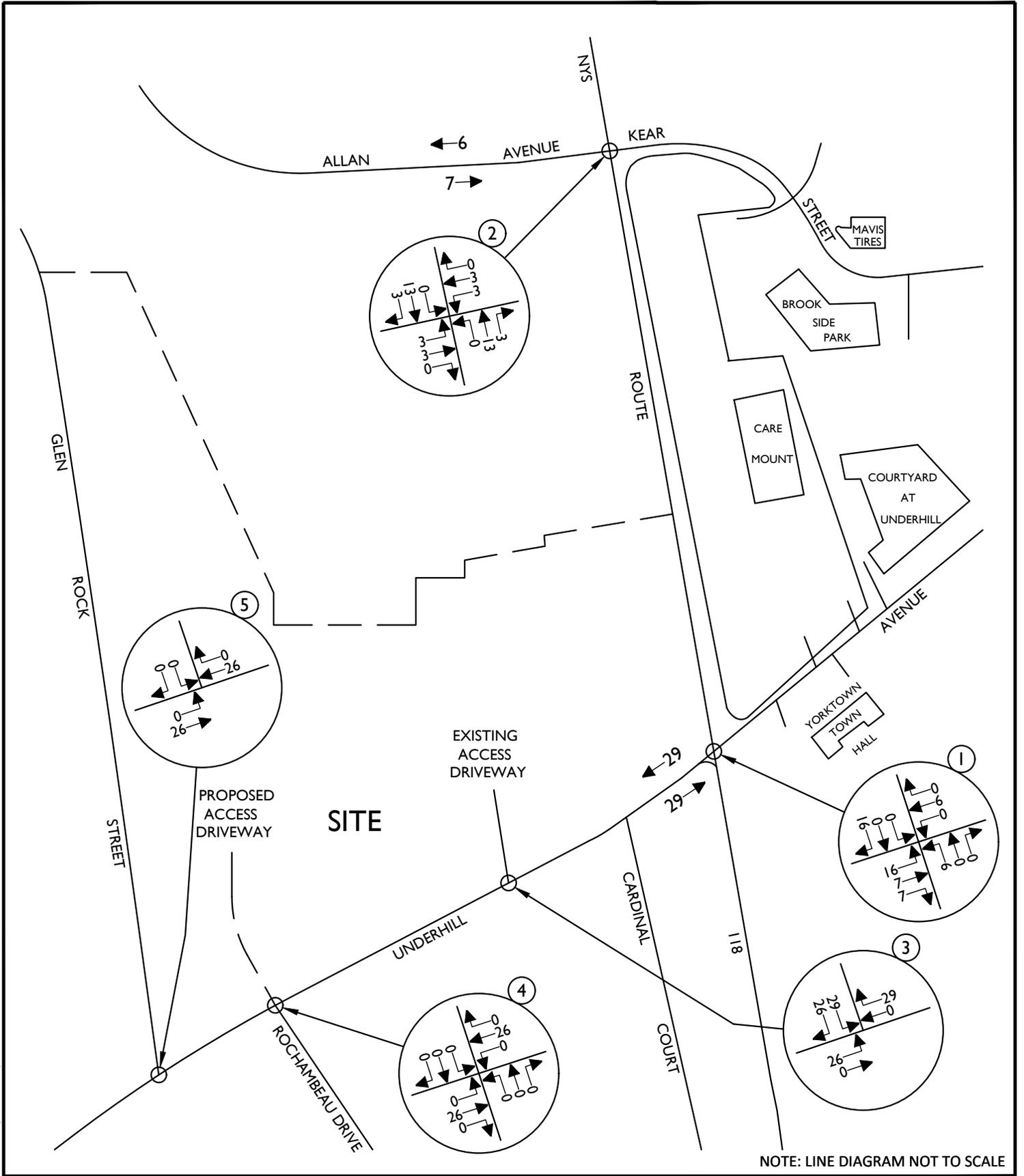
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PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		
SHEET TITLE:			
APARTMENTS/CONDOS/COMMERCIAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
SHEET NUMBER:			
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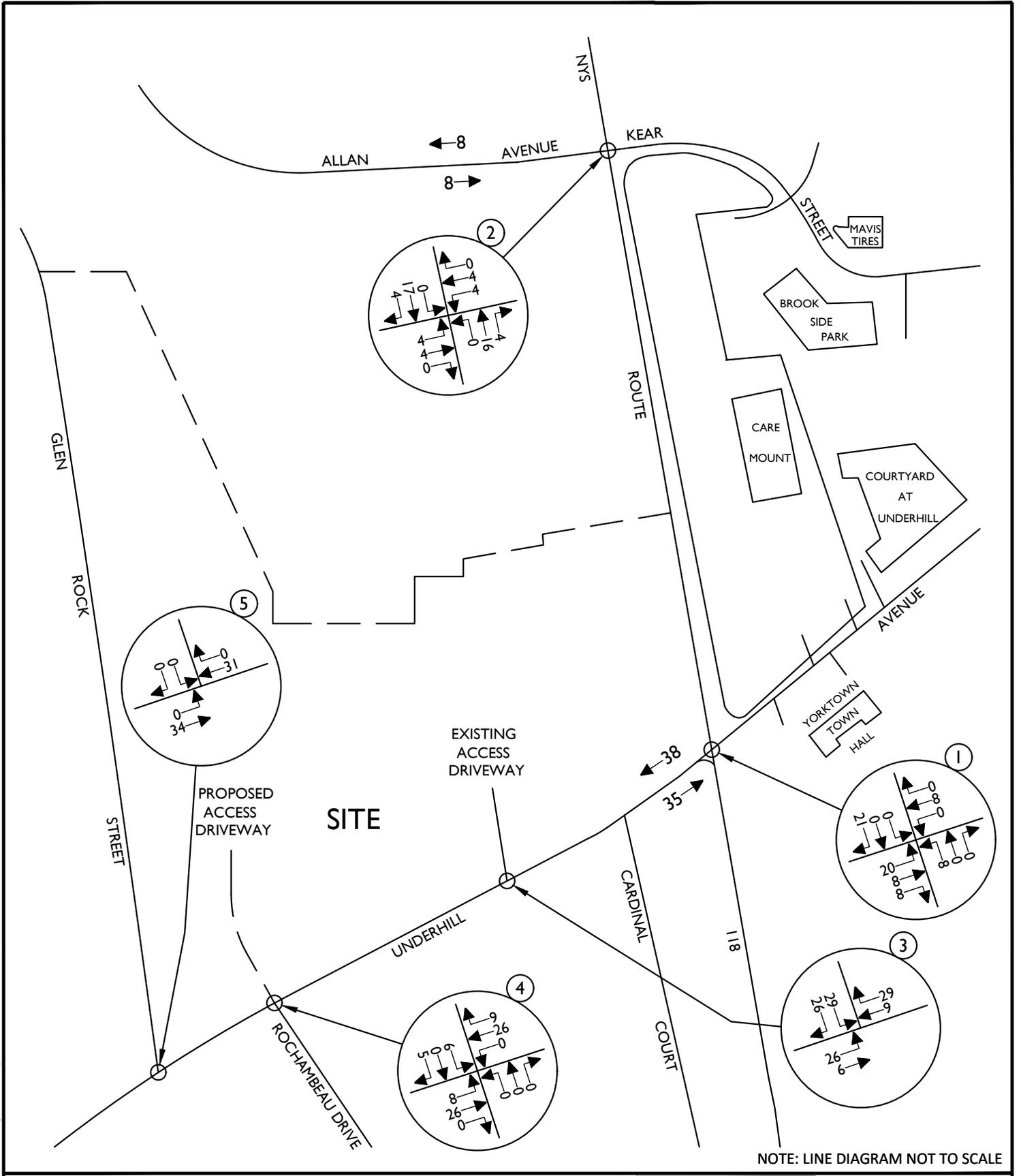
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AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGRD_FIGURE_EX-BD		

SHEET TITLE:
APARTMENTS/CONDOS/COMMERCIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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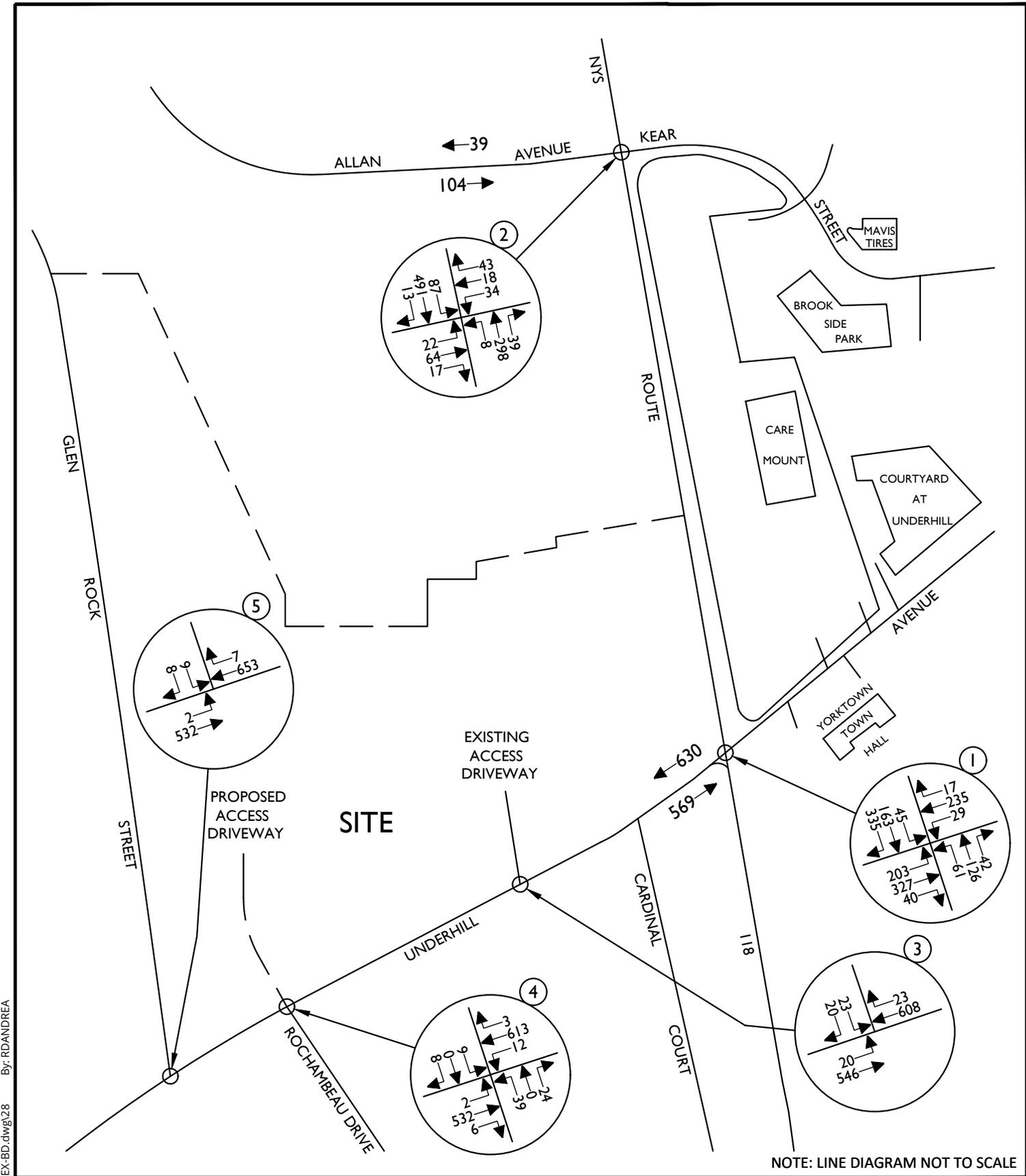
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AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:
TOTAL SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

27



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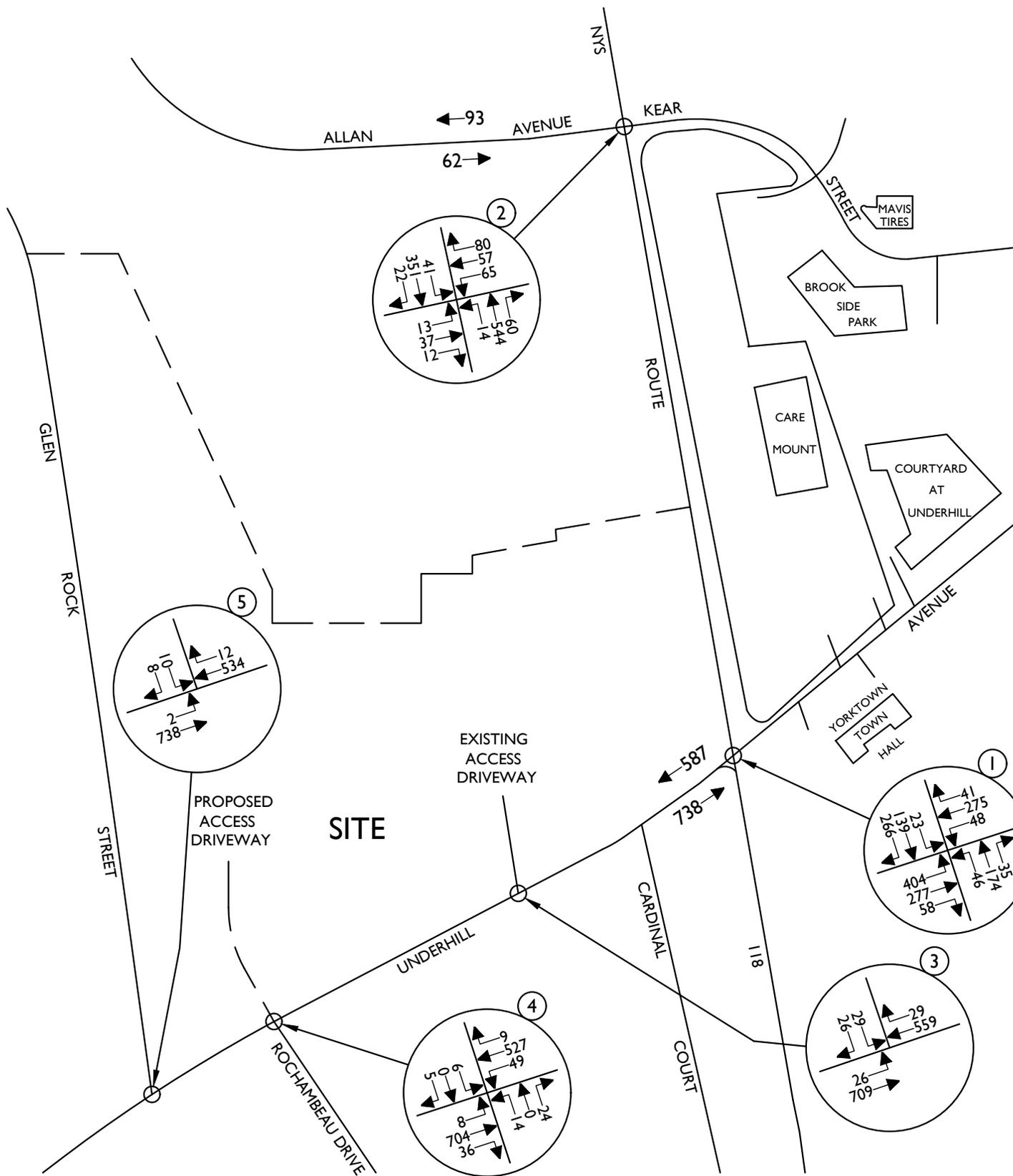
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/26/23	R.H.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:
**2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(W/ APPROVED O.D.)**

SHEET NUMBER:
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PROJECT NUMBER:	DRAWING NAME:		
20006297A	230420RGD_FIGURE_EX-BD		

SHEET TITLE:
**2025 BUILD TRAFFIC VOLUMES
 WEEKDAY PEAK PM HOUR
 (W/ APPROVED O.D.)**

SHEET NUMBER:
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