



**T Consulting**

1396 White Bridge Road  
Chittenango, NY 13037  
Tel: (315) 391-5110

March 20, 2026

Cornerstone Homes CNY, LLC  
2501 Mystical Way  
Camillus, NY 13031

Attn: Mr. Michael Bragman, Jr.

**Re: Traffic Operations Review – Proposed GFM Property Subdivision  
Lawton Road – Town of Clay, NY**

Dear Mr. Bragman:

I have completed my review of the traffic operations associated with the proposed GFM Property Subdivision on Lawton Road in Town of Clay, NY. This letter summarizes the work completed in this review as well as my findings.

*Project Understanding*

The project site is located on the west side of Lawton Road, to the south of Dongara Lane in the Town of Clay, NY. The proposed subdivision includes 55 single family homes on a roughly 20 acre piece of property. Access to the development will be provided via an extension of Harriet Fisher Drive through the subdivision, connecting to Lawton Road approximately 160 feet to the south of Dongara Lane.

The overall site plan developed by Ianuzi & Romans Land Surveying has been attached.

*Trip Generation Estimate*

The proposed GFM Property Subdivision includes 55 single family homes. Trips generated by the proposed development were reviewed using the ITE Trip Generation, 12<sup>th</sup> Edition, which is the industry accepted standard for estimating traffic generated by new developments. Land Use 210 – Single-Family Detached Housing was used for the estimate.

The following table summarizes the trip generation estimate for the proposed GFM Property Subdivision in Town of Clay, NY.

**Trip Generation Estimate – Proposed GFM Property Subdivision**

	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Single Family Homes 55 Units	10	28	32	19	29	26

The detailed trip generation calculations have been attached.

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Many people expect that residential land uses will generate an average of 2 trips per unit during peak hours. The trip generation rates for residential land uses are generally less than 1 trip per unit for a number of reasons. The primary reason is that people work different times, some may leave for work at 6:30 in the morning while others may leave at 7:30 or 8:30. Subsequently, the arrival patterns home in the evening will also be staggered over multiple hours. Some people work evenings while others may stay at home or work from home. The rates contained in the ITE Trip Generation have been verified and provide an accurate representation of what may be expected for this development during the peak hours of the adjacent streets.

Overall, the proposed GFM Property Subdivision is a minimal traffic generator that will generate approximately 20-30 vehicles per hour entering and exiting the area during the peak hours. This equates to approximately 1 additional vehicle entering and exiting the area every 2-3 minutes during the peak periods of operation on the adjacent streets.

*Existing Operations*

Lawton Road is classified as an urban local roadway running from NYS Route 31 to the north to Caughdenoy Road to the south, and has one lane in each direction passing the site. The posted speed limit on Lawton Road is 30 mph.

The intersections of Lawton Road with both NYS Route 31 and Caughdenoy Road are controlled by fully actuated traffic signals under the jurisdiction of NYSDOT at NYS Route 31 and OCDOT at Caughdenoy Road.

Based on a traffic count collected by GTS Consulting on Lawton Road at Bingley Lane on November 7<sup>th</sup>, 2024, there are approximately 88 vehicles northbound/65 vehicles southbound to the north of Dongara Lane during the weekday morning peak hour (7-8am) and 96 vehicles northbound/131 vehicles southbound to the north of Dongara Lane during the weekday evening peak hour (4:15-5:15pm). The 2024 traffic volume count data has been attached.

The following table provides a summary of the recommended sight distances along Lawton Road from the AASHTO A Policy on Design of Highways and Streets as well as the available sight distances at the proposed Harriet Fisher Drive extension connection based on field measurements. The speed limit in the area is 30 mph on Lawton Road, therefore 35 mph was used for the sight distance review.

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 Lawton Road – Town of Clay, NY**

**Sight Distance Summary**

Location	Operating Speed	Direction	AASHTO	
			Recommended Sight Distance	Available Sight Distance
Proposed Access @ Lawton Road – Turning Left	35 mph	Looking Left	390 feet	1,400+ feet
		Looking Right	390 feet	800+ feet
Proposed Access @ Lawton Road – Turning Right	35 mph	Looking Left	335 feet	1,400+ feet

There are more than adequate sight distances available in both directions on Lawton Road from the proposed Harriet Fisher Drive access connection. There are no concerns with sight distances and safety for ingress and egress from the proposed side road.

*Potential Impacts on Adjacent Streets*

The increase in new trips of approximately 1 additional vehicle entering/exiting the area every 2-3 minutes will generally not even be noticeable to existing motorists in the area. With signalized access to NYS Route 31 to the north and Caughdenoy Road to the south, the minimal increase in traffic is not anticipated to have any notable impact on traffic capacity operations.

With 88-96 vehicles in the northbound direction on Lawton Road and 65-131 vehicles in the southbound direction on Lawton Road passing the site during the peak hours, assuming uniform traffic arrival, the average gap in traffic between each vehicle is over 40 seconds in both directions during the weekday morning peak hour and over 25 seconds in both directions during the weekday evening peak hour. A vehicle only requires a 6-9 second gap in the traffic to safely turn on or off a side road on a two lane roadway. There are no concerns with available gaps in traffic on Lawton Road to accommodate traffic turning in or out of the development.

*Conclusions*

The additional traffic generated by the proposed GFM Property Subdivision is minor with approximately 1 vehicle entering and exiting the overall area every 2-3 minutes during the peak hours on the adjacent streets. There are excellent sight lines looking in both directions along Lawton Road from proposed access to provide safe access. Existing traffic volumes on Lawton Road are relatively low with plenty of gaps in traffic to accommodate turning movements at the access. There are no concerns with traffic operations in the area and no mitigation measures are recommended.

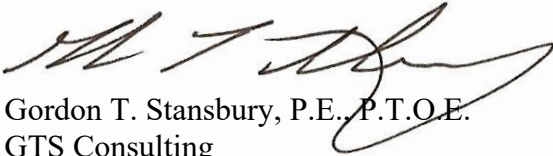


Mr. Bragman  
March 20, 2026  
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Lawton Road – Town of Clay, NY**

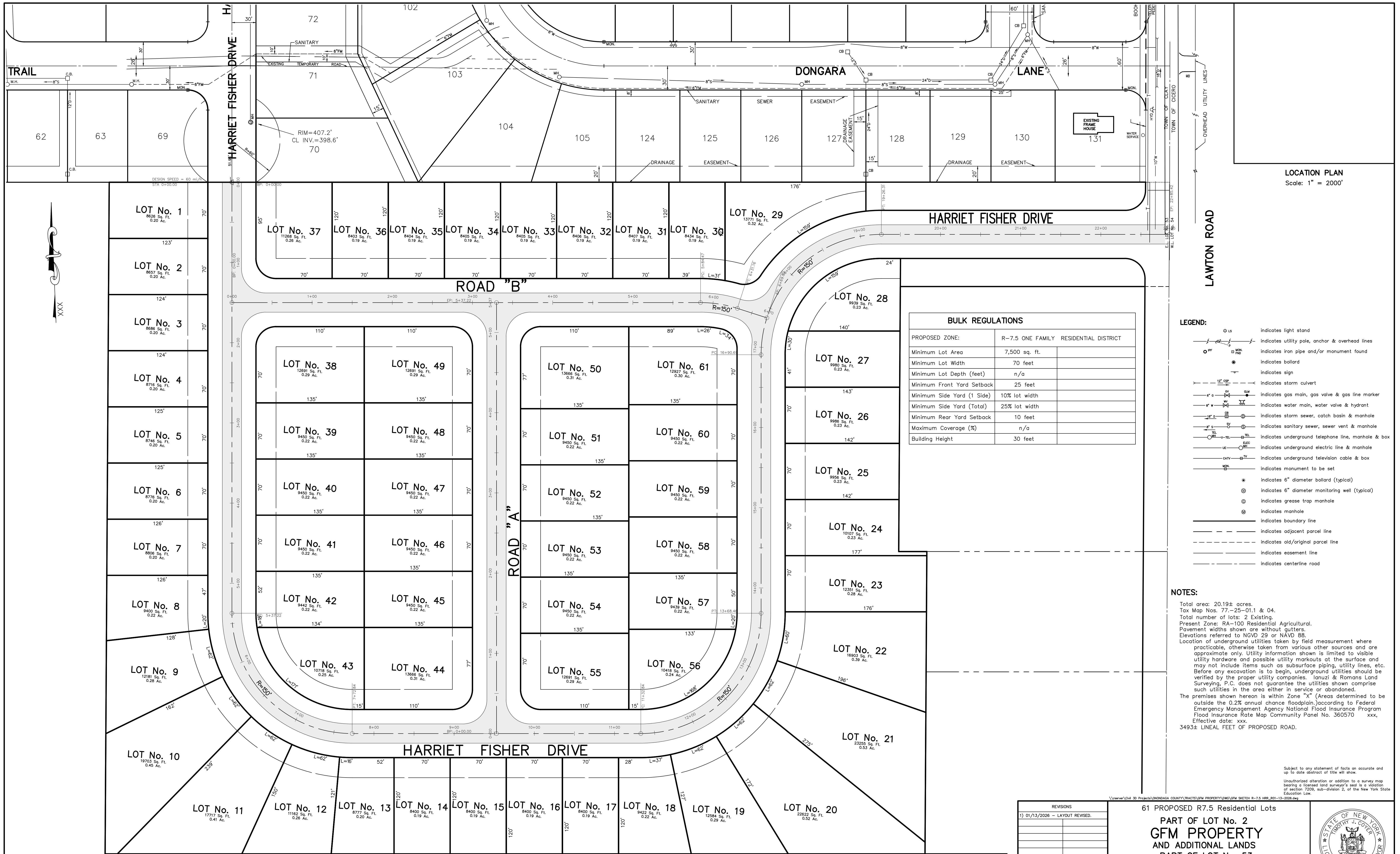
If you have any questions or need additional information, please call.

Sincerely,



Gordon T. Stansbury, P.E., P.T.O.E.  
GTS Consulting

Attachments –            Site Plan  
                                 Trip Generation Calculations  
                                 2024 Count Data



**LOCATION PLAN**  
Scale: 1" = 2000'

BULK REGULATIONS	
PROPOSED ZONE:	R-7.5 ONE FAMILY RESIDENTIAL DISTRICT
Minimum Lot Area	7,500 sq. ft.
Minimum Lot Width	70 feet
Minimum Lot Depth (feet)	n/a
Minimum Front Yard Setback	25 feet
Minimum Side Yard (1 Side)	10% lot width
Minimum Side Yard (Total)	25% lot width
Minimum Rear Yard Setback	10 feet
Maximum Coverage (%)	n/a
Building Height	30 feet

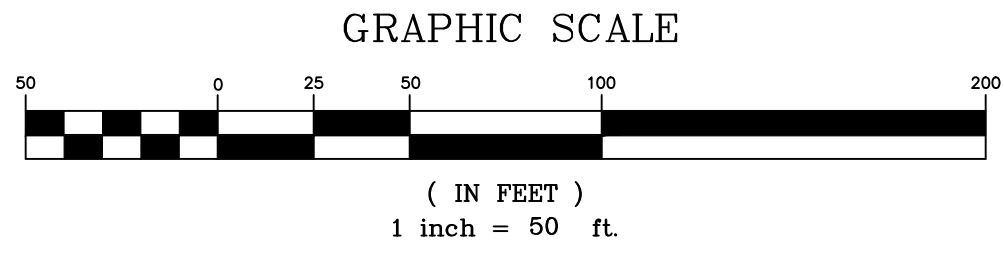
- LEGEND:**
- indicates light stand
  - indicates utility pole, anchor & overhead lines
  - indicates iron pipe and/or monument found
  - indicates ballard
  - indicates sign
  - indicates storm culvert
  - indicates gas main, gas valve & gas line marker
  - indicates water main, water valve & hydrant
  - indicates storm sewer, catch basin & manhole
  - indicates sanitary sewer, sewer vent & manhole
  - indicates underground telephone line, manhole & box
  - indicates underground electric line & manhole
  - indicates underground television cable & box
  - indicates monument to be set
  - indicates 6" diameter ballard (typical)
  - indicates 6" diameter monitoring well (typical)
  - indicates grease trap manhole
  - indicates manhole
  - indicates boundary line
  - indicates adjacent parcel line
  - indicates old/original parcel line
  - indicates easement line
  - indicates centerline road

**NOTES:**

Total area: 20.19± acres.  
 Tax Map Nos. 77.-25-01.1 & 04.  
 Total number of lots: 2 Existing.  
 Present Zone: RA-100 Residential Agricultural.  
 Pavement widths shown are without gutters.  
 Elevations referred to NGVD 29 or NAVD 88.  
 Location of underground utilities taken by field measurement where practicable, otherwise taken from various other sources and are approximate only. Utility information shown is limited to visible utility hardware and possible utility markouts at the surface and may not include items such as subsurface piping, utility lines, etc. Before any excavation is to begin, underground utilities should be verified by the proper utility companies. Ianuzi & Romans Land Surveying, P.C., does not guarantee the utilities shown comprise such utilities in the area either in service or abandoned.  
 The premises shown hereon is within Zone "X" (Areas determined to be outside the 0.2% annual chance floodplain) according to Federal Emergency Management Agency National Flood Insurance Program Flood Insurance Rate Map Community Plan No. 360570 xxx, Effective date: xxx.  
 3493± LINEAL FEET OF PROPOSED ROAD.

REVISIONS	
1)	01/13/2026 - LAYOUT REVISD.

61 PROPOSED R7.5 Residential Lots  
**PART OF LOT No. 2**  
**GFM PROPERTY**  
**AND ADDITIONAL LANDS**  
**PART OF LOT No. 53**  
 TOWN OF CLAY  
 ONONDAGA COUNTY, NEW YORK



**IANUZI & ROMANS**  
**LAND SURVEYING, P.C.**  
 NORTH SYRACUSE, NY 13212  
 PHONE: (315) 457-7200  
 FAX: (315) 457-9251  
 EMAIL: mail@romanspc.com

DATE: DECEMBER 3, 2025  
 SCALE: 1" = 50'  
 FILE No.: 1431.050

SHEET No.  
 F.B. No. X

**Proposed GFM Property Subdivision  
Lawton Road - Town of Clay, NY  
Trip Generation Estimate**

Proposed Development

55 Single Family Homes

***ITE Trip Generation - 12th Edition***

Land Use 210 - Single-Family Detached Housing

Morning Peak Hour	0.70 Trips/Unit	27% Enter	73% Exit
Evening Peak Hour	0.93 Trips/Unit	62% Enter	38% Exit
Evening Peak Hour	1.00 Trips/Unit	53% Enter	47% Exit

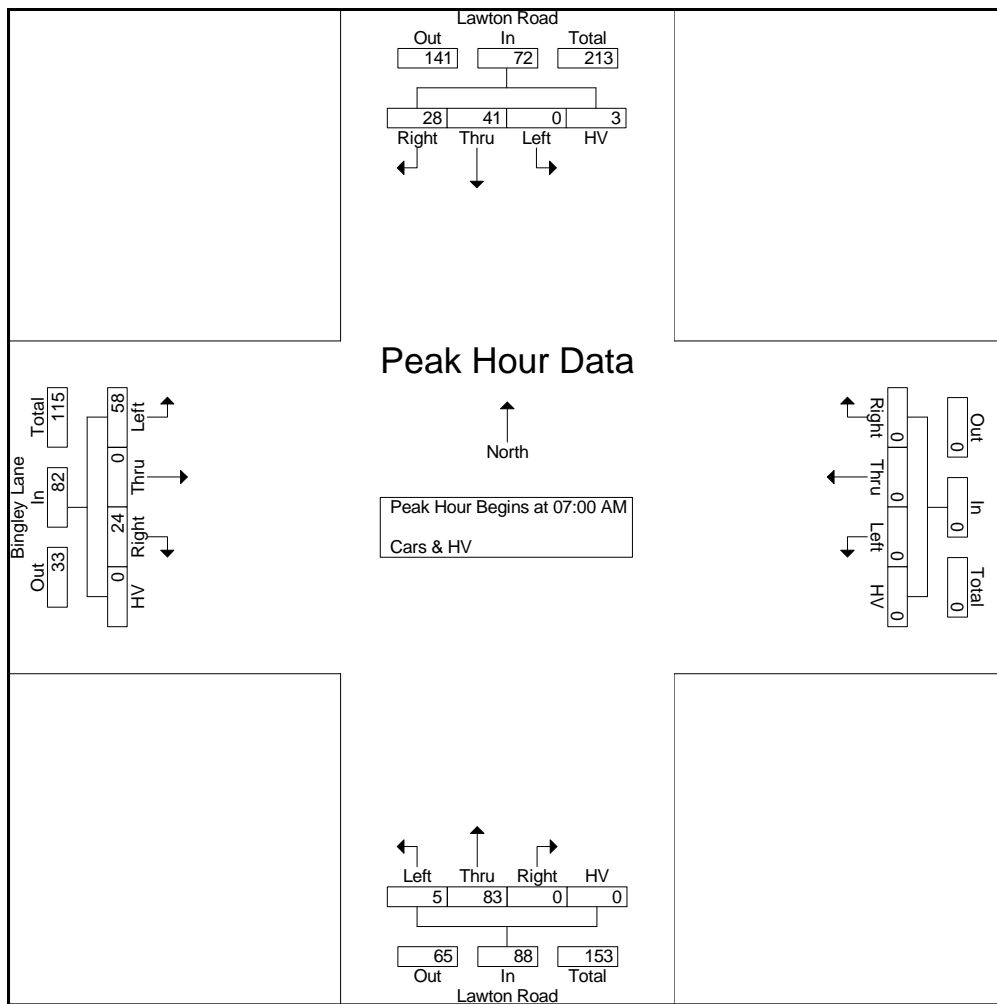
**Trip Generation Estimate - Proposed GFM Property Subdivision**

Development	Size	Morning Peak Hour			Evening Peak Hour			Saturday Peak Hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Single Family Homes	55 Units	39	10	28	51	32	19	55	29	26

Groups Printed- Cars & HV

Start Time	Lawton Road Southbound				Westbound				Lawton Road Northbound				Bingley Lane Eastbound				Int. Total
	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	
07:00 AM	4	8	0	0	0	0	0	0	0	28	3	0	2	0	12	0	57
07:15 AM	10	10	0	1	0	0	0	0	0	20	0	0	10	0	15	0	66
07:30 AM	11	12	0	2	0	0	0	0	0	20	1	0	6	0	15	0	67
07:45 AM	3	11	0	0	0	0	0	0	0	15	1	0	6	0	16	0	52
Total	28	41	0	3	0	0	0	0	0	83	5	0	24	0	58	0	242
08:00 AM	8	6	0	2	0	0	0	0	0	16	2	0	5	0	6	0	45
08:15 AM	9	10	0	0	0	0	0	0	0	14	4	3	4	0	9	0	53
08:30 AM	7	13	0	1	0	0	0	0	0	18	0	0	5	0	5	1	50
08:45 AM	5	6	0	0	0	0	0	0	0	18	0	1	1	0	11	0	42
Total	29	35	0	3	0	0	0	0	0	66	6	4	15	0	31	1	190
04:00 PM	16	22	0	0	0	0	0	0	0	21	10	0	5	0	4	0	78
04:15 PM	11	26	0	0	0	0	0	0	0	17	5	0	2	0	3	0	64
04:30 PM	19	37	0	0	0	0	0	0	0	19	7	0	3	0	7	0	92
04:45 PM	21	24	0	0	0	0	0	0	0	26	5	0	4	0	10	0	90
Total	67	109	0	0	0	0	0	0	0	83	27	0	14	0	24	0	324
05:00 PM	30	30	0	1	0	0	0	0	0	14	3	0	5	0	12	0	95
05:15 PM	30	28	0	0	0	0	0	0	0	24	5	0	7	0	13	0	107
05:30 PM	27	18	0	0	0	0	0	0	0	25	9	0	4	0	10	0	93
05:45 PM	25	25	0	0	0	0	0	0	0	33	5	0	1	0	2	0	91
Total	112	101	0	1	0	0	0	0	0	96	22	0	17	0	37	0	386
Grand Total	236	286	0	7	0	0	0	0	0	328	60	4	70	0	150	1	1142
Apprch %	44.6	54.1	0	1.3	0	0	0	0	0	83.7	15.3	1	31.7	0	67.9	0.5	
Total %	20.7	25	0	0.6	0	0	0	0	0	28.7	5.3	0.4	6.1	0	13.1	0.1	

Start Time	Lawton Road Southbound					Westbound					Lawton Road Northbound					Bingley Lane Eastbound					Int. Total
	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	8	0	0	12	0	0	0	0	0	0	28	3	0	31	2	0	12	0	14	57
07:15 AM	10	10	0	1	21	0	0	0	0	0	0	20	0	0	20	10	0	15	0	25	66
07:30 AM	11	12	0	2	25	0	0	0	0	0	0	20	1	0	21	6	0	15	0	21	67
07:45 AM	3	11	0	0	14	0	0	0	0	0	0	15	1	0	16	6	0	16	0	22	52
Total Volume	28	41	0	3	72	0	0	0	0	0	0	83	5	0	88	24	0	58	0	82	242
% App. Total	38.9	56.9	0	4.2		0	0	0	0		0	94.3	5.7	0		29.3	0	70.7	0		
PHF	.636	.854	.000	.375	.720	.000	.000	.000	.000	.000	.000	.741	.417	.000	.710	.600	.000	.906	.000	.820	.903



Start Time	Lawton Road Southbound					Westbound					Lawton Road Northbound					Bingley Lane Eastbound					Int. Total
	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	
04:15 PM	11	26	0	0	37	0	0	0	0	0	0	17	5	0	22	2	0	3	0	5	64
04:30 PM	19	37	0	0	56	0	0	0	0	0	0	19	7	0	26	3	0	7	0	10	92
04:45 PM	21	24	0	0	45	0	0	0	0	0	0	26	5	0	31	4	0	10	0	14	90
05:00 PM	30	30	0	1	61	0	0	0	0	0	0	14	3	0	17	5	0	12	0	17	95
Total Volume	81	117	0	1	199	0	0	0	0	0	0	76	20	0	96	14	0	32	0	46	341
% App. Total	40.7	58.8	0	0.5		0	0	0	0	0	0	79.2	20.8	0		30.4	0	69.6	0		
PHF	.675	.791	.000	.250	.816	.000	.000	.000	.000	.000	.000	.731	.714	.000	.774	.700	.000	.667	.000	.676	.897

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:15 PM

