

Appendix F-1

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TRAFFIC IMPACT STUDY

WATCHTOWER

WARWICK PROPERTY REDEVELOPMENT

ONE KINGS DRIVE

TOWN OF WARWICK, NEW YORK

JOB NO. 1700

OCTOBER 12, 2010

REVISED JUNE 6, 2011

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SECTION I
INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION (Figure No.1)

The Watchtower Bible and Tract Society of New York, Inc., is proposing a religious administrative campus comprised of 8 buildings along with several accessory site structures on approximately 45 acres of an overall site consisting of approximately 253 acres. The campus buildings include approximately 456,000 square feet of total building area for the Administration Offices/Services Building, which includes kitchen, laundry, and support services, with a public entry lobby, and auditorium. Also proposed are four 3-to-5-story residence buildings totaling approximately 494,000 sq ft accommodating up to 588 residential units; a 427,000-square-foot maintenance and resident parking building; a vehicle maintenance building for on-site vehicles with 35,000 square feet of total building area; and a three-level visitor parking building with 92,200 square feet of total building area. The site will contain a total of approximately 870 covered parking spaces with approximately 150 surface spaces in addition to parking for up to 13 buses. Several small accessory buildings, totaling less than 8,000 square feet, will be distributed within the general development area for recreation, waste separation, visitor conveniences, and maintenance areas. It should be noted that the proposed Watchtower facility is similar to an existing Watchtower facility in Patterson, New York. This is discussed in greater detail in Section III.B. The site is located on County Route 84 (Long Meadow Road) in the Town of Warwick, New York, as shown on Figure No. 1.

A Design Year of 2015 has been utilized in completing the traffic analysis of the proposed facility.

B. SCOPE OF STUDY

This study has been prepared to evaluate the potential traffic impacts of the proposed Watchtower facilities on the roadway system in the area. As part of the study, detailed turning movement traffic counts were collected at various intersections in the area. The Existing Traffic Volumes were then projected to a future design year utilizing a background growth factor. In addition, traffic for other potential developments in the area were added to these projected traffic volumes to obtain the 2015 No-Build Traffic Volumes.

Estimates of the traffic which were expected to be generated by the proposed Watchtower facilities were computed based on information published by the Institute of Transportation Engineers (ITE) and from surveys of other existing Watchtower facilities. The Site Generated Traffic Volumes were then assigned to the roadway network based on an arrival and departure distribution which was developed based on a review of existing traffic patterns in the area. The Site Generated Traffic Volumes were combined with the design year No-Build Traffic Volumes to obtain the Build Traffic Volumes for each of the intersections.

A detailed capacity analysis was conducted at each of the intersections utilizing the procedures outlined in the 2000 Highway Capacity Manual. The Existing, No-Build and Build Traffic Volumes were all analyzed for each of the Peak Hours to identify Levels of Service and operating conditions. Where necessary, based on the results of the analysis, recommendations for improvements were made.

SECTION II
EXISTING ROADWAY AND TRAFFIC CONDITIONS

A. DESCRIPTION OF EXISTING ROADWAY NETWORK

The following is a brief description of Long Meadow Road (County Route 84), Sterling Mine Road (County Route 72), Eagle Valley Road (East), Eagle Valley Road (West) and NYS Route 17A. A more detailed description of the existing lane geometry, traffic control as well as a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections is presented in Section III-F. Copies of the capacity analysis (which includes lane widths, number of lanes, traffic control and signal timings, where appropriate) for each of the individual intersections studied are contained in Appendix “C” of this study.

1. Long Meadow Road (Orange County Route 84)

Long Meadow Road (Orange County Road 84) is a two lane, County road which originates at a “T” shaped, signalized intersection with Sterling Mine Road (Orange County Route 72). Long Meadow Road (C.R. 84) extends in a northerly direction for approximately 10 miles providing access to residential developments such as Sterling Pines and Woodlands at Tuxedo and the site and other commercial developments before terminating at an intersection with NYS Route 17A. Long Meadow Road (C.R. 84) has a pavement width of approximately 24' feet and shoulders varying from 4' to 8' feet. The speed limit, which is not posted along the roadway, is 55 mph.

2. Sterling Mine Road (Rockland and Orange County Route 72)

Sterling Mine Road (Orange County Route 72) originates at NYS Route 17 in Rockland County. Sterling Mine Road (C.R. 72) traverses in a generally westerly direction as a two lane road (approximately 24' feet of pavement width) with shoulders (varying from 4' to 8' feet). Sterling Mine Road (C.R. 72) continues past Eagle Valley Road (East) as a two lane road entering into Orange County (Orange County Route 72). Between Eagle Valley Road (West) and Long Meadow Road (C.R. 84), Sterling Mine Road (C.R. 72) consists of one westbound lane and two eastbound lanes. At Long Meadow Road (Orange County Route 84) there are separate turning lanes on Sterling Mine Road (C.R. 72). Sterling Mine Road (C.R. 72) continues as a two lane road entering into New Jersey. The posted speed limit in this area is 40 mph.

3. NYS Route 17A

NYS Route 17A is state highway which traverses in a generally east/west direction between NYS Route 17 in the Town of Tuxedo and NYS Route 94 in the Town of Warwick. In the vicinity of the site the roadway intersects with Long Meadow Road and Clinton Road at an unsignalized, full movement intersection. In this area the roadway generally consists of two lanes in each direction however west of the site area the roadway is reduced to one lane in each direction. The roadway has a posted speed limit of 55 mph.

4. Eagle Valley Road (East)

Eagle Valley Road (East) is a two lane road which originates at a Astop@ sign controlled “T” intersection with Sterling Mine Road (C.R. 72) and traverses in a northeasterly direction before terminating at NYS Route 17 at a signalized intersection. Eagle Valley Road has a pavement width of 20'-24' feet with no defined shoulders and has a restricted weight limit of 4 tons except for local deliveries. Eagle Valley Road (East) has a posted speed limit of 30 mph approaching Sterling Mine Road and a posted speed limit of 35 mph approaching NYS Route 17 with speed reductions at various locations.

5. Eagle Valley Road (West)

Eagle Valley Road (West) is a two lane Town road which originates at a Astop@ sign controlled intersection with Sterling Mine Road (C.R. 72) opposite Sister Servants Lane (St. Joseph Home and St. Mary Villa). Eagle Valley Road (West) traverses in a northwesterly direction providing access to other local roads before terminating at Long Meadow Road (C.R. 84). Eagle Valley Road (West) has a pavement width 22'-24' feet with no defined shoulders and has a posted speed limit of 30 mph.

B. YEAR 2010 EXISTING TRAFFIC VOLUMES (Figures No. 2, 3, 4 and 5)

Representatives of John Collins Engineers, P.C. conducted turning movement traffic counts in the area between the hours of 6:45 AM to 9:00 AM for the weekday AM hours, 4:00 PM to 6:30 PM for the weekday PM hours, 11:00 AM to 2:00 PM for the Saturday Peak hours and 9:00 AM to 12:00 Noon for the Sunday hours on various dates during the weeks of May 3rd and June 1st to identify current traffic conditions in the vicinity of the site. Automatic Traffic Recorder (ATR) machines also collected volumes, speed and classification data at locations along Long Meadow Road and Sterling Mine Road. One machine was placed along Sterling Mine Road approximately 715 ft. east of the Long Meadow Road intersection near the west end of Babcock Hill Road. Two machines were placed along Long Meadow Road, one between Eagle Valley Road and Woodlands Drive and the second approximately 400 ft. north of the proposed site access location. These data were collected continuously from April 26th to May 14th and the data collected included traffic volumes, vehicles speeds and vehicle classifications. The machine count data can be found in Appendix “B” of this report. In addition, the counted traffic volumes were compared to count data contained in other studies in the area including the traffic studies for Sterling Mine Estates, Tuxedo Reserve and the Science of the Soul Center. Together this information was used to establish the Year 2010 Existing Traffic Volumes for the Weekday Peak AM, Peak PM, Peak Saturday and Peak Sunday Hours at the following locations.

1. Long Meadow Road (CR 84) and NYS Route 17A
2. Long Meadow Road (CR 84) and Beach Road
3. Long Meadow Road (CR 84) and Woodlands Drive
4. Long Meadow Road (CR 84) and Eagle Valley Road
5. Long Meadow Road (CR 84) and Sterling Mine Road (CR 72)

6. Site Entrance and Long Meadows Road
7. Sterling Mine Road (CR 72) and Sister Servants Lane/Eagle Valley Road

Based upon a review of this information, the existing peak hours were generally identified as follows:

Weekday Peak AM Highway Hour –	7:30 AM to 8:30 AM
Weekday Peak PM Highway Hour –	4:45 PM to 5:45 PM
Peak Saturday Hour –	12:30 PM to 1:30 PM
Peak Sunday Hour –	11:00 AM to 12:00 Noon

The resulting Year 2010 Existing Traffic Volumes for each of the study locations are shown on Figures No. 2, 3, 4 and 5 for the Weekday Peak AM, Peak PM, Saturday and Sunday Peak Hours, respectively.

C. ACCIDENT DATA (Table A)

Accident reports previously obtained from the New York State Department of Motor Vehicles have been included in this study. This accident data includes accidents along Sterling Mine Road from the Rockland County Border to the NJ Border, Long Meadow Road from Sterling Mine Road to NYS Route 17A and NYS Route 17A from Benjamin Meadow Road to Sylvan Way for the period from March 2007 through February 2010. This data as well as a Table A and Table A-2 which summarize the accidents can be found in Appendix “E” of this study. Table A summarizes the details of each of the individual reported accidents while Table A-2 summarizes the number of accidents for

each roadway by year and compares the accidents to statewide averages for similar roadway types. As can be seen from a review of these data, a total of 44 accidents were reported during the latest three year period provided. Approximately 52% of the accidents involved animal action or slippery pavement. Another 34% of were attributed to driver error, speed, or alcohol and the remaining 14 percent were due to other or unknown causes. Also, as shown on Table A-2 the accident rates for each roadway are lower than the statewide averages.

D. PUBLIC TRANSPORTATION (APPENDIX “F”)

Currently there are no public transportation alternatives which operate in the immediate vicinity of the proposed development along Sterling Mine Road or Long Meadow Road. However, in the Village of Sloatsburg and Town of Tuxedo there are Metro-North/New Jersey Transit train stations which operate along the Port Jervis Line. The Sloatsburg station is approximately 5 miles from the proposed development while the Tuxedo Station is approximately 8 miles away. The Sloatsburg station contains 80 commuter parking spaces and no metered spaces while the Tuxedo station contains 245 commuter parking spaces as well as 24hour metered parking spaces. Both stations provide free parking on weekends. A round trip ticket from each of these stations to Penn Station in New York City costs approximately \$23. Tickets are also available for trips to other destinations along the Port Jervis Line. Additional information on each station as well as train schedules to and from New York City are contained in Appendix F of this report.

New Jersey Transit operates two buses from the Warwick Park and Ride to the New York City Bus Terminal. The Warwick Park and Ride is approximately 18 miles from the site location and a round trip ticket for this bus costs \$30.00. The Route 196 is an express bus with 13 busses to New York City during the Morning Peak and 13 busses from New York City during the PM Peak period. The Route 197 is a local bus which runs less frequently throughout the day both to and from New York City. Coach USA also operates a commuter bus route from Tuxedo and Sloatsburg to the Port Authority Bus Terminal in New York City. Tickets for this route can be bought in Tuxedo at Bently's Deli on Route 17 and in Sloatsburg at Haas Pharmacy at 62 Orange Turnpike (Route 17). The bus stops at each of these locations. Free Parking is also available at the Tuxedo stop as it is a Park and Ride Location. A round trip ticket from Sloatsburg to New York City costs \$25.90 while a round trip ticket from Tuxedo Costs \$27.50. The bus schedules are provided in Appendix F of this report. Table 3 contained in Appendix "B" summarizes the busses and trains including the parking availability for each route, the cost of a round trip ticket, the frequency of busses for each route and the average length of each trip.

SECTION III
EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2015 NO-BUILD TRAFFIC VOLUMES (Figures No. 6 through 17)

In order to account for normal background traffic growth in the area, the Year 2010 Existing Traffic Volumes were projected to the 2015 Design Year utilizing a background growth factor of 2% per year for a total background growth of 10% (See Figures No. 6, 7, 8 and 9). The 2% per growth rate was based on NYSDOT historical data contained in the NYSDOT Traffic Volume Data Reports. This data indicates that for the last 10 year period, growth on the area roadways was less than 1% per year. The 2% per year factor was used to also account for other miscellaneous development traffic in the area which may occur. In addition to this background growth factor, traffic estimates were compiled for other developments in the area. These developments included:

- Sterling Mine Estates - 24 lot single family home subdivision which is located on the north side of County Route 72 (Sterling Mine Road) between the east and west ends of Eagle Valley Road
- Sterling Mine Active Adult - 350 unit active adult project located on the south side of Sterling Mine Road in the Town of Ramapo

- Tuxedo Reserve - A major residential project located in the Town of Tuxedo. It has access connections to NYS Route 17 and Sterling Mine Road (via Eagle Valley Road in Sloatsburgh)
- The Radha Soami Society/Sister Servants Development – A proposed religious facility which will be constructed on property owned by the Sisters Servants of Mary Immaculate. The development calls for the construction of a new church and ancillary buildings with a total of 750 parking spaces and accommodations for 3,000 attendees. The site will be served by the reconstruction of the access connection to Sterling Mine Road opposite Eagle Valley Road (West).

This other development traffic (See Figures No. 10, 11, 12 and 13) was then combined with the 2015 Projected Traffic Volumes to obtain the Year 2015 No-Build Traffic Volumes. The resulting Year 2015 No-Build Traffic Volumes are shown on Figures No. 14, 15, 16 and 17 for each of the Peak Hours, respectively.

B. SITE GENERATED TRAFFIC VOLUMES (Table No. 1)

The amount of traffic to be generated by the proposed Watchtower facilities during each of the Peak Hours were developed based on information collected by AKRF for the existing similar Watchtower Educational Center facility located in Patterson, New York. Although larger in size and population than the proposed project, the Patterson facility is similar in type of use to the proposed facility and implements the same arrangement whereby personnel both live and work on site. The Patterson facility includes 783 dwelling units and can house a maximum population of 1,550 persons, while the

proposed facility will include 588 dwelling units and a maximum population of 1000 persons. The data obtained from the traffic counts of the existing Patterson facility, which are shown in Table No. 1, were used to estimate traffic volumes that could potentially be generated by the Project Sponsor's proposed facility at maximum population. It should be noted that the Institute of Transportation Engineers (ITE) report titled "Trip Generation", 8th Edition, 2008 does not provide any specific data for a comparable land use since the majority of the trips will be internal to the site. In addition, data collected at the existing Watchtower Farms facility located in the Town of Shawangunk, New York were also referenced for determining peak hours of arrival and departure. Also, refer to Section III-H for a separate sensitivity analysis, which considers the effect of higher peak trip generation at this facility.

C. ARRIVAL AND DEPARTURE DISTRIBUTIONS (Figures No. 18 and 19)

It was necessary to establish an arrival/departure distribution in order to assign the Site Generated Traffic Volumes to the roadway network. Based on a review of the Existing Traffic Volumes and expected travel patterns for this facility, the arrival and departure distributions were established. The resulting arrival and departure distributions are shown on Figures No. 18 and 19, respectively.

D. YEAR 2015 BUILD TRAFFIC VOLUMES (Figures No. 20 through 27)

The Site Generated Traffic Volumes shown in Table No 1 were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting

Site Generated Traffic Volumes are shown on Figures No. 20, 21, 22 and 23 for each of the Peak Hours, respectively. These volumes were then added to the Year 2015 No-Build Traffic Volumes to obtain the Year 2015 Build Traffic Volumes (with the proposed facility). The resulting Year 2015 Build Traffic Volumes are shown on Figures No. 24, 25, 26 and 27 for the Weekday Peak AM, Peak PM, Saturday and Sunday Peak Hours, respectively.

E. DESCRIPTION OF ANALYSIS PROCEDURES

It was necessary to perform capacity analyses 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:

o Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the 2000 Highway Capacity Manual, 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.

o Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the 2000 Highway Capacity Manual. The procedure is based on 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.

The capacity analysis for each intersection was conducted using HCS+ Version 5.3 developed by McTrans. Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix “D” of this report.

F. TRAFFIC IMPACT ANALYSIS RESULTS (Table No. 2)

A capacity analysis was performed at the study area locations utilizing the procedures described above to evaluate current and future traffic operating conditions. Summarized below is a summary of the existing and future Levels of Service and any recommended improvements.

Table No. 2 summarizes the results of the analysis for the Year 2010 Existing, Year 2015 No-Build and Year 2015 Build Traffic Volumes. Copies of the intersection capacity analysis (which include lane widths, number of lanes, traffic control and signal timings, where appropriate) are contained in Appendix “C” of this study.

1. Sterling Mine Road (C.R. 72) and Long Meadow Road (C.R. 84)

Long Meadow Road (County Route 84) intersects with Sterling Mine Road (County Route 72) at a “T” shaped, signalized intersection. The Sterling Mine Road (C.R. 72) eastbound approach consists of two lanes in the form of a separate left turn lane and a separate through lane and the Sterling Mine Road (C.R. 72) westbound approach consists of two lanes in the form of a separate through lane and a separate right turn lane. The Long Meadow Road (C.R. 84) southbound approach consists of two lanes in the form of a separate left turn lane and a separate right turn lane.

Capacity analysis conducted utilizing the Year 2010 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” or better during the Peak Hours.

Capacity analysis conducted utilizing the Year 2015 No-Build and Build Traffic Volumes indicates the intersection is anticipated to operate at a Level of Service “C” during the AM Peak Hour while similar Levels of Service to existing conditions can be expected for PM, Saturday and Sunday Peak Hours.

2. Long Meadow Road (C.R. 84) and Eagle Valley Road

Long Meadow Road (County Route 84) and Eagle Valley Road intersect at an unsignalized, “T” shaped intersection. Each of the approaches to the intersection consists of one lane and the Eagle Valley Road approach is controlled by a stop sign.

Capacity analysis conducted utilizing the 2010 Existing Traffic Volumes indicates that the intersection currently operates at a Level of Service “B” during the AM Peak hour and at a Level of Service “A” during the PM, Saturday and Sunday Peak Hours.

The intersection was reanalyzed using the 2015 No-Build and Build Traffic Volumes. The results of these analyses indicate that the intersection will maintain similar Levels of Service under the No-Build condition, however it can be expected to operate at a Level of Service “B” during each of the peak hours under the Build Condition.

3. Long Meadow Road (C.R. 84) and Woodlands Drive

Long Meadow Road (County Route 84) and Woodlands Drive intersect at an unsignalized, “T” shaped intersection. Each of the approaches to the intersection consists of one lane and the Woodlands Drive approach is controlled by a stop sign. Woodlands drive consists of a 20 ft. wide entry driveway and a 20 ft. wide exit driveway with a landscaped median.

Capacity analysis conducted utilizing the 2010 Existing Traffic Volumes indicates that the intersection currently operates at a Level of Service “B” during the AM Peak hour and at a Level of Service “A” during the PM, Saturday and Sunday Peak Hours.

The intersection was reanalyzed using the 2015 No-Build Traffic Volumes. The results of these analyses indicate that the intersection will operate at a Level of Service “B” during the AM, PM and Sunday Peak Hour while a Level of Service “A” will be maintained during the Saturday Peak Hour.

Analysis conducted with the 2015 Build Traffic Volumes indicates that the intersection can be expected to operate at a Level of Service “B” during each of the Peak Hours.

4. Long Meadow Road (C.R. 84) and IBM Entrance/Beech Road

Long Meadow Road (County Route 84) and the IBM Entrance/Beech Road intersect at an unsignalized, “T” shaped intersection. The southbound Long Meadow Road approach consists of one lane while the northbound approach consists of a separate left turn lane and a separate through lane. The eastbound IBM Entrance/Beech Road approach consists of a separate left turn lane and a channelized right turn lane each of which are controlled by “stop” signs.

Capacity analysis conducted utilizing the 2010 Existing Traffic Volumes indicates that the intersection currently operates at Level of Service “A” during each of the Peak Hours. The analysis was recomputed using the 2015 No-Build and 2015 Build Traffic Volumes. These analyses indicate that similar Levels of Service can be expected under future conditions.

5. NYS Route 17A and Long Meadow Road (C.R. 84)/Clinton Road

NYS Route 17A intersects with Long Meadow Road (County Route 84) and Clinton Road at an unsignalized full movement intersection. The eastbound NYS Route 17A approach consists of two lanes formed by a share left turn/through lane and shared through/right turn lane while the westbound approach consists of a separate left turn lane, a through lane, and a shared through/right turn lane. Route 17A also has a center median approximately 30 ft. wide. The Long Meadow Road and Clinton Road approaches each consist of one lane and are controlled by “stop” signs.

Capacity analysis was conducted utilizing the 2010 Existing Traffic Volumes. There results of these analyses indicate that the intersection currently operates at a Level of Service “C” or better during the AM and PM Peak hours while a Level of Service “B” or better is currently experienced during the Saturday and Sunday Peak Hours.

The intersection was reanalyzed using the 2015 No-Build and Build Traffic Volumes which indicates that the intersection will operate at a Level of Service “D” or better during the AM Peak Hour under future conditions. It can also be expected that similar Levels of Service to existing conditions will be maintained during the PM, Saturday and Sunday Peak Hours.

6. Long Meadow Road (C.R. 84) and Site Access Driveway

The proposed site access driveway for the watchtower development is an existing driveway which is currently gated closed. This driveway was formerly used to access the International Nickel property which existed on the site prior to the property originally being acquired by Kings College and more recently by Watchtower. The access connection currently intersects Long Meadow Road (County Route 84 at an unsignalized “Y” shaped intersection. Each approach to the intersection consists of one lane. There are currently no “stop” signs on the site access approaches to the intersections. These will be installed as part of the development as well as new stop bars and new double yellow centerline striping since the existing striping is faded.

Capacity analysis was conducted for the proposed site access intersection utilizing the 2015 Build Traffic Volumes. The results of these analyses indicate that the intersection will experience a Level of Service “B” during the AM and PM Peak Hours while it can be expected to operate at a Level of Service “A” during the Saturday and Sunday Peak Hours.

A sight distance analysis was completed for this intersection based on standards provided in the American Association of State Highway and Transportation Officials (AASHTO) publication entitled “A Policy on Geometric Design of Highways and Streets”, dated 2004. The sight distance looking to the left (north) from the site access is approximately 1100 ft. while the sight distance looking to

the right (south) is approximately 885 ft. Based on a 85th Percentile Speed of 60 mph, as measure by ATR machine data collected along Long Meadow Road, Exhibit 9-55 on page 661 of the AASHTO indicates that a minimum stopping sight distance (SSD) of 570 ft. and an intersection sight distance (ISD) of 665 ft is required. Therefore, the required sight distances are currently met. A Highway Work Permit will be required from Orange County Department of Public Works for this and any other access related improvements.

7. Sterling Mine Road(C.R. 72) and Eagle Valley Road (West)/Sister Servant Lane
Eagle Valley Road (West) intersects with Sterling Mine Road (County Route 72) opposite Sister Servant Lane to form a full movement unsignalized intersection. All approaches to the intersection consist of one lane in each direction.

Capacity analysis conducted utilizing the Year 2010 Existing Traffic Volumes indicates that the Eagle Valley Road (West) southbound approach (minor movements) is currently operating at a Level of Service “E” during the Weekday Peak AM Hour and is currently operating at a Level of Service “D” during the Weekday Peak PM Hour. All other movements to the intersection are currently operating at a Level of Service “C” or better during these peak periods. A Level of Service “C” or better is also currently experienced on all approaches during the Saturday and Sunday Peak Hours. Associated with the planned Radha Soami Society/Sister Servants development, the construction of a separate left turn lane on

County Route 72 in the eastbound and westbound directions is proposed and this will improve operating conditions at this location.

Capacity analysis conducted utilizing the Year 2015 No-Build and 2015 Build Traffic Volumes indicates that similar levels of service to existing conditions will be experienced.

G. RESULTS AND RECOMMENDATIONS (Table No. 2)

The capacity analyses conducted at each of the intersections are summarized in Table No. 2. Based upon a review of the existing and future levels of service, the following is a summary of the recommendations relative to access improvements and traffic flow in the area.

1. The traffic signal located at the intersection of County Route 72 and County Route 84 will require the traffic signal timings to be upgraded to accommodate future traffic volumes with or without the proposed facility.
2. The access connections of the proposed development to County Route 84 will have to be reviewed with the Orange County DPW and may involve additional turning lanes and road widening in the vicinity of the access drives.
3. The intersection of County Route 84 and NYS Route 17A is currently unsignalized. This intersection will have to be reviewed for potential signalization in the future regardless of the Watchtower development. In any event, this monitoring review

should be completed approximately six months after the completion of the development.

4. Consideration should be given to providing a jitney service from the site to the Metro-North Train Station.

Note that Items 3 and 4 are identified as potential improvements but are not necessary to mitigate any specific project impact.

H. SENSITIVITY ANALYSIS

A sensitivity analysis was also completed for the 2015 Build Traffic Volumes for which the data published by the Institute of Transportation Engineers (ITE) as contained in the report titled "Trip Generation", 8th Edition, 2008 was used to estimate the number of trips to be generated by the site. Table No. 1-A, contained in Appendix "G" summarizes the trip generation rates and anticipated Site Generated Traffic Volumes for the Weekday Peak AM, Peak PM Hours, Saturday and Sunday Peak Hours based on the typical ITE trip generation rates. It should be noted that a significant portion of the trips are expected to be "internal" to the site since the majority of the residents will work on site. The Site Generated and 2015 Build Traffic Volumes associated with the sensitivity analysis can be found on Figures No. 20A through 27A contained in Appendix "G" of this report.

Based upon a review of this analysis, even if the development's peak hour traffic was higher than expected based upon the experience at other existing Watchtower facilities,

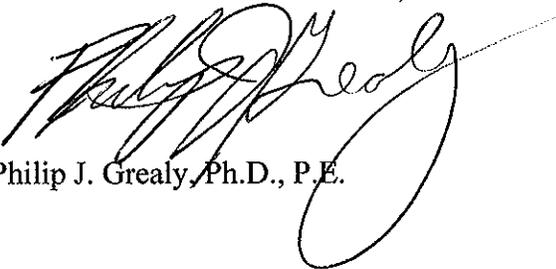
the results of the analysis indicate that the intersections evaluated can accommodate the development at acceptable Levels of Service.

I. SUMMARY OF FINDINGS AND RECOMMENDATIONS

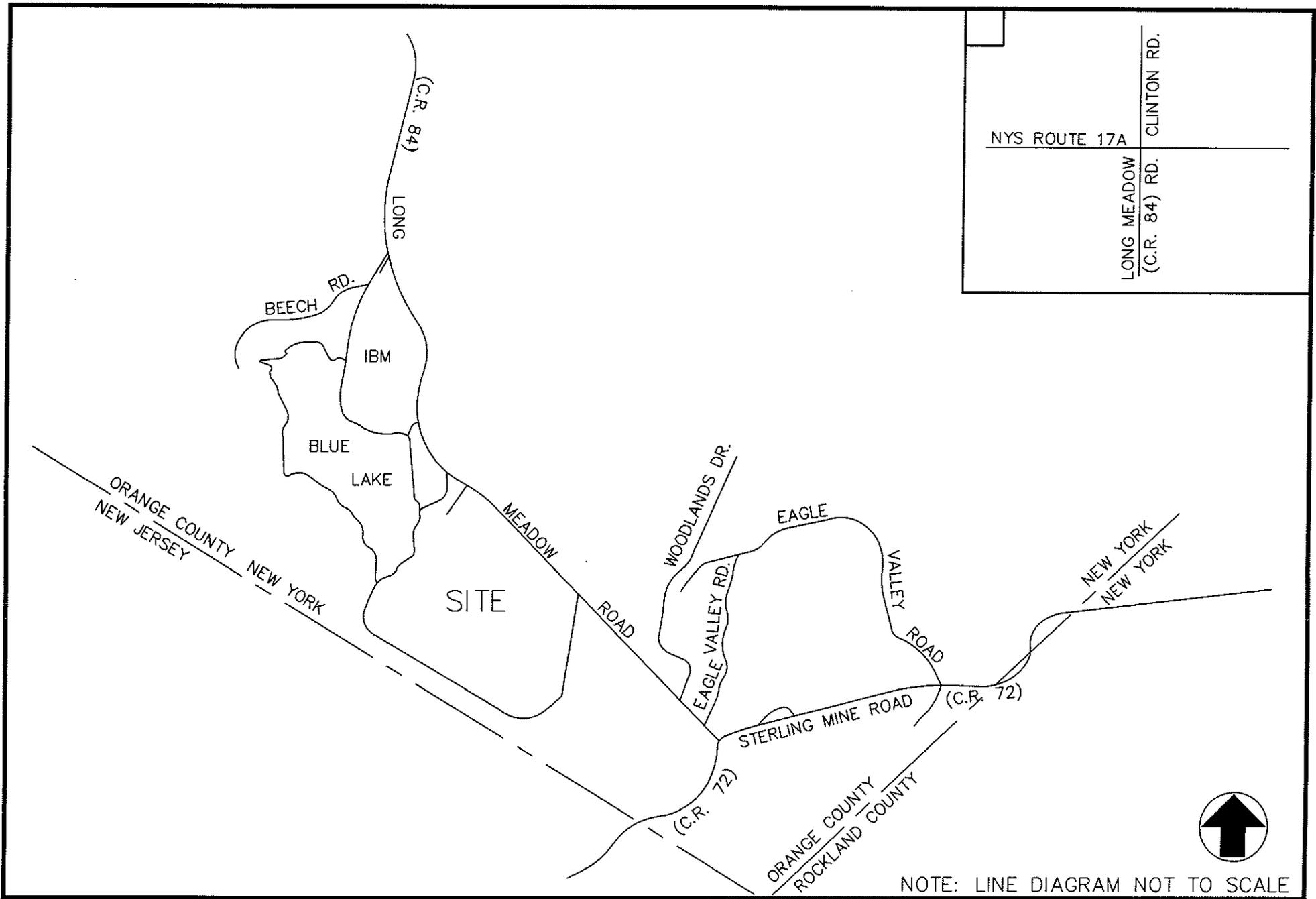
As summarized in this report, the traffic generated by the proposed religious facility will require improvements to the roadway system at the site access. Based on the analysis contained in this report with the completion of these improvements, similar Levels of Service and delays will be experienced under the future No-Build and future Build conditions.

Respectfully submitted,

JOHN COLLINS ENGINEERS, P.C.

A handwritten signature in black ink, appearing to read "Philip J. Grealy". The signature is written in a cursive style with a large, sweeping loop at the end.

Philip J. Grealy, Ph.D., P.E.

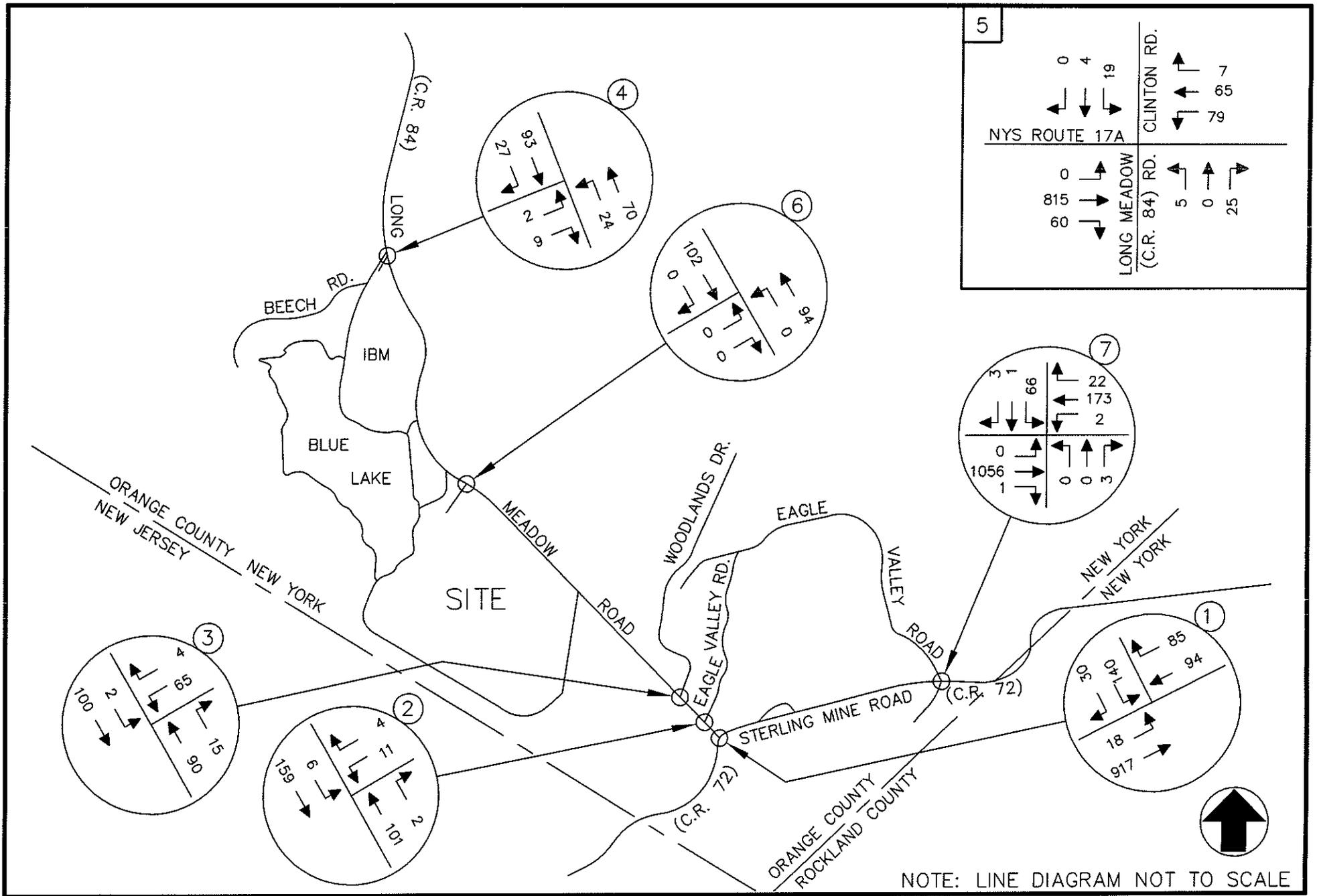


1 KINGS DRIVE WATCHTOWER
 WARWICK, NEW YORK

SITE LOCATION MAP

JOHN COLLINS ENGINEERS, P.C.
 HAWTHORNE , NEW YORK

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 1

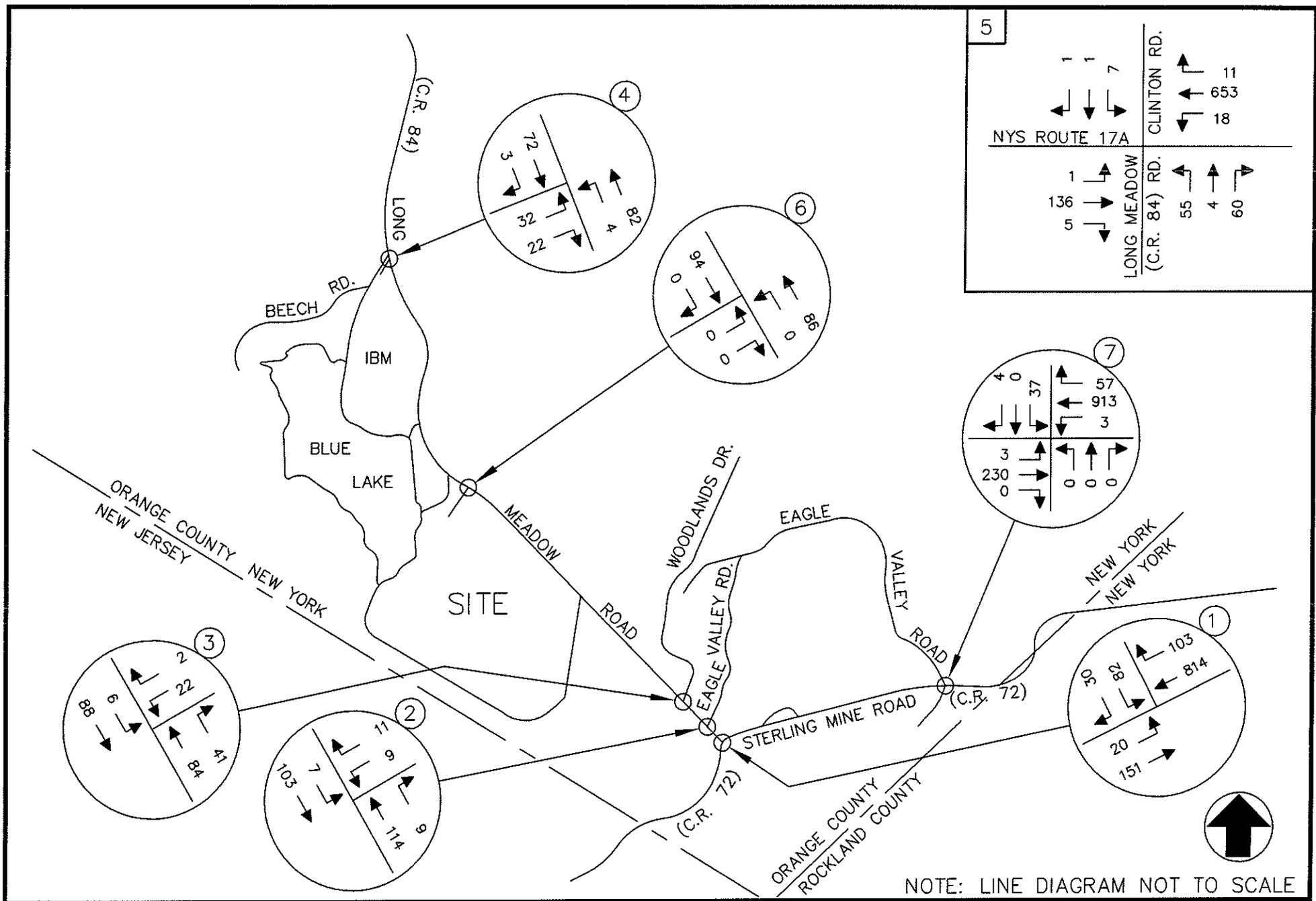


NOTE: LINE DIAGRAM NOT TO SCALE

1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2010 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

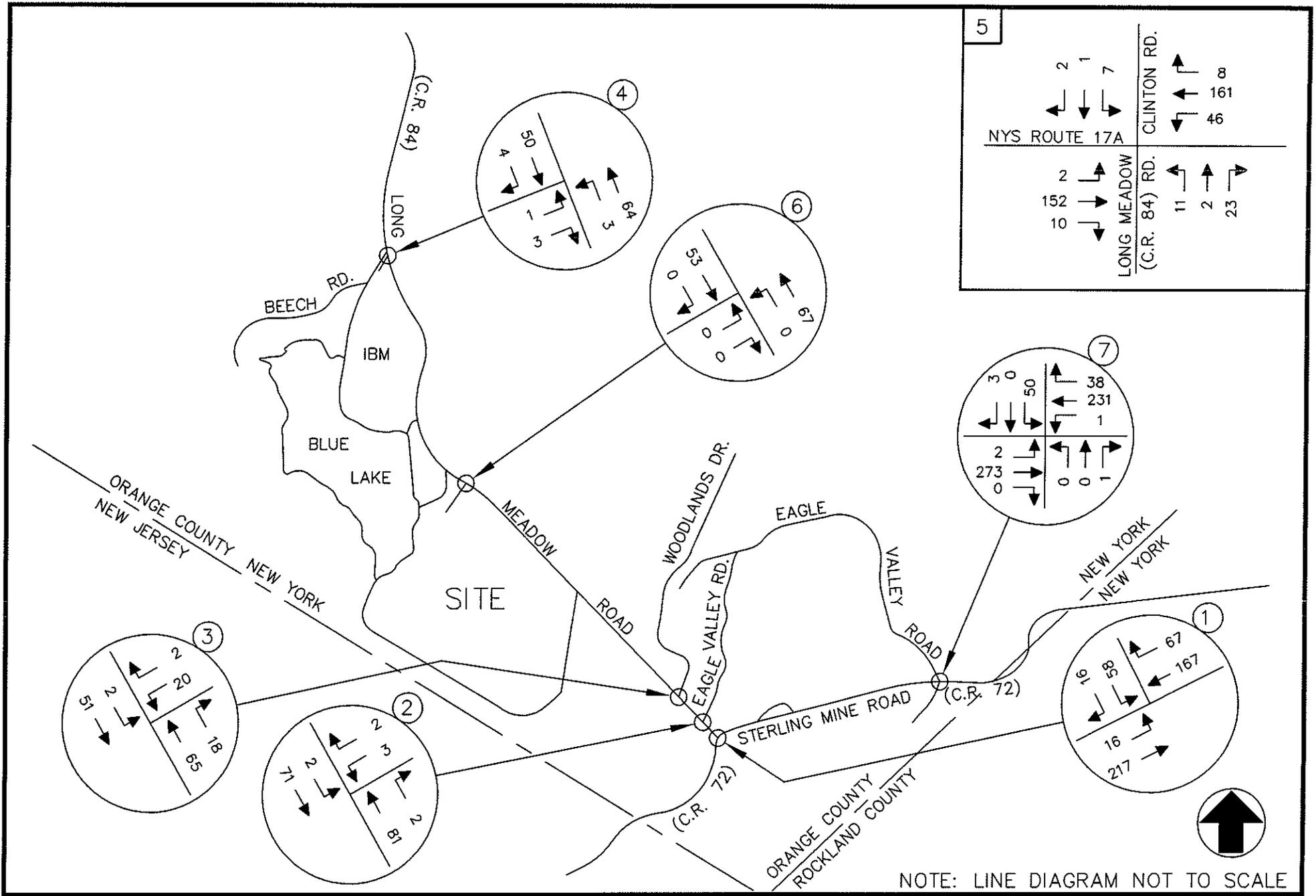
JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2010 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

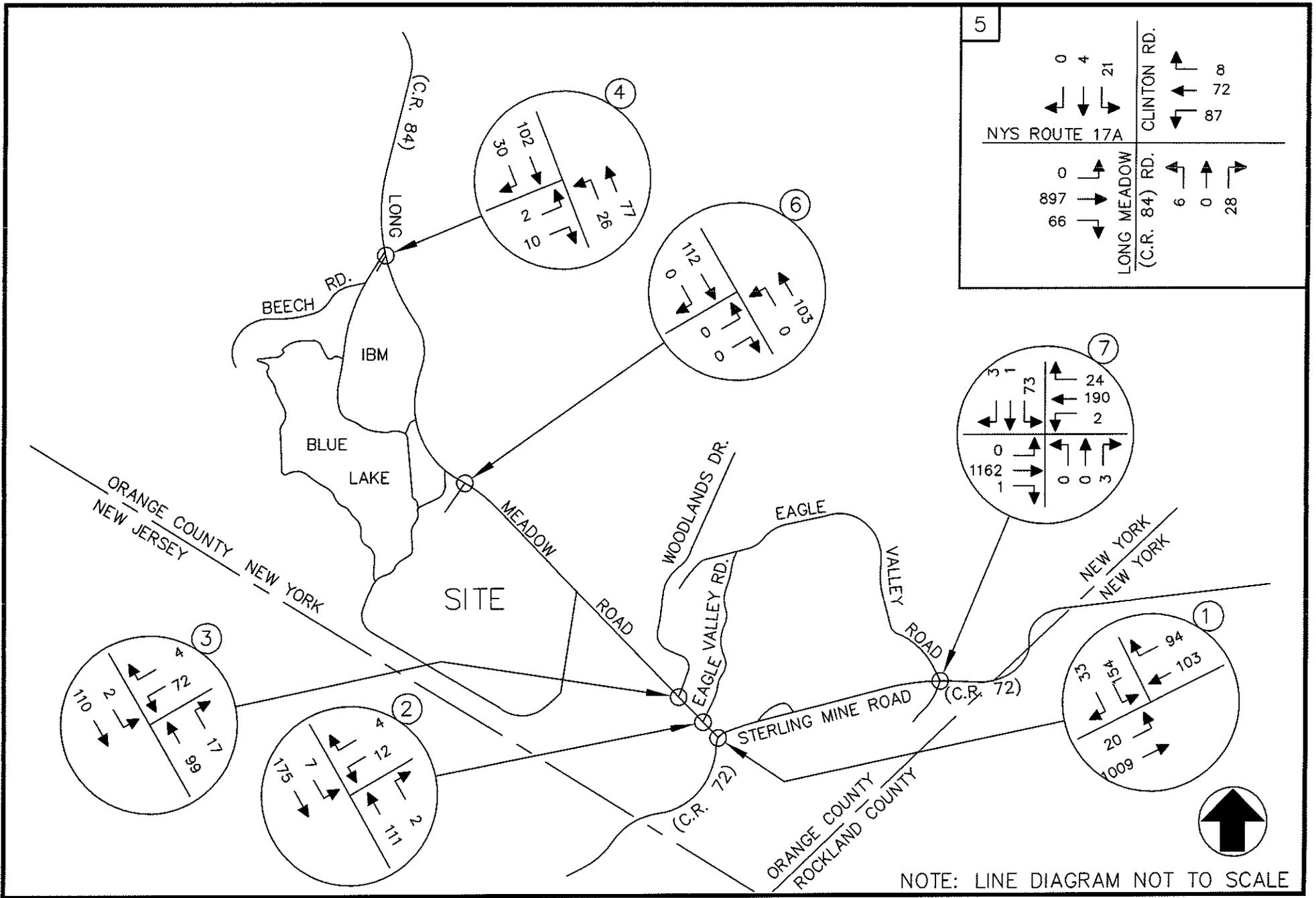
JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2010 EXISTING TRAFFIC VOLUMES
WEEKEND PEAK SUNDAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK



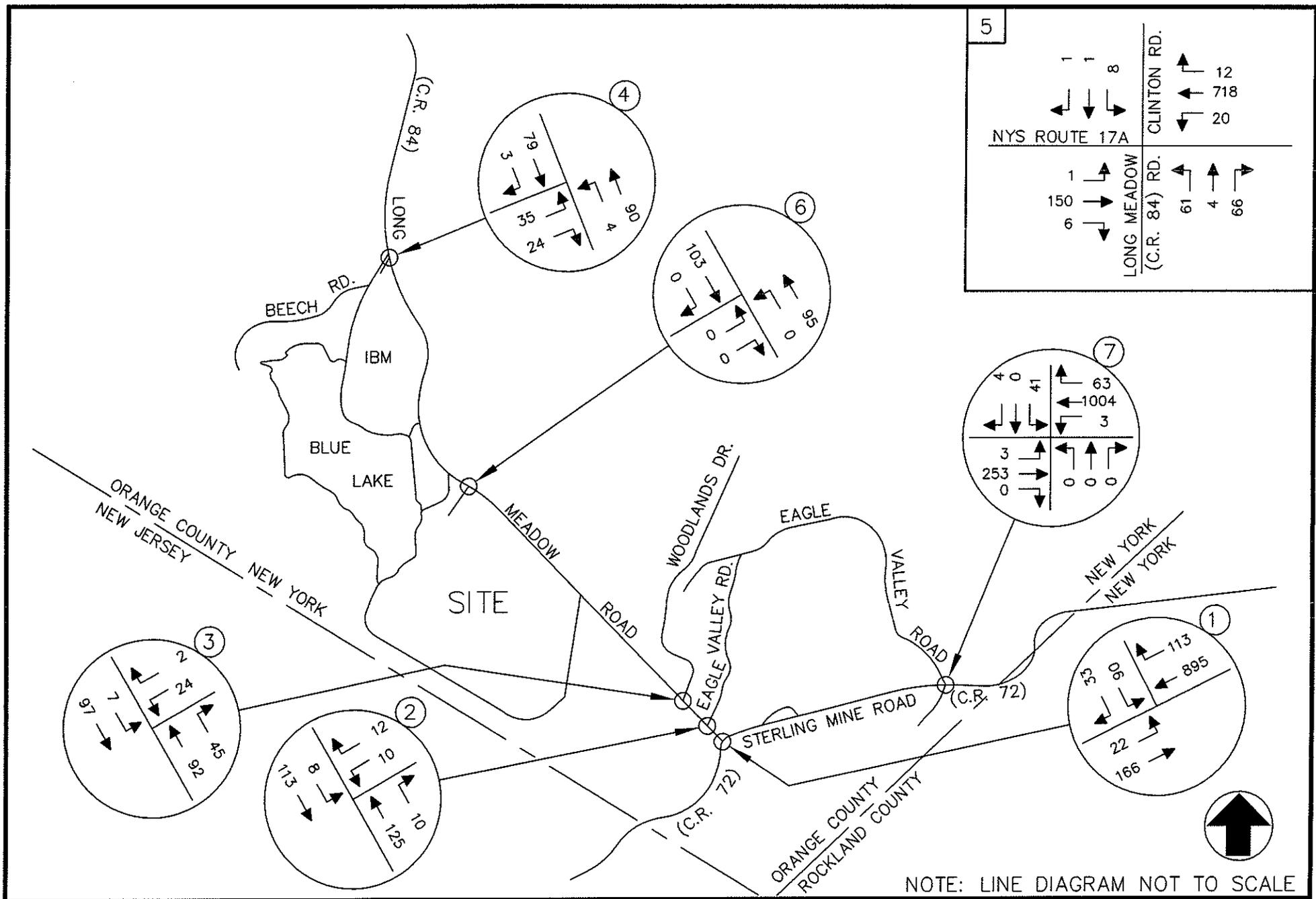
NOTE: LINE DIAGRAM NOT TO SCALE

1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2015 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

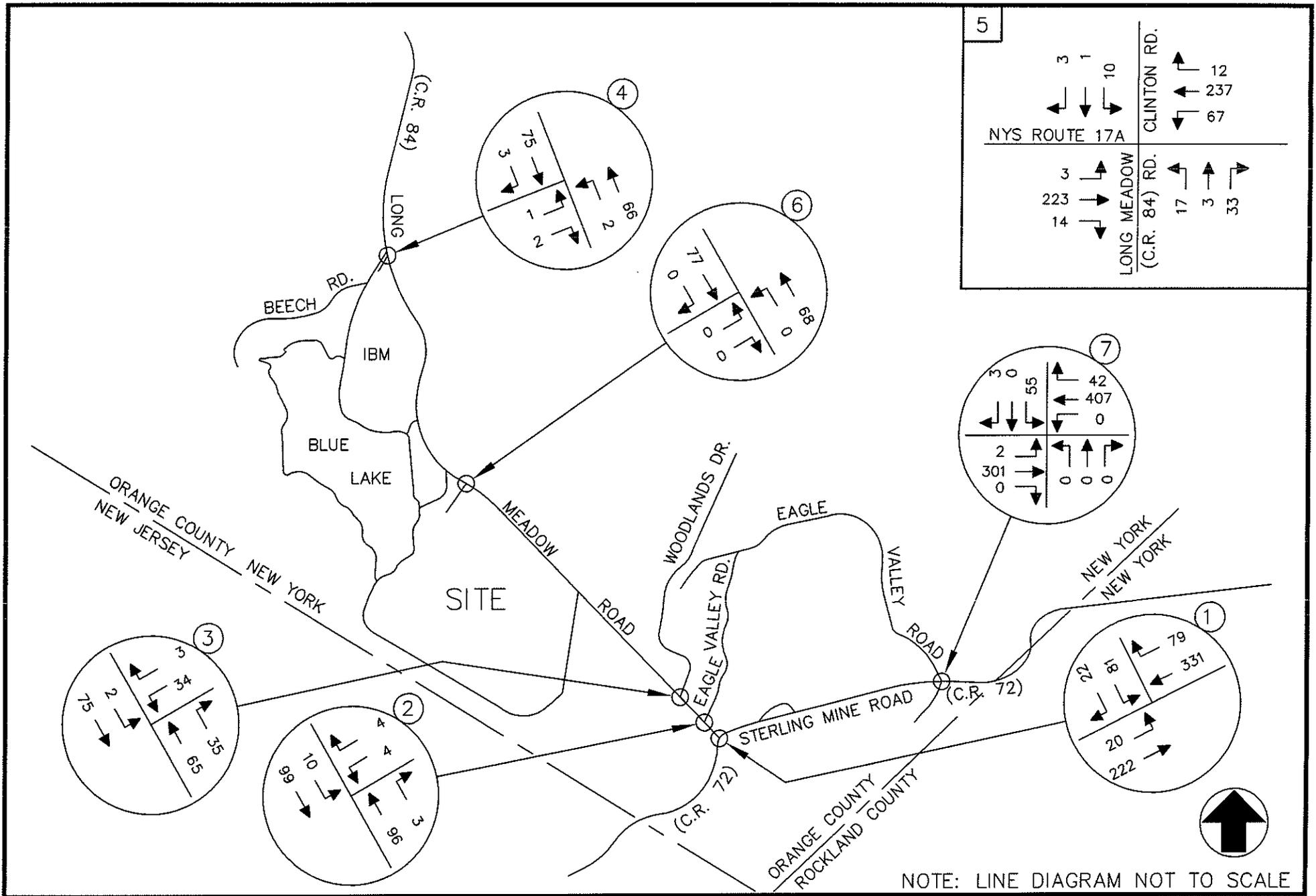
PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 6



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

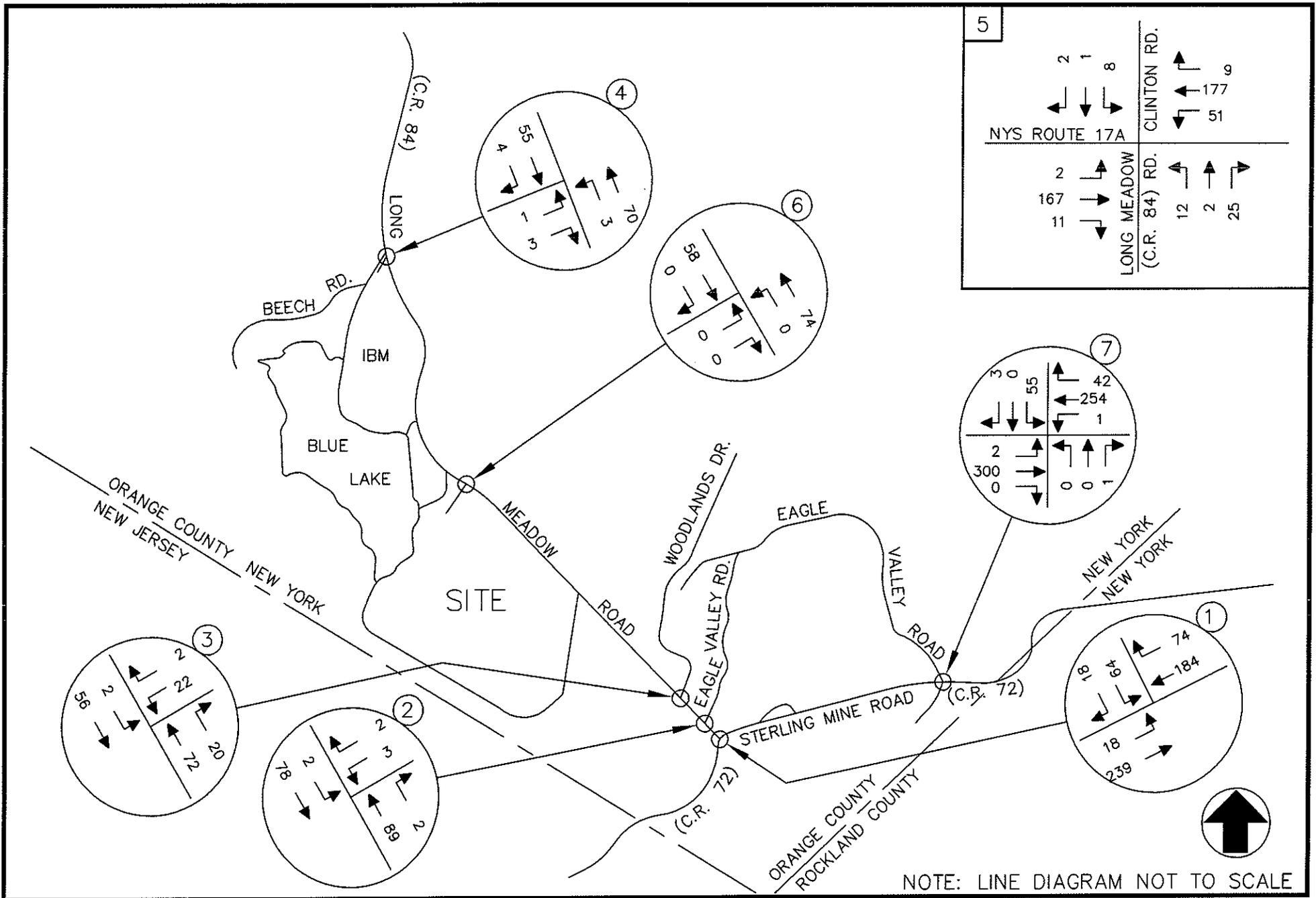


1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 PROJECTED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 8

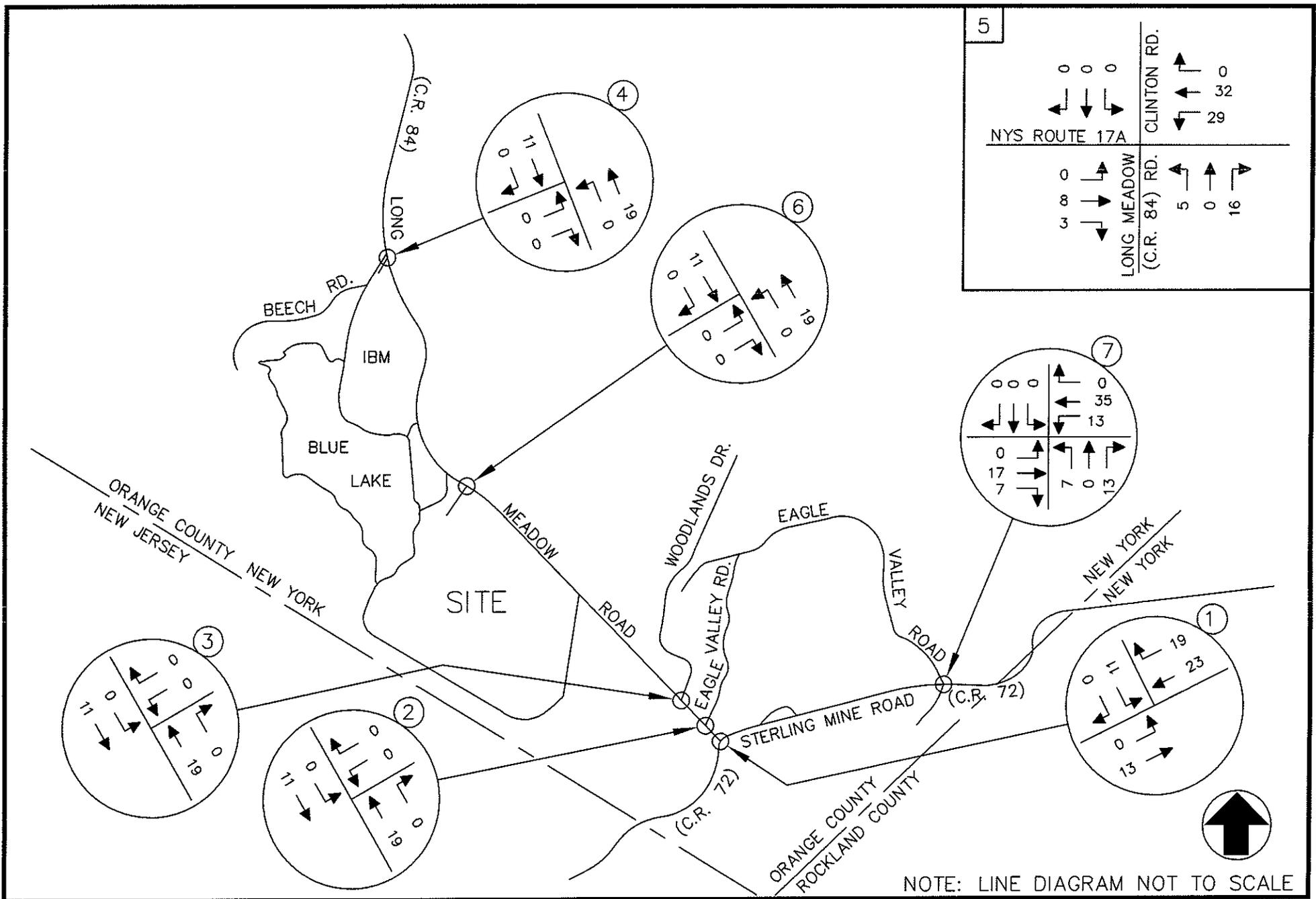


1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2015 PROJECTED TRAFFIC VOLUMES
WEEKEND PEAK SUNDAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

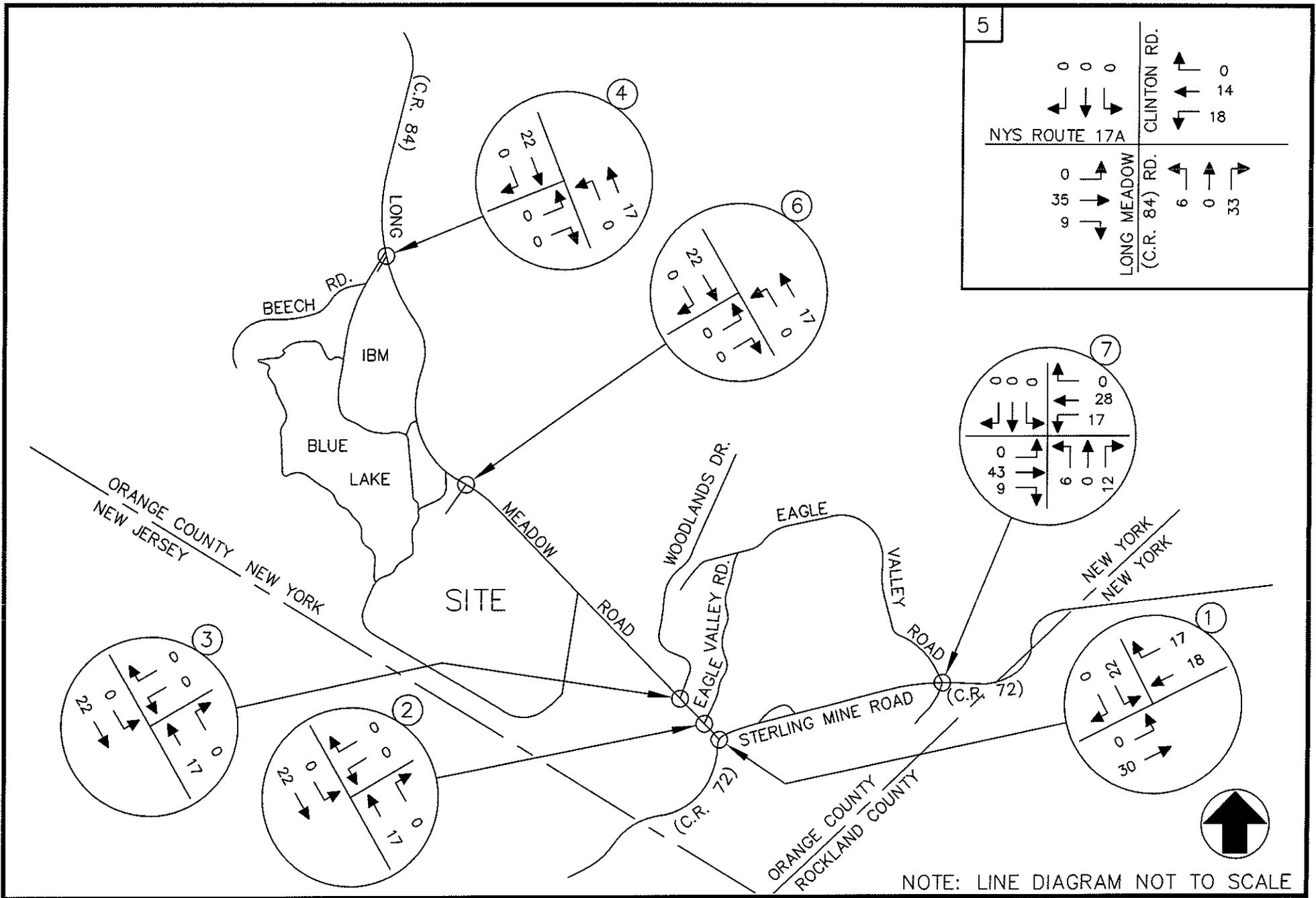
PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 9



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

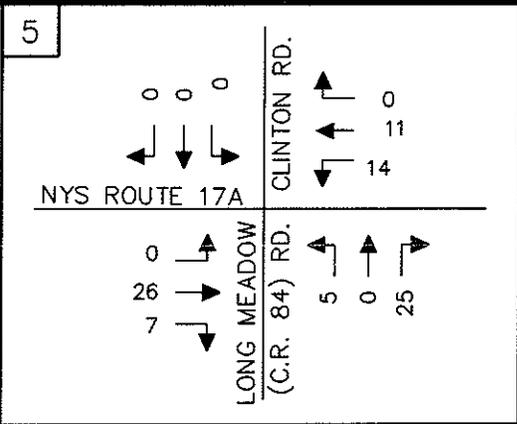
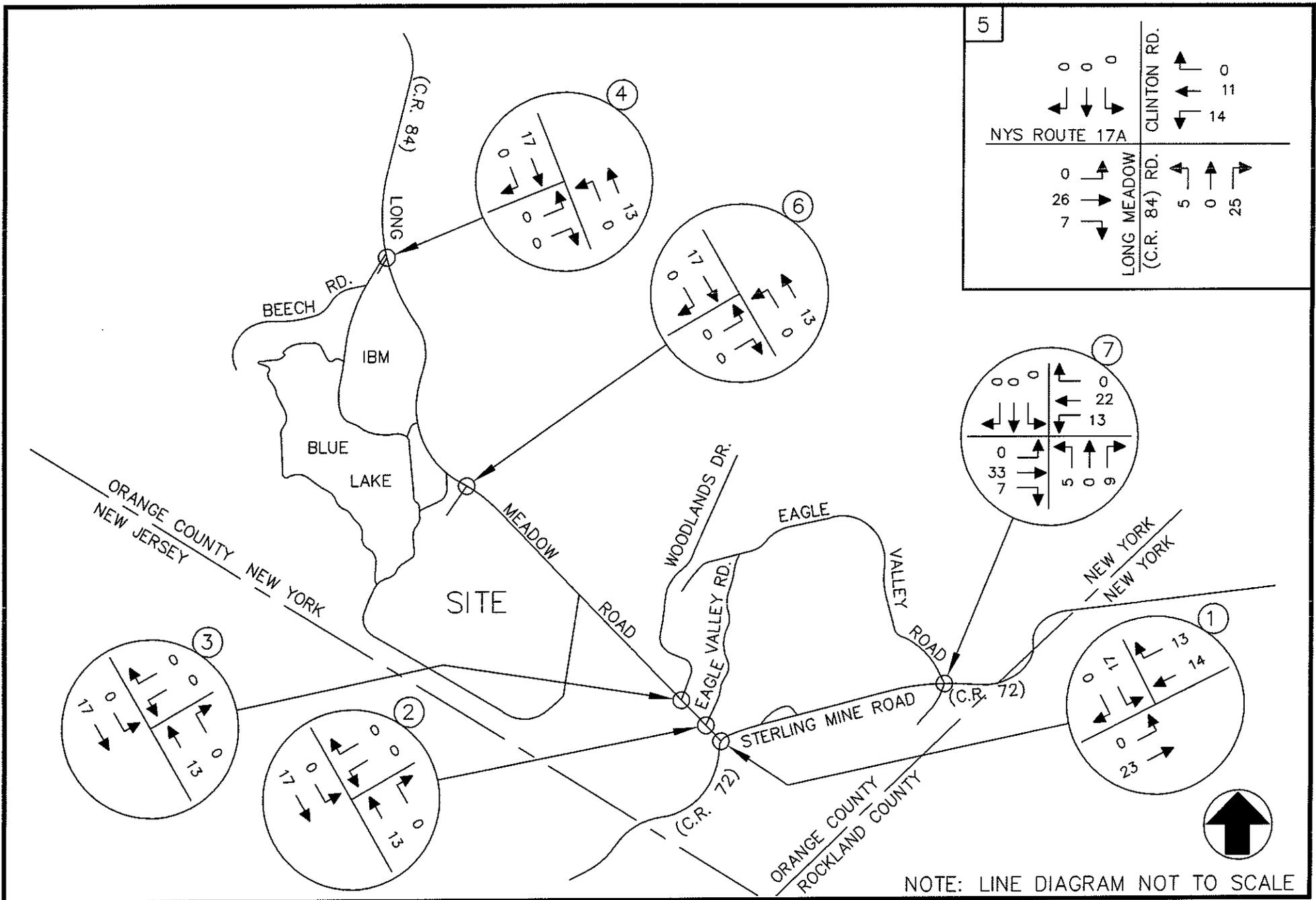


NOTE: LINE DIAGRAM NOT TO SCALE

1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

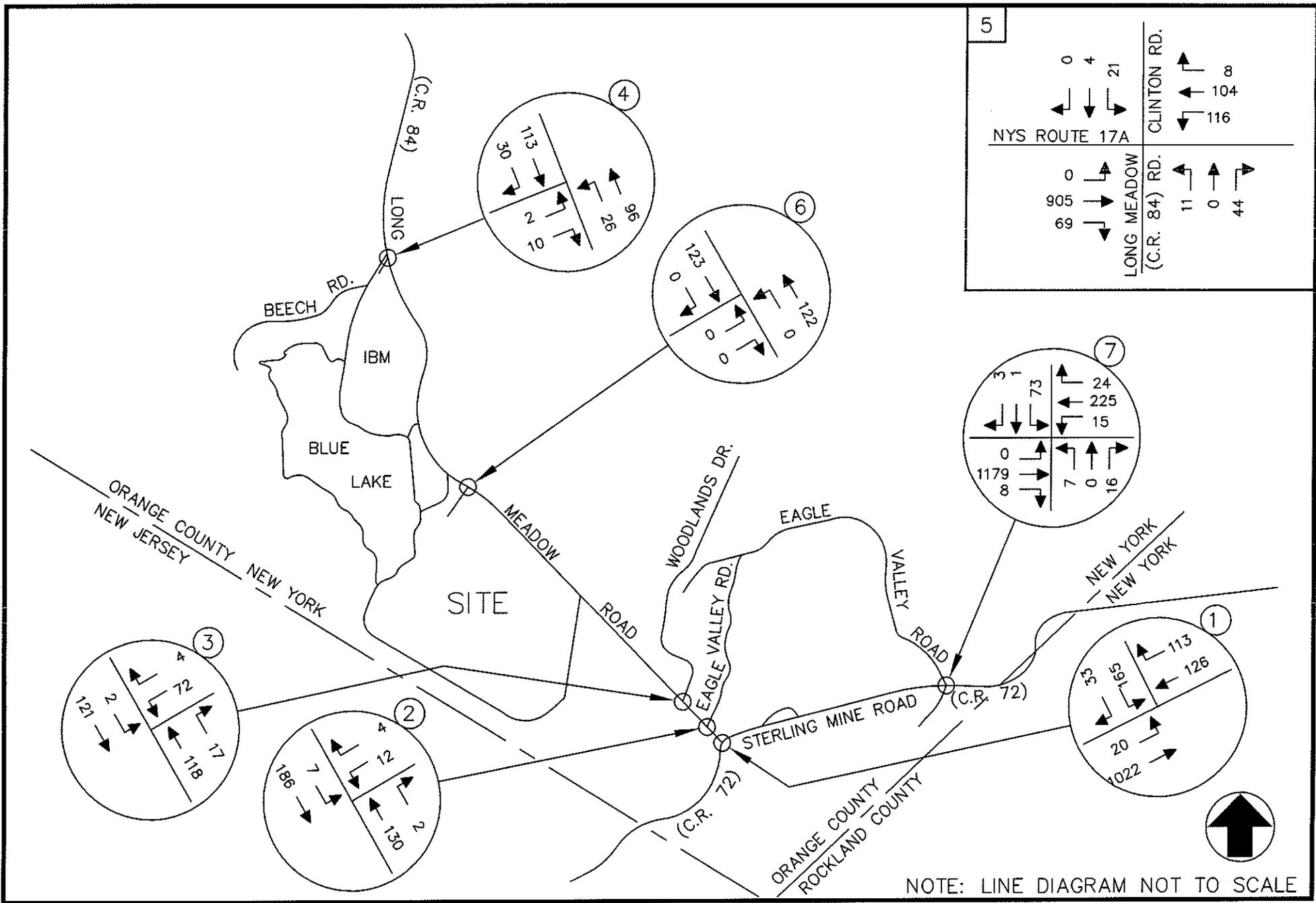
JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK



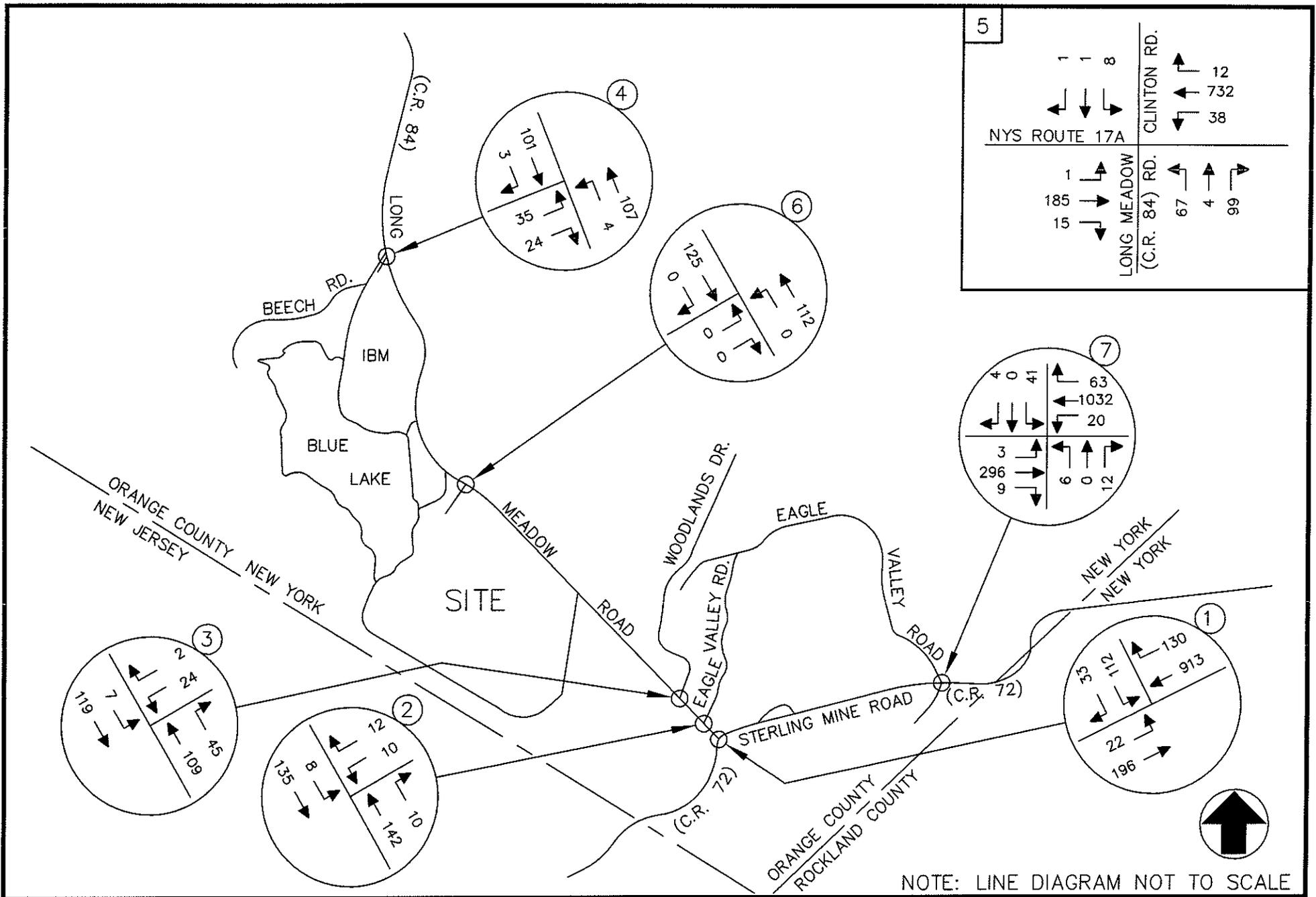
NOTE: LINE DIAGRAM NOT TO SCALE

1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2015 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

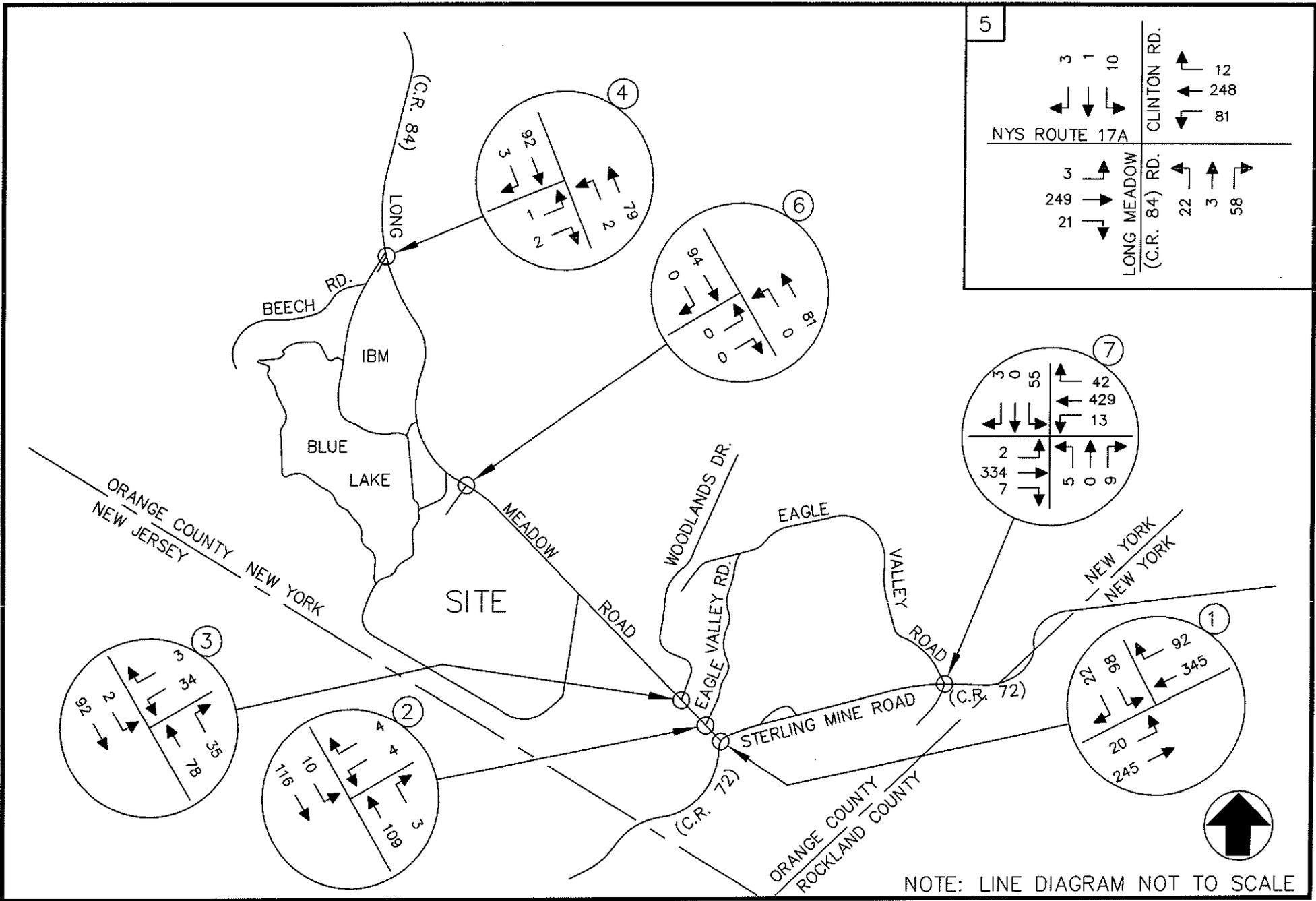
PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 14



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

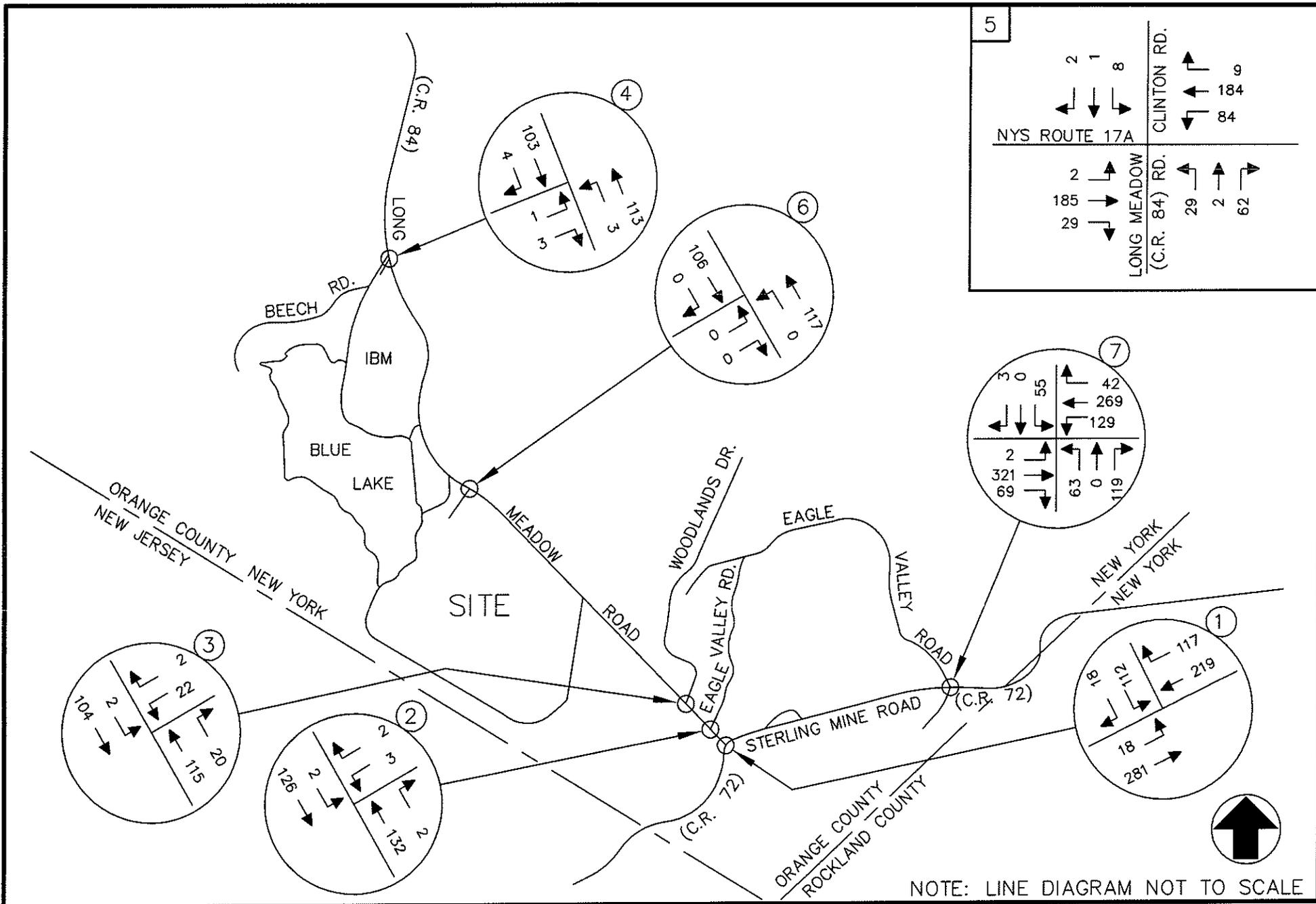


1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2015 NO-BUILD TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 16

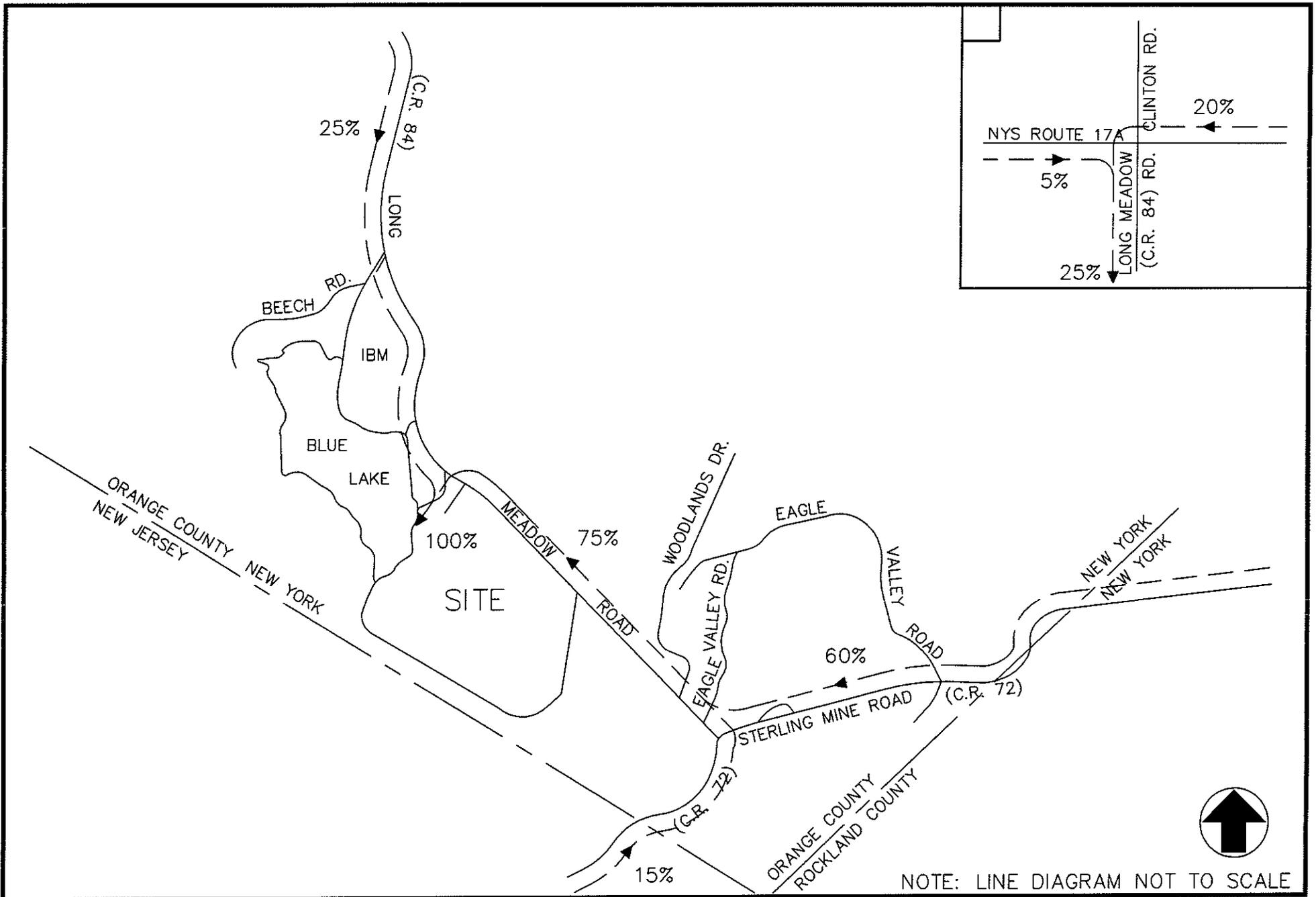


1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 NO-BUILD TRAFFIC VOLUMES
WEEKEND PEAK SUNDAY HOUR

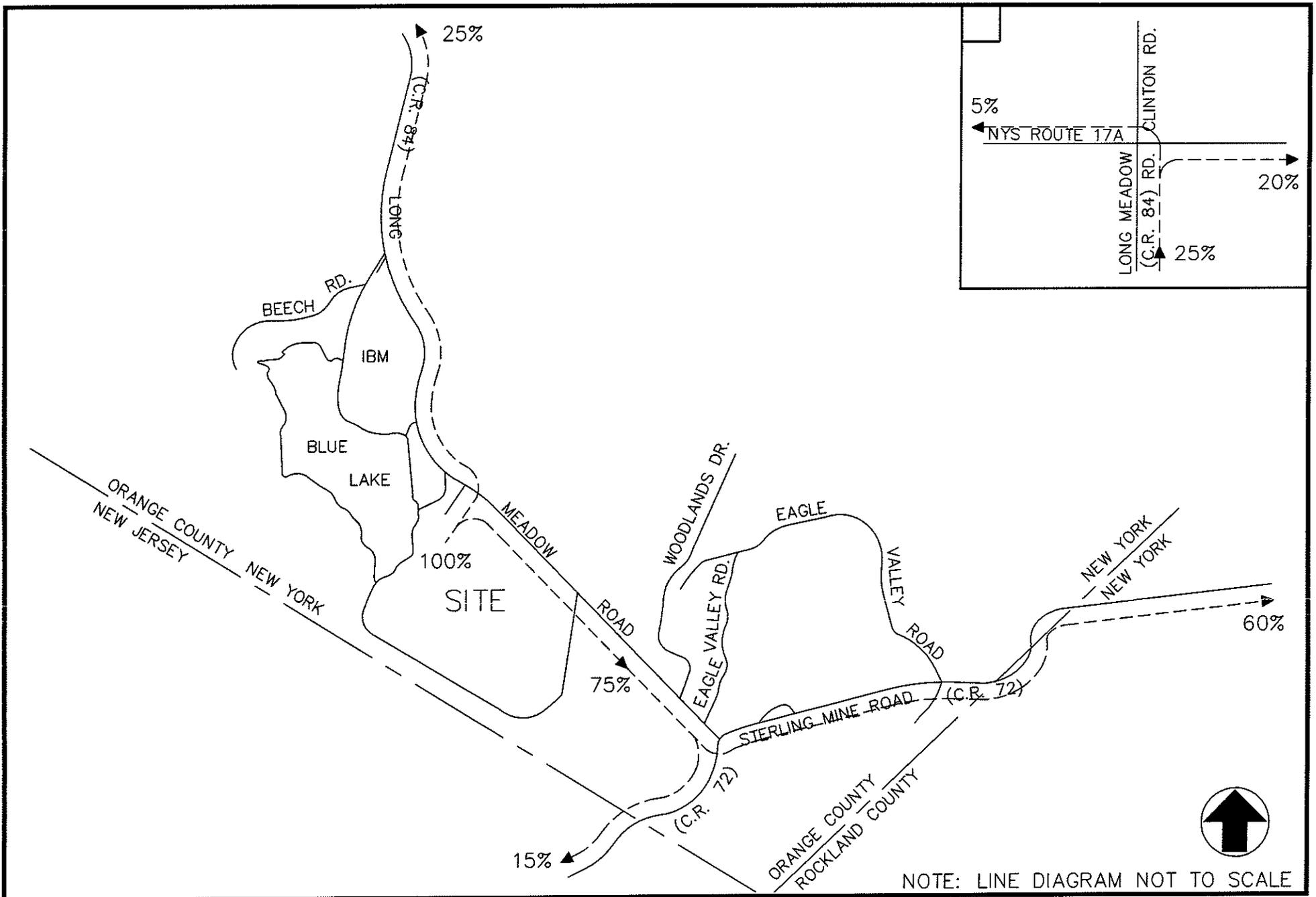
PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 17



1 KINGS DRIVE WATCHTOWER
 WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
 HAWTHORNE, NEW YORK

ARRIVAL DISTRIBUTION
 (ALL VALUES EXPRESSED AS A %)



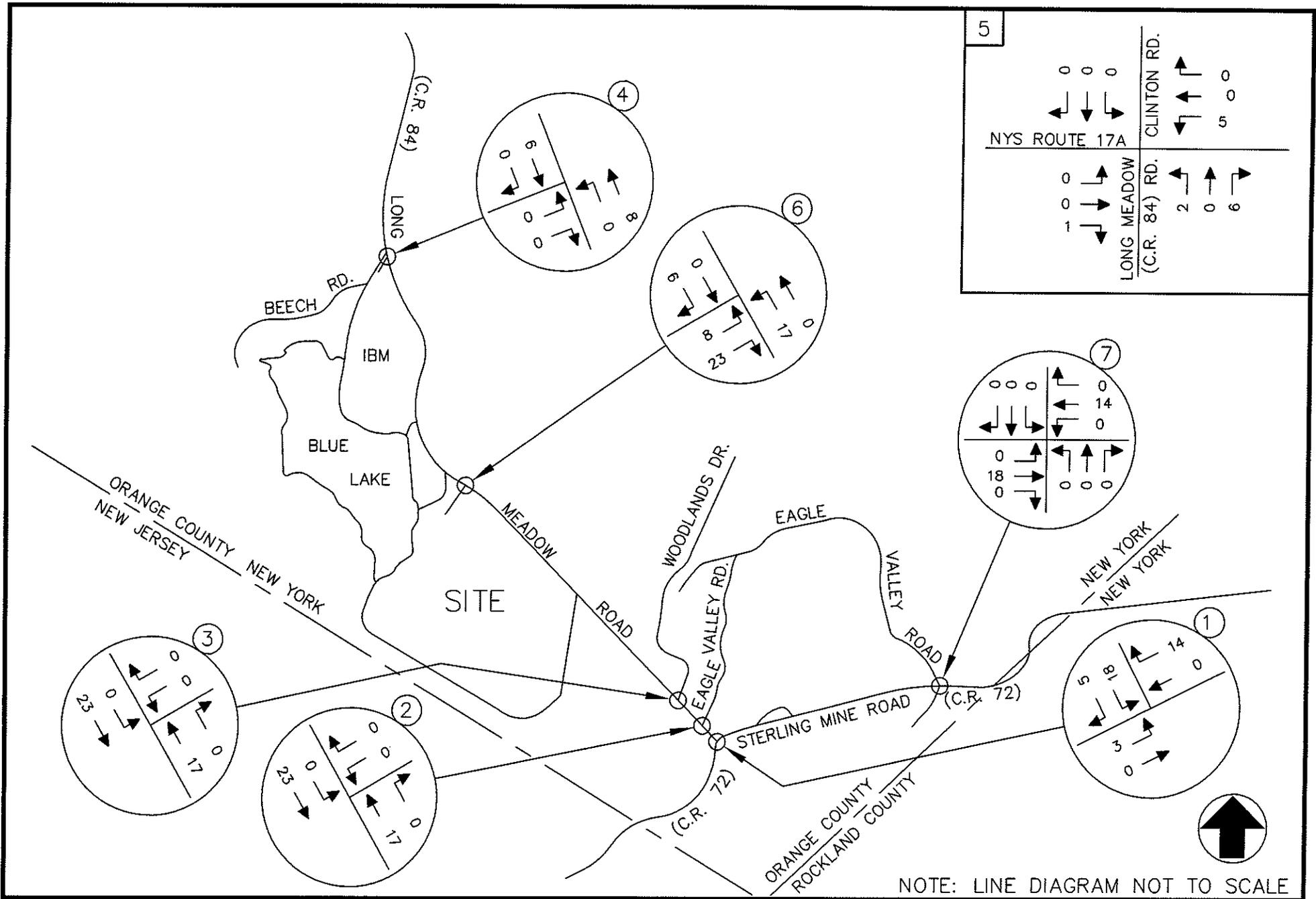
NOTE: LINE DIAGRAM NOT TO SCALE

1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

DEPARTURE DISTRIBUTION
(ALL VALUES EXPRESSED AS A %)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

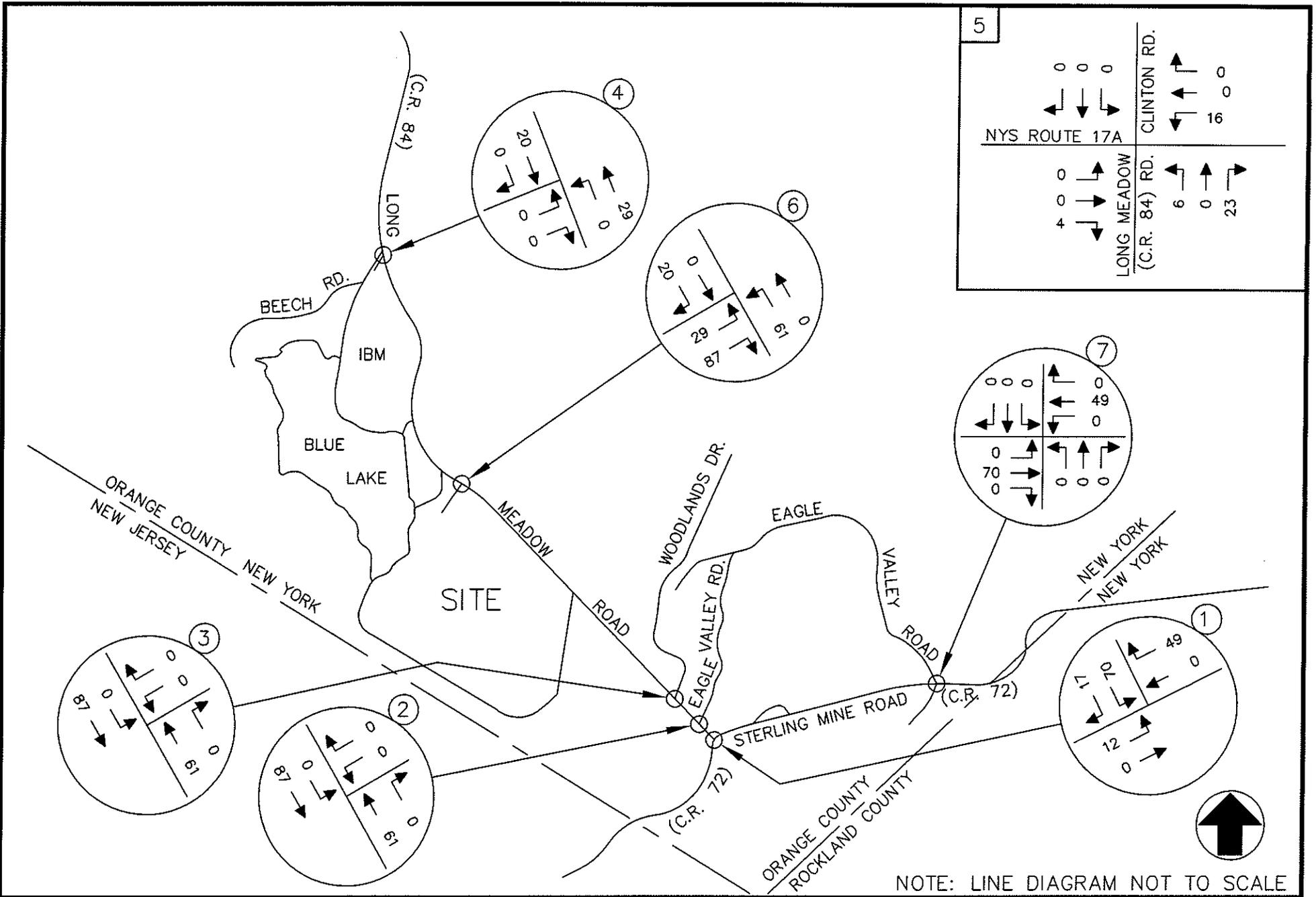
PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 19



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

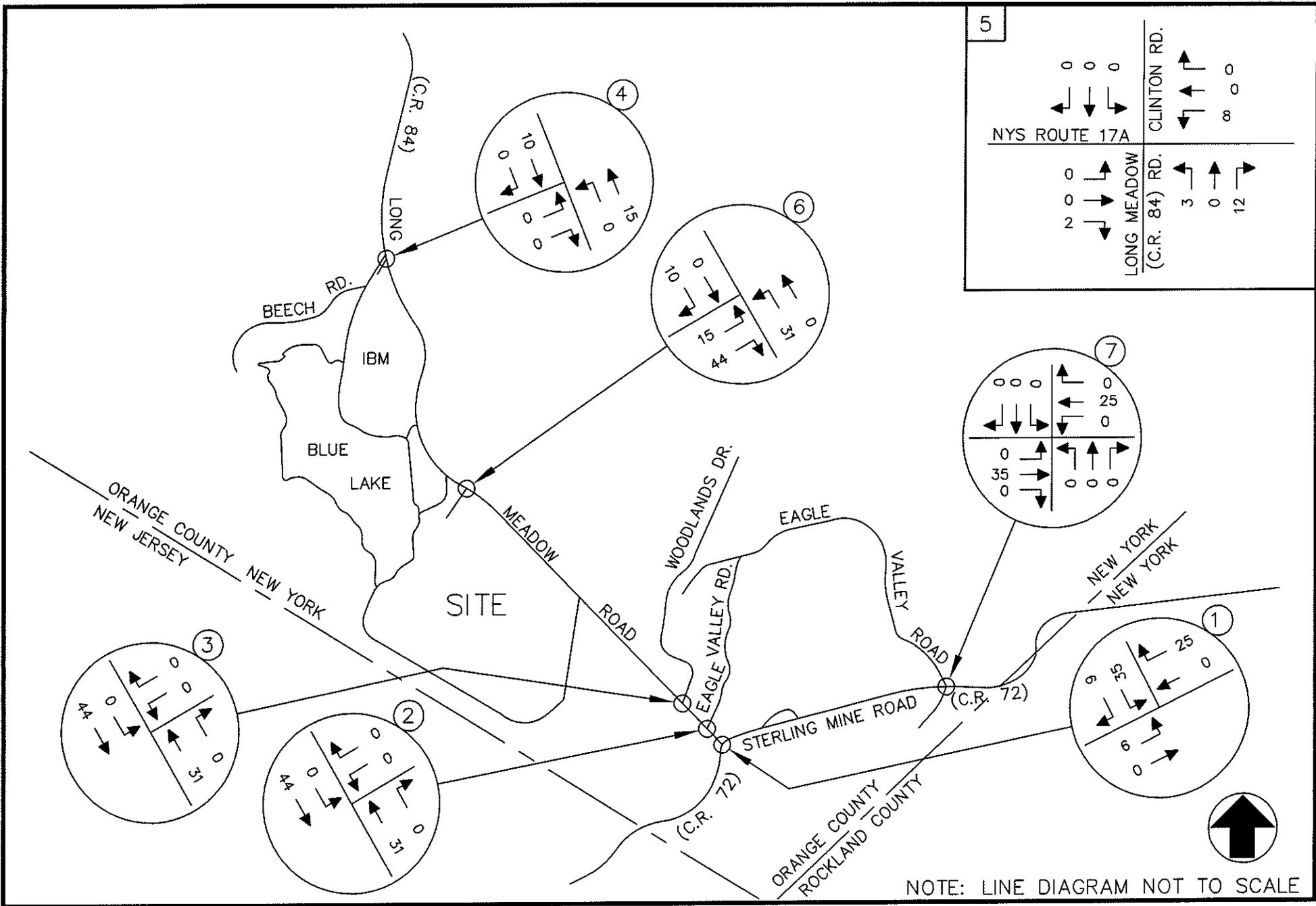
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR



1 KINGS DRIVE WATCHTOWER
 WARWICK, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
 WEEKEND PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.
 HAWTHORNE, NEW YORK

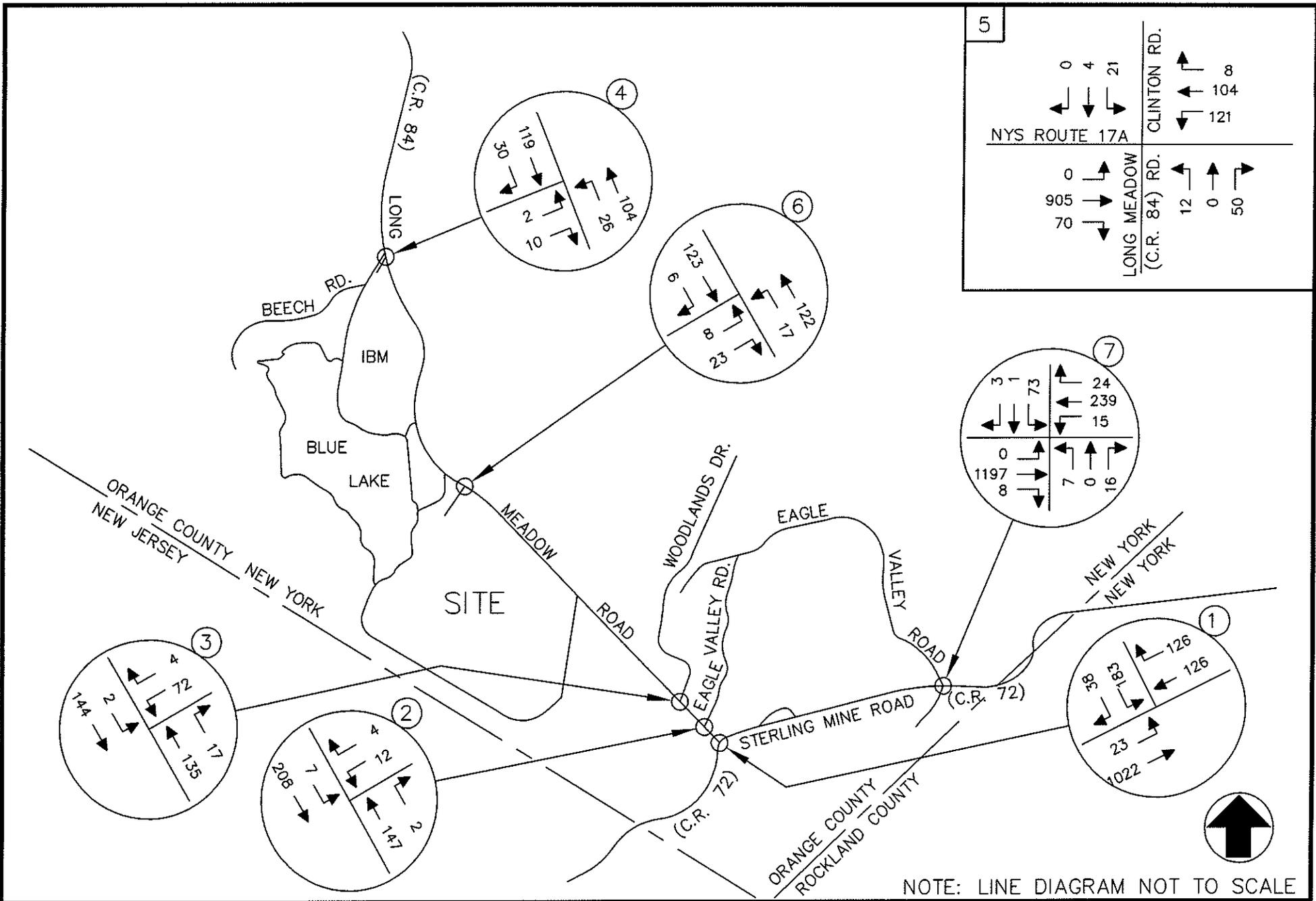


NOTE: LINE DIAGRAM NOT TO SCALE

1 KINGS DRIVE WATCHTOWER
 WARWICK, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
 WEEKEND PEAK SUNDAY HOUR

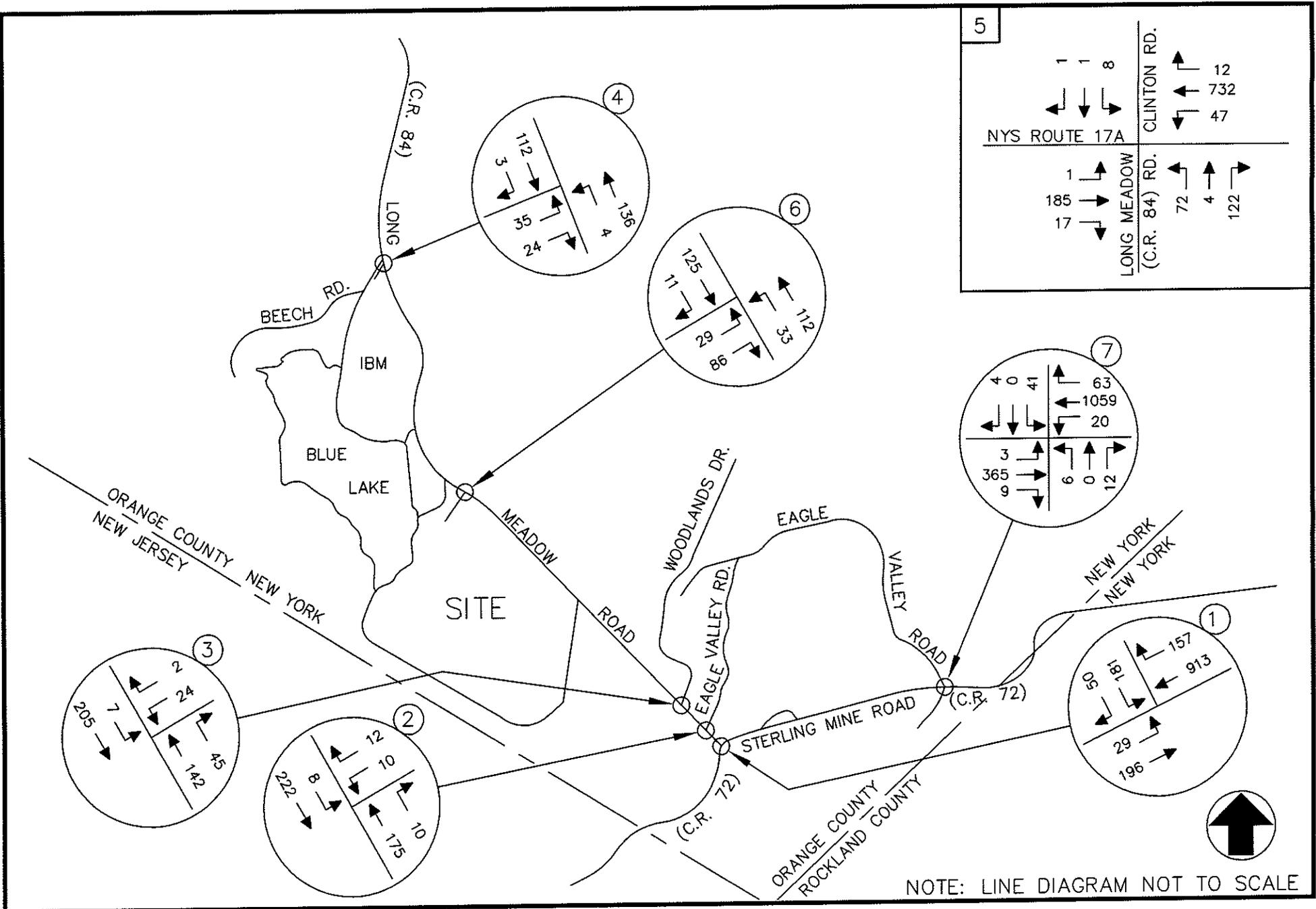
JOHN COLLINS ENGINEERS, P.C.
 HAWTHORNE, NEW YORK



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2015 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

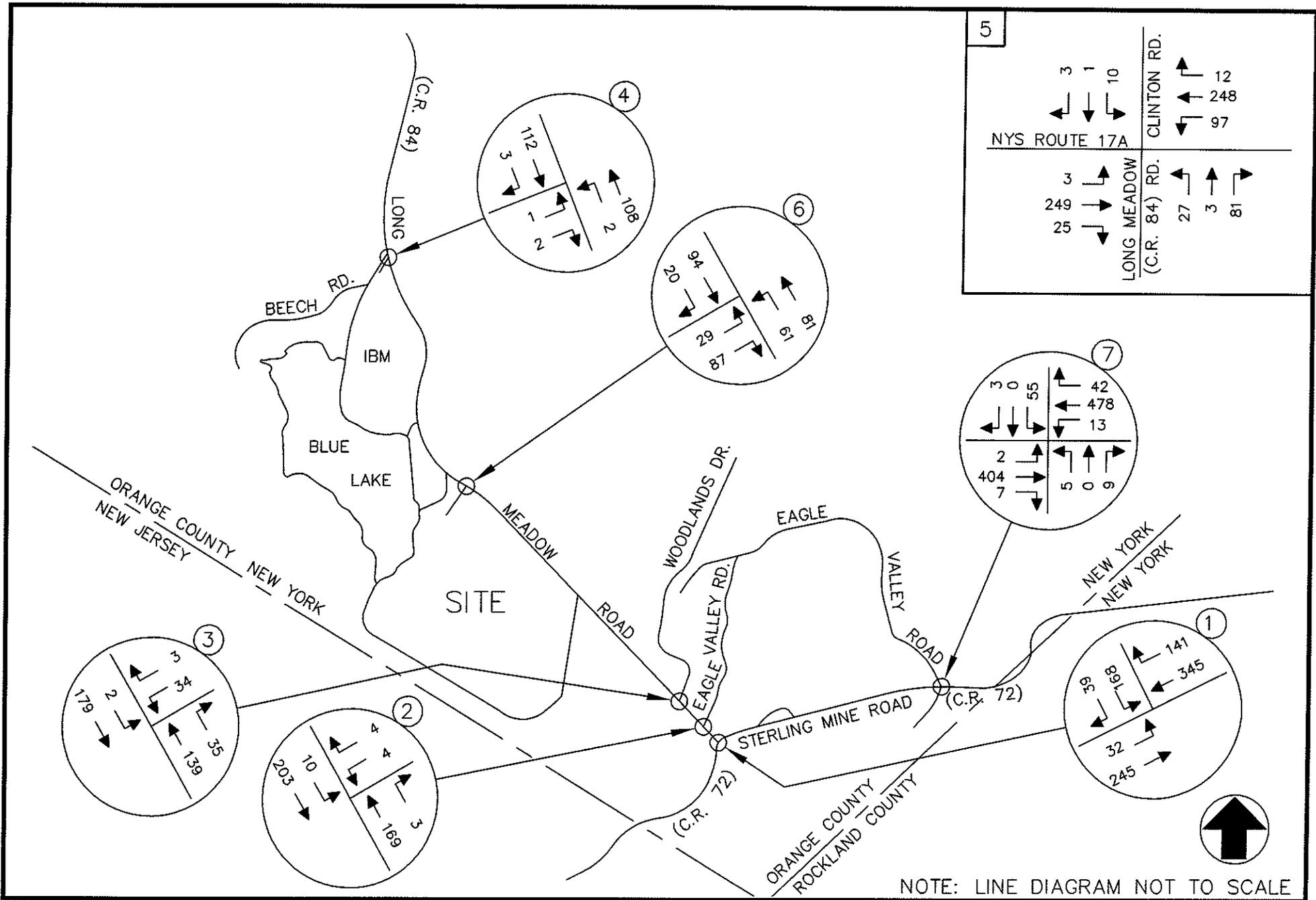
JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

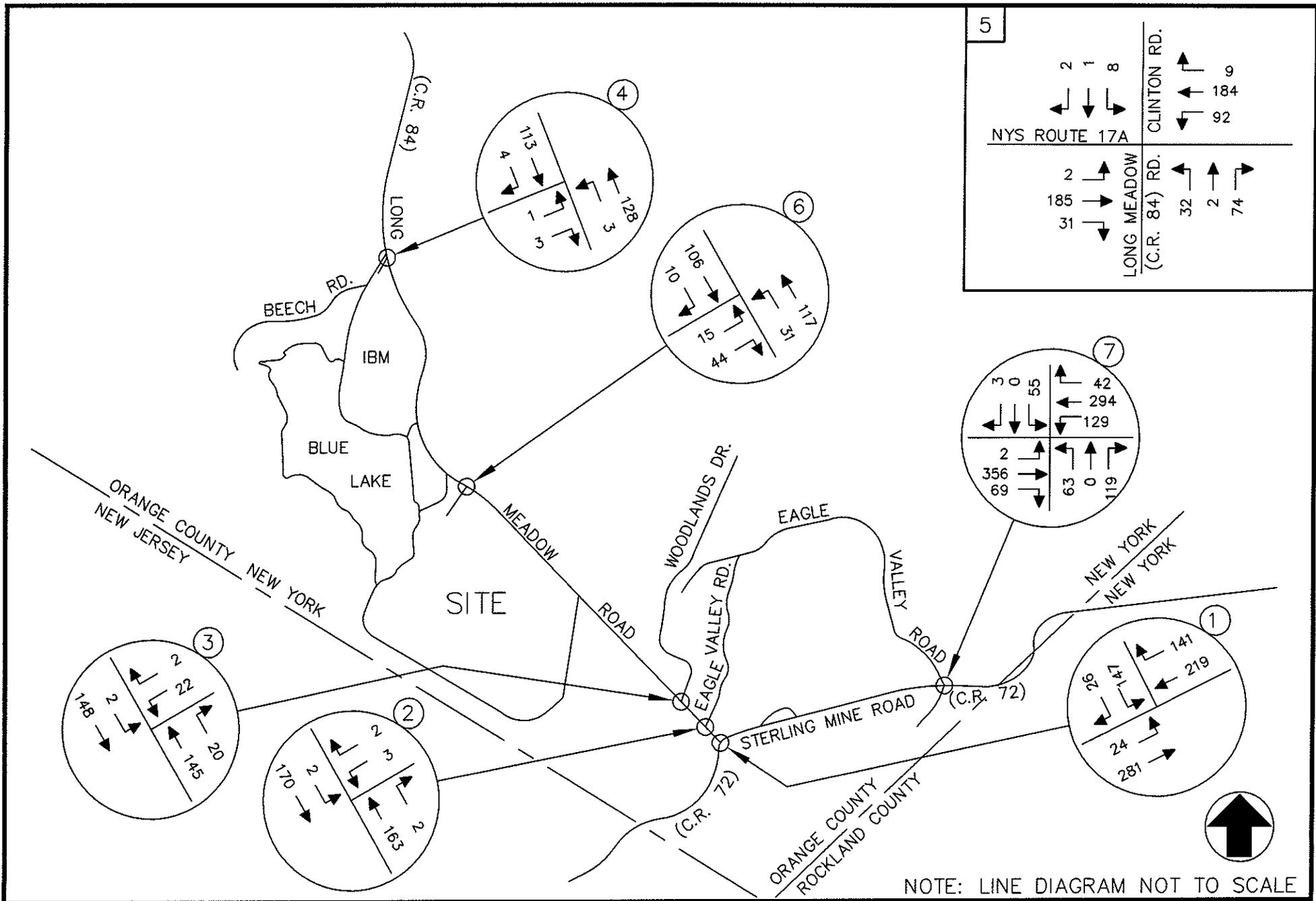


NOTE: LINE DIAGRAM NOT TO SCALE

1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2015 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

2015 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SUNDAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 27

APPENDIX "B"

TABLES

TABLE NO. 1

**HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED
SITE GENERATED TRAFFIC VOLUMES**

1 KINGS DRIVE WATCHTOWER WARWICK, NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
EXISTING WATCHTOWER FACILITY PATTERSON NEW YORK (1,550 RESIDENTS)				
PEAK AM HOUR	0.015	23	0.019	30
PEAK PM HOUR	0.028	44	0.074	115
PEAK SATURDAY HOUR	0.052	81	0.075	116
PEAK SUNDAY HOUR	0.026	41	0.037	58

NOTES:

1) * THE HOURLY TRIP GENERATION RATES (HTGR) AND VOLUMES ARE BASED DATA COLLECTED BY AKRF, INC AT THE EXISTING OPERATING WATCHTOWER FACILITY IN PATTERSON, NEW YORK.

TABLE NO. 2
LEVEL OF SERVICE SUMMARY TABLE

		2010 EXISTING				2015 NO-BUILD				2015 BUILD					
		AM	PM	SATURDAY	SUNDAY	AM	PM	SATURDAY	SUNDAY	AM	PM	SATURDAY	SUNDAY		
1	STERLING MINE ROAD (C.R. 72) & LONG MEADOW ROAD (C.R. 84)	SIGNALIZED	EB WB SB OVERALL	B[18.8] A[2.7] C[30.7] B[18.1]	A[5.6] B[11.4] C[28.8] B[12.2]	A[5.8] A[5.1] C[28.6] A[8.5]	A[5.8] A[4.0] C[28.3] A[8.1]	C[33.0] A[2.8] C[31.4] C[27.9]	A[5.8] B[15.0] C[29.4] B[15.1]	A[6.0] A[5.1] C[29.2] A[8.9]	A[6.2] A[3.8] C[29.5] A[9.1]	C[32.9] A[2.7] C[32.3] C[27.8]	A[5.9] B[14.7] C[31.4] B[15.9]	A[5.9] A[4.6] C[30.9] B[10.6]	A[6.1] A[3.6] C[30.4] B[10.0]
2	LONG MEADOW ROAD (C.R. 84) & EAGLE VALLEY ROAD	UNSIGNALIZED	WB SB	B[10.0] A[7.5]	A[9.6] A[7.5]	A[9.3] A[7.5]	A[9.2] A[7.4]	B[10.5] A[7.6]	A[9.9] A[7.6]	A[9.6] A[7.5]	A[9.8] A[7.5]	B[10.8] A[7.6]	B[10.5] A[7.7]	B[10.4] A[7.7]	B[10.2] A[7.6]
3	LONG MEADOW ROAD (C.R. 84) & WOODLANDS DRIVE	UNSIGNALIZED	WB SB	B[10.2] A[7.5]	A[9.9] A[7.5]	A[9.5] A[7.4]	A[9.3] A[7.4]	B[10.7] A[7.5]	B[10.3] A[7.6]	A[9.9] A[7.5]	B[10.1] A[7.5]	B[11.1] A[7.6]	B[11.4] A[7.7]	B[11.1] A[7.6]	B[10.7] A[7.6]
4	LONG MEADOW ROAD (C.R. 84) & IBM ENTRANCE / BEECH ROAD	UNSIGNALIZED	EB NB	A[9.0] A[7.6]	A[9.4] A[7.4]	A[8.8] A[7.4]	A[8.7] A[7.4]	A[9.2] A[7.6]	A[9.6] A[7.5]	A[9.0] A[7.5]	A[9.1] A[7.5]	A[9.2] A[7.6]	A[9.8] A[7.5]	A[9.2] A[7.5]	A[9.1] A[7.5]
5	NYS ROUTE 17A & LONG MEADOW ROAD (C.R. 84)/ CLINTON ROAD	UNSIGNALIZED	EB WB NB SB	A[7.4] B[11.0] C[15.4] C[18.6]	A[9.3] A[7.6] B[13.5] C[17.3]	A[7.8] A[7.9] B[11.1] B[12.2]	A[7.6] A[7.7] B[10.1] B[11.0]	A[7.5] B[12.3] C[22.9] D[25.7]	A[9.6] A[7.8] C[16.6] C[21.9]	A[7.9] A[8.1] B[12.0] B[13.8]	A[7.7] A[8.0] B[11.6] B[12.7]	A[7.5] B[12.4] C[23.6] D[26.5]	A[9.6] A[7.8] C[17.6] C[23.0]	A[7.9] A[8.2] B[12.6] B[14.6]	A[7.7] A[8.0] B[11.8] B[13.0]
6	LONG MEADOW ROAD (C.R. 84) & SITE ACCESS DRIVEWAY	UNSIGNALIZED	EB NB	- -	- -	- -	- -	- -	- -	- -	- -	A[9.4] A[7.6]	B[10.0] A[7.6]	A[10.0] A[7.6]	A[9.5] A[7.6]
7	STERLING MINE ROAD (C.R. 72) & SISTER SERVANTS LANE/ EAGLE VALLEY ROAD	UNSIGNALIZED	EB WB NB SB	A[7.7] B[11.2] C[16.4] E[47.2]	B[10.7] A[7.8] A[9.3] D[32.1]	A[8.3] A[7.9] A[9.5] C[15.9]	A[7.9] A[7.9] A[9.5] B[13.6]	A[7.8] B[12.2] C[19.2] E[40.3]	B[11.4] A[8.0] B[12.3] D[26.1]	A[8.5] A[8.1] B[10.8] C[15.1]	A[8.0] A[8.7] B[14.4] C[22.0]	A[7.9] B[12.3] C[19.6] E[42.1]	B[11.6] A[8.3] B[12.8] D[27.7]	A[8.7] A[8.3] B[11.3] C[16.4]	A[8.1] A[8.9] C[15.0] C[23.6]

NOTES:

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

2) A SEPARATE LEFT TURN LANE WILL BE ADDED ON ROUTE 72 AT INTERSECTION #7 AS PART OF THE RADHA SOAMI SOCIETY PROJECT. THE LEFT TURN LANES ARE INCLUDED TO NO-BUILD AND BUILD SCENARIOS.

TABLE NO. 3

PUBLIC TRANSPORTATION SUMMARY

TYPE	COMMUTER PARKING	ROUND TRIP TICKET COST	FREQUENCY		AVERAGE TRIP LENGTH
NJ Transit Bus from Warwick (Route 196)	Free Park & Ride	\$30.00	To NYC	Departs every 10-15 mins. From 4:55 AM to 6:58 AM	1 hr. 43 mins.
			From NYC	Departs every 15-20 Mins. From 3:00 PM to 7:10 PM	1 hr. 26 mins.
NJ Transit Bus from Warwick (Route 197)	Free Park & Ride	\$30.00	To NYC	Departs at 4:38 AM and every 2 hours beginning at 8:10 AM	2 hr. 12 mins.
			From NYC	Departs every 2 hrs. from 7:30 AM to 1:30 PM and at 7:30 PM, 9:30 PM, and 11:00 PM	1 hr. 57 mins.
Coach USA Bus from Tuxedo	Free Park & Ride	\$28.00	To NYC	Departs every 15 mins. During AM Peak	1 hr. 10 mins.
			From NYC	Departs every 5-15 mins. During PM Peak	0 hr. 56 mins.
Coach USA Bus from Sloatsburg	Unknown	\$26.00	To NYC	Departs every 15 mins. During AM Peak	1 hr. 10 mins.
			From NYC	Departs every 5-15 mins. During PM Peak	0 hr. 56 mins.
Train from Tuxedo	245 spaces with 24-hour metered parking, and	\$23.00	To NYC	Departs every 30 mins. During AM Peak	1 hr. 10 mins.
			From NYC	Departs every 30-50 mins. During PM Peak	1 hr. 5 mins.
Train from Sloatsburg	80 spaces, free on weekends	\$23.00	To NYC	Departs every 30 mins. During AM Peak	1 hr. 10 mins.
			From NYC	Departs every 30-50 mins. During PM Peak	1 hr. 0 mins.

MACHINE COUNT TRAFFIC VOLUME DATA

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000222
 Station ID:
 (C.R. 84) (NORTH OF EAGLE VALLEY ROAD
 AND SOUTH OF WOODLANDS DRIVE)
 Latitude: 0' 0.000 Undefined

Start Time	26-Apr-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average		
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
12:00 AM	*	*	*	*	*	*	*	*	*	*	8	15	10	11	9	13	
01:00	*	*	*	*	*	*	*	*	*	*	3	5	7	9	5	7	
02:00	*	*	*	*	*	*	*	*	*	*	2	5	5	4	4	4	
03:00	*	*	*	*	*	*	*	*	*	*	4	3	4	1	4	2	
04:00	*	*	*	*	*	*	*	*	*	*	3	12	2	6	2	9	
05:00	*	*	*	*	*	*	*	*	*	*	7	14	3	6	5	10	
06:00	*	*	*	*	*	*	*	*	*	*	22	36	17	10	20	23	
07:00	*	*	*	*	*	*	*	*	*	*	48	38	24	25	36	32	
08:00	*	*	*	*	*	*	*	*	*	*	93	60	32	35	62	48	
09:00	*	*	*	*	*	*	*	*	*	*	72	81	64	65	68	73	
10:00	*	*	*	*	*	*	*	*	*	*	77	76	68	74	72	75	
11:00	*	*	*	*	*	*	*	*	*	*	92	82	87	77	90	80	
12:00 PM	*	*	*	*	*	*	*	*	*	87	78	89	81	66	77	81	79
01:00	*	*	*	*	*	*	*	*	*	73	64	101	82	97	70	90	72
02:00	*	*	*	*	*	*	*	*	*	65	63	79	85	89	93	78	80
03:00	*	*	*	*	*	*	*	*	*	75	113	78	99	61	61	71	91
04:00	*	*	*	*	*	*	*	*	*	96	99	95	84	85	63	92	82
05:00	*	*	*	*	*	*	*	*	*	79	104	87	64	60	48	75	72
06:00	*	*	*	*	*	*	*	*	*	48	89	54	56	37	49	46	65
07:00	*	*	*	*	*	*	*	*	*	37	69	45	57	49	43	44	56
08:00	*	*	*	*	*	*	*	*	*	42	41	32	34	16	30	30	35
09:00	*	*	*	*	*	*	*	*	*	16	32	11	47	13	28	13	36
10:00	*	*	*	*	*	*	*	*	*	15	25	19	35	3	8	12	23
11:00	*	*	*	*	*	*	*	*	*	14	35	7	24	3	10	8	23
Lane	0	0	0	0	0	0	0	0	0	647	812	1128	1175	902	903	1017	1090
Day	0	0	0	0	0	0	0	0	0	1459	812	2303	1175	1805	903	2107	1090
AM Peak											08:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.											93	82	87	77	90	80	80
PM Peak										16:00	15:00	13:00	15:00	13:00	14:00	16:00	15:00
Vol.										96	113	101	99	97	93	92	91

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000222
 Station ID:
 (C.R. 84) (NORTH OF EAGLE VALLEY ROAD
 AND SOUTH OF WOODLANDS DRIVE)
 Latitude: 0' 0.000 Undefined

Start Time	03-May-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	5	4	10	6	3	5	5	6	9	10	3	7	11	14	7	7
01:00	0	1	3	1	0	0	2	2	2	2	3	10	2	1	2	2
02:00	1	1	4	2	0	1	0	1	2	2	1	2	2	2	1	2
03:00	1	0	6	0	3	0	3	2	1	1	1	3	1	4	2	1
04:00	6	4	7	4	6	4	11	4	3	5	12	9	0	3	6	5
05:00	17	7	24	12	34	16	23	11	24	15	6	14	4	7	19	12
06:00	57	37	57	45	58	40	61	42	54	39	25	24	15	16	47	35
07:00	116	83	144	106	138	92	153	65	164	57	50	43	23	13	113	66
08:00	111	80	112	82	119	81	151	78	124	80	73	39	46	32	105	67
09:00	72	52	80	59	80	79	94	68	70	63	67	42	63	48	75	59
10:00	57	65	73	51	66	71	66	52	70	56	72	58	48	44	65	57
11:00	76	42	86	77	76	64	62	67	81	62	77	56	66	66	75	62
12:00 PM	59	60	82	69	56	69	64	57	66	69	61	71	72	84	66	68
01:00	54	65	63	65	66	74	50	70	76	76	69	58	72	65	64	68
02:00	62	67	67	81	69	75	59	77	57	75	60	68	58	64	62	72
03:00	54	87	80	100	94	92	91	83	80	109	70	81	49	62	74	88
04:00	83	98	88	99	118	121	107	126	96	111	77	85	60	42	90	97
05:00	77	104	65	117	79	128	90	107	86	104	71	74	65	41	76	96
06:00	53	96	53	92	59	79	47	106	68	112	46	57	39	41	52	83
07:00	41	58	54	76	38	73	45	68	51	77	27	46	28	51	41	64
08:00	36	56	34	61	36	59	31	52	36	43	20	34	32	29	32	48
09:00	18	24	21	34	22	25	21	41	16	47	11	28	14	25	18	32
10:00	12	21	22	16	10	20	16	24	15	27	12	27	8	13	14	21
11:00	12	15	21	16	12	18	7	12	7	19	10	17	8	7	11	15
Lane	1080	1127	1256	1271	1242	1286	1259	1221	1258	1261	924	953	786	774	1117	1127
Day	2207		2527		2528		2480		2519		1877		1560		2244	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	07:00	08:00	11:00	10:00	11:00	11:00	07:00	08:00
Vol.	116	83	144	106	138	92	153	78	164	80	77	58	66	66	113	67
PM Peak	16:00	17:00	16:00	17:00	16:00	17:00	16:00	16:00	16:00	18:00	16:00	16:00	12:00	12:00	16:00	16:00
Vol.	83	104	88	117	118	128	107	126	96	112	77	85	72	84	90	97

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000222
 Station ID:
 (C.R. 84) (NORTH OF EAGLE VALLEY ROAD
 AND SOUTH OF WOODLANDS DRIVE)
 Latitude: 0' 0.000 Undefined

Start Time	10-May-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	2	3	5	7	1	5	10	5	9	10	*	*	*	*	5	6
01:00	2	1	2	2	1	0	5	6	2	3	*	*	*	*	2	2
02:00	0	1	3	0	3	2	1	0	1	1	*	*	*	*	2	1
03:00	1	1	1	0	2	2	2	0	2	2	*	*	*	*	2	1
04:00	3	6	6	3	2	0	3	4	4	9	*	*	*	*	4	4
05:00	21	12	25	11	24	4	29	11	24	9	*	*	*	*	25	9
06:00	58	37	62	40	49	43	59	36	57	39	*	*	*	*	57	39
07:00	161	74	162	80	139	96	145	85	140	82	*	*	*	*	149	83
08:00	121	91	118	86	118	83	137	74	173	104	*	*	*	*	133	88
09:00	87	51	78	49	65	71	80	67	134	82	*	*	*	*	89	64
10:00	60	68	56	59	74	51	69	81	73	59	*	*	*	*	66	64
11:00	69	76	69	48	60	58	67	43	53	19	*	*	*	*	64	49
12:00 PM	80	48	50	75	66	57	65	71	*	*	*	*	*	*	65	63
01:00	53	75	57	55	65	74	54	61	*	*	*	*	*	*	57	66
02:00	79	82	68	76	65	75	59	74	*	*	*	*	*	*	68	77
03:00	69	84	73	81	71	78	85	93	*	*	*	*	*	*	74	84
04:00	107	108	87	114	75	79	91	113	*	*	*	*	*	*	90	104
05:00	76	128	81	100	73	72	72	143	*	*	*	*	*	*	76	111
06:00	53	94	57	82	47	98	57	122	*	*	*	*	*	*	54	99
07:00	45	76	30	56	30	67	53	79	*	*	*	*	*	*	40	70
08:00	12	42	17	46	20	43	37	51	*	*	*	*	*	*	22	46
09:00	13	21	14	34	17	32	9	45	*	*	*	*	*	*	13	33
10:00	13	19	12	20	11	22	16	19	*	*	*	*	*	*	13	20
11:00	14	11	12	12	17	19	14	11	*	*	*	*	*	*	14	13
Lane	1199	1209	1145	1136	1095	1131	1219	1294	672	419	0	0	0	0	1184	1196
Day	2408		2281		2226		2513		1091		0		0		2380	
AM Peak	07:00	08:00	07:00	08:00	07:00	07:00	07:00	07:00	08:00	08:00					07:00	08:00
Vol.	161	91	162	86	139	96	145	85	173	104					149	88
PM Peak	16:00	17:00	16:00	16:00	16:00	18:00	16:00	17:00							16:00	17:00
Vol.	107	128	87	114	75	98	91	143							90	111

Comb. Total	4615	4808	4754	4993	5069	4180	3365	6731
ADT	ADT 2,249	AADT 2,249						

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000333
 Station ID:
 STERLING MINE ROAD (C.R. 72) (IN THE
 MIDDLE OF BABCOCK HILL ROAD DRIVEWAYS)
 Latitude: 0' 0.000 Undefined

Start Time	26-Apr-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average			
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		
12:00 AM	*	*	*	*	*	*	*	*	*	*	32	61	28	61	30	61		
01:00	*	*	*	*	*	*	*	*	*	*	28	33	19	33	24	33		
02:00	*	*	*	*	*	*	*	*	*	*	4	22	9	16	6	19		
03:00	*	*	*	*	*	*	*	*	*	*	15	13	10	17	12	15		
04:00	*	*	*	*	*	*	*	*	*	*	14	25	11	10	12	18		
05:00	*	*	*	*	*	*	*	*	*	*	54	15	27	15	40	15		
06:00	*	*	*	*	*	*	*	*	*	*	134	57	63	15	98	36		
07:00	*	*	*	*	*	*	*	*	*	*	224	88	81	68	152	78		
08:00	*	*	*	*	*	*	*	*	*	*	261	140	121	115	191	128		
09:00	*	*	*	*	*	*	*	*	*	*	249	172	209	153	229	162		
10:00	*	*	*	*	*	*	*	*	*	*	262	220	230	227	246	224		
11:00	*	*	*	*	*	*	*	*	*	*	315	245	261	254	288	250		
12:00 PM	*	*	*	*	*	*	*	*	*	*	223	234	263	311	245	277		
01:00	*	*	*	*	*	*	*	*	*	*	204	256	317	287	292	276		
02:00	*	*	*	*	*	*	*	*	*	*	228	282	250	337	273	305		
03:00	*	*	*	*	*	*	*	*	*	*	191	506	275	315	252	356		
04:00	*	*	*	*	*	*	*	*	*	*	248	640	314	310	286	384		
05:00	*	*	*	*	*	*	*	*	*	*	187	843	259	276	214	433		
06:00	*	*	*	*	*	*	*	*	*	*	166	566	232	224	195	320		
07:00	*	*	*	*	*	*	*	*	*	*	151	313	168	198	154	232		
08:00	*	*	*	*	*	*	*	*	*	*	87	203	117	154	97	166		
09:00	*	*	*	*	*	*	*	*	*	*	68	166	74	156	67	143		
10:00	*	*	*	*	*	*	*	*	*	*	52	126	74	126	54	104		
11:00	*	*	*	*	*	*	*	*	*	*	62	101	41	99	43	81		
Lane	0	0	0	0	0	0	0	0	0	0	1867	4236	3976	3884	3165	3186	3443	4116
Day	0	0	0	0	0	0	0	0	0	0	6103	4236	7860	3884	6351	3186	7559	4116
AM Peak Vol.											11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak Vol.											16:00	17:00	13:00	14:00	16:00	14:00	16:00	17:00
											248	843	317	337	297	295	286	433

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000333
 Station ID:
 STERLING MINE ROAD (C.R. 72) (IN THE
 MIDDLE OF BABCOCK HILL ROAD DRIVEWAYS)
 Latitude: 0' 0.000 Undefined

Start Time	03-May-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	7	20	18	35	19	40	9	38	12	33	19	57	31	62	16	41
01:00	4	8	5	12	9	26	6	19	4	13	21	40	10	28	8	21
02:00	6	4	12	12	5	9	8	7	8	17	5	27	7	18	7	13
03:00	9	3	14	9	17	8	17	10	11	8	7	12	3	19	11	10
04:00	40	8	45	10	42	13	44	8	44	12	24	20	8	6	35	11
05:00	177	8	182	26	188	32	193	38	194	21	62	19	22	12	145	22
06:00	569	56	618	67	585	74	598	67	580	68	146	47	49	29	449	58
07:00	964	123	1034	159	1062	131	1014	129	967	110	195	85	71	37	758	111
08:00	838	155	816	153	798	180	824	139	798	150	236	94	136	75	635	135
09:00	376	105	371	137	364	150	378	121	352	136	244	116	186	109	324	125
10:00	219	133	221	136	214	138	223	121	220	142	237	160	229	127	223	137
11:00	200	131	189	139	223	164	192	157	211	160	243	191	259	206	217	164
12:00 PM	161	177	189	192	169	193	188	166	213	226	238	241	290	270	207	209
01:00	163	189	154	224	195	249	180	220	234	273	248	254	275	246	207	236
02:00	171	273	190	280	210	273	177	301	210	323	244	282	254	263	208	285
03:00	157	437	189	471	225	455	190	467	204	500	258	314	200	221	203	409
04:00	180	642	188	686	218	743	230	714	204	678	239	338	212	220	210	574
05:00	165	854	162	826	195	864	195	843	221	758	248	266	183	199	196	659
06:00	126	591	135	569	167	585	150	592	205	557	203	224	163	227	164	478
07:00	97	300	117	380	140	320	145	331	137	327	134	212	131	209	129	297
08:00	93	219	85	210	105	270	74	249	91	201	102	168	112	161	95	211
09:00	52	134	74	164	69	169	63	206	77	200	82	163	57	96	68	165
10:00	40	102	56	101	48	112	41	113	44	143	70	126	50	50	50	107
11:00	23	67	38	78	31	66	27	65	45	127	42	94	22	46	33	78
Lane	4837	4739	5102	5096	5298	5264	5166	5121	5286	5183	3547	3550	2960	2936	4598	4556
Day	9576		10198		10562		10287		10469		7097		5896		9154	
AM Peak	07:00	08:00	07:00	07:00	07:00	08:00	07:00	11:00	07:00	11:00	09:00	11:00	11:00	11:00	07:00	11:00
Vol.	964	155	1034	159	1062	180	1014	157	967	160	244	191	259	206	758	164
PM Peak	16:00	17:00	14:00	17:00	15:00	17:00	16:00	17:00	13:00	17:00	15:00	16:00	12:00	12:00	16:00	17:00
Vol.	180	854	190	826	225	864	230	843	234	758	258	338	290	270	210	659

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 170000000333
 Station ID:
 STERLING MINE ROAD (C.R. 72) (IN THE
 MIDDLE OF BABCOCK HILL ROAD DRIVEWAYS)
 Latitude: 0' 0.000 Undefined

Start Time	10-May-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	7	18	11	37	7	35	12	35	*	*	*	*	*	*	9	31
01:00	4	8	7	14	4	10	11	21	*	*	*	*	*	*	6	13
02:00	4	8	10	10	8	10	8	9	*	*	*	*	*	*	8	9
03:00	12	2	19	9	13	3	9	4	*	*	*	*	*	*	13	4
04:00	44	8	47	4	42	3	46	8	*	*	*	*	*	*	45	6
05:00	193	22	205	25	183	21	210	20	*	*	*	*	*	*	198	22
06:00	619	66	640	82	574	60	609	67	*	*	*	*	*	*	610	69
07:00	1038	123	1027	155	977	141	1006	152	*	*	*	*	*	*	1012	143
08:00	831	152	803	145	822	148	790	174	*	*	*	*	*	*	812	155
09:00	342	132	347	107	347	123	360	133	*	*	*	*	*	*	349	124
10:00	233	144	206	137	225	94	235	132	*	*	*	*	*	*	225	127
11:00	198	166	206	161	178	141	195	139	*	*	*	*	*	*	194	152
12:00 PM	184	163	177	188	189	165	190	196	*	*	*	*	*	*	185	178
01:00	177	226	173	186	186	214	191	231	*	*	*	*	*	*	182	214
02:00	186	288	194	284	183	296	201	295	*	*	*	*	*	*	191	291
03:00	184	439	199	484	184	477	217	469	*	*	*	*	*	*	196	467
04:00	197	750	204	689	171	616	*	*	*	*	*	*	*	*	191	685
05:00	182	860	196	877	188	680	*	*	*	*	*	*	*	*	189	806
06:00	162	596	151	559	142	599	*	*	*	*	*	*	*	*	152	585
07:00	109	291	90	279	88	322	*	*	*	*	*	*	*	*	96	297
08:00	62	189	47	222	56	217	*	*	*	*	*	*	*	*	55	209
09:00	54	130	46	140	44	174	*	*	*	*	*	*	*	*	48	148
10:00	45	111	33	102	40	115	*	*	*	*	*	*	*	*	39	109
11:00	26	58	23	74	28	68	*	*	*	*	*	*	*	*	26	67
Lane	5093	4951	5061	4970	4876	4732	4290	2085	0	0	0	0	0	0	5031	4911
Day	10044		10031		9608		6375		0	0	0	0	0		9942	
AM Peak	07:00	11:00	07:00	11:00	07:00	08:00	07:00	08:00							07:00	08:00
Vol.	1038	166	1027	161	977	148	1006	174							1012	155
PM Peak	16:00	17:00	16:00	17:00	12:00	17:00	15:00	15:00							15:00	17:00
Vol.	197	860	204	877	189	680	217	469							196	806

Comb. Total	19620	20229	20170	16662	16572	14957	12247	26655
ADT	ADT 8,998	AADT 8,998						

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000444
 Station ID:
 (C.R. 84) (NORTH OF KINGS COLLEGE AND
 SOUTH OF IBM SOUTH GATE)
 Latitude: 0' 0.000 Undefined

Start Time	26-Apr-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average		
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Lane	0	0	0	0	0	0	0	0	0	485	462	832	744	649	556	762	663
Day	0	0	0	0	0	0	0	0	0	947	462	1576	744	649	556	1425	663
AM Peak												09:00	11:00	11:00	11:00	09:00	11:00
Vol.												79	62	63	45	70	54
PM Peak										15:00	16:00	13:00	16:00	14:00	16:00	15:00	16:00
Vol.										76	80	72	64	72	68	63	71

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000444
 Station ID:
 (C.R. 84) (NORTH OF KINGS COLLEGE AND
 SOUTH OF IBM SOUTH GATE)
 Latitude: 0' 0.000 Undefined

Start Time	03-May-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	2	3	5	8	2	3	3	5	6	6	2	1	6	8	4	5
01:00	0	0	1	3	0	0	1	1	0	2	5	1	0	2	1	1
02:00	0	0	2	4	1	0	0	0	1	2	1	1	1	2	1	1
03:00	0	1	0	5	0	2	2	2	1	0	3	1	2	1	1	2
04:00	3	1	4	3	2	2	4	5	4	0	8	11	4	1	4	3
05:00	6	10	7	12	17	24	9	15	13	13	13	3	7	3	10	11
06:00	29	32	42	29	34	29	36	35	37	28	25	14	13	8	31	25
07:00	81	57	103	76	78	71	62	91	55	105	39	27	12	10	61	62
08:00	67	60	72	68	81	62	67	102	72	78	29	29	19	23	58	60
09:00	41	46	41	47	66	58	49	65	50	40	36	44	34	35	45	48
10:00	53	32	45	50	69	43	51	43	42	43	28	30	29	17	45	37
11:00	33	40	50	52	46	46	41	43	57	52	44	39	40	42	44	45
12:00 PM	32	41	46	48	56	36	45	42	42	42	37	33	51	42	44	41
01:00	52	33	43	46	43	44	52	25	53	43	38	49	40	42	46	40
02:00	45	47	51	42	45	41	47	44	46	37	41	36	30	40	44	41
03:00	55	43	64	55	63	78	58	70	58	60	44	55	34	31	54	56
04:00	62	64	65	75	73	93	73	84	73	74	57	48	25	42	61	69
05:00	60	59	83	50	85	61	75	58	68	56	33	36	17	44	60	52
06:00	48	33	45	36	36	40	69	36	62	44	22	24	17	22	43	34
07:00	24	29	39	39	35	25	27	31	38	27	18	13	24	17	29	26
08:00	20	29	17	24	24	33	24	25	28	31	11	15	15	17	20	25
09:00	12	15	9	20	9	19	11	21	14	15	11	8	7	7	10	15
10:00	11	12	6	21	7	7	9	15	14	12	8	7	5	5	9	11
11:00	9	10	13	19	9	10	9	7	9	6	13	9	6	5	10	9
Lane	745	697	853	832	881	827	824	865	843	816	566	534	438	466	735	719
Day	1442		1685		1708		1689		1659		1100		904		1454	
AM Peak	07:00	08:00	07:00	07:00	08:00	07:00	08:00	08:00	08:00	07:00	11:00	09:00	11:00	11:00	07:00	07:00
Vol.	81	60	103	76	81	71	67	102	72	105	44	44	40	42	61	62
PM Peak	16:00	16:00	17:00	16:00	17:00	16:00	17:00	16:00	16:00	16:00	16:00	15:00	12:00	17:00	16:00	16:00
Vol.	62	64	83	75	85	93	75	84	73	74	57	55	51	44	61	69

JOHN COLLINS ENGINEERS, P.C.

Default Comments
 PROJECT: 1 KINGS DRIVE WATCHTOWER
 LOCATION: TUXEDO, NEW YORK
 JCE JOB# 1700

11 BRADHURST AVENUE
 HAWTHORNE, NY, 10532
 (914) 347-7500 / FAX (914) 347-7266

Site Code: 17000000444
 Station ID:
 (C.R. 84) (NORTH OF KINGS COLLEGE AND
 SOUTH OF IBM SOUTH GATE)
 Latitude: 0' 0.000 Undefined

Start Time	10-May-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	2	2	5	5	3	1	0	9	7	7	*	*	*	*	3	5
01:00	0	1	2	2	1	0	3	5	1	2	*	*	*	*	1	2
02:00	1	0	0	3	2	2	0	1	1	1	*	*	*	*	1	1
03:00	1	1	0	0	2	2	0	1	1	1	*	*	*	*	1	1
04:00	5	1	2	2	0	1	3	2	8	2	*	*	*	*	4	2
05:00	12	11	8	16	2	13	10	14	9	12	*	*	*	*	8	13
06:00	31	33	38	31	39	23	30	34	35	34	*	*	*	*	35	31
07:00	68	86	72	95	89	77	79	85	72	78	*	*	*	*	76	84
08:00	69	66	74	71	70	61	61	73	91	136	*	*	*	*	73	81
09:00	45	55	43	37	61	41	53	47	71	113	*	*	*	*	55	59
10:00	46	33	47	42	32	41	63	46	49	44	*	*	*	*	47	41
11:00	59	42	28	36	34	32	30	41	13	29	*	*	*	*	33	36
12:00 PM	35	50	43	35	33	40	38	35	*	*	*	*	*	*	37	40
01:00	44	32	35	39	52	52	36	33	*	*	*	*	*	*	42	39
02:00	54	53	54	51	47	53	45	45	*	*	*	*	*	*	50	50
03:00	56	49	57	58	52	54	64	67	*	*	*	*	*	*	57	57
04:00	69	91	76	71	47	55	78	68	*	*	*	*	*	*	68	71
05:00	84	51	58	71	43	61	84	48	*	*	*	*	*	*	67	58
06:00	54	49	38	36	45	30	87	39	*	*	*	*	*	*	56	38
07:00	30	30	22	18	28	22	46	40	*	*	*	*	*	*	32	28
08:00	15	8	18	13	15	14	27	35	*	*	*	*	*	*	19	18
09:00	4	9	10	15	12	19	17	13	*	*	*	*	*	*	11	14
10:00	11	12	9	10	10	10	7	15	*	*	*	*	*	*	9	12
11:00	7	13	7	11	16	16	9	15	*	*	*	*	*	*	10	14
Lane	802	778	746	768	735	720	870	811	358	459	0	0	0	0	795	795
Day	1580		1514		1455		1681		817		0		0		1590	
AM Peak	08:00	07:00	08:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00					07:00	07:00
Vol.	69	86	74	95	89	77	79	85	91	136					76	84
PM Peak	17:00	16:00	16:00	16:00	13:00	17:00	18:00	16:00							16:00	16:00
Vol.	84	91	76	71	52	61	87	68							68	71

Comb. Total	3022	3199	3163	3370	3423	2676	2109	4469
ADT	ADT 1,477	AADT 1,477						

APPENDIX "C"

CAPACITY ANALYSIS

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2009 Jurisd:
 Period: PEAK AM HOUR Year : 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700AMEX1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	18	917			94	84				140		30
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.5				19.5		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

L	807	1201	0.02	0.67	4.9	A		
T	1170	1740	0.87	0.67	19.0	B	18.8	B

Westbound

T	1210	1800	0.09	0.67	5.2	A	2.7	A
R	1530	1530	0.06	1.00	0.0+	A		

Northbound

Southbound

L	371	1710	0.42	0.22	31.2	C		
R	332	1530	0.10	0.22	28.4	C	30.7	C

Intersection Delay = 18.1 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2010 Jurisd:
 Period: PEAK PM HOUR Year : 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700PMEX1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	20	151			814	103				82		30
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.0				20.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	221	332	0.10	0.67	5.6	A		
T	1160	1740	0.14	0.67	5.6	A	5.6	A
Westbound								
T	1200	1800	0.75	0.67	12.8	B	11.4	B
R	1530	1530	0.07	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.24	0.22	29.1	C		
R	340	1530	0.10	0.22	27.9	C	28.8	C
Intersection Delay = 12.2 (sec/veh)					Intersection LOS = B			

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2009 Jurisd:
 Period: PEAK SATURDAY HOUR Year : 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SATEX1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	18	202			301	72				74		20
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.0					20.0		
Yellow	3.0					3.0		
All Red	2.0					2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	629	944	0.03	0.67	5.1	A		
T	1160	1740	0.19	0.67	5.8	A	5.8	A
Westbound								
T	1200	1800	0.28	0.67	6.3	A	5.1	A
R	1530	1530	0.05	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.22	0.22	28.9	C		
R	340	1530	0.06	0.22	27.7	C	28.6	C
Intersection Delay = 8.5			(sec/veh)		Intersection LOS = A			

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2009 Jurisd:
 Period: PEAK SUNDAY HOUR Year : 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SUNEX1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	16	217			167	67				58		16
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.0				20.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

L	743	1114	0.02	0.67	5.1	A		
T	1160	1740	0.21	0.67	5.9	A	5.8	A

Westbound

T	1200	1800	0.16	0.67	5.6	A	4.0	A
R	1530	1530	0.05	1.00	0.0+	A		

Northbound

Southbound

L	380	1710	0.17	0.22	28.5	C		
R	340	1530	0.05	0.22	27.6	C	28.3	C

Intersection Delay = 8.1 (sec/veh) Intersection LOS = A

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2009 Jurisd:
 Period: PEAK AM HOUR Year : 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700AMNB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	20	1022			126	113				165		33
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.5				19.5			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

L	781	1162	0.03	0.67	4.9	A		
T	1170	1740	0.97	0.67	33.5	C	33.0	C

Westbound

T	1210	1800	0.12	0.67	5.3	A	2.8	A
R	1530	1530	0.08	1.00	0.0+	A		

Northbound

Southbound

L	371	1710	0.49	0.22	32.0	C		
R	332	1530	0.11	0.22	28.4	C	31.4	C

Intersection Delay = 27.9 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2010 Jurisd:
 Period: PEAK PM HOUR Year : 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700PMNB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	22	196			913	130				112		33
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.0					20.0		
Yellow	3.0					3.0		
All Red	2.0					2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	151	227	0.16	0.67	6.1	A		
T	1160	1740	0.19	0.67	5.8	A	5.8	A
Westbound								
T	1200	1800	0.85	0.67	17.2	B	15.0	B
R	1530	1530	0.09	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.33	0.22	29.9	C		
R	340	1530	0.11	0.22	28.0	C	29.4	C
Intersection Delay = 15.1 (sec/veh)					Intersection LOS = B			

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2009 Jurisd:
 Period: PEAK SATURDAY HOUR Year : 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SATNB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	20	245			345	92				98		22
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.0				20.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	589	883	0.04	0.67	5.2	A		
T	1160	1740	0.23	0.67	6.0	A	6.0	A
Westbound								
T	1200	1800	0.32	0.67	6.5	A	5.1	A
R	1530	1530	0.07	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.29	0.22	29.5	C		
R	340	1530	0.07	0.22	27.7	C	29.2	C
Intersection Delay = 8.9			(sec/veh)		Intersection LOS = A			

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2009 Jurisd:
 Period: PEAK SUNDAY HOUR Year : 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNNB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	18	281			219	117				112		18
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.0					20.0		
Yellow	3.0					3.0		
All Red	2.0					2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	705	1058	0.03	0.67	5.1	A		
T	1160	1740	0.27	0.67	6.2	A	6.2	A
Westbound								
T	1200	1800	0.20	0.67	5.9	A	3.8	A
R	1530	1530	0.08	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.33	0.22	29.9	C		
R	340	1530	0.06	0.22	27.7	C	29.5	C
Intersection Delay = 9.1			(sec/veh)		Intersection LOS = A			

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2010 Jurisd:
 Period: PEAK AM HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	23	1022			126	126				183		38
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.5				19.5			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

L	781	1162	0.03	0.67	5.0	A		
T	1170	1740	0.97	0.67	33.5	C	32.9	C

Westbound

T	1210	1800	0.12	0.67	5.3	A	2.7	A
R	1530	1530	0.09	1.00	0.0+	A		

Northbound

Southbound

L	371	1710	0.55	0.22	33.0	C		
R	332	1530	0.13	0.22	28.6	C	32.3	C

Intersection Delay = 27.8 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2010 Jurisd:
 Period: PEAK PM HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	29	196			913	157				181		50
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.0				20.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	151	227	0.21	0.67	6.5	A		
T	1160	1740	0.19	0.67	5.8	A	5.9	A
Westbound								
T	1200	1800	0.85	0.67	17.2	B	14.7	B
R	1530	1530	0.11	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.53	0.22	32.2	C		
R	340	1530	0.16	0.22	28.5	C	31.4	C
Intersection Delay = 15.9			(sec/veh)		Intersection LOS = B			

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2010 Jurisd:
 Period: PEAK SATURDAY HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	30	245			345	141				168		39
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.0				20.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	589	883	0.06	0.67	5.2	A		
T	1160	1740	0.23	0.67	6.0	A	5.9	A
Westbound								
T	1200	1800	0.32	0.67	6.5	A	4.6	A
R	1530	1530	0.10	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.49	0.22	31.6	C		
R	340	1530	0.13	0.22	28.2	C	30.9	C
Intersection Delay = 10.6 (sec/veh)					Intersection LOS = B			

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2010 Jurisd:
 Period: PEAK SUNDAY HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB1
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	24	281			219	141				147		26
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	60.0					20.0		
Yellow	3.0					3.0		
All Red	2.0					2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

L	705	1058	0.04	0.67	5.2	A		
T	1160	1740	0.27	0.67	6.2	A	6.1	A

Westbound

T	1200	1800	0.20	0.67	5.9	A	3.6	A
R	1530	1530	0.10	1.00	0.0+	A		

Northbound

Southbound

L	380	1710	0.43	0.22	30.9	C		
R	340	1530	0.09	0.22	27.9	C	30.4	C

Intersection Delay = 10.0+ (sec/veh) Intersection LOS = B

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700AMEX2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		101	2	6	159	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		112	2	6	176	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided	/				
RT Channelized?						
Lanes		1	0	0	1	
Configuration		TR		LT		
Upstream Signal?		No		No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		11	4	
Peak Hour Factor, PHF		0.90	0.90	
Hourly Flow Rate, HFR		12	4	
Percent Heavy Vehicles		5	5	
Percent Grade (%)		0	0	
Flared Approach: Exists?/Storage		No		/
Lanes		0	0	
Configuration		LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		6		16			
C(m) (vph)		1457		730			
v/c		0.00		0.02			
95% queue length		0.01		0.07			
Control Delay		7.5		10.0+			
LOS		A		B			
Approach Delay				10.0+			
Approach LOS				B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700PMEX2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		114	9	7	103			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		126	10	7	114			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		9	11				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		10	12				
Percent Heavy Vehicles		5	5				
Percent Grade (%)		0		0			
Flared Approach: Exists?/Storage		No	/	No	/		/
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		7		22				
C(m) (vph)		1430		812				
v/c		0.00		0.03				
95% queue length		0.01		0.08				
Control Delay		7.5		9.6				
LOS		A		A				
Approach Delay				9.6				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SATEX2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		87	3	9	90		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		96	3	10	100		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R	

Volume		4	4				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		4	4				
Percent Heavy Vehicles		5	5				
Percent Grade (%)			0		0		
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		10		8			
C(m) (vph)		1475		844			
v/c		0.01		0.01			
95% queue length		0.02		0.03			
Control Delay		7.5		9.3			
LOS		A		A			
Approach Delay				9.3			
Approach LOS				A			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SUNEX2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		81	2		2	71		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90		
Hourly Flow Rate, HFR		90	2		2	78		
Percent Heavy Vehicles		--	--		5	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0			0	1	
Configuration			TR			LT		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		3		2			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		3		2			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		2		5				
C(m) (vph)		1484		863				
v/c		0.00		0.01				
95% queue length		0.00		0.02				
Control Delay		7.4		9.2				
LOS		A		A				
Approach Delay				9.2				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700AMNB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		130	2	7	186			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		144	2	7	206			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		12		4			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		13		4			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		7		17				
C(m) (vph)		1418		674				
v/c		0.00		0.03				
95% queue length		0.01		0.08				
Control Delay		7.6		10.5				
LOS		A		B				
Approach Delay				10.5				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700PMNB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		142	10	8	135			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		157	11	8	150			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		10		12			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		11		13			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		8		24				
C(m) (vph)		1392		759				
v/c		0.01		0.03				
95% queue length		0.02		0.10				
Control Delay		7.6		9.9				
LOS		A		A				
Approach Delay				9.9				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SATNB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		109	3		10	116		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90		
Hourly Flow Rate, HFR		121	3		11	128		
Percent Heavy Vehicles		--	--		5	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR			LT		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		4		4			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		4		4			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			4	7	8	9	10	11
Lane Config	1	LT			LR			
v (vph)		11			8			
C(m) (vph)		1444			799			
v/c		0.01			0.01			
95% queue length		0.02			0.03			
Control Delay		7.5			9.6			
LOS		A			A			
Approach Delay					9.6			
Approach LOS					A			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNNB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		132	2	2	126			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		146	2	2	140			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		3	2				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		3	2				
Percent Heavy Vehicles		5	5				
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4		LT		LR		
v (vph)		2		5				
C(m) (vph)		1415		760				
v/c		0.00		0.01				
95% queue length		0.00		0.02				
Control Delay		7.5		9.8				
LOS		A		A				
Approach Delay				9.8				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		147	2	7	208			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		163	2	7	231			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		12	4				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		13	4				
Percent Heavy Vehicles		5	5				
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		7		17				
C(m) (vph)		1395		639				
v/c		0.01		0.03				
95% queue length		0.02		0.08				
Control Delay		7.6		10.8				
LOS		A		B				
Approach Delay				10.8				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		175	10	8				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		194	11	8	246			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		10	12				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		11	13				
Percent Heavy Vehicles		5	5				
Percent Grade (%)			0		0		
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		8		24				
C(m) (vph)		1349		673				
v/c		0.01		0.04				
95% queue length		0.02		0.11				
Control Delay		7.7		10.5				
LOS		A		B				
Approach Delay				10.5				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		169	3	10	203			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		187	3	11	225			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		4	4				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		4	4				
Percent Heavy Vehicles		5	5				
Percent Grade (%)		0	0				
Flared Approach: Exists?/Storage		No	/		/		
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB		Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		11		8				
C(m) (vph)		1366		680				
v/c		0.01		0.01				
95% queue length		0.02		0.04				
Control Delay		7.7		10.4				
LOS		A		B				
Approach Delay				10.4				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB2
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	

Volume		163	2	2	170		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		181	2	2	188		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7	8	9	10	11	12
		L	T	R	L	T	R

Volume		3		2			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		3		2			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4	LT	LR				

v (vph)		2		5			
C(m) (vph)		1374		696			
v/c		0.00		0.01			
95% queue length		0.00		0.02			
Control Delay		7.6		10.2			
LOS		A		B			
Approach Delay				10.2			
Approach LOS				B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700AMEX3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		90	15	2	100				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90				
Hourly Flow Rate, HFR		100	16	2	111				
Percent Heavy Vehicles		--	--	5	--	--			
Median Type/Storage		Undivided			/				
RT Channelized?									
Lanes		1	0		0	1			
Configuration			TR		LT				
Upstream Signal?		No			No				

Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume		65	4						
Peak Hour Factor, PHF		0.90	0.90						
Hourly Flow Rate, HFR		72	4						
Percent Heavy Vehicles		5	5						
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage			No	/			/		
Lanes		0	0						
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach Movement	NB 1	SB 4	Westbound				Eastbound		
			7	8	9	10	11	12	
Lane Config		LT		LR					
v (vph)		2		76					
C(m) (vph)		1454		766					
v/c		0.00		0.10					
95% queue length		0.00		0.33					
Control Delay		7.5		10.2					
LOS		A		B					
Approach Delay				10.2					
Approach LOS				B					

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700PMEX3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		84	41	6	88			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		93	45	6	97			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		22		2			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		24		2			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB		SB			Westbound			Eastbound		
	1	4	7	8	9	10	11	12			
Lane Config		LT		LR							
v (vph)		6		26							
C(m) (vph)		1427		765							
v/c		0.00		0.03							
95% queue length		0.01		0.11							
Control Delay		7.5		9.9							
LOS		A		A							
Approach Delay				9.9							
Approach LOS				A							

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SATEX3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		59	32	2	68			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		65	35	2	75			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		31	3				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		34	3				
Percent Heavy Vehicles		5	5				
Percent Grade (%)			0		0		
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			1	4 7	8	9 10	11	12
Lane Config		LT		LR				
v (vph)		2		37				
C(m) (vph)		1474		832				
v/c		0.00		0.04				
95% queue length		0.00		0.14				
Control Delay		7.4		9.5				
LOS		A		A				
Approach Delay				9.5				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SUNEX3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		65	18	2	51			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		72	20	2	56			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		20	2				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		22	2				
Percent Heavy Vehicles		5	5				
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
			1	4 7	8	9	10	11
Movement								
Lane Config		LT		LR				
v (vph)		2		24				
C(m) (vph)		1484		852				
v/c		0.00		0.03				
95% queue length		0.00		0.09				
Control Delay		7.4		9.3				
LOS		A		A				
Approach Delay				9.3				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700AMNB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		118	17	2	121			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		131	18	2	134			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		72		4			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		80		4			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		2		84				
C(m) (vph)		1414		711				
v/c		0.00		0.12				
95% queue length		0.00		0.40				
Control Delay		7.5		10.7				
LOS		A		B				
Approach Delay				10.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700PMNB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		109	45	7	119		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		121	50	7	132		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		24	2			
Peak Hour Factor, PHF		0.90	0.90			
Hourly Flow Rate, HFR		26	2			
Percent Heavy Vehicles		5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes		0	0			
Configuration			LR			

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		7		28			
C(m) (vph)		1388		701			
v/c		0.01		0.04			
95% queue length		0.02		0.12			
Control Delay		7.6		10.3			
LOS		A		B			
Approach Delay				10.3			
Approach LOS				B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SATNB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		78	35	2	92		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		86	38	2	102		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		34	3				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		37	3				
Percent Heavy Vehicles		5	5				
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage			No	/			/
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			4 7	8	9	10 	11	12

Lane Config		LT		LR			
v (vph)		2		40			
C(m) (vph)		1444		781			
v/c		0.00		0.05			
95% queue length		0.00		0.16			
Control Delay		7.5		9.9			
LOS		A		A			
Approach Delay				9.9			
Approach LOS				A			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNNB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach	Northbound				Southbound			
	Movement	1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume			115	20	2	104			
Peak-Hour Factor, PHF			0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR			127	22	2	115			
Percent Heavy Vehicles			--	--	5	--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes			1	0		0	1		
Configuration				TR		LT			
Upstream Signal?			No			No			

Minor Street:	Approach	Westbound				Eastbound			
	Movement	7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume		22		2					
Peak Hour Factor, PHF		0.90		0.90					
Hourly Flow Rate, HFR		24		2					
Percent Heavy Vehicles		5		5					
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage				No	/			/	
Lanes		0		0					
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound				Eastbound		
Movement	1	4	7	8	9	10	11	12	
Lane Config		LT		LR					
v (vph)		2		26					
C(m) (vph)		1414		735					
v/c		0.00		0.04					
95% queue length		0.00		0.11					
Control Delay		7.5		10.1					
LOS		A		B					
Approach Delay				10.1					
Approach LOS				B					

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume		135	17	2	144				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90				
Hourly Flow Rate, HFR		150	18	2	160				
Percent Heavy Vehicles		--	--	5	--	--	--		
Median Type/Storage		Undivided			/				
RT Channelized?									
Lanes		1	0		0	1			
Configuration			TR		LT				
Upstream Signal?		No			No				

Minor Street:	Approach Movement	Westbound				Eastbound			
		7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume		72		4					
Peak Hour Factor, PHF		0.90		0.90					
Hourly Flow Rate, HFR		80		4					
Percent Heavy Vehicles		5		5					
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage				No	/			/	
Lanes		0		0					
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach Movement	NB	SB	Westbound				Eastbound		
	1	4	7	8	9	10	11	12	
Lane Config		LT		LR					
v (vph)		2		84					
C(m) (vph)		1392		672					
v/c		0.00		0.13					
95% queue length		0.00		0.43					
Control Delay		7.6		11.1					
LOS		A		B					
Approach Delay				11.1					
Approach LOS				B					

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach	Northbound				Southbound			
	Movement	1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume		142	45	7	205				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90				
Hourly Flow Rate, HFR		157	50	7	227				
Percent Heavy Vehicles		--	--	5	--	--	--		
Median Type/Storage		Undivided			/				
RT Channelized?									
Lanes		1	0		0	1			
Configuration			TR		LT				
Upstream Signal?		No			No				

Minor Street:	Approach	Westbound				Eastbound			
	Movement	7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume		24	2						
Peak Hour Factor, PHF		0.90	0.90						
Hourly Flow Rate, HFR		26	2						
Percent Heavy Vehicles		5	5						
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage			No	/		/			
Lanes		0	0						
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Config		LT		LR					
v (vph)		7	28						
C(m) (vph)		1346	593						
v/c		0.01	0.05						
95% queue length		0.02	0.15						
Control Delay		7.7	11.4						
LOS		A	B						
Approach Delay			11.4						
Approach LOS			B						

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		139	35	2	179			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		154	38	2	198			
Percent Heavy Vehicles		--	--	5	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		34		3			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		37		3			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		2		40				
C(m) (vph)		1364		632				
v/c		0.00		0.06				
95% queue length		0.00		0.20				
Control Delay		7.6		11.1				
LOS		A		B				
Approach Delay				11.1				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB3
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		145	20	2		148		
Peak-Hour Factor, PHF		0.90	0.90	0.90		0.90		
Hourly Flow Rate, HFR		161	22	2		164		
Percent Heavy Vehicles		--	--	5		--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0			0	1	
Configuration			TR			LT		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		22		2			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		24		2			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		2		26				
C(m) (vph)		1374		662				
v/c		0.00		0.04				
95% queue length		0.00		0.12				
Control Delay		7.6		10.7				
LOS		A		B				
Approach Delay				10.7				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & IBM ENTRANCE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700AMEX4
 East/West Street: IBM ENTRANCE/BEECH ROAD
 North/South Street: LONG MEADOW ROAD (C.R. 84)
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		24	70			93	27		
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90		
Hourly Flow Rate, HFR		26	77			103	30		
Percent Heavy Vehicles		5	--	--		--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		0	1			1	0		
Configuration		LT				TR			
Upstream Signal?		No				No			

Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume					2		9		
Peak Hour Factor, PHF					0.90		0.90		
Hourly Flow Rate, HFR					2		10		
Percent Heavy Vehicles					5		5		
Percent Grade (%)			0			-4			
Flared Approach: Exists?/Storage					/		No /		
Lanes					0		0		
Configuration						LR			

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound				Eastbound					
			1	4	7	8	9	10	11	12		
Lane Config	LT											
v (vph)	26							12				
C(m) (vph)	1433							903				
v/c	0.02							0.01				
95% queue length	0.06							0.04				
Control Delay	7.6							9.0				
LOS	A							A				
Approach Delay								9.0				
Approach LOS								A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & IBM ENTRANCE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700PMNB4
 East/West Street: IBM ENTRANCE/BEECH ROAD
 North/South Street: LONG MEADOW ROAD (C.R. 84)
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		4	107			101	3	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		4	118			112	3	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					35		24	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					38		26	
Percent Heavy Vehicles					5		5	
Percent Grade (%)		0					-4	
Flared Approach: Exists?/Storage						/	No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	4						64	
C(m) (vph)	1455						839	
v/c	0.00						0.08	
95% queue length	0.01						0.25	
Control Delay	7.5						9.6	
LOS	A						A	
Approach Delay							9.6	
Approach LOS							A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & IBM ENTRANCE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB4
 East/West Street: IBM ENTRANCE/BEECH ROAD
 North/South Street: LONG MEADOW ROAD (C.R. 84)
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		26	104			119	30	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		28	115			132	33	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					2		10	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					2		11	
Percent Heavy Vehicles					5		5	
Percent Grade (%)			0			-4		
Flared Approach: Exists?/Storage					/		No /	
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	28						13	
C(m) (vph)	1395						867	
v/c	0.02						0.01	
95% queue length	0.06						0.05	
Control Delay	7.6						9.2	
LOS	A						A	
Approach Delay							9.2	
Approach LOS							A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & IBM ENTRANCE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB4
 East/West Street: IBM ENTRANCE/BEECH ROAD
 North/South Street: LONG MEADOW ROAD (C.R. 84)
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		4	136			112	3	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		4	151			124	3	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					35		24	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					38		26	
Percent Heavy Vehicles					5		5	
Percent Grade (%)		0					-4	
Flared Approach: Exists?/Storage						/	No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	4						64	
C(m) (vph)	1441						809	
v/c	0.00						0.08	
95% queue length	0.01						0.26	
Control Delay	7.5						9.8	
LOS	A						A	
Approach Delay							9.8	
Approach LOS							A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700AMEX5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		0	815	60		79	65	7
Peak-Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		0	905	66		87	72	7
Percent Heavy Vehicles		5	--	--		5	--	--
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume		5	0	25		19	4	0
Peak Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		5	0	27		21	4	0
Percent Heavy Vehicles		5	5	5		5	5	5
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		No			/	No		
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound		
			7	8	9		10	11	12
Lane Config	LT	L		LTR			LTR		
v (vph)	0	87		32			25		
C(m) (vph)	1495	688		377			290		
v/c	0.00	0.13		0.08			0.09		
95% queue length	0.00	0.43		0.28			0.28		
Control Delay	7.4	11.0		15.4			18.6		
LOS	A	B		C			C		
Approach Delay				15.4			18.6		
Approach LOS				C			C		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700PMEX5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		1	136	5	18	653	11	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		1	151	5	20	725	12	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		55	4	60	7	1	1	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		61	4	66	7	1	1	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage				No	/	No /		
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L		LTR		LTR		
v (vph)	1	20		131		9		
C(m) (vph)	845	1400		555		301		
v/c	0.00	0.01		0.24		0.03		
95% queue length	0.00	0.04		0.91		0.09		
Control Delay	9.3	7.6		13.5		17.3		
LOS	A	A		B		C		
Approach Delay				13.5		17.3		
Approach LOS				B		C		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SATEX5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		3	203	13	61	215	11	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		3	225	14	67	238	12	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		15	3	30	9	1	3	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		16	3	33	10	1	3	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage				No	/	No /		
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L		LTR		LTR		
v (vph)	3	67		52		14		
C(m) (vph)	1291	1303		643		516		
v/c	0.00	0.05		0.08		0.03		
95% queue length	0.01	0.16		0.26		0.08		
Control Delay	7.8	7.9		11.1		12.2		
LOS	A	A		B		B		
Approach Delay				11.1		12.2		
Approach LOS				B		B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SUNEX5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	152	10	46	161	8	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	168	11	51	178	8	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		11	2	23	7	1	2	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		12	2	25	7	1	2	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		No				/		
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7 	8	9	10 	11	12
Lane Config	LT	L		LTR		LTR		
v (vph)	2	51		39		10		
C(m) (vph)	1364	1372		739		610		
v/c	0.00	0.04		0.05		0.02		
95% queue length	0.00	0.12		0.17		0.05		
Control Delay	7.6	7.7		10.1		11.0		
LOS	A	A		B		B		
Approach Delay				10.1		11.0		
Approach LOS				B		B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700AMNB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		0	905	69		116	104	8
Peak-Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		0	1005	76		128	115	8
Percent Heavy Vehicles		5	--	--		5	--	--
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume		11	0	44		21	4	0
Peak Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		12	0	48		23	4	0
Percent Heavy Vehicles		5	5	5		5	5	5
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		No			/	No		
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound		
			7	8	9		10	11	12
Lane Config	LT	L		LTR			LTR		
v (vph)	0	128		60			27		
C(m) (vph)	1440	624		261			201		
v/c	0.00	0.21		0.23			0.13		
95% queue length	0.00	0.76		0.87			0.46		
Control Delay	7.5	12.3		22.9			25.7		
LOS	A	B		C			D		
Approach Delay				22.9			25.7		
Approach LOS				C			D		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700PMNB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		1	185	15	38	732	12	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		1	205	16	42	813	13	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		67	4	99	8	1	1	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		74	4	110	8	1	1	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		0		No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L		LTR		LTR		
v (vph)	1	42		188			10	
C(m) (vph)	781	1324		496			223	
v/c	0.00	0.03		0.38			0.04	
95% queue length	0.00	0.10		1.75			0.14	
Control Delay	9.6	7.8		16.6			21.9	
LOS	A	A		C			C	
Approach Delay				16.6			21.9	
Approach LOS				C			C	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SATNB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		3	249	21	81	248	12	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		3	276	23	90	275	13	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound			Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		22	3	58	10	1	3	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		24	3	64	11	1	3	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0			0			
Flared Approach: Exists?/Storage		No			/	No		/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L		LTR			LTR	
v (vph)	3	90		91			15	
C(m) (vph)	1249	1238		602			423	
v/c	0.00	0.07		0.15			0.04	
95% queue length	0.01	0.23		0.53			0.11	
Control Delay	7.9	8.1		12.0			13.8	
LOS	A	A		B			B	
Approach Delay				12.0			13.8	
Approach LOS				B			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNNB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	185	29	84	184	9	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	205	32	93	204	10	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound			Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		29	2	62	8	1	2	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		32	2	68	8	1	2	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		No		/		No	/	
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB		WB			Northbound			Southbound		
	1	4	7	8	9	10	11	12			
Lane Config	LT	L		LTR		LTR		LTR			
v (vph)	2	93		102			11				
C(m) (vph)	1332	1306		650			481				
v/c	0.00	0.07		0.16			0.02				
95% queue length	0.00	0.23		0.55			0.07				
Control Delay	7.7	8.0		11.6			12.7				
LOS	A	A		B			B				
Approach Delay				11.6			12.7				
Approach LOS				B			B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	0	905	70	121	104	8	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	0	1005	77	134	115	8	
Percent Heavy Vehicles	5	--	--	5	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?							
Lanes Configuration	0 LT	2 TR	0		1 L	2 T	0 TR
Upstream Signal?		No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	12	0	50	21	4	0
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	13	0	55	23	4	0
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		No
Lanes Configuration	0	1 LTR	0		0 LTR	1 0

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 LT	4 L	7 L	8 LTR	9 L	10 L	11 LTR	12 L
v (vph)	0	134		68			27	
C(m) (vph)	1440	623		261			194	
v/c	0.00	0.22		0.26			0.14	
95% queue length	0.00	0.81		1.01			0.47	
Control Delay	7.5	12.4		23.6			26.5	
LOS	A	B		C			D	
Approach Delay				23.6			26.5	
Approach LOS				C			D	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		1	185	17		47	732	12
Peak-Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		1	205	18		52	813	13
Percent Heavy Vehicles		5	--	--		5	--	--
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume		72	4	122		8	1	1
Peak Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		80	4	135		8	1	1
Percent Heavy Vehicles		5	5	5		5	5	5
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		No			/	No		
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound				Southbound			
			7	8	9		10	11	12	
Lane Config	LT	L		LTR		LTR				
v (vph)	1	52		219			10			
C(m) (vph)	781	1321		501			210			
v/c	0.00	0.04		0.44			0.05			
95% queue length	0.00	0.12		2.19			0.15			
Control Delay	9.6	7.8		17.6			23.0			
LOS	A	A		C			C			
Approach Delay				17.6			23.0			
Approach LOS				C			C			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		3	249	25	97	248	12	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		3	276	27	107	275	13	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		27	3	81	10	1	3	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		30	3	90	11	1	3	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		0		No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L		LTR			LTR	
v (vph)	3	107		123			15	
C(m) (vph)	1249	1233		599			389	
v/c	0.00	0.09		0.21			0.04	
95% queue length	0.01	0.28		0.77			0.12	
Control Delay	7.9	8.2		12.6			14.6	
LOS	A	A		B			B	
Approach Delay				12.6			14.6	
Approach LOS				B			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB5
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	185	31	92	184	9	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	205	34	102	204	10	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		0	2	0		1	2	0
Configuration		LT		TR		L	T	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound			Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		32	2	74	8	1	2	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		35	2	82	8	1	2	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		No			/	No		/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L		LTR			LTR	
v (vph)	2	102		119			11	
C(m) (vph)	1332	1303		651			461	
v/c	0.00	0.08		0.18			0.02	
95% queue length	0.00	0.25		0.66			0.07	
Control Delay	7.7	8.0		11.8			13.0	
LOS	A	A		B			B	
Approach Delay				11.8			13.0	
Approach LOS				B			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & SITE ACCESS
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB6
 East/West Street: SITE ACCESS DRIVEWAY
 North/South Street: LONG MEADOW ROAD (C.R. 84)
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		17	122			123	6	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		18	135			136	6	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					8		23	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					8		25	
Percent Heavy Vehicles					5		5	
Percent Grade (%)		0					-4	
Flared Approach: Exists?/Storage					/		No /	
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	18						33	
C(m) (vph)	1423						857	
v/c	0.01						0.04	
95% queue length	0.04						0.12	
Control Delay	7.6						9.4	
LOS	A						A	
Approach Delay							9.4	
Approach LOS							A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700AMEX7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		0	1056	1	2	173	22	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		0	1173	1	2	192	24	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		0	1	0		0	1	
Configuration		LTR				LTR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		0	0	3	66	1	3
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		0	0	3	73	1	3
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)						0	
Flared Approach: Exists?/Storage		No			/		No
Lanes		0	1	0		0	1
Configuration		LTR				LTR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	2		3			77	
C(m) (vph)	1336	584		319			159	
v/c	0.00	0.00		0.01			0.48	
95% queue length	0.00	0.01		0.03			2.30	
Control Delay	7.7	11.2		16.4			47.2	
LOS	A	B		C			E	
Approach Delay				16.4			47.2	
Approach LOS				C			E	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700PMEX7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		3	230	0	3	913	57	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		3	255	0	3	1014	63	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		0	0	1	37	0	4	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		0	0	1	41	0	4	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		-5				0		
Flared Approach: Exists?/Storage		0		No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB		WB		Northbound			Southbound		
	1	4	7	8	9	10	11	12		
Lane Config	LTR	LTR		LTR		LTR		LTR		
v (vph)	3	3		1				45		
C(m) (vph)	636	1293		833				177		
v/c	0.00	0.00		0.00				0.25		
95% queue length	0.01	0.01		0.00				0.97		
Control Delay	10.7	7.8		9.3				32.1		
LOS	B	A		A				D		
Approach Delay				9.3				32.1		
Approach LOS				A				D		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SATEX7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	274	0	0	370	38	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	304	0	0	411	42	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume		0	0	1	50	0	3		
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		0	0	1	55	0	3		
Percent Heavy Vehicles		5	5	5	5	5	5		
Percent Grade (%)						-5			
Flared Approach: Exists?/Storage		No				/		No	/
Lanes		0	1	0		0	1	0	
Configuration		LTR				LTR			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			4	7	8	9	10	11
Lane Config	LTR	LTR						
v (vph)	2	0	1			58		
C(m) (vph)	1092	1240	793			387		
v/c	0.00	0.00	0.00			0.15		
95% queue length	0.01	0.00	0.00			0.52		
Control Delay	8.3	7.9	9.5			15.9		
LOS	A	A	A			C		
Approach Delay			9.5			15.9		
Approach LOS			A			C		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES
 Project ID: 1700SUNEX7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	273	0	1	231	38	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	303	0	1	256	42	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		0	0	1	50	0	3	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		0	0	1	55	0	3	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		-5				0		
Flared Approach: Exists?/Storage				No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	2	1		1			58	
C(m) (vph)	1246	1241		794			475	
v/c	0.00	0.00		0.00			0.12	
95% queue length	0.00	0.00		0.00			0.41	
Control Delay	7.9	7.9		9.5			13.6	
LOS	A	A		A			B	
Approach Delay				9.5			13.6	
Approach LOS				A			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700AMNB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		0	1179	8	15	225	24	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		0	1310	8	16	250	26	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		TWLTL		/ 1				
RT Channelized?								
Lanes		1	1	0	1	1	0	
Configuration		L		TR	L		TR	
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		7	0	16	73	1	3
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		7	0	17	81	1	3
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)		-5		0			
Flared Approach: Exists?/Storage				No	/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L	L		LTR		LTR		
v (vph)	0	16		24		85		
C(m) (vph)	1270	515		277		184		
v/c	0.00	0.03		0.09		0.46		
95% queue length	0.00	0.10		0.28		2.19		
Control Delay	7.8	12.2		19.2		40.3		
LOS	A	B		C		E		
Approach Delay				19.2		40.3		
Approach LOS				C		E		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700PMNB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		3	296	9	20	1032	63	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		3	328	10	22	1146	70	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		TWLTL				/ 1		
RT Channelized?								
Lanes		1	1	0		1	1	
Configuration		L		TR		L	TR	
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		6	0	12	41	0	4	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		6	0	13	45	0	4	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)			-5			0		
Flared Approach: Exists?/Storage				No	/		No	
Lanes		0	1	0		0	1	
Configuration			LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L	WB 4 L	Northbound			Southbound		
			7 	8 LTR	9 	10 	11 LTR	12
v (vph)	3	22		19			49	
C(m) (vph)	563	1205		510			219	
v/c	0.01	0.02		0.04			0.22	
95% queue length	0.02	0.06		0.12			0.83	
Control Delay	11.4	8.0		12.3			26.1	
LOS	B	A		B			D	
Approach Delay				12.3			26.1	
Approach LOS				B			D	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SATNB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	334	7	13	429	42	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	371	7	14	476	46	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		TWTTL				/ 1		
RT Channelized?								
Lanes		1	1	0		1	1	0
Configuration		L		TR		L	TR	
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		5	0	9	55	0	3	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		5	0	10	61	0	3	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		-5				0		
Flared Approach: Exists?/Storage				No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L	WB 4 L	Northbound			Southbound		
			7 	8 LTR	9 	10 	11 LTR	12
v (vph)	2	14		15			64	
C(m) (vph)	1029	1164		635			420	
v/c	0.00	0.01		0.02			0.15	
95% queue length	0.01	0.04		0.07			0.53	
Control Delay	8.5	8.1		10.8			15.1	
LOS	A	A		B			C	
Approach Delay				10.8			15.1	
Approach LOS				B			C	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 NO-BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNNB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	321	69	129	269	42	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	356	76	143	298	46	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		TWLTL				/ 1		
RT Channelized?								
Lanes		1	1	0		1	1	0
Configuration		L		TR		L	TR	
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		63	0	119	55	0	3	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		70	0	132	61	0	3	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		-5				0		
Flared Approach: Exists?/Storage				No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	2	143		202			64	
C(m) (vph)	1198	1112		583			275	
v/c	0.00	0.13		0.35			0.23	
95% queue length	0.01	0.44		1.54			0.88	
Control Delay	8.0	8.7		14.4			22.0	
LOS	A	A		B			C	
Approach Delay				14.4			22.0	
Approach LOS				B			C	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R

Volume	0	1197	8	15	239	24
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	1330	8	16	265	26
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	TWTTL			/ 1		
RT Channelized?						
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal?	No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume	7	0	16	73	1	3
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	7	0	17	81	1	3
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)	-5		0			
Flared Approach: Exists?/Storage			No	/	No /	
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12

Lane Config	L	L		LTR		LTR		
v (vph)	0	16		24			85	
C(m) (vph)	1254	506		271			179	
v/c	0.00	0.03		0.09			0.47	
95% queue length	0.00	0.10		0.29			2.27	
Control Delay	7.9	12.3		19.6			42.1	
LOS	A	B		C			E	
Approach Delay				19.6				42.1
Approach LOS				C				E

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		3	365	9		20	1059	63
Peak-Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		3	405	10		22	1176	70
Percent Heavy Vehicles		5	--	--		5	--	--
Median Type/Storage		TWLTL				/ 1		
RT Channelized?								
Lanes		1	1	0		1	1	0
Configuration		L		TR		L		TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume		6	0	12		41	0	4
Peak Hour Factor, PHF		0.90	0.90	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		6	0	13		45	0	4
Percent Heavy Vehicles		5	5	5		5	5	5
Percent Grade (%)		-5				0		
Flared Approach: Exists?/Storage		No				/ No /		
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L	WB 4 L	Northbound				Southbound		
			7 	8 LTR	9		10 	11 LTR	12
v (vph)	3	22	19				49		
C(m) (vph)	548	1128	479				207		
v/c	0.01	0.02	0.04				0.24		
95% queue length	0.02	0.06	0.12				0.89		
Control Delay	11.6	8.3	12.8				27.7		
LOS	B	A	B				D		
Approach Delay			12.8				27.7		
Approach LOS			B				D		

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		2	404	7	13	478	42
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		2	448	7	14	531	46
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type/Storage		TWLTL			/ 1		
RT Channelized?							
Lanes		1	1	0	1	1	0
Configuration		L		TR	L		TR
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		5	0	9	55	0	3
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		5	0	10	61	0	3
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)		-5			0		
Flared Approach: Exists?/Storage		0			No / No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

		Delay, Queue Length, and Level of Service					
Approach Movement	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
Lane Config	L	L		LTR			LTR
v (vph)	2	14		15			64
C(m) (vph)	982	1090		586			379
v/c	0.00	0.01		0.03			0.17
95% queue length	0.01	0.04		0.08			0.60
Control Delay	8.7	8.3		11.3			16.4
LOS	A	A		B			C
Approach Delay				11.3			16.4
Approach LOS				B			C

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB7
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		2	356	69	129	294	42	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		2	395	76	143	326	46	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		TWLTL				/ 1		
RT Channelized?								
Lanes		1	1	0		1	1	0
Configuration		L		TR		L	1	TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		63	0	119	55	0	3	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		70	0	132	61	0	3	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		-5				0		
Flared Approach: Exists?/Storage				No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR				LTR		

Delay, Queue Length, and Level of Service

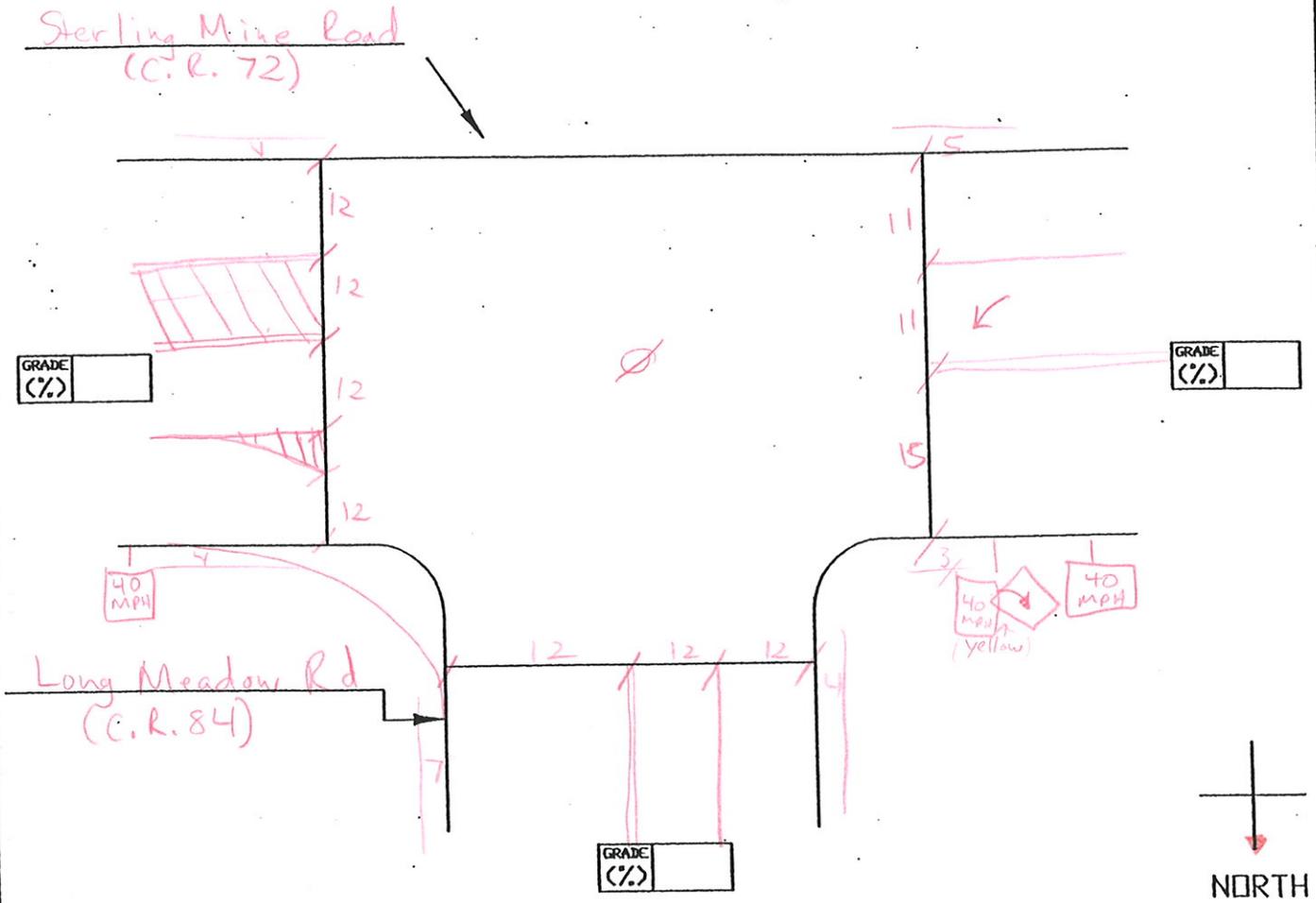
Approach Movement	EB 1 L	WB 4 L	Northbound			Southbound		
			7 	8 LTR	9 	10 	11 LTR	12
v (vph)	2	143	202			64		
C(m) (vph)	1170	1075	559			257		
v/c	0.00	0.13	0.36			0.25		
95% queue length	0.01	0.46	1.64			0.96		
Control Delay	8.1	8.9	15.0+			23.6		
LOS	A	A	C			C		
Approach Delay			15.0+			23.6		
Approach LOS			C			C		

FIELD SKETCHES, PICTURES,

TRAFFIC COUNTS

FIELD DATA WORKSHEET

INTERSECTION: Sterling Mine Rd. & Long DATE & DAY: Friday 5/14/10
 PROJECT NAME(#): Job# 1700 LOCATION: Meadow Rd.



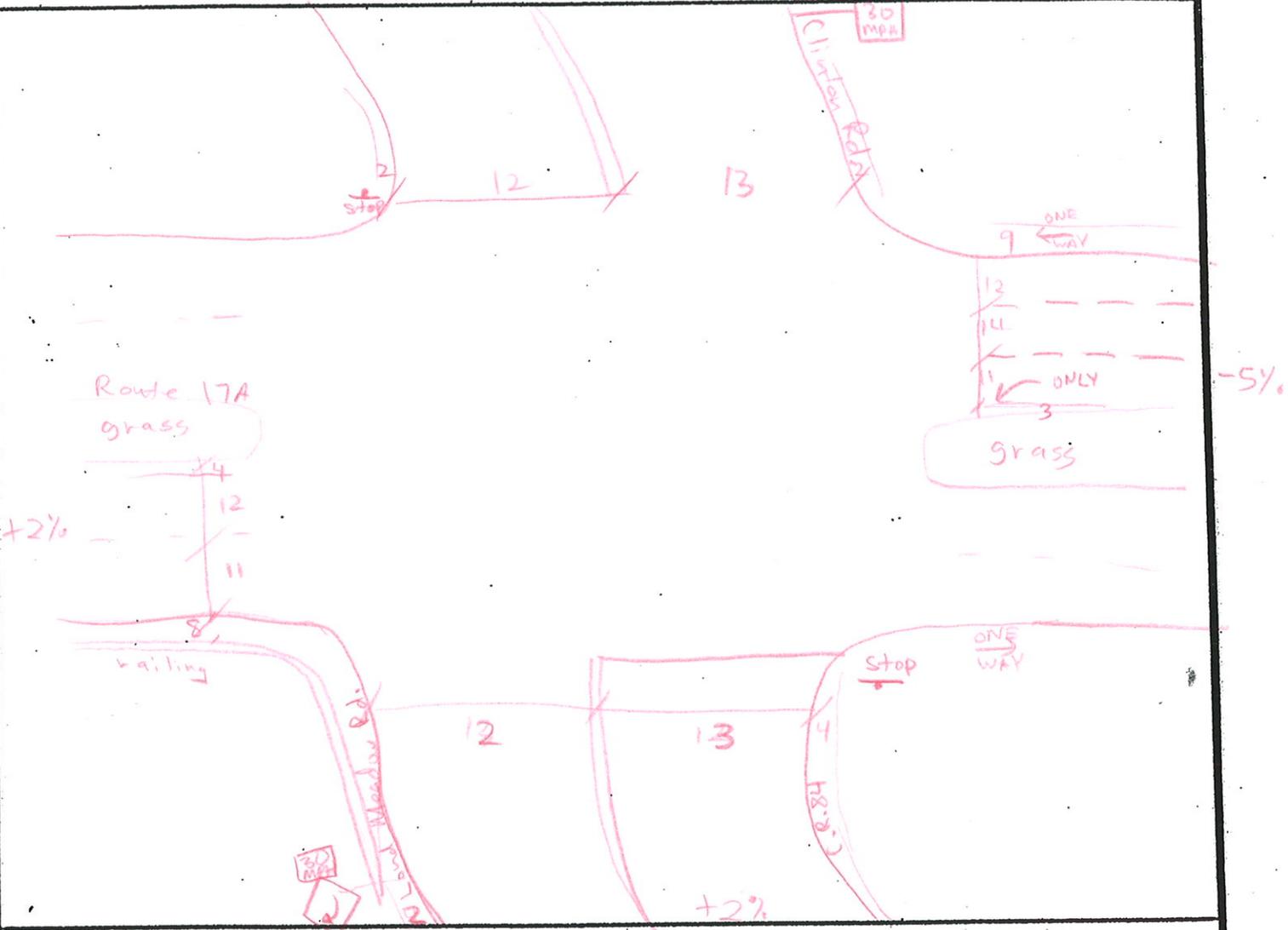
TIMING AND PHASING INPUT DATA

 GREEN: <u>44</u> AMBER: _____ RED: <u>25</u>	 GREEN: <u>21</u> AMBER: _____ RED: <u>65</u>	 GREEN: _____ AMBER: _____ RED: _____	 GREEN: _____ AMBER: _____ RED: _____
 GREEN: _____ AMBER: _____ RED: _____	 GREEN: _____ AMBER: _____ RED: _____	 GREEN: _____ AMBER: _____ RED: _____	 GREEN: _____ AMBER: _____ RED: _____

Has left-turn arrow, but we didn't see it run.

FIELD DATA WORKSHEET

INTERSECTION: Route 17A & Long Meadow Rd. DATE & DAY: 5/14/10 Friday
 PROJECT NAME(##): Tab # 1700 LOCATION: _____

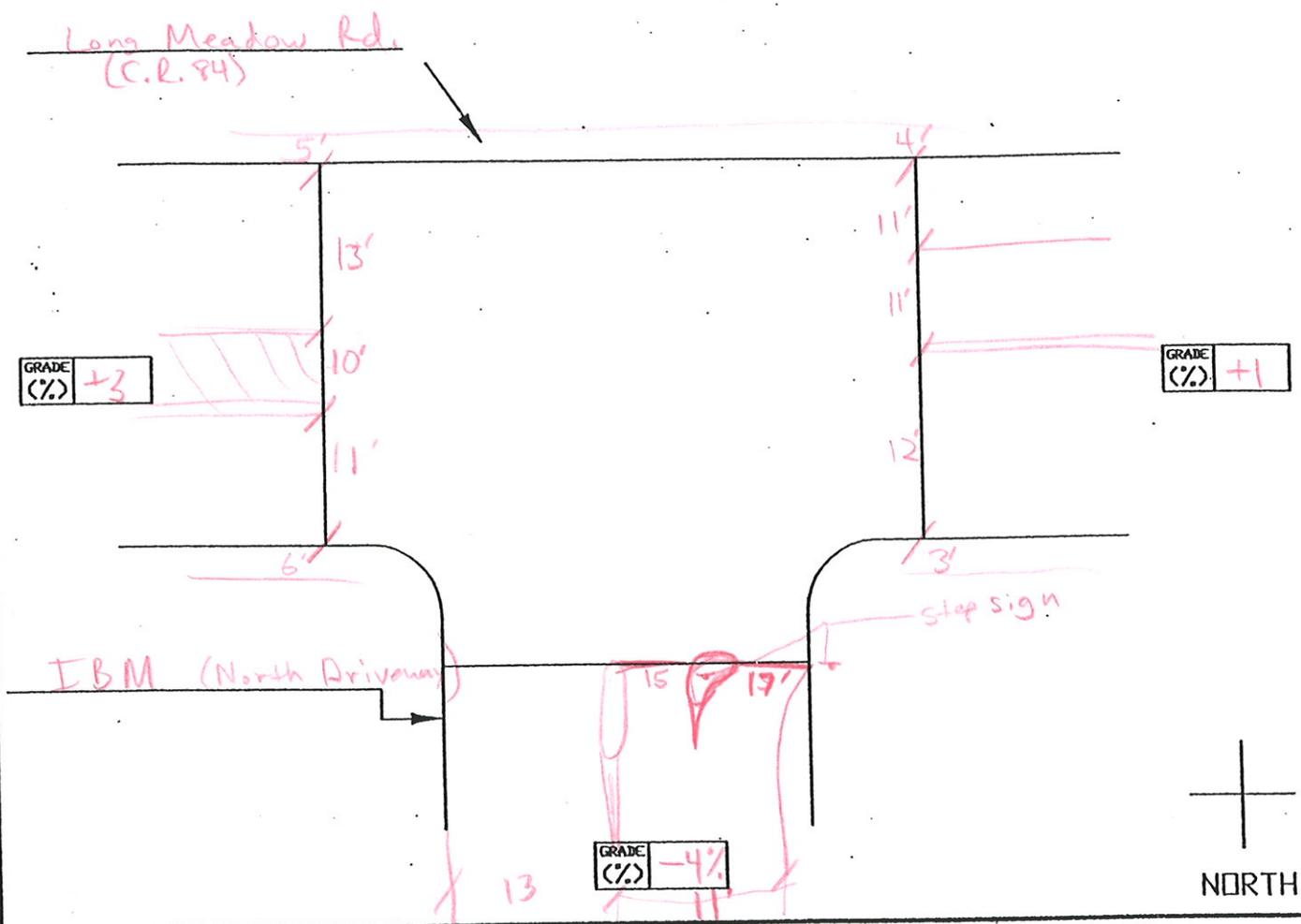


TIMING AND PHASING INPUT DATA

GREEN: _____ AMBER: _____ RED: _____			
GREEN: _____ AMBER: _____ RED: _____			

FIELD DATA WORKSHEET

INTERSECTION: Long Meadow Rd. & IBM DATE & DAY: 5/14/10 Friday
 PROJECT NAME(##): Job #1700 LOCATION: _____

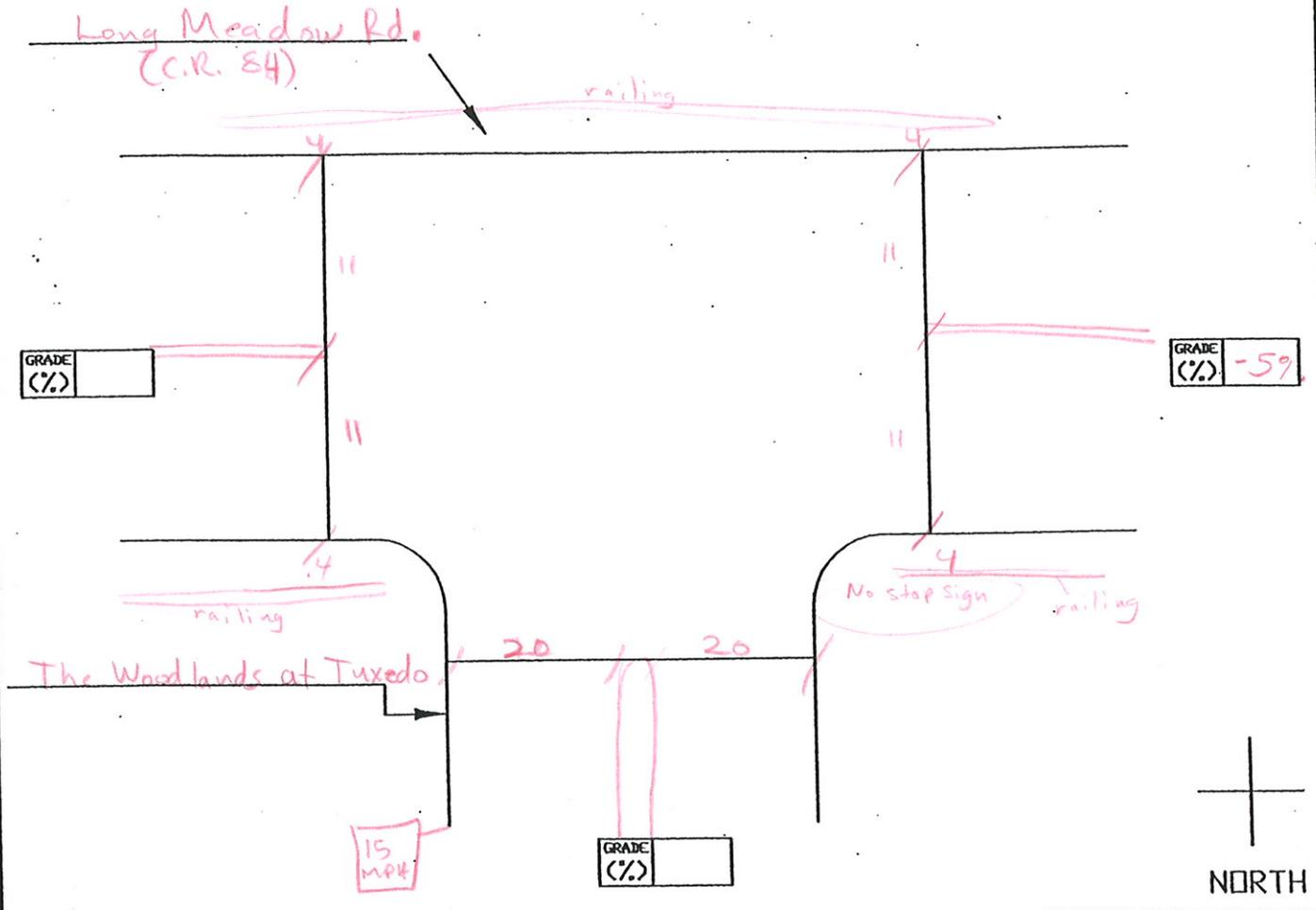


TIMING AND PHASING INPUT DATA

GREEN: _____ AMBER: _____ RED: _____			
GREEN: _____ AMBER: _____ RED: _____			

FIELD DATA WORKSHEET

INTERSECTION: Long Meadow Rd. & The Woodlands at Tuxedo DATE & DAY: Friday 5/14/10
 PROJECT NAME(#): Job# 1700 LOCATION: Woodlands at Tuxedo

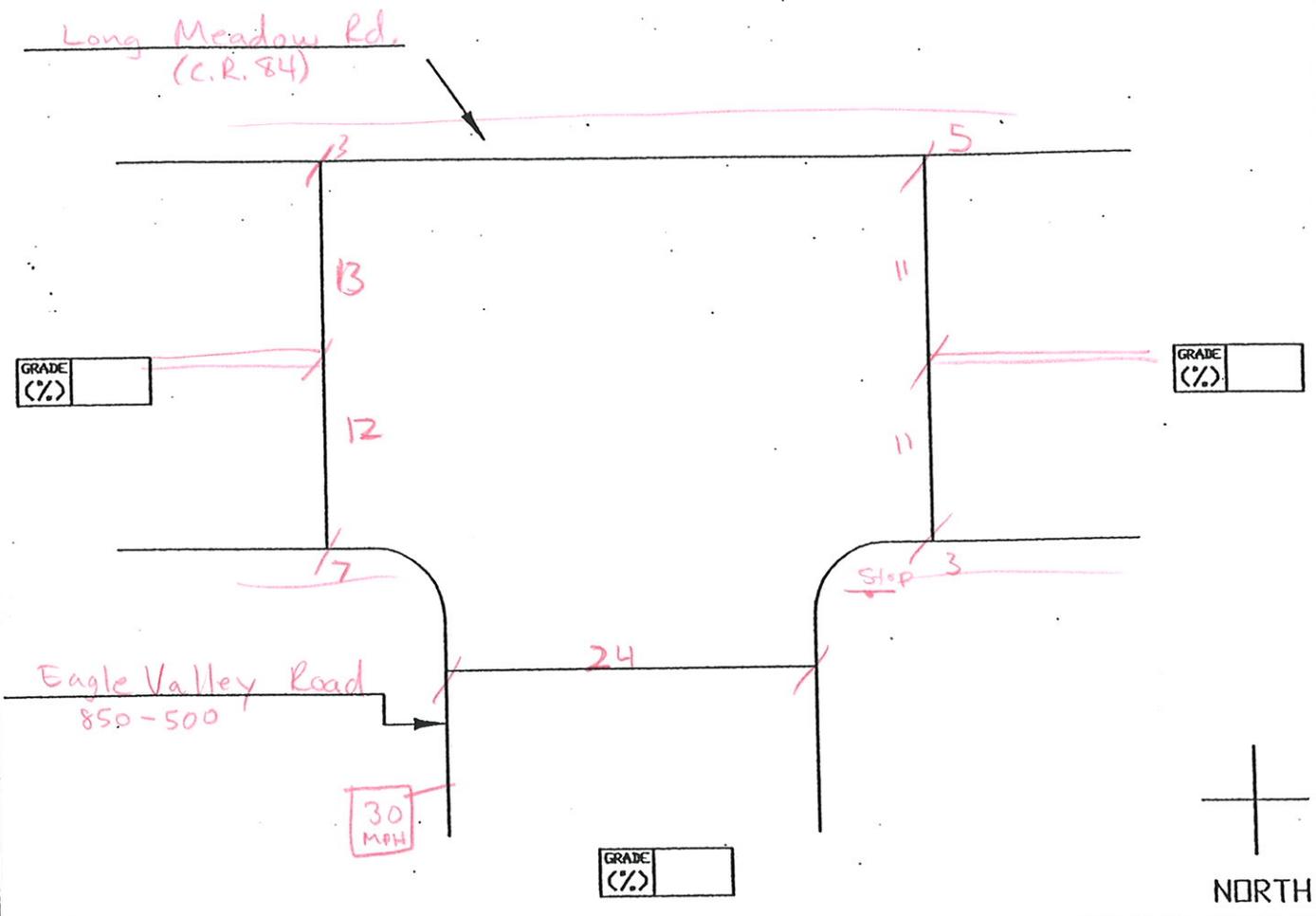


TIMING AND PHASING INPUT DATA

GREEN: _____ AMBER: _____ RED: _____			
GREEN: _____ AMBER: _____ RED: _____			

FIELD DATA WORKSHEET

INTERSECTION: Long Meadow Rd. & Eagle Valley Rd DATE & DAY: Friday 5/14/10
 PROJECT NAME(#): Job# 1700 LOCATION: Valley Rd



TIMING AND PHASING INPUT DATA



Long Meadow Road SB @ East Valley Road



Woodlands Drive Exit @ Long Meadow Road



East Valley Road @ Long Meadow Road



Long Meadow Rd. NB @ Woodlands Drive



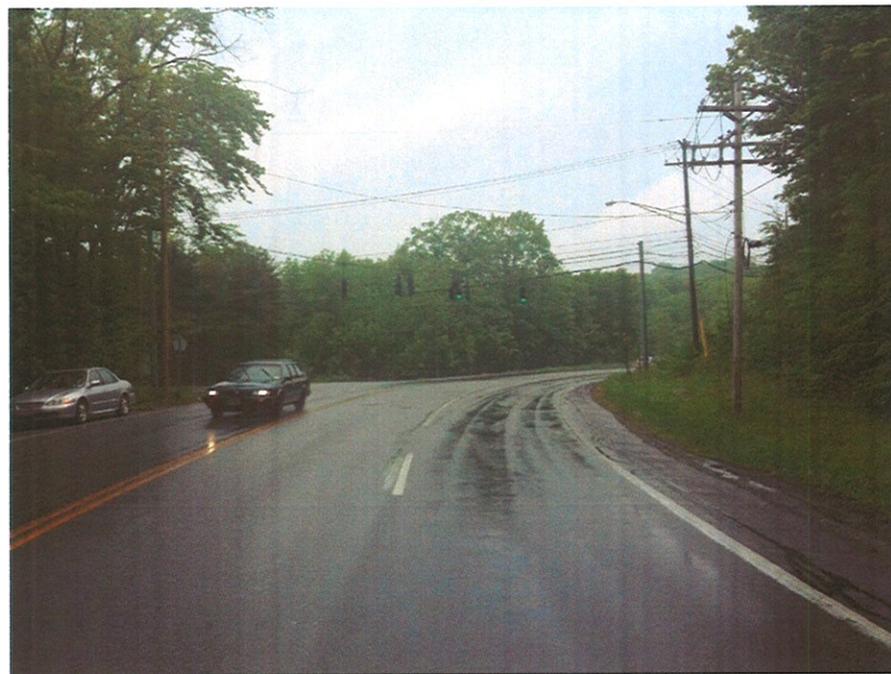
Long Meadow Road @ Sterling Mine Road



Long Meadow Road NB @ Woodlands Drive



Sterling Mine Rd. WB @ Long Meadow Road



Sterling Mine Rd EB @ Long Meadow Road



IBM Driveway at Long Meadow Road



Long Meadow Road NB @ IBM Driveway



Long Meadow Rd SB @ Woodlands Drive



Long Meadow Road SB @ IBM Driveway



Long Meadow Road @ NYS Route 17A



NYS Route 17A @ Clinton Road



Long Meadow Road @ NYS Route 17A



NYS Route 17A EB @ Long Meadow Road



Clinton Road @ DYS Route 17A

PROJECT: 1 KINGS DRIVE WATCHTOWER

PROJ. # 1700

LOCATIONS: **LOCATION 1:**
LONG MEADOW RD. & STERLING MINE RD.

LOCATION 2:
LONG MEADOW RD. & EAGLE VALLEY RD.

LOCATION 3:
RTE 17A & LONG MEADOW RD./CLINTON RD.

LOCATION 4:
LONG MEADOW RD. & IBM DRIVEWAY

LOCATION 5:
LONG MEADOW RD. & WOODLANDS RD.

LOCATION 6:

AM COUNTS DONE:

DATE: May 4, 2010
DAY: TUESDAY

PM COUNTS DONE:

DATE: May 5, 2010
DAY: WEDNESDAY

LOCATION: LONG MEADOW RD. & STERLING MINE RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/04/10 DAY: TUESDAY JCE JOB #: 1700 START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND				
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	
06:45 AM 07:00 AM	3	158			15	15				13		2	206	A
07:00 AM 07:15 AM	1	155			9	10				10		3	188	A
07:15 AM 07:30 AM	6	187			20	15				28		4	260	X
07:30 AM 07:45 AM	6	224			22	27				38		7	324	X 978
07:45 AM 08:00 AM	1	187			19	26				32		9	274	X 1046
08:00 AM 08:15 AM	5	188			15	17				27		3	255	X 1113
08:15 AM 08:30 AM	2	159			20	17				35		6	239	A 1092
08:30 AM 08:45 AM	3	190			19	18				30		4	264	A 1032
08:45 AM 09:00 AM	7	137			19	16				12		6	197	A 955
09:00 AM 09:15 AM													0	A 700
09:15 AM 09:30 AM													0	A 461
09:30 AM 09:45 AM													0	A 197
09:45 AM 10:00 AM													0	A 0
10:00 AM 10:15 AM													0	A 0
10:15 AM 10:30 AM													0	A 0
10:30 AM 10:45 AM													0	A 0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	6	187	0	0	20	15	0	0	0	28	0	4	260	
07:30 AM 07:45 AM	6	224	0	0	22	27	0	0	0	38	0	7	324	
07:45 AM 08:00 AM	1	187	0	0	19	26	0	0	0	32	0	9	274	
08:00 AM 08:15 AM	5	188	0	0	15	17	0	0	0	27	0	3	255	
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:15 AM 08:15 AM	18	786	0	0	76	85	0	0	0	125	0	23	1113	0.858796
PHF BY MOVEMENT	0.75	0.88	#DIV/0!	#DIV/0!	0.86	0.79	#DIV/0!	#DIV/0!	#DIV/0!	0.82	#DIV/0!	0.64		
PHF BY APPROACH		0.87			0.82			#DIV/0!			0.82			

23	0	125	^	6	85
12	11	10	<	5	76
<	v	>	v	4	0
18	1	^	<	^	>
786	2	>	7	8	9
0	3	v	0	0	0

LOCATION: LONG MEADOW RD. & STERLING MINE RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/05/10 DAY: WEDNESDAY JCE JOB #: 1700 START TIME: 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM 04:15 PM	4	31			89	15				23		8	170	A	
04:15 PM 04:30 PM	5	30			140	28				22		11	236	A	
04:30 PM 04:45 PM	2	33			166	30				21		8	260	A	
04:45 PM 05:00 PM	2	34			199	24				16		8	283	X	949
05:00 PM 05:15 PM	3	30			194	24				14		6	271	X	1050
05:15 PM 05:30 PM	5	41			206	25				14		10	301	X	1115
05:30 PM 05:45 PM	7	46			215	25				13		5	311	X	1166
05:45 PM 06:00 PM	6	25			182	29				17		5	264	A	1147
06:00 PM 06:15 PM	3	28			148	15				11		5	210	A	1086
06:15 PM 06:30 PM	1	46			144	20				12		8	231	A	1016
06:30 PM 06:45 PM													0	A	705
06:45 PM 07:00 PM													0	A	441
07:00 PM 07:15 PM													0	A	231
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM 05:00 PM	2	34	0	0	199	24	0	0	0	16	0	8	283		
05:00 PM 05:15 PM	3	30	0	0	194	24	0	0	0	14	0	6	271		
05:15 PM 05:30 PM	5	41	0	0	206	25	0	0	0	14	0	10	301		
05:30 PM 05:45 PM	7	46	0	0	215	25	0	0	0	13	0	5	311		
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:45 PM 05:45 PM	17	151	0	0	814	98	0	0	0	57	0	29	1166	0.937299
PHF BY MOVEMENT	0.61	0.82	#DIV/0!	#DIV/0!	0.95	0.98	#DIV/0!	#DIV/0!	#DIV/0!	0.89	#DIV/0!	0.73		
PHF BY APPROACH		0.79			0.95			#DIV/0!			0.90			

29	0	57	^	6	98
12	11	10	<	5	814
<	v	>	v	4	0
17	1	^	<	^	>
151	2	>	7	8	9
0	3	v	0	0	0

LOCATION: LONG MEADOW RD. & EAGLE VALLEY RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/04/10 DAY: TUESDAY JCE JOB #: 1700 START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM				1		2		16	0	1	14		34	A	
07:00 AM 07:15 AM				1		1		11	0	0	15		28	A	
07:15 AM 07:30 AM				2		1		29	0	2	32		66	X	
07:30 AM 07:45 AM				6		1		30	0	2	45		84	X	212
07:45 AM 08:00 AM				2		0		32	1	1	45		81	X	259
08:00 AM 08:15 AM				1		2		22	1	1	32		59	X	290
08:15 AM 08:30 AM				3		0		15	1	0	37		56	A	280
08:30 AM 08:45 AM				3		2		21	3	1	30		60	A	256
08:45 AM 09:00 AM				4		1		21	0	0	13		39	A	214
09:00 AM 09:15 AM													0	A	155
09:15 AM 09:30 AM													0	A	99
09:30 AM 09:45 AM													0	A	39
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	2	0	1	0	29	0	2	32	0	66		
07:30 AM 07:45 AM	0	0	0	6	0	1	0	30	0	2	45	0	84		
07:45 AM 08:00 AM	0	0	0	2	0	0	0	32	1	1	45	0	81		
08:00 AM 08:15 AM	0	0	0	1	0	2	0	22	1	1	32	0	59		
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:15 AM 08:15 AM	0	0	0	11	0	4	0	113	2	6	154	0	290	0.863095
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.46	#DIV/0!	0.50	#DIV/0!	0.88	0.50	0.75	0.86	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.54			0.87			0.85				

0	154	6	^	6	4
12	11	10	<	5	0
<	v	>	v	4	11
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	113	2

LOCATION: LONG MEADOW RD. & EAGLE VALLEY RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/05/10 DAY: WEDNESDAY JCE JOB #: 1700 START TIME: 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

PM PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
04:00 PM 04:15 PM				1		1		27	1	2	38		70	X	
04:15 PM 04:30 PM				3		1		24	5	1	22		56	X	
04:30 PM 04:45 PM				2		7		32	3	2	26		72	X	
04:45 PM 05:00 PM				3		2		30	0	2	25		62	X	260
05:00 PM 05:15 PM				2		1		22	3	2	17		47	A	237
05:15 PM 05:30 PM				3		1		31	1	1	22		59	A	240
05:30 PM 05:45 PM				2		1		35	2	1	14		55	A	223
05:45 PM 06:00 PM				1		8		35	1	3	24		72	A	233
06:00 PM 06:15 PM				3		2		20	0	2	16		43	A	229
06:15 PM 06:30 PM				1		3		20	3	1	24		52	A	222
06:30 PM 06:45 PM													0	A	167
06:45 PM 07:00 PM													0	A	95
07:00 PM 07:15 PM													0	A	52
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM 04:15 PM	0	0	0	1	0	1	0	27	1	2	38	0	70
04:15 PM 04:30 PM	0	0	0	3	0	1	0	24	5	1	22	0	56
04:30 PM 04:45 PM	0	0	0	2	0	7	0	32	3	2	26	0	72
04:45 PM 05:00 PM	0	0	0	3	0	2	0	30	0	2	25	0	62
05:00 PM 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:00 PM 05:00 PM	0	0	0	9	0	11	0	113	9	7	111	0	260	0.902778
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.39	#DIV/0!	0.88	0.45	0.88	0.73	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.56			0.87			0.74				

0	111	7	^	6	11
12	11	10	<	5	0
<	v	>	v	4	9
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	113	9

LOCATION: RTE 17A & LONG MEADOW RD./CLINTON RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/05/10 DAY: WEDNESDAY JCE JOB #: 1700 START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM	0	98	6	7	15	0	1	0	5	2	0	0	134	A	
07:00 AM 07:15 AM	0	160	10	8	9	1	1	0	9	5	1	0	204	X	
07:15 AM 07:30 AM	0	202	17	13	11	1	2	0	6	3	2	0	257	X	
07:30 AM 07:45 AM	0	160	12	20	20	2	0	0	8	5	0	0	227	X	822
07:45 AM 08:00 AM	0	193	13	17	19	1	2	0	2	4	1	0	252	X	940
08:00 AM 08:15 AM	0	123	9	13	17	0	1	0	7	1	0	1	172	A	908
08:15 AM 08:30 AM	0	167	16	12	20	1	3	1	4	2	1	0	227	A	878
08:30 AM 08:45 AM	0	147	6	10	19	2	0	1	8	3	1	1	198	A	849
08:45 AM 09:00 AM	0	98	7	14	26	1	3	1	11	3	1	0	165	A	762
09:00 AM 09:15 AM													0	A	590
09:15 AM 09:30 AM													0	A	363
09:30 AM 09:45 AM													0	A	165
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	160	10	8	9	1	1	0	9	5	1	0	204		
07:15 AM 07:30 AM	0	202	17	13	11	1	2	0	6	3	2	0	257		
07:30 AM 07:45 AM	0	160	12	20	20	2	0	0	8	5	0	0	227		
07:45 AM 08:00 AM	0	193	13	17	19	1	2	0	2	4	1	0	252		
08:00 AM 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:00 AM 08:00 AM	0	715	52	58	59	5	5	0	25	17	4	0	940	0.914397
PHF BY MOVEMENT	#DIV/0!	0.88	0.76	0.73	0.74	0.63	0.63	#DIV/0!	0.69	0.85	0.50	#DIV/0!		
PHF BY APPROACH		0.88			0.73			0.75			0.88			

0	4	17	^	6	5
12	11	10	<	5	59
<	v	>	v	4	58
0	1	^	<	^	>
715	2	>	7	8	9
52	3	v	5	0	25

LOCATION: RTE 17A & LONG MEADOW RD./CLINTON RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/04/10 DAY: TUESDAY JCE JOB #: 1700 START TIME: 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM 04:15 PM	1	36	7	4	69	5	9	1	17	3	3	0	155	A	
04:15 PM 04:30 PM	0	22	2	3	118	3	13	0	23	2	0	0	186	A	
04:30 PM 04:45 PM	0	31	1	7	131	1	12	0	32	1	0	0	216	A	
04:45 PM 05:00 PM	0	20	2	3	110	2	10	0	6	2	0	0	155	A	712
05:00 PM 05:15 PM	0	24	3	1	149	6	12	1	12	2	0	1	211	X	768
05:15 PM 05:30 PM	0	26	0	7	134	2	11	2	20	0	0	0	202	X	784
05:30 PM 05:45 PM	0	22	2	7	160	0	11	0	16	3	0	0	221	X	789
05:45 PM 06:00 PM	0	22	0	3	143	3	7	1	12	2	1	0	194	X	828
06:00 PM 06:15 PM	0	16	0	4	148	3	10	0	11	0	0	0	192	A	809
06:15 PM 06:30 PM	1	12	0	4	122	0	9	0	8	0	0	0	156	A	763
06:30 PM 06:45 PM													0	A	542
06:45 PM 07:00 PM													0	A	348
07:00 PM 07:15 PM													0	A	156
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM 05:15 PM	0	24	3	1	149	6	12	1	12	2	0	1	211		
05:15 PM 05:30 PM	0	26	0	7	134	2	11	2	20	0	0	0	202		
05:30 PM 05:45 PM	0	22	2	7	160	0	11	0	16	3	0	0	221		
05:45 PM 06:00 PM	0	22	0	3	143	3	7	1	12	2	1	0	194		
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM 06:00 PM	0	94	5	18	586	11	41	4	60	7	1	1	828	0.936652
PHF BY MOVEMENT	#DIV/0!	0.90	0.42	0.64	0.92	0.46	0.85	0.50	0.75	0.58	0.25	0.25		
PHF BY APPROACH		0.92			0.92			0.80			0.75			

1	1	7	^	6	11
12	11	10	<	5	586
<	v	>	v	4	18
0	1	^	<	^	>
94	2	>	7	8	9
5	3	v	41	4	60

LOCATION: LONG MEADOW RD. & IBM DRIVEWAY PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/06/10 DAY: THURSDAY JCE JOB #: 1700 START TIME : 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

AM PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
06:45 AM 07:00 AM	0		0				4	4			8	9	25	A	
07:00 AM 07:15 AM	2		1				2	6			10	7	28	A	
07:15 AM 07:30 AM	0		0				3	6			20	7	36	A	
07:30 AM 07:45 AM	2		3				7	11			27	4	54	A	143
07:45 AM 08:00 AM	0		1				4	6			14	6	31	A	149
08:00 AM 08:15 AM	2		8				6	13			19	7	55	X	176
08:15 AM 08:30 AM	0		0				5	4			12	6	27	X	167
08:30 AM 08:45 AM	0		1				6	14			32	7	60	X	173
08:45 AM 09:00 AM	0		0				7	10			24	7	48	X	190
09:00 AM 09:15 AM													0	A	135
09:15 AM 09:30 AM													0	A	108
09:30 AM 09:45 AM													0	A	48
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM 08:15 AM	2	0	8	0	0	0	6	13	0	0	19	7	55		
08:15 AM 08:30 AM	0	0	0	0	0	0	5	4	0	0	12	6	27		
08:30 AM 08:45 AM	0	0	1	0	0	0	6	14	0	0	32	7	60		
08:45 AM 09:00 AM	0	0	0	0	0	0	7	10	0	0	24	7	48		
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
08:00 AM 09:00 AM	2	0	9	0	0	0	24	41	0	0	87	27	190	0.791667
PHF BY MOVEMENT	0.25	#DIV/0!	0.28	#DIV/0!	#DIV/0!	#DIV/0!	0.86	0.73	#DIV/0!	#DIV/0!	0.68	0.96		
PHF BY APPROACH		0.28			#DIV/0!			0.81			0.73			

27	87	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
2	1	^	<	^	>
0	2	>	7	8	9
9	3	v	24	41	0

LOCATION: LONG MEADOW RD. & IBM DRIVEWAY PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/06/10 DAY: THURSDAY JCE JOB #: 1700 START TIME: 16:15 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
04:15 PM 04:30 PM	6		5				1	18			10	1	41	X	
04:30 PM 04:45 PM	12		5				2	14			16	0	49	X	
04:45 PM 05:00 PM	11		10				1	14			11	2	49	X	
05:00 PM 05:15 PM	3		2				0	21			9	0	35	X	174
05:15 PM 05:30 PM	2		4				1	14			17	0	38	A	171
05:30 PM 05:45 PM	2		2				1	20			8	0	33	A	155
05:45 PM 06:00 PM	3		3				0	18			11	0	35	A	141
06:00 PM 06:15 PM	1		3				0	17			8	0	29	A	135
06:15 PM 06:30 PM	1		2				1	29			9	6	48	A	145
06:30 PM 06:45 PM													0	A	112
06:45 PM 07:00 PM													0	A	77
07:00 PM 07:15 PM													0	A	48
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0
08:00 PM 08:15 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:15 PM 04:30 PM	6	0	5	0	0	0	1	18	0	0	10	1	41
04:30 PM 04:45 PM	12	0	5	0	0	0	2	14	0	0	16	0	49
04:45 PM 05:00 PM	11	0	10	0	0	0	1	14	0	0	11	2	49
05:00 PM 05:15 PM	3	0	2	0	0	0	0	21	0	0	9	0	35
05:15 PM 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:15 PM 05:15 PM	32	0	22	0	0	0	4	67	0	0	46	3	174	0.887755
PHF BY MOVEMENT	0.67	#DIV/0!	0.55	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.80	#DIV/0!	#DIV/0!	0.72	0.38		
PHF BY APPROACH		0.64			#DIV/0!			0.85			0.77			

3	46	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
32	1	^	<	^	>
0	2	>	7	8	9
22	3	v	4	67	0

LOCATION: LONG MEADOW RD. & WOODLANDS RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/06/10 DAY: THURSDAY JCE JOB #: 1700 START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM				5		0		7	1	0	8		21	A	
07:00 AM 07:15 AM				11		2		9	3	0	10		35	A	
07:15 AM 07:30 AM				19		2		13	0	1	21		56	X	
07:30 AM 07:45 AM				18		0		20	0	1	31		70	X	182
07:45 AM 08:00 AM				18		2		12	5	0	19		56	X	217
08:00 AM 08:15 AM				11		0		19	4	0	31		65	X	247
08:15 AM 08:30 AM				20		1		14	2	0	17		54	A	245
08:30 AM 08:45 AM				9		0		13	0	0	28		50	A	225
08:45 AM 09:00 AM				10		2		20	7	0	17		56	A	225
09:00 AM 09:15 AM													0	A	160
09:15 AM 09:30 AM													0	A	106
09:30 AM 09:45 AM													0	A	56
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	19	0	2	0	13	0	1	21	0	56		
07:30 AM 07:45 AM	0	0	0	18	0	0	0	20	0	1	31	0	70		
07:45 AM 08:00 AM	0	0	0	18	0	2	0	12	5	0	19	0	56		
08:00 AM 08:15 AM	0	0	0	11	0	0	0	19	4	0	31	0	65		
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:15 AM 08:15 AM	0	0	0	66	0	4	0	64	9	2	102	0	247	0.882143
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.87	#DIV/0!	0.50	#DIV/0!	0.80	0.45	0.50	0.82	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.83			0.79			0.81				

0	102	2	^	6	4
12	11	10	<	5	0
<	v	>	v	4	66
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	64	9

LOCATION: LONG MEADOW RD. & WOODLANDS RD. PROJECT: 1 KINGS DRIVE WATCHTOWER
 DATE OF COUNT: 05/10/10 DAY: MONDAY JCE JOB #: 1700 START TIME: 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

PM PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
04:00 PM 04:15 PM				6		0		18	7	0	11		42	A	
04:15 PM 04:30 PM				4		0		14	9	0	26		53	X	
04:30 PM 04:45 PM				5		0		10	9	2	25		51	X	
04:45 PM 05:00 PM				9		1		20	10	2	14		56	X	202
05:00 PM 05:15 PM				4		1		21	13	2	23		64	X	224
05:15 PM 05:30 PM				8		0		19	7	0	14		48	A	219
05:30 PM 05:45 PM				3		2		17	17	1	7		47	A	215
05:45 PM 06:00 PM				13		1		20	12	0	10		56	A	215
06:00 PM 06:15 PM				3		0		25	12	1	12		53	A	204
06:15 PM 06:30 PM				1		0		10	10	0	13		34	A	190
06:30 PM 06:45 PM													0	A	143
06:45 PM 07:00 PM													0	A	87
07:00 PM 07:15 PM													0	A	34
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	0	0	0	4	0	0	0	14	9	0	26	0	53		
04:30 PM 04:45 PM	0	0	0	5	0	0	0	10	9	2	25	0	51		
04:45 PM 05:00 PM	0	0	0	9	0	1	0	20	10	2	14	0	56		
05:00 PM 05:15 PM	0	0	0	4	0	1	0	21	13	2	23	0	64		
05:15 PM 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 PM 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:15 PM 05:15 PM	0	0	0	22	0	2	0	65	41	6	88	0	224	0.875
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.61	#DIV/0!	0.50	#DIV/0!	0.77	0.79	0.75	0.85	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.60			0.78			0.87				

0	88	6	^	6	2
12	11	10	<	5	0
<	v	>	v	4	22
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	65	41

PROJECT: 1 KINGS DRIVE - WATCHTOWER

PROJ. # 1700

LOCATIONS: **LOCATION 1:**
LONG MEADOW RD. & EAGLE VALLEY RD.

LOCATION 2:
LONG MEADOW RD. & IBM ENTRANCE

LOCATION 3:
RTE 17A & LONG MEADOW RD./CLINTON RD.

LOCATION 4:

LOCATION 5:

LOCATION 6:

PM COUNTS DONE:

DATE:

DAY:

SATURDAY COUNTS DONE:

DATE:

June 5, 2010

DAY:

SATURDAY

SUNDAY COUNTS DONE:

DATE:

DAY:

SUNDAY

LOCATION: LONG MEADOW RD. & EAGLE VALLEY RD. PROJECT: 1 KINGS DRIVE - WATCHTOWER
 DATE OF COUNT: 06/05/10 DAY: SATURDAY JCE JOB #: 1700 START TIME: 11:00 **SAT**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

SAT PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
11:00 AM 11:15 AM				0		1		15	0	0	12		28	A	
11:15 AM 11:30 AM				4		3		21	0	0	14		42	A	
11:30 AM 11:45 AM				1		2		11	0	2	18		34	A	
11:45 AM 12:00 PM				0		1		6	2	0	21		30	A	134
12:00 PM 12:15 PM				1		0		12	0	3	26		42	X	148
12:15 PM 12:30 PM				0		1		11	0	1	15		28	X	134
12:30 PM 12:45 PM				1		1		16	2	4	18		42	X	142
12:45 PM 01:00 PM				2		2		19	1	1	17		42	X	154
01:00 PM 01:15 PM													0	A	112
01:15 PM 01:30 PM													0	A	84
01:30 PM 01:45 PM													0	A	42
01:45 PM 02:00 PM													0	A	0
02:00 PM 02:15 PM													0	A	0
02:15 PM 02:30 PM													0	A	0
02:30 PM 02:45 PM													0	A	0
02:45 PM 03:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

11:00 AM 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM 12:15 PM	0	0	0	1	0	0	0	12	0	3	26	0	42	0	0
12:15 PM 12:30 PM	0	0	0	0	0	1	0	11	0	1	15	0	28	0	0
12:30 PM 12:45 PM	0	0	0	1	0	1	0	16	2	4	18	0	42	0	0
12:45 PM 01:00 PM	0	0	0	2	0	2	0	19	1	1	17	0	42	0	0
01:00 PM 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	76	9	^	6	4
12	11	10	<	5	0
<	v	>	v	4	4
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	58	3

CALCULATED PEAK HOUR VOLUMES

SAT PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
12:00 PM 01:00 PM	0	0	0	4	0	4	0	58	3	9	76	0	154	0.916667
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.50	#DIV/0!	0.50	#DIV/0!	0.76	0.38	0.56	0.73	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.50			0.76			0.73				

LOCATION: LONG MEADOW RD. & IBM ENTRANCE PROJECT: 1 KINGS DRIVE - WATCHTOWER
 DATE OF COUNT: 06/05/10 DAY: SATURDAY JCE JOB #: 1700 START TIME : 13:00 **SAT**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

SAT PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
01:00 PM 01:15 PM	0		1				0	3			12	0	16	X	
01:15 PM 01:30 PM	0		0				1	14			5	1	21	X	
01:30 PM 01:45 PM	0		0				1	10			15	0	26	X	
01:45 PM 02:00 PM	1		1				0	10			14	2	28	X	91
02:00 PM 02:15 PM													0	A	75
02:15 PM 02:30 PM													0	A	54
02:30 PM 02:45 PM													0	A	28
02:45 PM 03:00 PM													0	A	0
03:00 PM 03:15 PM													0	A	0
03:15 PM 03:30 PM													0	A	0
03:30 PM 03:45 PM													0	A	0
03:45 PM 04:00 PM													0	A	0
04:00 PM 04:15 PM													0	A	0
04:15 PM 04:30 PM													0	A	0
04:30 PM 04:45 PM													0	A	0
04:45 PM 05:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

01:00 PM 01:15 PM	0	0	1	0	0	0	0	3	0	0	12	0	16		
01:15 PM 01:30 PM	0	0	0	0	0	0	1	14	0	0	5	1	21		
01:30 PM 01:45 PM	0	0	0	0	0	0	1	10	0	0	15	0	26		
01:45 PM 02:00 PM	1	0	1	0	0	0	0	10	0	0	14	2	28		
02:00 PM 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 PM 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		

CALCULATED PEAK HOUR VOLUMES

SAT PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
01:00 PM 02:00 PM	1	0	2	0	0	0	2	37	0	0	46	3	91	0.8125
PHF BY MOVEMENT	0.25	#DIV/0!	0.50	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.66	#DIV/0!	#DIV/0!	0.77	0.38		
PHF BY APPROACH	0.38			#DIV/0!			0.65			0.77				

3	46	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
1	1	^	<	^	>
0	2	>	7	8	9
2	3	v	2	37	0

LOCATION: RTE 17A & LONG MEADOW RD./CLINTON RD. PROJECT: 1 KINGS DRIVE - WATCHTOWER
 DATE OF COUNT: 06/05/10 DAY: SATURDAY JCE JOB #: 1700 START TIME: 11:00 **SAT**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND				
SAT PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	
11:00 AM	11:15 AM	0	41	0	5	19	1	3	0	2	1	0	2	74	A
11:15 AM	11:30 AM	0	40	1	3	30	1	3	0	4	2	0	0	84	A
11:30 AM	11:45 AM	0	36	1	4	46	3	4	0	5	1	1	1	102	A
11:45 AM	12:00 PM	1	62	1	10	43	0	2	1	6	2	0	0	128	A 388
12:00 PM	12:15 PM	1	43	2	3	43	1	3	0	2	2	0	1	101	A 415
12:15 PM	12:30 PM	0	47	3	2	44	2	5	0	8	0	0	1	112	X 443
12:30 PM	12:45 PM	1	49	2	5	59	3	2	1	8	1	0	0	131	X 472
12:45 PM	01:00 PM	0	43	6	5	48	2	3	1	7	1	0	0	116	X 460
01:00 PM	01:15 PM	2	46	2	6	61	4	2	0	7	2	0	0	132	X 491
01:15 PM	01:30 PM	0	38	3	2	55	1	3	0	3	1	0	0	106	A 485
01:30 PM	01:45 PM	0	37	7	6	46	1	1	0	6	5	1	0	110	A 464
01:45 PM	02:00 PM	0	39	4	8	44	1	6	1	4	2	1	0	110	A 458
02:00 PM	02:15 PM													0	A 326
02:15 PM	02:30 PM													0	A 220
02:30 PM	02:45 PM													0	A 110
02:45 PM	03:00 PM													0	A 0

CALCULATED PEAK 15-MINUTE VOLUMES

11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	12:30 PM	0	47	3	2	44	2	5	0	8	0	0	1	112	
12:30 PM	12:45 PM	1	49	2	5	59	3	2	1	8	1	0	0	131	
12:45 PM	01:00 PM	0	43	6	5	48	2	3	1	7	1	0	0	116	
01:00 PM	01:15 PM	2	46	2	6	61	4	2	0	7	2	0	0	132	
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	

CALCULATED PEAK HOUR VOLUMES

SAT PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
12:15 PM 01:15 PM	3	185	13	18	212	11	12	2	30	4	0	1	491	0.929924
PHF BY MOVEMENT	0.38	0.94	0.54	0.75	0.87	0.69	0.60	0.50	0.94	0.50	#DIV/0!	0.25		
PHF BY APPROACH	0.97			0.85			0.85		0.63					

1	0	4	^	6	11
12	11	10	<	5	212
<	v	>	v	4	18
3	1	^	<	^	>
185	2	>	7	8	9
13	3	v	12	2	30

APPENDIX "D"

LEVELS OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-minute analysis period. The criteria are given in Exhibit 16-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 16-2

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (S/VEH)
A	≤10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

LEVEL OF SERVICE A describes operations with low control delay, up to 10 seconds per vehicle (s/veh). This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LEVEL OF SERVICE B describes operations with control delay greater than 10 and up to 20 seconds per vehicle (s/veh). This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with Level of Service "A", causing higher levels of delay.

LEVEL OF SERVICE C describes operations with control delay greater than 20 and up to 35 seconds per vehicle (s/veh). These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LEVEL OF SERVICE D describes operations with control delay greater than 35 and up to 55 seconds per vehicle (s/veh). At Level of Service D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL OF SERVICE E describes operations with control delay greater than 55 and up to 80 seconds per vehicle (s/veh). This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LEVEL OF SERVICE F describes operations with control delay in excess of 80 seconds per vehicle (s/veh). This level is considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

The Level of Service (LOS) for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. Control delay is defined as the total elapsed time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to speed of vehicles in queue. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation. The Level of Service Criteria are given in Exhibit 17-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 17-2

LEVEL OF SERVICE FOR CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	AVERAGE CONTROL DELAY (S/VEH)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

APPENDIX "E"

ACCIDENT DATA

TABLE NO. A
ACCIDENT REPORT

NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS *	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
STERLING MINE ROAD (C.R. 72)											
605 Meters South of Long Meadow Road		11/24/07	7:06 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
At Intersection with Shepherd Pond Road		12/02/07	5:06 PM	NO PASSING ZONE	N/A	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY
24 Meters South of Walkway		02/29/08	4:06 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	UNKNOWN
91 Meters West of Iris Lane		08/22/08	5:06 PM	NO PASSING ZONE	PD & I	2-2	DAYLIGHT	DRY	CLEAR	SIDESWIPE	FAILURE TO KEEP RIGHT
152 Meters South of Route 84		12/02/08	8:06 AM	NO PASSING ZONE	PD & I	1-1	DAYLIGHT	SNOW/ICE	CLOUDY	OTHER	PAVEMENT SLIPPERY
61 Meters East of Eagle Valley Road		01/05/09	6:06 AM	NONE	I	1-1	DARK-ROAD UNLIGHTED	WET	CLOUDY	OTHER	PAVEMENT SLIPPERY
322 Meters South of Long Meadow Road		04/20/09	12:06 PM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	DRIVER INATTENTION, ALCOHOL INVOLVEMENT, PASSENGER INVOLVEMENT
N/A		04/22/09	4:06 PM	TRAFFIC SIGNAL	N/A	1-0	DAYLIGHT	DRY	CLEAR	OTHER	OUTSIDE CAR DISTRACTION
N/A		04/25/09	3:06 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
N/A		06/13/09	3:06 PM	NONE	N/A	2-0	DAYLIGHT	WET	RAIN	SIDESWIPE	PAVEMENT SLIPPERY
At Intersection with Iris Lane		06/19/09	11:06 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT OF WAY
		09/17/09	7:06 AM	STOPPED SCHOOL BUS W/RED LIGHT FLSH	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	VIEW OBSTRUCTED/LIMITED, REACTION TO OTHER UNINVOLVED VEHICLE
At Intersection with Eagle Valley Road		07/02/09	7:06 AM	STOP SIGN	PDO	2-0	DAYLIGHT	WET	CLOUDY	LEFT TURN	FAILURE TO YIELD RIGHT OF WAY
At Intersection with Route 84		11/14/09	8:06 AM	TRAFFIC SIGNAL	PD & I	2-1	DAYLIGHT	WET	RAIN	REAR END	PAVEMENT SLIPPERY, DRIVER INATTENTION
30 Meters South of Long Meadow Road		02/13/10	6:06 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	ANIMAL'S ACTION, FOLLOWING TOO CLOSELY
61 Meters South of Route 84		02/25/10	12:06 PM	NONE	N/A	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY
LONG MEADOW RD.											
At Intersection with Sterling Mine Road		09/13/08	11:06 PM	UNKNOWN	PDO	1-0	DARK-ROAD UNLIGHTED	WET	CLOUDY	OTHER	PAVEMENT SLIPPERY
		11/26/08	12:06 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	FOG/SMOG/ SMOKE	OTHER	UNSAFE SPEED, ANIMAL'S ACTION
		01/31/10	9:06 AM	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INEXPERIENCE, UNSAFE SPEED

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY

TABLE NO. A (CONTINUED)

ACCIDENT REPORT

NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS *	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
LONG MEADOW ROAD (C.R. 84)											
8 Meters North of Woodlands Drive		03/08/07	1:06 AM	NONE	PD & I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION, ALCOHOL INVOLVEMENT
At Intersection with Warwick Brook Road		05/21/07	7:06 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
N/A		12/02/07	4:06 PM	NONE	PDO	1-0	DUSK	SNOW/ICE	SLEET/HAIL/ FREEZING RAIN	OTHER	PAVEMENT SLIPPERY, UNSAFE SPEED
N/A		07/20/08	8:06 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	DRUGS (ILLEGAL), ALCOHOL INVOLVEMENT
At Intersection with Route 17A		09/17/08	6:06 AM	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	UNKNOWN
30 Meters South of Route 17A		09/28/08	4:06 PM	NONE	PDO	1-0	DAYLIGHT	WET	RAIN	OTHER	ANIMAL'S ACTION, PAVEMENT SLIPPERY
161 Meters North of Ironwood Drive		09/29/08	6:06 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
N/A		10/12/08	3:06 PM	NONE	FATAL	2-0-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPER, UNSAFE SPEED
N/A		02/15/09	11:06 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ALCOHOL INVOLVEMENT
N/A		02/20/09	9:06 PM	NONE	N/A	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
ROUTE 17A											
15 Meters South of Clinton Road 17A 8301 1231 17A 8301 1231		8/24/2007 8/24/2007	1:06 PM N/A	NONE N/A	PDO N/A	2-1 N/A	DAYLIGHT N/A	DRY N/A	CLOUDY N/A	OVERTAKING N/A	ANIMAL'S ACTION N/A
At Intersection with Sylvan Way 17A 8301 1231		09/22/07	10:06 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION, UNSAFE LANE CHANGE, PASSENGER DISTRACTION
N/A 17A 8301 1231		08/15/08	4:06 AM	NONE	N/A	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
15 Meters South of Long Meadow Road 17A 8301 1231		12/26/08	1:06 AM	NONE	N/A	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION, DRIVER INATTENTION
434 Meters East of Roosevelt Avenue		06/11/09	3:06 PM	NONE	PD & I	2-2	DAYLIGHT	WET	RAIN	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY

*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY

TABLE NO. A (CONTINUED)

ACCIDENT REPORT

NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS *	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
LONG MEADOW ROAD (C.R. 84)											
	44 Meters South of Unnamed Street	07/05/09	11:06 AM	NONE	PD & I	2-2	DAYLIGHT	WET	RAIN	RIGHT ANGLE	ANIMAL'S ACTION
	61 Meters South of Sterling Mine Road	08/09/09	9:06 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	STEERING FAILURE
	91 Meters South of Route 17A	09/30/09	N/A	UNKNOWN	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	UNKNOWN
	380 Meters East of Unnamed Street	10/29/09	5:06 PM	NONE	N/A	1-0	DUSK	DRY	CLEAR	OTHER	ANIMAL'S ACTION
	142 Meters West of Unnamed Street	11/07/09	4:06 PM	NONE	N/A	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
	259 Meters East of Unnamed Street	11/15/09	6:06 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
	N/A	12/05/09	4:06 PM	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY
	N/A	12/13/09	5:06 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	SNOW/ICE	SLEET/HAIL /FREEZING RAIN	OTHER	PAVEMENT SLIPPERY
	172 Meters South of Sterling Mine Road	01/04/10	3:06 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
	N/A	01/20/10	12:06 AM	NONE	PD & I	1-1	DARK-ROAD UNLIGHTED	SNOW/ICE	CLEAR	OTHER	PAVEMENT SLIPPERY

*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY

JOB # 1700

TABLE A-2

Roadway	Year	Total Accidents	Segment Length (Miles)	AADT (VPD)	Average Rate (ACC/MVM)	State Wide Average (ACC/MVM)
Sterling Mine Road	2007	2	1.65	8,998	0.37	2.14
	2008	3			0.55	2.14
	2009	9			1.66	2.14
	2010	2			0.37	2.14
Long Meadow Road	2007	3	7.85	2,249	0.47	2.14
	2008	7			1.09	2.14
	2009	10			1.55	2.14
	2010	3			0.47	2.14
NYS Route 17A	2007	3	0.84	8,152	1.20	1.74
	2008	2			0.80	1.74
	2009	1			0.40	1.74
	2010	0			0.00	1.74

Note:

1) State Wide Averages for Accident Rates were obtained from information provided by NYSDOT. The average rate for Free Access Controlled, Rural Functional Class, Undivided 2 Lane Roadways was used for Sterling Mine Road and Long Meadow Road. The average rate for Partial Control of Access, Rural Functional Class, Divided 4 Lane Roadways was used for NYS Route 17A.

Accident Location Information System (ALIS)

Date: 06/30/10
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County Interim Accident Summary

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5467 Sterling mine Rd from Rockland County Border to NJ Border

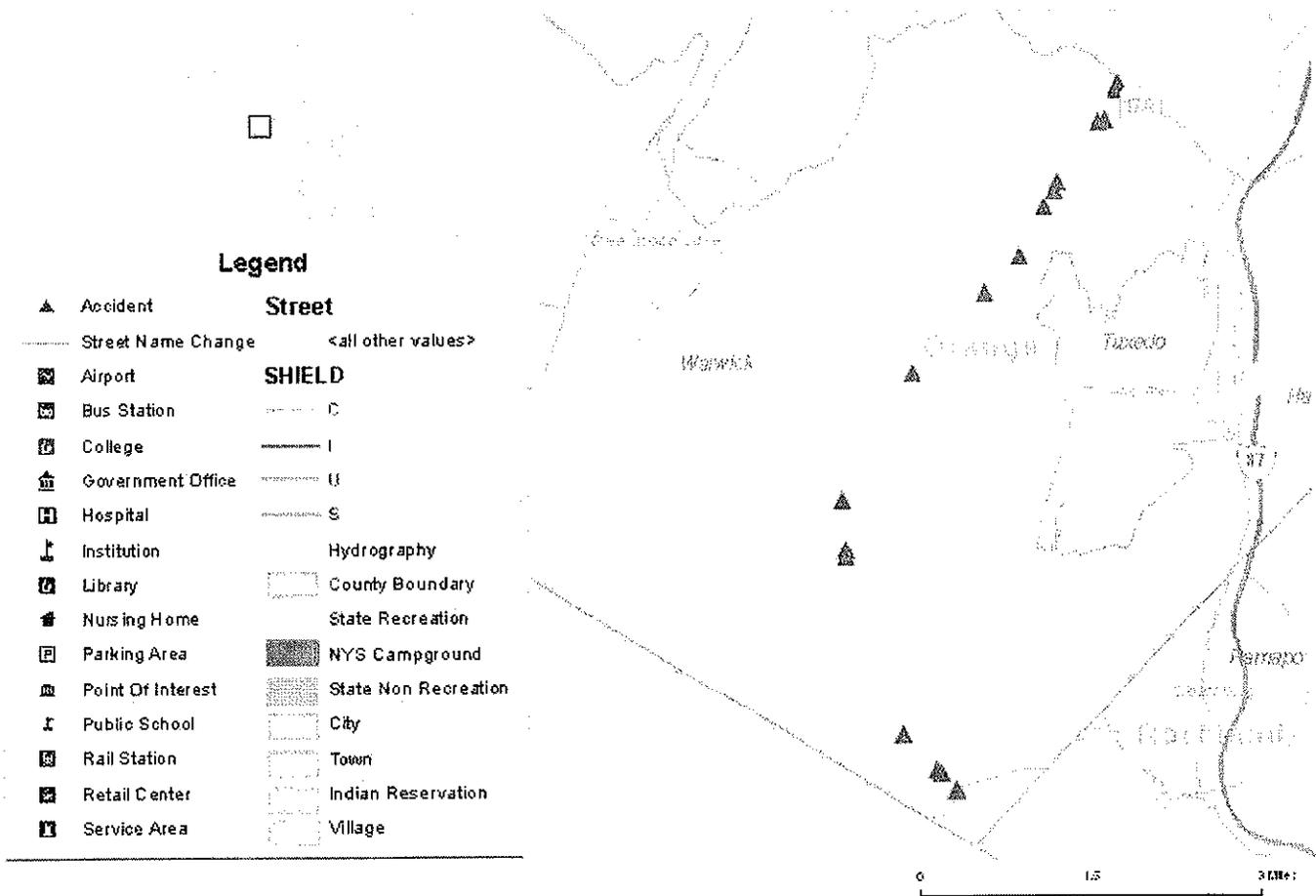
Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYSDMV is only available thru 2/28/2010

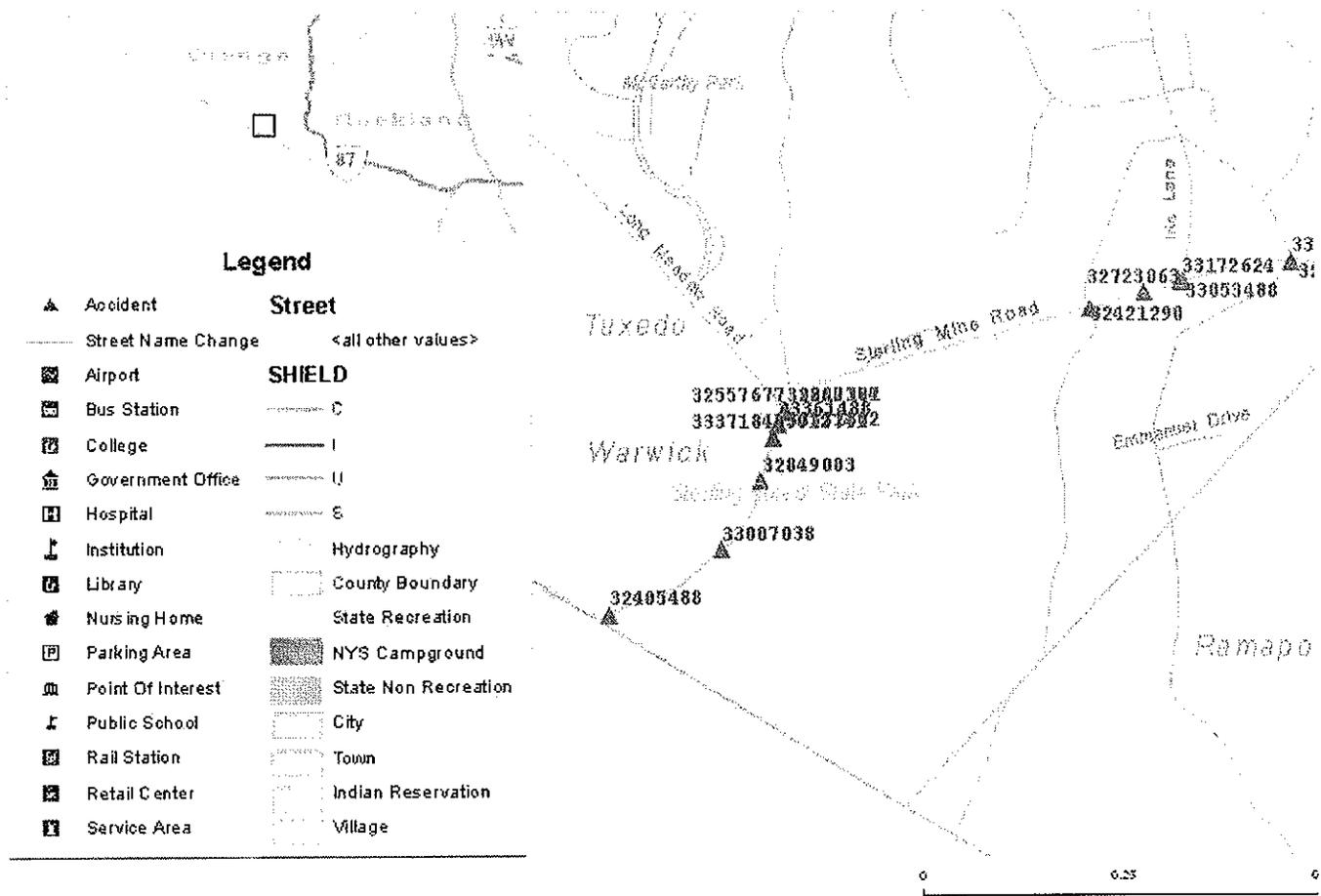
Number Of Accidents

COUNTY	TOTAL	AT					WET FIXED			PED & BIKE	LIGHT CONDITION		
		INT.	FTL	INJ	PDO	N/R	ROAD	OBJ	TRUCK		DWN/DSK	DAY	NIGHT
ORANGE	19	7	0	4	11	4	6	8	0	1	0	14	5
Total	19	7	0	4	11	4	6	8	0	1	0	14	5

5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A



5467 Sterling mine Rd from Rockland County Border to NJ Border



Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5467 Sterling mine Rd from Rockland County Border to NJ Border

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: COUNTY HWY 72
605 Meters South of LONG MEADOW RD

11/24/2007 Sat 19:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32405488**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 4 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
AT INTERSECTION WITH SHEPHERD POND RD

12/2/2007 Sun 17:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32421290**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
24 Meters South of WALKWAY

2/29/2008 Fri 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32557677**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)Date: 06/30/10
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5467 Sterling mine Rd from Rockland County Border to NJ Border

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
91 Meters West of IRIS LN

8/22/2008 Fri 17:06 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC **Case: 2008-32723063**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: SIDESWIPE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO KEEP RIGHT, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO KEEP RIGHT, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
AT INTERSECTION WITH Sterling Mine Rd

9/13/2008 Sat 23:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32869777**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
AT INTERSECTION WITH STERLING MINE RD

11/26/2008 Wed 00:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32890301**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
 Manner of Collision: OTHER Weather: FOG/SMOG/SMOKE
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)Date: 06/30/10
11:48**Accident Verbal Description Report**

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5467 Sterling mine Rd from Rockland County Border to NJ Border

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2654 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, ANIMAL'S ACTION

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
152 Meters South of [Route] 84

12/2/2008 Tue 08:06 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32849003**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
61 Meters East of EAGLE VALLEY RD

1/5/2009 Mon 06:06 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32913938**
 Accident Class: INJURY Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: OTHER (VEHICLE), PAVEMENT SLIPPERY

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
322 Meters South of LONG MEADOW RD

4/20/2009 Mon 12:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33007038**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)Date: 06/30/10
11:48**Accident Verbal Description Report**

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5467 Sterling mine Rd from Rockland County Border to NJ Border

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County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 47 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ALCOHOL INVOLVEMENT, PASSENGER DISTRACTION

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
4/22/2009 Wed 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33012741**
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH TREE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 71 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: OUTSIDE CAR DISTRACTION, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
4/25/2009 Sat 15:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32996129**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 3 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Accident Location Information System (ALIS)Date: 06/30/10
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County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
6/13/2009 Sat 15:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33068029**
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: SIDESWIPE Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 71 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: OTHER (VEHICLE), NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, PAVEMENT SLIPPERY

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
 AT INTERSECTION WITH IRIS LN
6/19/2009 Fri 11:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33053488**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
 AT INTERSECTION WITH EAGLE VALLEY RD
7/2/2009 Thu 07:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33076449**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5467 Sterling mine Rd from Rockland County Border to NJ Border

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County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, OTHER (VEHICLE)

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72

AT INTERSECTION WITH IRIS LN

9/17/2009 Thu 07:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33172624**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOPPED SCHOOL BUS W/RED LIGHT FLSH
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: VIEW OBSTRUCTED/LIMITED, REACTION TO OTHER UNINVOLVED VEHICL

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: VIEW OBSTRUCTED/LIMITED, REACTION TO OTHER UNINVOLVED VEHICL

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72

AT INTERSECTION WITH [Route] 84

11/14/2009 Sat 08:06 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2009-33217184**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, DRIVER INATTENTION

Accident Location Information System (ALIS)

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5467 Sterling mine Rd from Rockland County Border to NJ Border

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County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
AT INTERSECTION WITH [Route] 72

1/31/2010 Sun 09:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2010-33331802
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: OVERTURNED Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2694 State of Registration: NY
Num of Occupants: 3 Driver's Age: 19 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, UNSAFE SPEED

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
30 Meters South of LONG MEADOW RD

2/13/2010 Sat 18:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2010-33361488
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, FOLLOWING TOO CLOSELY

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
61 Meters South of [Route] 84

2/25/2010 Thu 12:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2010-33371847
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/30/10
11:48

Accident Verbal Description Report

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5467 Sterling mine Rd from Rockland County Border to NJ Border

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72

***** CONTINUED

Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NJ
	Num of Occupants: 1	Driver's Age: 23	Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: N	School Bus Involved: N
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE		

Accident Location Information System (ALIS)Date: 06/30/10
11:28**County Interim Accident Summary**

Page: 1

5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYSDMV is only available thru 2/28/2010

Number Of Accidents

COUNTY	TOTAL	AT					WET FIXED			PED & BIKE	LIGHT CONDITION		
		INT.	FTL	INJ	PDO	N/R	ROAD	OBJ	TRUCK		DWN/DSK	DAY	NIGHT
ORANGE	30	6	1	4	20	5	5	10	0	1	2	15	12
Total	30	6	1	4	20	5	5	10	0	1	2	15	12

Accident Location Information System (ALIS)Date: 06/30/10
11:25**Accident Verbal Description Report**

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: Long Meadow Rd

8 Meters North of Woodlands Dr

3/8/2007

Thu 01:06 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32141410**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 20 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, ALCOHOL INVOLVEMENT

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: Long Meadow Rd

AT INTERSECTION WITH Warwick Brook Rd

5/21/2007

Mon 19:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32199845**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: 17A83011231 Street: Route 17A

15 Meters South of Clinton Rd

8/24/2007

Fri 13:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32302695**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3845 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/30/10
11:25

Accident Verbal Description Report

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: 17A83011231 Street: Route 17A
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2624 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: 17A83011231 Street: Route 17A
15 Meters South of Clinton Rd

8/24/2007 Fri Persons Killed: Persons Injured: Extent of Injuries: Case: 2007-SP0265127
Accident Class: Police Agency: Num of Veh:
Type Of Accident: Traffic Control:
Manner of Collision: Weather:
Road Surface Condition: Road Char.: Light Condition:
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Orange Muni: Tuxedo(T) Ref. Marker: 17A83011231 Street: ROUTE 17A
AT INTERSECTION WITH SYLVAN WAY

9/22/2007 Sat 10:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32359165
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3106 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3212 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE LANE CHANGE, PASSENGER DISTRACTION

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD

12/2/2007 Sun 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32420745
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/30/10
11:25

Accident Verbal Description Report

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
**** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4048 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: STERLING MINE RD
24 Meters South of WALKWAY

2/29/2008 Fri 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32557677**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: UNKNOWN, UNKNOWN

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: COUNTY HWY 84
7/20/2008 Sun 08:06 AM Persons Killed: 0 Persons Injured: 0

Extent of Injuries: **Case: 2008-32675856**
Police Agency: Num of Veh: 1
Traffic Control: NONE
Weather: CLOUDY
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT
Manner of Collision: OTHER
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2615 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRUGS (ILLEGAL), ALCOHOL INVOLVEMENT

County: Orange Muni: Tuxedo(T) Ref. Marker: 17A83011231 Street: [Route] 17A
8/15/2008 Fri 04:06 AM Persons Killed: 0 Persons Injured: 0

Extent of Injuries: **Case: 2008-32696021**
Police Agency: Num of Veh: 1
Traffic Control: NONE
Weather: CLEAR
Light Condition: DARK-ROAD UNLIGHTED
Action of Ped/Bicycle: NOT APPLICABLE

Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH DEER
Manner of Collision: OTHER
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE
Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Accident Location Information System (ALIS)Date: 06/30/10
11:25**Accident Verbal Description Report**

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD

AT INTERSECTION WITH Sterling Mine Rd

9/13/2008 Sat 23:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32869777**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD

AT INTERSECTION WITH Route 17A

9/17/2008 Wed 06:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32773322**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: COUNTY HWY 84

30 Meters South of Route 17A

9/28/2008 Sun 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32745042**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5192 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, PAVEMENT SLIPPERY

Accident Location Information System (ALIS)Date: 06/30/10
11:25**Accident Verbal Description Report**

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
161 Meters North of Ironwood Dr

9/29/2008 Mon 06:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32744830
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2042 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
 10/12/2008 Sun 15:06 PM Persons Killed: 2 Persons Injured: 0 Extent of Injuries: KK Case: 2008-32870543
 Accident Class: FATAL Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 MOTORCYCLE Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING U TURN
 Apparent Factors: UNKNOWN, TURNING IMPROPER

Veh :1 MOTORCYCLE Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: OVERTAKING
 Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
AT INTERSECTION WITH STERLING MINE RD

11/26/2008 Wed 00:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32890301
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
 Manner of Collision: OTHER Weather: FOG/SMOG/SMOKE
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)Date: 06/30/10
11:25**Accident Verbal Description Report**

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYSDMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2654 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, ANIMAL'S ACTION

County: Orange Muni: Tuxedo(T) Ref. Marker: 17A83011231 Street: ROUTE 17A
15 Meters South of Long Meadow Rd

12/26/2008 Fri 01:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32861593
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
 2/15/2009 Sun 11:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-32914255
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3920 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ALCOHOL INVOLVEMENT

County: Orange Muni: Warwick(T) Ref. Marker: Street: COUNTY HWY 84
 2/20/2009 Fri 21:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-32928256
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/30/10
11:25

Accident Verbal Description Report

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Warwick(T) Ref. Marker: Street: COUNTY HWY 84
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 17A
434 Meters East of Roosevelt Ave

6/11/2009 Thu 15:06 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33057842**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 BUS Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 67 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: Y
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3030 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
44 Meters South of Unnamed Street

7/5/2009 Sun 11:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33076335**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3532 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Warwick(T) Ref. Marker: Street: LONG MEADOW RD
61 Meters South of STERLING MINE RD

8/9/2009 Sun 09:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33182204**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: RAN OFF ROAD ONLY Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/30/10
11:25

Accident Verbal Description Report

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Warwick(T) Ref. Marker: Street: LONG MEADOW RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 2 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: STEERING FAILURE, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
91 Meters South of STATE HWY 17A

9/30/2009 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33220908
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 732 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
360 Meters East of Unnamed Street

10/29/2009 Thu 17:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33217178
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
142 Meters West of Unnamed Street

11/7/2009 Sat 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33217188
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)Date: 06/30/10
11:25**Accident Verbal Description Report**

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 72
AT INTERSECTION WITH [Route] 84

11/14/2009 Sat 08:06 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2009-33217184
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
259 Meters East of Unnamed Street

11/15/2009 Sun 18:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33217186
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3466 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Warwick(T) Ref. Marker: Street: [Route] 84

12/5/2009 Sat 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33243979
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/30/10
11:25

Accident Verbal Description Report

Page: 1C

5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYS DMV is only available thru 2/28/2010

County: Orange Muni: Warwick(T) Ref. Marker: Street: [Route] 84
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Orange Muni: Warwick(T) Ref. Marker: Street: COUNTY HWY 84
12/13/2009 Sun 17:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33259681**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: SLEET/HAIL/FREEZING RAIN
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Orange Muni: Warwick(T) Ref. Marker: Street: LONG MEADOW RD
 172 Meters South of Sterling Mine Rd
1/4/2010 Mon 03:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33302168**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3489 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: LONG MEADOW RD
1/20/2010 Wed 00:06 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33331805**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3250 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 60 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

Accident Location Information System (ALIS)

Date: 06/30/10
11:25

Accident Verbal Description Report

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5467 Long Meadow Rd from Sterling Mine Rd to NYS 17A

Data in this report covers the period Mar 01, 2007 - Feb 28, 2010

Complete Accident data from NYSDMV is only available thru 2/28/2010

County: Orange Muni: Tuxedo(T) Ref. Marker: Street: [Route] 84
AT INTERSECTION WITH [Route] 72

1/31/2010	Sun 09:06 AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2010-33331802
	Accident Class: PROPERTY DAMAGE			Police Agency:	Num of Veh: 1
	Type Of Accident: OVERTURNED			Traffic Control: TRAFFIC SIGNAL	
	Manner of Collision: OTHER			Weather: CLEAR	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL		Light Condition: DAYLIGHT	
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh :1	CAR/VAN/PICKUP	Registered Weight: 2694	State of Registration: NY
	Num of Occupants: 3	Driver's Age: 19	Sex: M Citation Issued: Y
	Direction of Travel: SOUTH	Public Property Damage: N	School Bus Involved: N
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: DRIVER INEXPERIENCE, UNSAFE SPEED		

APPENDIX "F"

PUBLIC TRANSPORTATION INFORMATION



[Home](#) > [Metro North Railroad](#) > [Stations](#)

SLOATSBURG

Location

Municipal Plaza & Mills Street
Sloatsburg, NY 10974
(34.5 miles to Grand Central Terminal)

Train Service

PORT JERVIS LINE SCHEDULES

DepartureVision™

Connecting Service

No Connecting Service is available at this station.

Station Parking

Operator: Village of Sloatsburg Commuter Capacity 80

Tel.#: (845) 753- 2727

Free Weekend/Holiday Policy: Free weekends only

Daily Metered Information

Meter Type: No meters

Comments: None

Parking Station Area Map

Please Note: Parking information is subject to change, customers should contact the parking operator for the most accurate information.



Taxis

Sammy's Cab: (845) 357-1249. Call ahead for taxi.P.S. Must leave a message and they will get back to you.

Accessibility*

NO WHEELCHAIR ACCESS

FEATURES FOR VISUALLY IMPAIRED: Tactile signage is present

NEAREST STATION WITH FULL ACCESS FOR PERSONS WITH MOBILITY, VISUAL AND HEARING IMPAIRMENTS: Nanuet and Ramsey (NJT)

*FULL ACCESS stations comply with all requirements of the Americans with Disabilities Act and have accessibility features for persons with mobility, visual and hearing impairments. Accessibility at other stations is limited to the features listed.

Ticket Machines

There is one ticket machine at this station. Ticket machine accepts cash, credit cards and debit cards.

Ticket Office Hours

There is no staffed ticket office at this station.

Get Driving Directions MAP

George Washington Bridge to Palisades Interstate Parkway. Palisades Interstate Parkway to Thruway (I-87). I-87 Exit 15A Route 17 (Orange Tpke) north. Make a right onto Millis St. The station is on the right, between Mills St & Municipal Plaza. Near the firehouse.

[Station List](#)

Train Schedules

Origin Station : Sloatsburg
Date of Travel : 06/28/2010

Destination Station : New York Penn Station

Origin Departure	Transfer Departure	Destination Arrival	Total Travel Time
05:10 AM - MNBNP	06:09 AM - NJCL Secaucus Junction	06:23 AM	73 minutes
05:51 AM - MNBNP	06:49 AM - NEC Secaucus Junction	07:03 AM	72 minutes
06:23 AM - MNBNP	07:09 AM - NEC Secaucus Junction	07:22 AM	59 minutes
06:55 AM - MNBNP	07:42 AM - NJCL Secaucus Junction	07:55 AM	60 minutes
07:25 AM - MNBNP	08:21 AM - NEC Secaucus Junction	08:33 AM	68 minutes
08:12 AM - MNBNP	08:57 AM - NJCL Secaucus Junction	09:12 AM	60 minutes
09:04 AM - MNBNP	09:51 AM - NJCL Secaucus Junction	10:05 AM	61 minutes
10:37 AM - MNBNP	11:29 AM - BNTNM Secaucus Junction	11:42 AM	65 minutes
12:48 PM - MNBNP	02:04 PM - NEC Secaucus Junction	02:17 PM	89 minutes
02:47 PM - MNBNP	03:35 PM - BNTNM Secaucus Junction	03:48 PM	61 minutes
04:11 PM - MNBNP	05:02 PM - BNTNM Secaucus Junction	05:16 PM	65 minutes
10:47 PM - MNBNP	11:48 PM - NJCL Secaucus Junction	12:06 AM	79 minutes

Please note every effort will be made to maintain connections if presented, however, they cannot be guaranteed. Transfers listed in the trip planner represent the quickest travel time based on scheduled arrival and departure times and may differ from those in printed timetables.

**Some trips can be completed by transferring at either Secaucus or Hoboken.
For most trips, the higher Secaucus fare is presented because there are significantly greater transfer and travel options available.**

For fares for direct trips, visit [Rail Fare Finder](#).

One-way and round-trip tickets may be purchased on board your train. However, if the ticket office is open or a Ticket Vending Machine (TVM) is available, there will be a \$5.00 surcharge per person including children (except senior/disabled tickets).

For more information on fare options [click here](#).

Adult One Way	\$11.50
Child/Senior/Disabled One Way	\$5.50
Weekly	\$95.00
Ten Trip	\$110.50
Monthly	\$309.00
Student Monthly	\$232.00

Train Schedules

Origin Station : New York Penn Station
Date of Travel : 06/28/2010

Destination Station : Sloatsburg

Origin Departure	Transfer Departure	Destination Arrival	Total Travel Time
08:13 AM - NEC	08:31 AM - MNBNP Secaucus Junction	09:14 AM	61 minutes
09:37 AM - NEC	09:57 AM - MNBNP Secaucus Junction	10:53 AM	76 minutes
01:05 PM - NEC	01:22 PM - MNBNP Secaucus Junction	02:05 PM	60 minutes
03:48 PM - BNTNM	04:18 PM - MNBNP Secaucus Junction	04:55 PM	67 minutes
04:36 PM - NEC	04:57 PM - MNBNP Secaucus Junction	05:35 PM	59 minutes
05:03 PM - NJCL	05:23 PM - MNBNP Secaucus Junction	06:01 PM	58 minutes
05:32 PM - NJCL	05:50 PM - MNBNP Secaucus Junction	06:34 PM	62 minutes
06:18 PM - BNTNM	06:37 PM - MNBNP Secaucus Junction	07:16 PM	58 minutes
06:52 PM - NJCL	07:12 PM - MNBNP Secaucus Junction	07:52 PM	60 minutes
07:42 PM - NEC	08:07 PM - MNBNP Secaucus Junction	08:44 PM	62 minutes
09:51 PM - MNE	10:08 PM - MNBNP Secaucus Junction	11:12 PM	81 minutes
12:34 AM - MNE	12:50 AM - MNBNP Secaucus Junction	01:52 AM	78 minutes

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Adult One Way	\$11.50
Child/Senior/Disabled One Way	\$5.50
Weekly	\$95.00
Ten Trip	\$110.50
Monthly	\$309.00
Student Monthly	\$232.00



[Home](#) > [Metro-North Railroad](#) > [Stations](#)

TUXEDO

Location

240 Route 17
Tuxedo, NY 10987
(37.0 miles to Grand Central Terminal)

Train Service

PORT JERVIS LINE SCHEDULES

DepartureVision™

Connecting Service

No Connecting Service is available at this station.

Station Parking

Operator: Town of Tuxedo Commuter Capacity 245

Tel.#: (845) 351- 2285

Free Weekend/Holiday Policy: Free weekends only

Daily Metered Information

Meter Type: 24-hr.

Comments: None

Parking Station Area Map

Please Note: Parking information is subject to change, customers should contact the parking operator for the most accurate information.



Taxis

Sammy's Taxi: (845) 357-1249. Call ahead for taxi.

Accessibility*

NO WHEELCHAIR ACCESS

FEATURES FOR VISUALLY IMPAIRED: Tactile signage is present

NEAREST STATION WITH FULL ACCESS FOR PERSONS WITH MOBILITY, VISUAL AND HEARING IMPAIRMENTS: Harriman or Nanuet

*FULL ACCESS stations comply with all requirements of the Americans with Disabilities Act and have accessibility features for persons with mobility, visual and hearing impairments. Accessibility at other stations is limited to the features listed.

Ticket Machines

Two ticket machines at this station. Ticket machines accept cash, credit cards and debit cards.

Ticket Office Hours

There is no staffed ticket office at this station.

Get Driving Directions MAP

Northbound:

Take Thruway north to Route 17. On Route 17, exit at Tuxedo. Station is located near intersection of Library Road and East Village Road (located near Tuxedo police station).

Southbound:

I-87 to NY-17W via exit 16 Harriman/Rt-17. Take NY 32 exit towards NY-17 south, continue on Rt. 17 south for about 10 miles. Station is on the left.

[Station List](#)

Train Schedules

Origin Station : Tuxedo
Date of Travel : 06/28/2010

Destination Station : New York Penn Station

Origin Departure	Transfer Departure	Destination Arrival	Total Travel Time
05:05 AM - MNBNP	06:09 AM - NJCL Secaucus Junction	06:23 AM	78 minutes
05:46 AM - MNBNP	06:49 AM - NEC Secaucus Junction	07:03 AM	77 minutes
06:18 AM - MNBNP	07:09 AM - NEC Secaucus Junction	07:22 AM	64 minutes
06:50 AM - MNBNP	07:42 AM - NJCL Secaucus Junction	07:55 AM	65 minutes
07:20 AM - MNBNP	08:21 AM - NEC Secaucus Junction	08:33 AM	73 minutes
08:07 AM - MNBNP	08:57 AM - NJCL Secaucus Junction	09:12 AM	65 minutes
08:59 AM - MNBNP	09:51 AM - NJCL Secaucus Junction	10:05 AM	66 minutes
10:32 AM - MNBNP	11:29 AM - BNTNM Secaucus Junction	11:42 AM	70 minutes
12:43 PM - MNBNP	02:04 PM - NEC Secaucus Junction	02:17 PM	94 minutes
02:42 PM - MNBNP	03:35 PM - BNTNM Secaucus Junction	03:48 PM	66 minutes
04:06 PM - MNBNP	05:02 PM - BNTNM Secaucus Junction	05:16 PM	70 minutes
10:42 PM - MNBNP	11:48 PM - NJCL Secaucus Junction	12:06 AM	84 minutes

Please note every effort will be made to maintain connections if presented, however, they cannot be guaranteed. Transfers listed in the trip planner represent the quickest travel time based on scheduled arrival and departure times and may differ from those in printed timetables.

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For most trips, the higher Secaucus fare is presented because there are significantly greater transfer and travel options available.**

For fares for direct trips, visit [Rail Fare Finder](#).

One-way and round-trip tickets may be purchased on board your train. However, if the ticket office is open or a Ticket Vending Machine (TVM) is available, there will be a \$5.00 surcharge per person including children (except senior/disabled tickets).

For more information on fare options [click here](#).

Adult One Way	\$11.50
Child/Senior/Disabled One Way	\$5.50
Weekly	\$95.00
Ten Trip	\$110.50
Monthly	\$309.00
Student Monthly	\$232.00

Train Schedules

Origin Station : New York Penn Station
Date of Travel : 06/28/2010

Destination Station : Tuxedo

Origin Departure	Transfer Departure	Destination Arrival	Total Travel Time
08:13 AM - NEC	08:31 AM - MNBNP Secaucus Junction	09:19 AM	66 minutes
09:37 AM - NEC	09:57 AM - MNBNP Secaucus Junction	10:58 AM	81 minutes
01:05 PM - NEC	01:22 PM - MNBNP Secaucus Junction	02:10 PM	65 minutes
03:48 PM - BNTNM	04:18 PM - MNBNP Secaucus Junction	05:00 PM	72 minutes
04:36 PM - NEC	04:57 PM - MNBNP Secaucus Junction	05:40 PM	64 minutes
05:03 PM - NJCL	05:23 PM - MNBNP Secaucus Junction	06:06 PM	63 minutes
05:32 PM - NJCL	05:50 PM - MNBNP Secaucus Junction	06:39 PM	67 minutes
06:18 PM - BNTNM	06:37 PM - MNBNP Secaucus Junction	07:21 PM	63 minutes
06:52 PM - NJCL	07:12 PM - MNBNP Secaucus Junction	07:57 PM	65 minutes
07:42 PM - NEC	08:07 PM - MNBNP Secaucus Junction	08:49 PM	67 minutes
09:51 PM - MNE	10:08 PM - MNBNP Secaucus Junction	11:17 PM	86 minutes
12:34 AM - MNE	12:50 AM - MNBNP Secaucus Junction	01:57 AM	83 minutes

Please note every effort will be made to maintain connections if presented, however, they cannot be guaranteed. Transfers listed in the trip planner represent the quickest travel time based on scheduled arrival and departure times and may differ from those in printed timetables.

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For most trips, the higher Secaucus fare is presented because there are significantly greater transfer and travel options available.**

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One-way and round-trip tickets may be purchased on board your train. However, if the ticket office is open or a Ticket Vending Machine (TVM) is available, there will be a \$5.00 surcharge per person including children (except senior/disabled tickets).

For more information on fare options [click here](#).

Adult One Way	\$11.50
Child/Senior/Disabled One Way	\$5.50
Weekly	\$95.00
Ten Trip	\$110.50
Monthly	\$309.00
Student Monthly	\$232.00

TABLE 2: ORANGE COUNTY & ROCKLAND COUNTY TO NEW YORK SERVICE

Monroe • Newburgh • Middletown • Harriman

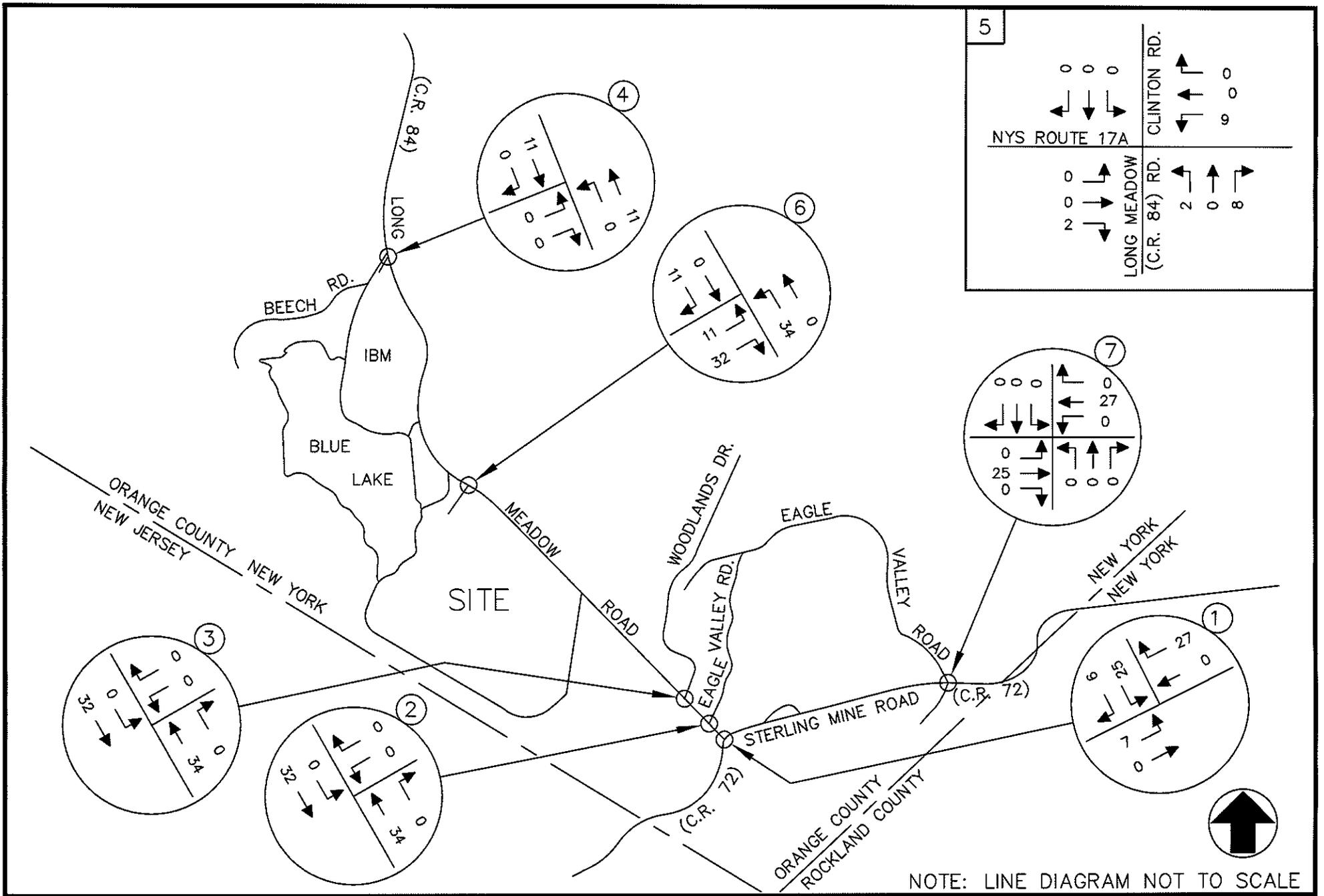
Run Number	514	726	500	160	300	772	316	504	312	550	502	800	508	510	728	512	302	542	802	516	554	518	730	310	520	732	528	524	548	544	530	304	526	714	378	804	506	536	406	710	734	306	156	534	712	736	314							
Route Number	x87m		17M	17c	x87m	x32N	17M	17c	x87m	x32N	17c	xPA84	17G	17c	x32N	17M	x87m	17c	xPA84	17M	17c	x32N	x87m	17M	x32N	17c	17G	17c	17M	17c	L17MD	17M	x87N	x87m	xPA84	x87n	17M	17G	x87N	x32N	x17MD	x17MD	17c	x87N	x32N	L17MD								
Day of Week	M-F	M-F	M-F	M-F	M-F	M-F	SSH	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	Daily	M-F	SSH	M-F	SSH	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-S	M-F	Daily	Daily	M-F	M-S	M-F													
36 Port Jervis, NY (JC Gas, 12 Route 6)																																																						
35 Port Jervis, NY (Rt. 6 Park & Ride, First Assembly)												446a								517a																																		
34 Newburgh (Terminal - Park & Ride, Rt. 17K)		420a				440a									505a																																							
33 Newburgh, NY (Bwy & Lake St. - Citgo)						444a									514a																																							
32 Vails Gate, NY (Jct. Rt. 32, 300 & 94)						450a									520a																																							
31 Mountainville, NY (Rt. 32 & Angola Rd.)						456a									526a																																							
30 Highland Mills, NY (Rt. 32 - Upper Crust Deli)						501a									531a																																							
29 Central Valley, NY (Rt. 32 & Smith Clove Rd.)						504a									534a																																							
28 Galleria Mall, NY (Note G)																																																						
27 Orange Plaza, NY (Route 211)																																																						
26 Middletown, NY (14 Railroad Ave.)						424a			432a		445a						520a																																					
25 Orange Plaza, NY (Route 211)																																																						
24 Galleria Mall, NY (Note G)																																																						
23 New Hampton, NY																																																						
22 (Junction of Rt. 17M & 84 - Route 84 Citgo)						431a			439a		451a						527a																																					
21 Mid-Hudson Hospital, NY (Route 17M)						S																																																
20 Goshen, NY (Main St. Bus Stop)						440a											536a																																					
19 Goshen, NY (Park & Ride / Matthews St.)						443a			446a		456a						515a	530a																																				
18 Whispering Hills, NY																	523a																																					
17 Chester, NY (Rt. 17M Park & Ride)	420a			435a	451a			453a				508a	528a	536a																																								
16 Chester, NY (Rt. 17M, Cumberland Farms)																																																						
15 Museum Village, NY																																																						
14 Monroe, NY (Park & Ride, Route 17)	430a			445a	458a		502a	503a	515a			518a	526a	538a	546a																																							
13 Monroe, NY (Term. - Mill Pond Pkwy.)			450a				505a																																															
12 Woodbury Common, NY (Bus Shelter)																																																						
11 Central Valley, NY (Park & Ride, Jct. Rt. 6&17)	436a	438a		453a		511a		512a		520a					555a	540a																																						
10 Harriman, NY (Rt. 17 & 17M Park & Ride)				457a			512a																																															
9 Route 17 Ent. Metro North Station				500a																																																		
8 Southfields, NY (Rt. 17 & Old Orange Tpk.)				502a			517a																																															
7 Tuxedo, NY (Rt. 17 & 17A, Park & Ride)				504a			519a																																															
6 Tuxedo, NY (Rt. 17 Bus Shelter)				507a			522a																																															
5 Sloatsburg, NY (Route 17)				511a			526a																																															
4 Suffern, NY (Terminal - 94 Orange Ave.)							530a																																															
3 Ridgewood (Rt. 17N, Park & Ride Shelter)	PS			532a	PS		547a	PS	PS	PS					PS	PS																																						
2 New York, NY (PABT)																																																						
1 41st St. & 8th Ave., NYC	540a	550a	600a	555a	605a	611a	618a	621a	626a	620a	631a	638a	641a	649a	641a	655a	704a	708a	718a	726a	722a	723a	725a	736a	745a	740a	736a	737a	739a	744a	747a	746a																						

Run 726 (continued from above)

New York PABT	550a
30th &	

APPENDIX "G"

SENSITIVITY ANALYSIS

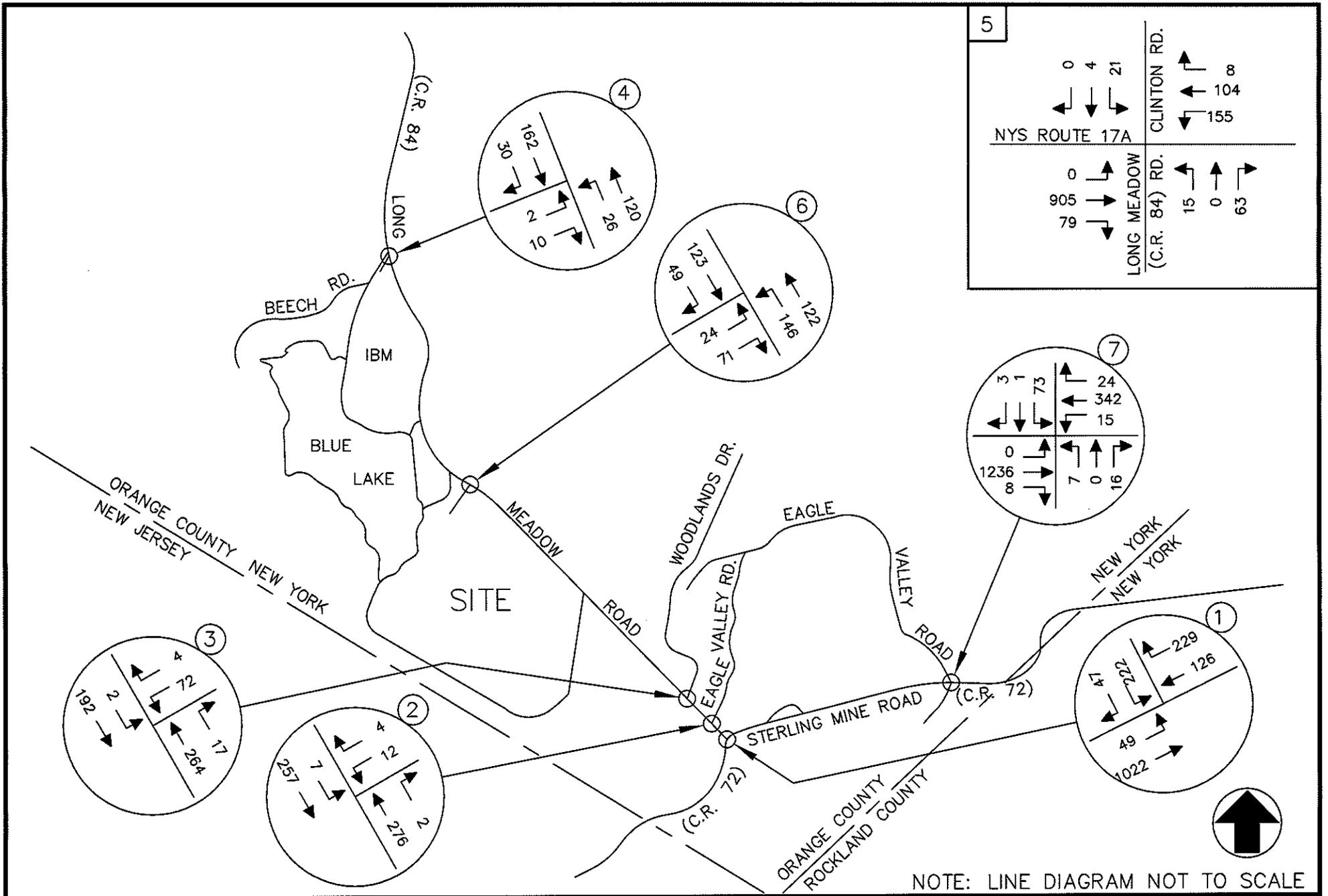


1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SUNDAY HOUR
(SENSITIVITY ANALYSIS)

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 23A

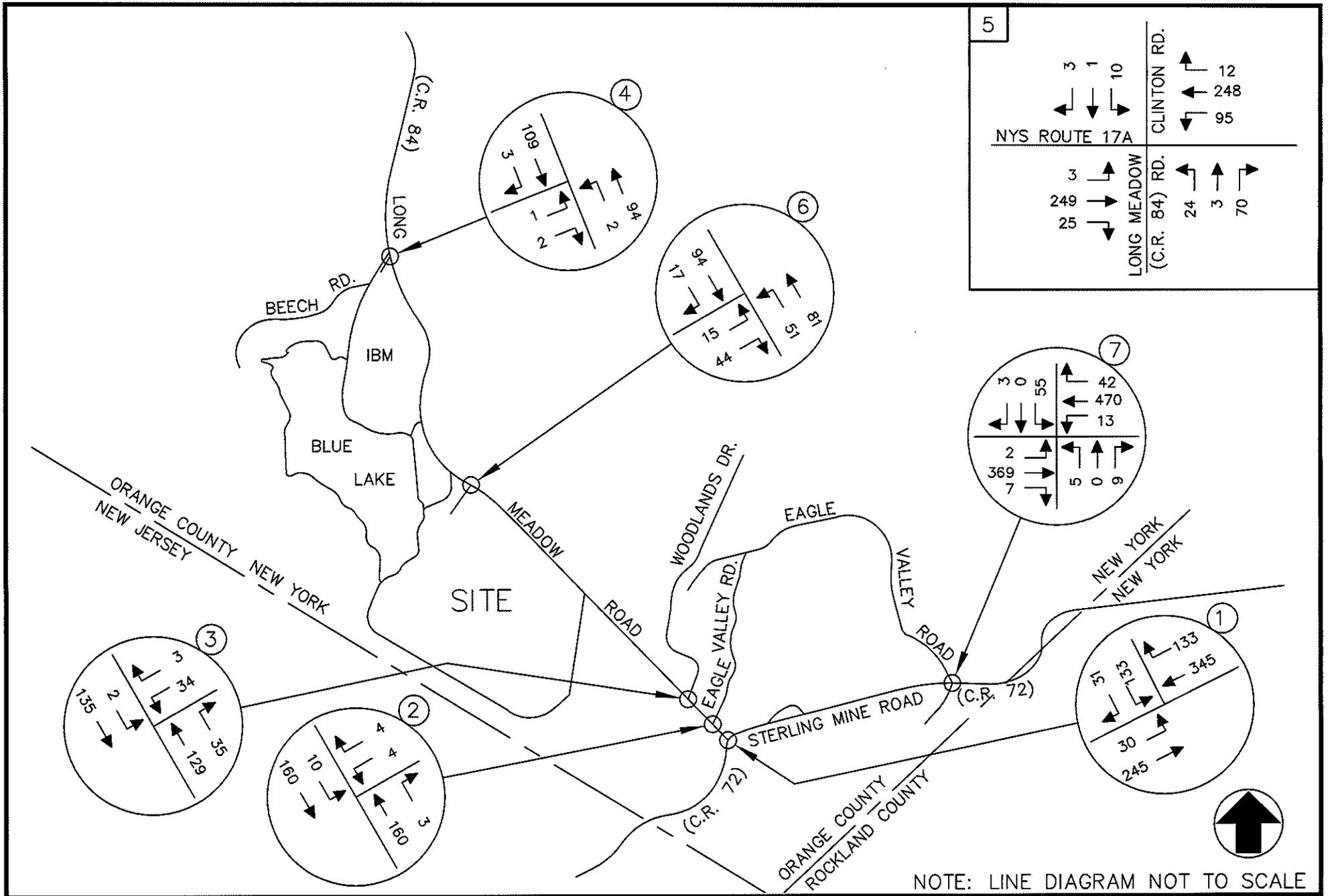


1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(SENSITIVITY ANALYSIS)

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 24A

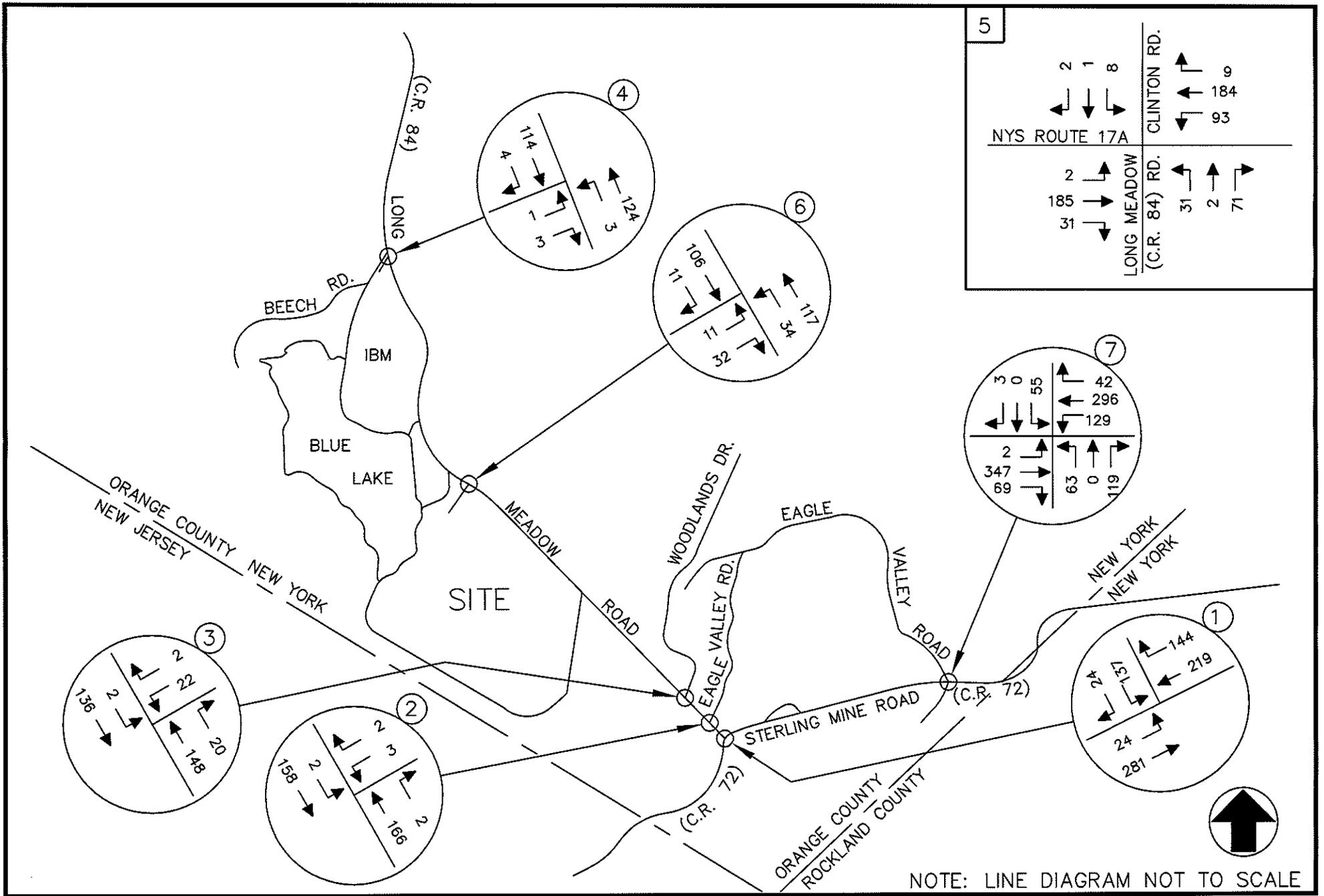


1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR
(SENSITIVITY ANALYSIS)

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 26A



1 KINGS DRIVE WATCHTOWER
WARWICK, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2015 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SUNDAY HOUR
(SENSITIVITY ANALYSIS)

PROJECT NO. 1700 DATE: JUNE 2010 FIG. NO. 27A

TABLE NO. 1-A

**HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED
SITE GENERATED TRAFFIC VOLUMES**

1 KINGS DRIVE WATCHTOWER WARWICK, NY	ENTRY			EXIT		
	HTGR*	VOLUME	EXTERNAL TRIPS	HTGR*	VOLUME	EXTERNAL TRIPS
OFFICE (210,000 S.F.)						
PEAK AM HOUR	1.42	299	179	0.20	41	25
PEAK PM HOUR	0.25	53	32	1.24	261	157
PEAK SATURDAY HOUR	0.17	36	22	0.15	31	19
PEAK SUNDAY HOUR	0.06	13	8	0.04	8	5
RESIDENTIAL DWELLINGS (588 DWELLING UNITS)						
PEAK AM HOUR	0.06	36	14	0.30	177	71
PEAK PM HOUR	0.29	172	69	0.14	85	34
PEAK SATURDAY HOUR	0.20	115	46	0.17	98	39
PEAK SUNDAY HOUR	0.16	93	37	0.16	93	37
TOTALS						
PEAK AM HOUR	-	-	194	-	-	95
PEAK PM HOUR	-	-	101	-	-	191
PEAK SATURDAY HOUR	-	-	68	-	-	58
PEAK SUNDAY HOUR	-	-	45	-	-	42

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, 8TH EDITION, 2008. ITE LAND USE CODE - 710 - OFFICE & 230 - TOWNHOME.

2) THE EXTERNAL TRIPS SHOWN ARE BASED ON 60% OF THE OFFICE AND 40% OF THE RESIDENTIAL TRIPS.

TABLE NO. 2-A
LEVEL OF SERVICE SUMMARY TABLE

			2010 EXISTING				2015 NO-BUILD				2015 BUILD (SENSITIVITY ANALYSIS)			
			AM	PM	SATURDAY	SUNDAY	AM	PM	SATURDAY	SUNDAY	AM	PM	SATURDAY	SUNDAY
1	STERLING MINE ROAD (C.R. 72) & LONG MEADOW ROAD (C.R. 84)	SIGNALIZED EB WB SB OVERALL	B[18.8] A[2.7] C[30.7] B[18.1]	A[5.6] B[11.4] C[28.8] B[12.2]	A[5.8] A[5.1] C[28.6] A[8.5]	A[5.8] A[4.0] C[28.3] A[8.1]	C[33.0] A[2.8] C[31.4] C[27.9]	A[5.8] B[15.0] C[29.4] B[15.1]	A[6.0] A[5.1] C[29.2] A[8.9]	A[6.2] A[3.8] C[29.5] A[9.1]	C[32.3] A[1.9] C[35.4] C[26.4]	A[6.0] B[14.2] C[34.6] B[16.7]	A[5.9] A[4.7] C[30.0] A[9.6]	A[6.1] A[3.5] C[30.2] A[9.7]
2	LONG MEADOW ROAD (C.R. 84) & EAGLE VALLEY ROAD	UNSIGNALIZED WB SB	B[10.0] A[7.5]	A[9.6] A[7.5]	A[9.3] A[7.5]	A[9.2] A[7.4]	B[10.5] A[7.6]	A[9.9] A[7.6]	A[9.6] A[7.5]	A[9.8] A[7.5]	B[12.5] A[7.9]	B[11.2] A[7.8]	B[10.1] A[7.6]	B[10.2] A[7.6]
3	LONG MEADOW ROAD (C.R. 84) & WOODLANDS DRIVE	UNSIGNALIZED WB SB	B[10.2] A[7.5]	A[9.9] A[7.5]	A[9.5] A[7.4]	A[9.3] A[7.4]	B[10.7] A[7.5]	B[10.3] A[7.6]	A[9.9] A[7.5]	B[10.1] A[7.5]	B[13.3] A[7.9]	B[12.4] A[7.8]	B[10.6] A[7.6]	B[10.6] A[7.6]
4	LONG MEADOW ROAD (C.R. 84) & IBM ENTRANCE / BEECH ROAD	UNSIGNALIZED EB NB	A[9.0] A[7.6]	A[9.4] A[7.4]	A[8.8] A[7.4]	A[8.7] A[7.4]	A[9.2] A[7.6]	A[9.6] A[7.5]	A[9.0] A[7.5]	A[9.1] A[7.5]	A[9.5] A[7.7]	A[10.0] A[7.5]	A[9.1] A[7.5]	A[9.1] A[7.5]
5	NYS ROUTE 17A & LONG MEADOW ROAD (C.R. 84)/ CLINTON ROAD	UNSIGNALIZED EB WB NB SB	A[7.4] B[11.0] C[15.4] C[18.6]	A[9.3] A[7.6] B[13.5] C[17.3]	A[7.8] A[7.9] B[11.1] B[12.2]	A[7.6] A[7.7] B[10.1] B[11.0]	A[7.5] B[12.3] C[22.9] D[25.7]	A[9.6] A[7.8] C[16.6] C[21.9]	A[7.9] A[8.1] B[12.0] B[13.8]	A[7.7] A[8.0] B[11.6] B[12.7]	A[7.5] B[13.1] D[29.4] D[32.2]	A[9.6] A[7.9] C[18.9] C[24.1]	A[7.9] A[8.2] B[12.3] B[14.4]	A[7.7] A[8.0] B[11.8] B[13.0]
6	LONG MEADOW ROAD (C.R. 84) & SITE ACCESS DRIVEWAY	UNSIGNALIZED EB NB	- -	- -	- -	- -	- -	- -	- -	- -	B[10.9] A[8.0]	B[11.2] A[7.7]	A[9.5] A[7.6]	A[9.4] A[7.6]
7	STERLING MINE ROAD (C.R. 72) & SISTER SERVANTS LANE/ EAGLE VALLEY ROAD	UNSIGNALIZED EB WB NB SB	A[7.7] B[11.2] C[16.4] E[47.2]	B[10.7] A[7.8] A[9.3] D[32.1]	A[8.3] A[7.9] A[9.5] C[15.9]	A[7.9] A[7.9] A[9.5] B[13.6]	A[7.8] B[12.2] C[19.2] E[40.3]	B[11.4] A[8.0] B[12.3] D[26.1]	A[8.5] A[8.1] B[10.8] C[15.1]	A[8.0] A[8.7] B[14.4] C[22.0]	A[8.2] B[12.6] C[20.4] E[48.9]	B[11.8] A[8.4] B[13.2] D[29.5]	A[8.6] A[8.2] B[11.1] C[16.0]	A[8.1] A[8.8] B[14.9] C[23.3]

NOTES:

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

2) A SEPARATE LEFT TURN LANE WILL BE ADDED ON ROUTE 72 AT INTERSECTION #7 AS PART OF THE RADHA SOAMI SOCIETY PROJECT. THE LEFT TURN LANES ARE INCLUDED TO NO-BUILD AND BUILD SCENARIOS.

HCS+: Signalized Intersections Release 5.5

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2011 Jurisd:
 Period: PEAK AM HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB1 (SENSITIVITY ANALYSIS)
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	49	1022			126	229				222		47
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.5				19.5		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	781	1162	0.07	0.67	5.1	A		
T	1170	1740	0.97	0.67	33.5	C	32.3	C
Westbound								
T	1210	1800	0.12	0.67	5.3	A	1.9	A
R	1530	1530	0.17	1.00	0.1	A		
Northbound								
Southbound								
L	371	1710	0.67	0.22	36.8	D	35.4	D
R	332	1530	0.16	0.22	28.8	C		
Intersection Delay = 26.4 (sec/veh)					Intersection LOS = C			

HCS+: Signalized Intersections Release 5.5

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2011 Jurisd:
 Period: PEAK PM HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB1 (SENSITIVITY ANALYSIS)
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	37	196			913	191				227		62
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.0				20.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	151	227	0.27	0.67	7.1	A		
T	1160	1740	0.19	0.67	5.8	A	6.0	A
Westbound								
T	1200	1800	0.85	0.67	17.2	B	14.2	B
R	1530	1530	0.14	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.66	0.22	36.2	D		
R	340	1530	0.20	0.22	28.8	C	34.6	C
Intersection Delay = 16.7 (sec/veh)					Intersection LOS = B			

HCS+: Signalized Intersections Release 5.5

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2011 Jurisd:
 Period: PEAK SATURDAY HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB1 (SENSITIVITY ANALYSIS)
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	30	245			345	133				133		31
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.0				20.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	589	883	0.06	0.67	5.2	A		
T	1160	1740	0.23	0.67	6.0	A	5.9	A
Westbound								
T	1200	1800	0.32	0.67	6.5	A	4.7	A
R	1530	1530	0.10	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.39	0.22	30.5	C		
R	340	1530	0.10	0.22	28.0	C	30.0	C
Intersection Delay = 9.6			(sec/veh)		Intersection LOS = A			

HCS+: Signalized Intersections Release 5.5

Analyst: R.H. Inter.: C.R. 72 & LONG MEADOW ROAD
 Agency: JCE Area Type: All other areas
 Date: JUNE 2011 Jurisd:
 Period: PEAK SUNDAY HOUR Year : 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB1 (SENSITIVITY ANALYSIS)
 E/W St: STERLING MINE ROAD (C.R. 72) N/S St: LONG MEADOW ROAD (C.R. 84)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	24	281			219	144				137		24
Lane Width	11.0	11.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		60.0				20.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	705	1058	0.04	0.67	5.2	A		
T	1160	1740	0.27	0.67	6.2	A	6.1	A
Westbound								
T	1200	1800	0.20	0.67	5.9	A	3.5	A
R	1530	1530	0.10	1.00	0.0+	A		
Northbound								
Southbound								
L	380	1710	0.40	0.22	30.6	C		
R	340	1530	0.08	0.22	27.8	C	30.2	C
Intersection Delay = 9.7 (sec/veh)					Intersection LOS = A			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB2 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		276	2	7	257		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		306	2	7	285		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		12		4			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		13		4			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound				
			7	8	9	10	11	12		
Lane Config	1	4 LT		7 LR		9		10 	11 	12
v (vph)		7		17						
C(m) (vph)		1236		496						
v/c		0.01		0.03						
95% queue length		0.02		0.11						
Control Delay		7.9		12.5						
LOS		A		B						
Approach Delay				12.5						
Approach LOS				B						

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB2 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		218	10	8	279		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		242	11	8	310		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		10		12			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		11		13			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4 LT		LR				
v (vph)		8		24				
C(m) (vph)		1295		601				
v/c		0.01		0.04				
95% queue length		0.02		0.12				
Control Delay		7.8		11.2				
LOS		A		B				
Approach Delay				11.2				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB2 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume			160	3	10	160	
Peak-Hour Factor, PHF			0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR			177	3	11	177	
Percent Heavy Vehicles			--	--	5	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes			1	0		0	1
Configuration				TR		LT	
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		4		4			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		4		4			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4 LT		LR				
v (vph)		11		8				
C(m) (vph)		1378		715				
v/c		0.01		0.01				
95% queue length		0.02		0.03				
Control Delay		7.6		10.1				
LOS		A		B				
Approach Delay				10.1				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & EAGLE VALLEY RD
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB2 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: EAGLE VALLEY ROAD
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		166	2	2	158		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		184	2	2	175		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		3		2			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		3		2			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config		LT		LR				
v (vph)		2		5				
C(m) (vph)		1371		701				
v/c		0.00		0.01				
95% queue length		0.00		0.02				
Control Delay		7.6		10.2				
LOS		A		B				
Approach Delay				10.2				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB3 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		264	17	2	192		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		293	18	2	213		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		72		4			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		80		4			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4 LT		LR				
v (vph)		2		84				
C(m) (vph)		1233		518				
v/c		0.00		0.16				
95% queue length		0.00		0.57				
Control Delay		7.9		13.3				
LOS		A		B				
Approach Delay				13.3				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB3 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		185	45	7	262		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		205	50	7	291		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		24		2			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		26		2			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4 LT		LR				
v (vph)		7		28				
C(m) (vph)		1293		512				
v/c		0.01		0.05				
95% queue length		0.02		0.17				
Control Delay		7.8		12.4				
LOS		A		B				
Approach Delay				12.4				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB3 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		129	35		2	135	
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90	
Hourly Flow Rate, HFR		143	38		2	150	
Percent Heavy Vehicles		--	--		5	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		34		3			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		37		3			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4 LT		LR				
v (vph)		2		40				
C(m) (vph)		1376		682				
v/c		0.00		0.06				
95% queue length		0.00		0.19				
Control Delay		7.6		10.6				
LOS		A		B				
Approach Delay				10.6				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 84 & WOODLANDS DRIVE
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB3 (SENSITIVITY ANALYSIS)
 East/West Street: LONG MEADOW ROAD (C.R. 84)
 North/South Street: WOODLANDS DRIVE
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		148	20	2	136		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		164	22	2	151		
Percent Heavy Vehicles		--	--	5	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		22		2			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		24		2			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4 LT		LR				
v (vph)		2		26				
C(m) (vph)		1371		670				
v/c		0.00		0.04				
95% queue length		0.00		0.12				
Control Delay		7.6		10.6				
LOS		A		B				
Approach Delay				10.6				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK AM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB5 (SENSITIVITY ANALYSIS)
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		0	905	78	155	104	8
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		0	1005	86	172	115	8
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	2	0	1	2	0
Configuration		LT		TR	L	T	TR
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		15	0	61	21	4	0
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		16	0	67	23	4	0
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L	LTR			LTR		
v (vph)	0	172	83			27		
C(m) (vph)	1440	618	229			159		
v/c	0.00	0.28	0.36			0.17		
95% queue length	0.00	1.13	1.57			0.59		
Control Delay	7.5	13.1	29.4			32.2		
LOS	A	B	D			D		
Approach Delay			29.4			32.2		
Approach LOS			D			D		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK PM HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB5 (SENSITIVITY ANALYSIS)
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		1	185	20	58	732	12
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		1	205	22	64	813	13
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	2	0	1	2	0
Configuration		LT		TR	L	T	TR
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		76	4	137	8	1	1
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		84	4	152	8	1	1
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				No	/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT	L	LTR			LTR		
v (vph)	1	64	240			10		
C(m) (vph)	781	1317	495			198		
v/c	0.00	0.05	0.48			0.05		
95% queue length	0.00	0.15	2.61			0.16		
Control Delay	9.6	7.9	18.9			24.1		
LOS	A	A	C			C		
Approach Delay			18.9			24.1		
Approach LOS			C			C		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB5 (SENSITIVITY ANALYSIS)
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	3	249	25	95	248	12
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	3	276	27	105	275	13
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	2	0	1	2	0
Configuration	LT		TR	L	T	TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	24	3	70	10	1	3
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	26	3	77	11	1	3
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage			No	/		No /
Lanes	0	1	0	0	1	0
Configuration	LTR				LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 LT	4 L	7 	8 LTR	9 	10 	11 LTR	12
v (vph)	3	105		106			15	
C(m) (vph)	1249	1233		598			397	
v/c	0.00	0.09		0.18			0.04	
95% queue length	0.01	0.28		0.64			0.12	
Control Delay	7.9	8.2		12.3			14.4	
LOS	A	A		B			B	
Approach Delay				12.3			14.4	
Approach LOS				B			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: CR 84/CLINTON RD & NYS RT 17A
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB5 (SENSITIVITY ANALYSIS)
 East/West Street: NYS ROUTE 17A
 North/South Street: LONG MEADOW ROAD/CLINTON ROAD
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	2	185	31	93	184	9
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	2	205	34	103	204	10
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	2	0	1	2	0
Configuration	LT		TR	L	T	TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	31	2	71	8	1	2
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	34	2	78	8	1	2
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/		
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound			
	1 LT	4 L	7	8 LTR	9	10	11 LTR	12	
v (vph)	2	103	114			11			
C(m) (vph)	1332	1303	645			462			
v/c	0.00	0.08	0.18			0.02			
95% queue length	0.00	0.26	0.64			0.07			
Control Delay	7.7	8.0	11.8			13.0			
LOS	A	A	B			B			
Approach Delay	11.8			13.0					
Approach LOS	B			B					

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 84 & SITE ACCESS
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB6 (SENSITIVITY ANALYSIS)
 East/West Street: SITE ACCESS DRIVEWAY
 North/South Street: LONG MEADOW ROAD (C.R. 84)
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		146	122			123	49	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		162	135			136	54	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					24		71
Peak Hour Factor, PHF					0.90		0.90
Hourly Flow Rate, HFR					26		78
Percent Heavy Vehicles					5		5
Percent Grade (%)		0				-4	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound				
			1	4	7	8	9	10	11	12
Movement	1	4								
Lane Config	LT							LR		
v (vph)	162							104		
C(m) (vph)	1366							716		
v/c	0.12							0.15		
95% queue length	0.40							0.51		
Control Delay	8.0							10.9		
LOS	A							B		
Approach Delay								10.9		
Approach LOS								B		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK AM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700AMB7 (SENSITIVITY ANALYSIS)
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	0	1236	8	15	342	24
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	1373	8	16	380	26
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	TWLTL			/ 1		
RT Channelized?						
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	7	0	16	73	1	3
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	7	0	17	81	1	3
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		-5			0	
Flared Approach: Exists?/Storage			No	/		No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4 L	7 	8 LTR	9 	10 	11 LTR	12
v (vph)	0	16		24			85	
C(m) (vph)	1137	487		257			163	
v/c	0.00	0.03		0.09			0.52	
95% queue length	0.00	0.10		0.31			2.58	
Control Delay	8.2	12.6		20.4			48.9	
LOS	A	B		C			E	
Approach Delay				20.4			48.9	
Approach LOS				C			E	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK PM HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700PMB7 (SENSITIVITY ANALYSIS)
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	3	411	9	20	1093	63
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	3	456	10	22	1214	70
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	TWLTL			/ 1		
RT Channelized?						
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	6	0	12	41	0	4
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	6	0	13	45	0	4
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)	-5			0		
Flared Approach: Exists?/Storage			No	/		No /
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
	1	4	7	8	9	10	11	12	
Lane Config	L	L		LTR			LTR		
v (vph)	3	22	19			49			
C(m) (vph)	530	1080	457			195			
v/c	0.01	0.02	0.04			0.25			
95% queue length	0.02	0.06	0.13			0.96			
Control Delay	11.8	8.4	13.2			29.5			
LOS	B	A	B			D			
Approach Delay				13.2			29.5		
Approach LOS				B			D		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2010
 Analysis Time Period: PEAK SATURDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SATB7 (SENSITIVITY ANALYSIS)
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		2	369	7	13	470	42
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		2	410	7	14	522	46
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type/Storage		TWLTL			/ 1		
RT Channelized?							
Lanes		1	1	0	1	1	0
Configuration		L		TR	L		TR
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		5	0	9	55	0	3
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		5	0	10	61	0	3
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)			-5			0	
Flared Approach: Exists?/Storage				No	/		No /
Lanes		0	1	0	0	1	0
Configuration			LTR			LTR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	2	14		15			64	
C(m) (vph)	989	1126		606			392	
v/c	0.00	0.01		0.02			0.16	
95% queue length	0.01	0.04		0.08			0.58	
Control Delay	8.6	8.2		11.1			16.0	
LOS	A	A		B			C	
Approach Delay				11.1			16.0	
Approach LOS				B			C	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.
 Agency/Co.: JCE
 Date Performed: JUNE 2011
 Analysis Time Period: PEAK SUNDAY HOUR
 Intersection: C.R. 72 & SISTER SERVANTS LA/E
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2015 BUILD TRAFFIC VOLUMES
 Project ID: 1700SUNB7 (SENSITIVITY ANALYSIS)
 East/West Street: STERLING MINE ROAD (C.R. 72)
 North/South Street: SISTER SERVANTS LA/EAGLE VALLE
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	2	347	69	129	296	42
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	2	385	76	143	328	46
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	TWLTL			/ 1		
RT Channelized?						
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	63	0	119	55	0	3
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	70	0	132	61	0	3
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		-5			0	
Flared Approach: Exists?/Storage			No	/		No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	2	143		202			64	
C(m) (vph)	1168	1084		563			260	
v/c	0.00	0.13		0.36			0.25	
95% queue length	0.01	0.45		1.62			0.94	
Control Delay	8.1	8.8		14.9			23.3	
LOS	A	A		B			C	
Approach Delay				14.9			23.3	
Approach LOS				B			C	

