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June 29, 2020

VIA EMAIL

Mr. Joel Lefkowitz
Pomegranate Solutions, LLC
122 Penn Street
Brooklyn, NY 11211

Re: Proposed Light Industrial Building
Davidson Drive
Town of Chester, Orange County, New York
MC Project No. 20001345A

Dear Mr. Lefkowitz:

This report has been prepared to evaluate the potential traffic impacts associated with the proposed light industrial building development, which is proposed to be developed on property located along the south/east side of Davidson Drive in the Town of Chester, Orange County, New York. The site is proposed to consist of an approximately 120,000 square foot light industrial building which will include approximately 10,000 square feet of supporting office space. As shown on Figure No. 1, access to the development is proposed via two driveway connections from Davidson Drive.

A Design Year of 2025 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

1. Description of Existing Roadways

As shown on Figure No. 1, the proposed Davidson Drive Development will be accessed from Davidson Drive via two new driveway connections. The following is a brief description of the roadways located within the study area. In addition, Section 8 below provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses, which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

- King's Highway Bypass (C.R. 13A)

King's Highway Bypass is a two-lane roadway classified as an urban major collector under the jurisdiction of Orange County. The roadway traverses in a generally north/south direction between an unsignalized intersection with King's Highway (C.R. 13) and Bellvale Road. The speed limit along King's Highway Bypass is 55 MPH. The roadway has one approximately 12 ft. travel lane in each direction with approximately 6 ft. wide shoulders on both sides of the roadway and the pavement is generally in good condition.

- Bellvale Road (C.R. 82)

In the vicinity of the site, Bellvale Road (C.R.82) is a two-lane roadway classified as an urban major collector under the jurisdiction of Orange County. Within the study area, the roadway has unsignalized intersections with King's Highway Bypass (C.R. 13A) and Davidson Drive, as well as other local and County roadways. The roadway serves both residential and institutional land uses in this area and has a posted speed limit of 45 MPH. The roadway has one approximately 11 ft. travel lane in each direction with approximately 4 ft. wide shoulders on both sides of the roadway and the pavement in the vicinity of the Site is in generally good condition.

- Davidson Drive

Davidson Drive is a local Town roadway that originates at an unsignalized intersection with Bellvale Road. The roadway continues to the west and south for a distance of approximately 1,600 feet to a dead end. The roadway provides access to another existing commercial use on the north side of Davidson Drive. The roadway pavement is generally in poor condition with overgrown vegetation and broken up curbing on both sides of the roadway. The roadway also does not have any centerline striping or a "Stop" sign and "Stop" bar at its intersection with Bellvale Road.

2. 2020 Existing Traffic Volumes (Figures No. 2. and 3)

In light of recent events relating to the COVID-19 pandemic and the inability to collect traffic counts representative of typical conditions data, in addition to utilizing available NYSDOT and OCDPW historical traffic volume data as described below, our office has contracted with and obtained traffic volume data for the below listed study area intersections from **Streetlight Data** to provide detailed traffic count data of these intersections. Streetlight Data uses smartphone and GPS sensors to provide continuous traffic count data for any roadway network and intersection within the United States. More detailed information can be found on their website, using the following web address link



<https://www.streetlightdata.com>. The Streetlight Data allows for detailed analysis of turning movements at specific intersections by accessing historical data from 2016 through present.

Utilizing the Streetlight Data, turning movement traffic counts were collected for the following intersections during the Weekday AM (6:00AM-9:00AM) and Weekday PM (3:00PM-4:00PM) time periods.

-
- King's Highway Bypass (C.R. 13A) and Bellvale Road (C.R. 82)
- Bellvale Road (C.R. 82) and Davidson Drive

Note that the Streetlight Data was obtained utilized average weekday traffic volume data for the months of September and October 2019. This data was then compared to available historical traffic volume data obtained from the New York State Department of Transportation Traffic Data Viewer website (<https://www.dot.ny.gov/tdv>) which included volume data for both Bellevale Road and Kings Highway Bypass collected in 2010, 2011, 2014 and 2015 by the NYSDOT or Orange County DPW in the vicinity of the study area. Based on this information, the Year 2020 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours, which were generally identified as follows:

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

- | | |
|------------------------|-------------------|
| ▪ Weekday Peak AM Hour | 7:00 AM – 8:00 AM |
| ▪ Weekday Peak PM Hour | 4:00 PM – 5:00 PM |

The resulting Year 2020 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively. Note that the relevant traffic volume data including a summary of the Streetlight Data and the NYSDOT/OCDPW volume data is provided in Appendix “E” for review. It should also be noted that a Automatic Traffic Recorder (ATR) machine was also placed along Bellvale Road in the vicinity of Davidson Drive for the period from Tuesday June 2, 2020 through Tuesday June 9, 2020. The volume data collected by the ATR Machine indicates that the volumes during this period were between 20-30% lower than typical traffic volumes along the roadway. This data is also provided in Appendix “E”

3. Year 2025 No-Build Traffic Volumes (Figure No. 4 and 5)

The Year 2020 Existing Traffic Volumes were increased by a growth factor of 2% per year for a 5-year period, resulting in a total growth factor of 1.10 in order to project the existing traffic volumes to the future 2025 design year. This growth rate accounts for general background growth resulting in the Year 2025 No-Build Traffic Volumes, which are shown on Figures No. 4 and 5 for each of the Peak Hours. Note that there are no known potential or approved other developments in the vicinity of the site that would result in significant additional traffic through the study area intersections and any traffic generated by other developments in the area is assumed to be accounted for by the 2% per year growth rate.

4. Site Generated Traffic Volumes (Table No. 1)

Estimates of the amount of traffic to be generated by the proposed development during each of the Weekday AM and PM peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled “Trip Generation”, 10th Edition, 2017, based on Land Use Category 110 - Light Industrial. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours. Estimates of the site generated truck traffic during each peak hour are also provided in Table No. 1. These truck generation estimates are also based on ITE data for Land Use Category 110 – Light Industrial.

Note that the development includes approximately 10,000 s.f. of office space encompassed in the total 120,000 s.f. light industrial building. It is assumed that this office space is for support of the light industrial use and therefore any traffic generation associated with this office space is accounted for in the ITE Hourly Trip Generation Rates for the Light Industrial land use.

5. Arrival/Departure Distributions (Figures No. 6 and 7)

It was necessary to establish arrival and departure distributions to assign the Site Generated Traffic Volumes to the surrounding roadway network. These distributions were identified based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, which indicate a majority of the site generated traffic is expected will arrive from or be destined to the north. The anticipated arrival and departure distributions are shown on Figures No. 6 and 7, respectively.

6. 2025 Build Conditions Traffic Volumes (Figures No. 8 through 11)

The Site Generated Traffic Volumes contained 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 for each of the study area intersections are shown on Figures No. 8 and 9 for each of the peak hours, respectively. The Site Generated Traffic Volumes were then added to the Year 2025 No-Build Traffic Volumes to obtain the Year 2025 Build Traffic Volumes. The resulting Year 2025 Build Traffic Volumes are shown on Figures No. 10 and 11 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

7. Description of Analysis Procedures

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

- 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 *Highway Capacity Manual, 6th Edition*. 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.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix “C” of this report.

8. Results of Analysis (Table No. 2)

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

control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2020 Existing, 2025 No-Build and 2025 Build Conditions. Appendix “D” contains copies of the capacity analysis, which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

- King’s Highway Bypass (C.R. 13A) and Bellvale Road (C.R. 82)

King’s Highway Bypass and Bellvale Road intersect at a “T” type unsignalized intersection. Each of the approaches to the intersection consist of a single lane and the southbound King’s Highway Bypass approach is controlled by a “Stop” sign. There is an existing signalized rail crossing at Bellvale Road located approximately 325 feet west of this intersection.

Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service “B” during the AM and PM Peak Hours. The analysis was recomputed for the 2025 No-Build and Build traffic volume conditions which indicate that similar levels of service will be experienced during each of the peak hours both with and without the proposed development.

- Bellvale Road (C.R. 82) and Davidson Drive

Bellvale Road and Davidson Drive intersect at a “T” type unsignalized intersection. The Davidson Drive approach is controlled by a “Stop” sign. Each of the approaches to the intersection consist on one-lane. As previously indicated, Davidson Drive currently has no centerline striping. At a minimum, a 100-foot-long double yellow centerline should be installed along Davidson Drive approaching the intersection as well as a new “Stop” Sign (MUTCD No. R1-1, 30”x30”) and painted solid white stop bar to control traffic movements through the intersection. These modifications to the intersection should be coordinated with the Town of Chester and Orange County Department of Public works.

A capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The results of this analysis indicate that the intersection is currently operating at a Level of Service “A” on all approaches during each of the Peak Hours. Similar levels of service are also anticipated to be experienced under future 2025 No-Build conditions without the proposed development



This intersection was reanalyzed using the 2025 Build Traffic Volumes. The results indicate that the intersection will experience a Level of Service “B” or better during each of the Peak Hours under future conditions both with the proposed development.

Sight distance at the intersection of Bellvale Avenue and Davidson Drive was also reviewed. Based on the ATR Machine data collected by our office the 85th percentile speeds along Bellvale Road are approximately 50 MPH in both directions. Based on these speeds, the required AASHTO intersection sight distance for vehicles existing Davidson Drive is 555 ft. The actual available sight distances at the intersection were measured by representatives of Maser Consulting and indicate that there is approximately 560 ft. of available sight distance looking to the right (south) along Bellvale Road and in excess of 675 ft of available sight distance looking to the left (north), which satisfies the minimum required intersection sight distance. Furthermore, the existing vegetation along the west side of Bellevale Road is set back such that it does not currently interfere with the sight distance for vehicles exiting Davidson Drive.

9. Summary and Conclusion

Based on the above analysis, the Levels of Service and delays experienced at the area intersections under the future No-Build and future Build Conditions will be similar to existing conditions. Thus, the Davidson Drive Light Industrial Development traffic is not expected to cause any significant impact in overall operation.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Philip J. Grealy'.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

A handwritten signature in black ink, appearing to read 'Richard G. D'Andrea'.

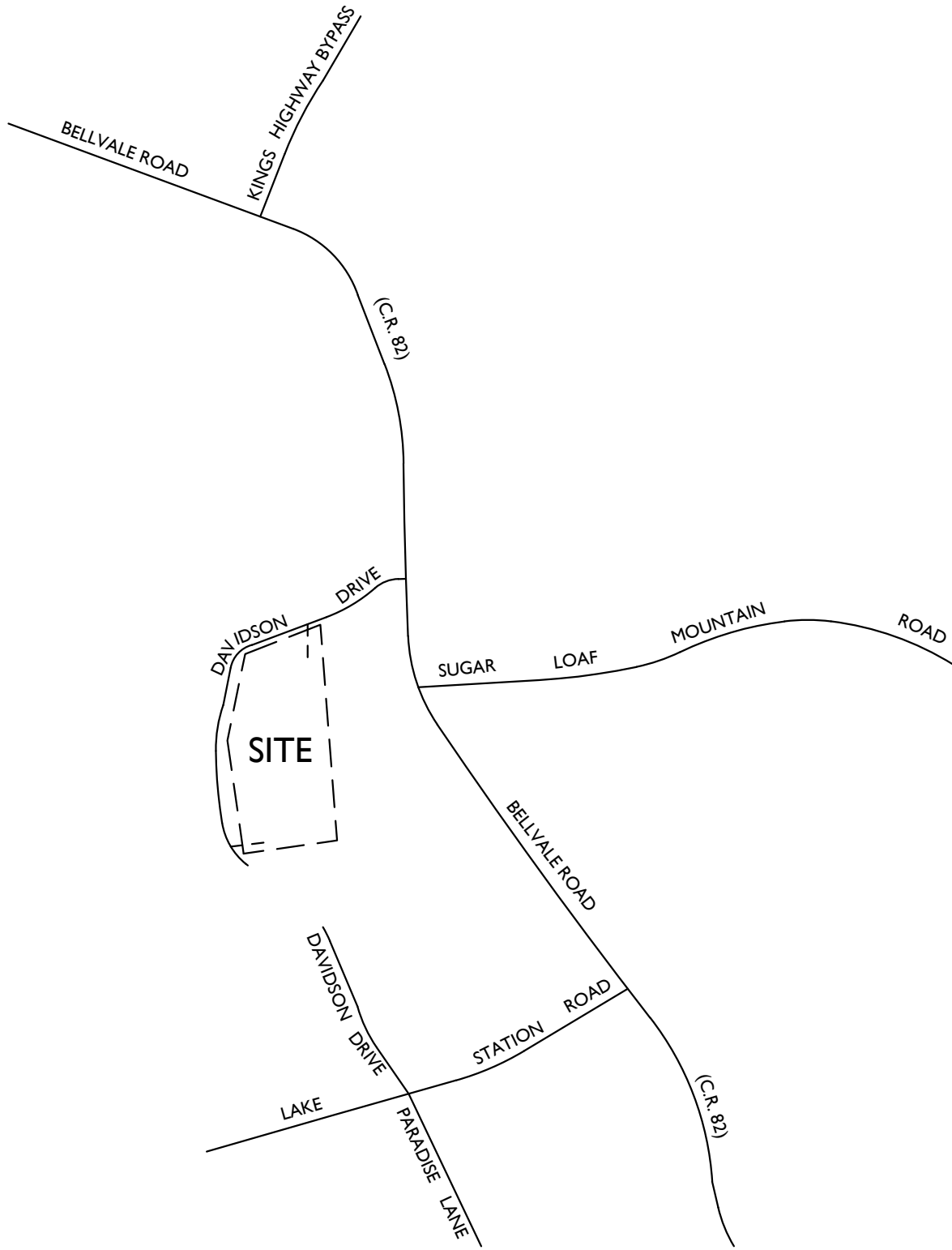
Richard G. D'Andrea, P.E., PTOE
Principal Associate/Project Manger

PJG/ces
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APPENDIX A

FIGURES



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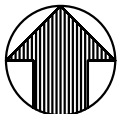
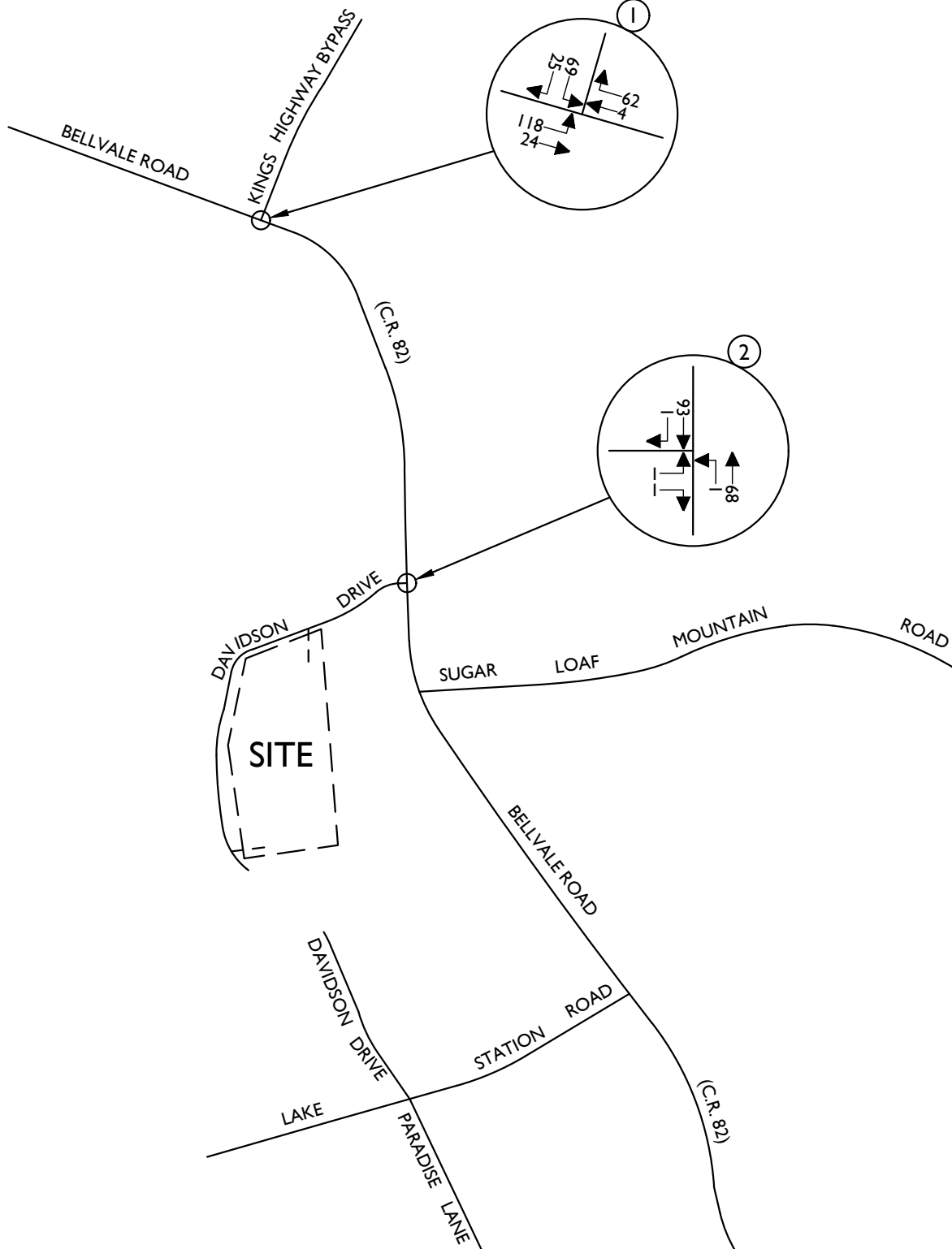
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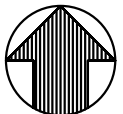
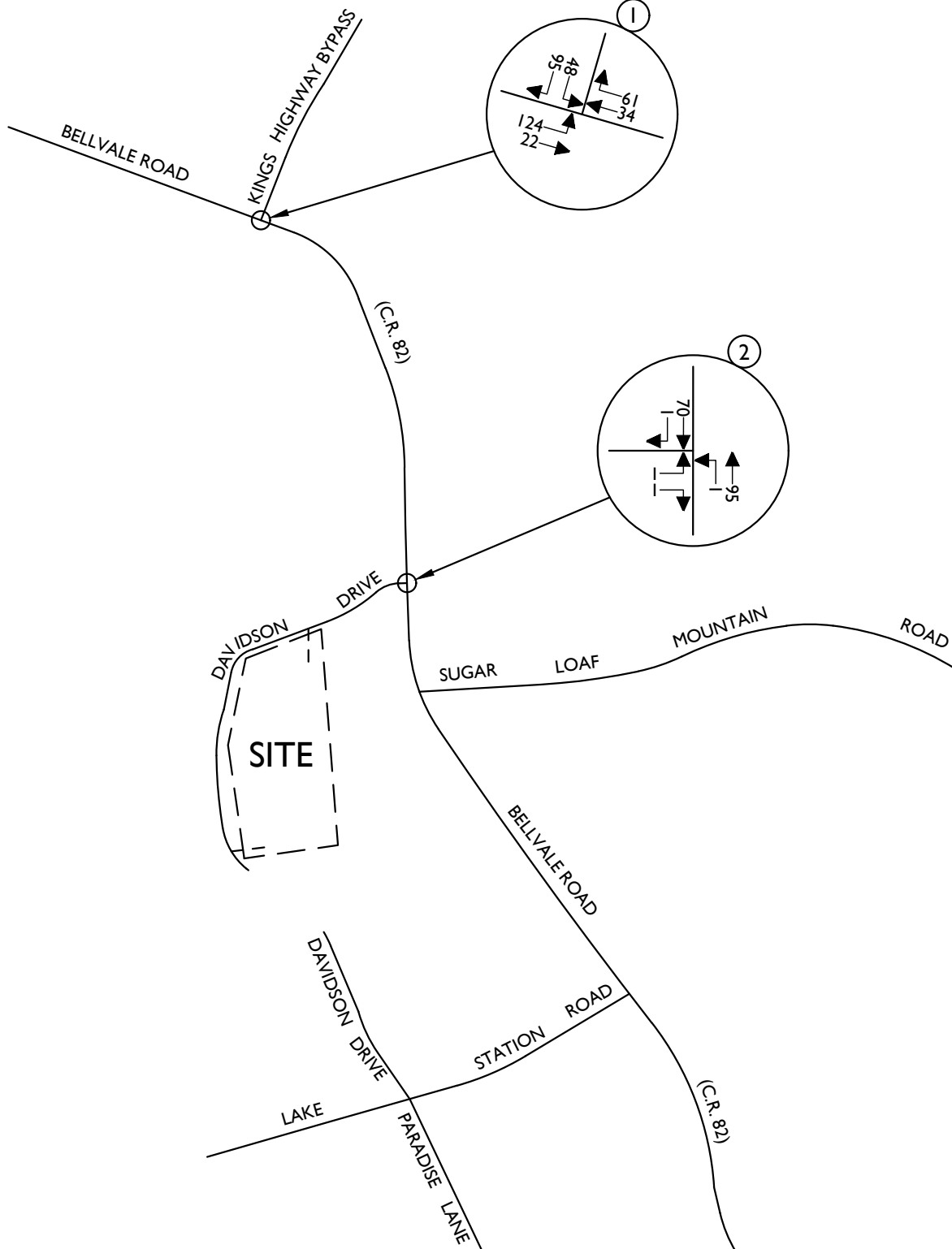
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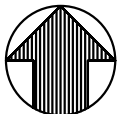
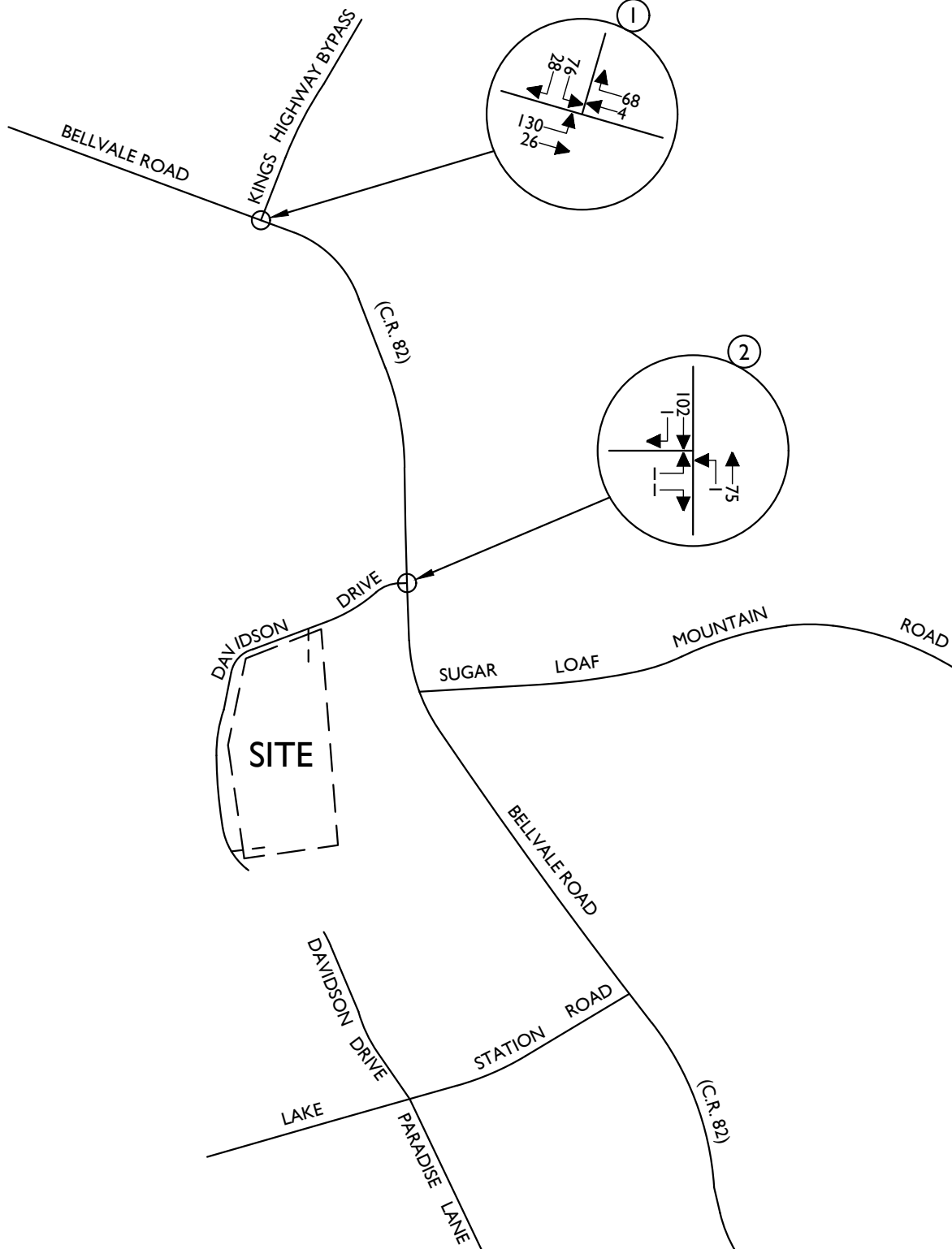
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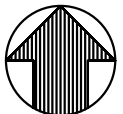
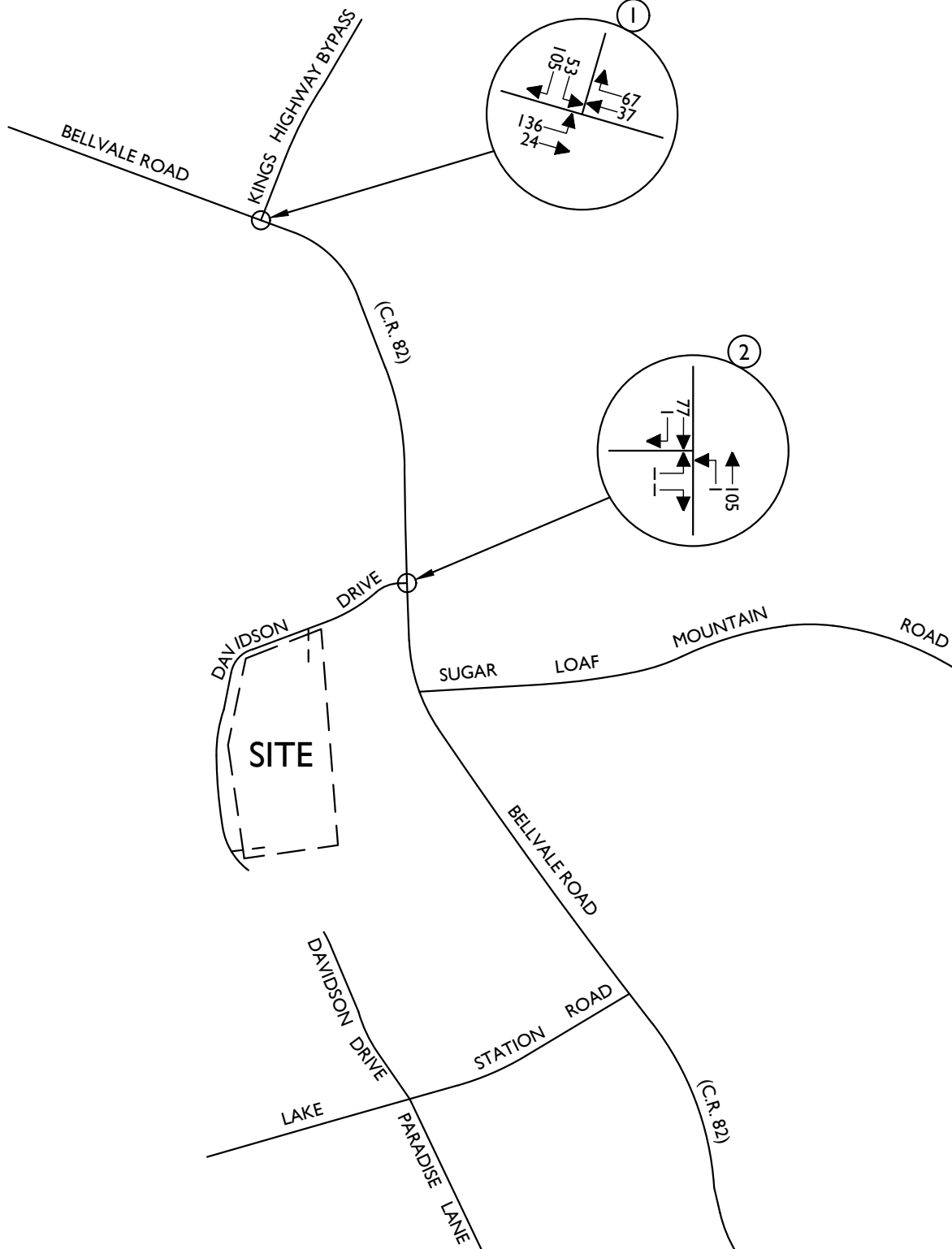
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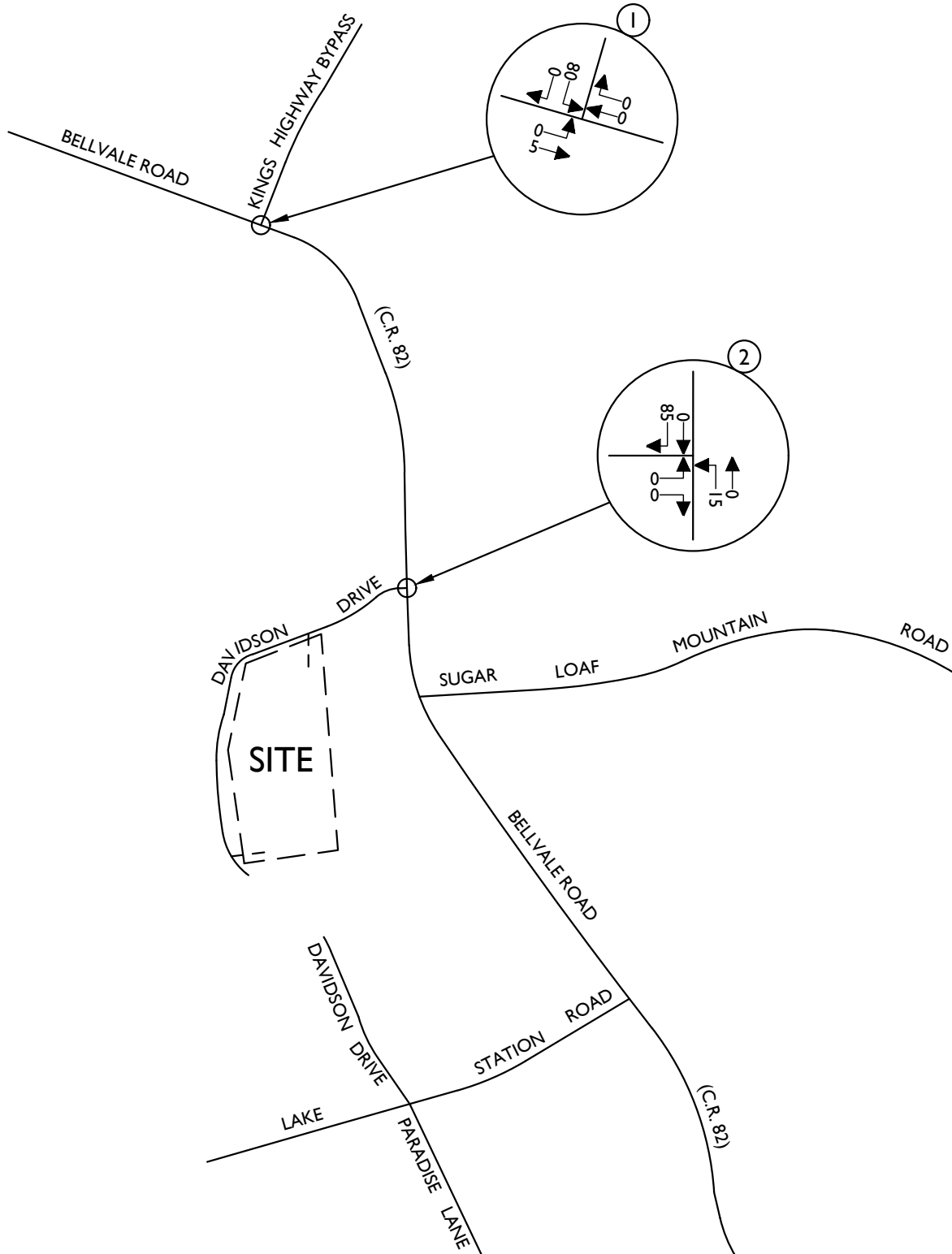
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NOTE: PASSENGER CAR AND TRUCK ARRIVAL / DEPARTURE DISTRIBUTIONS ASSUMED TO BE SIMILAR.

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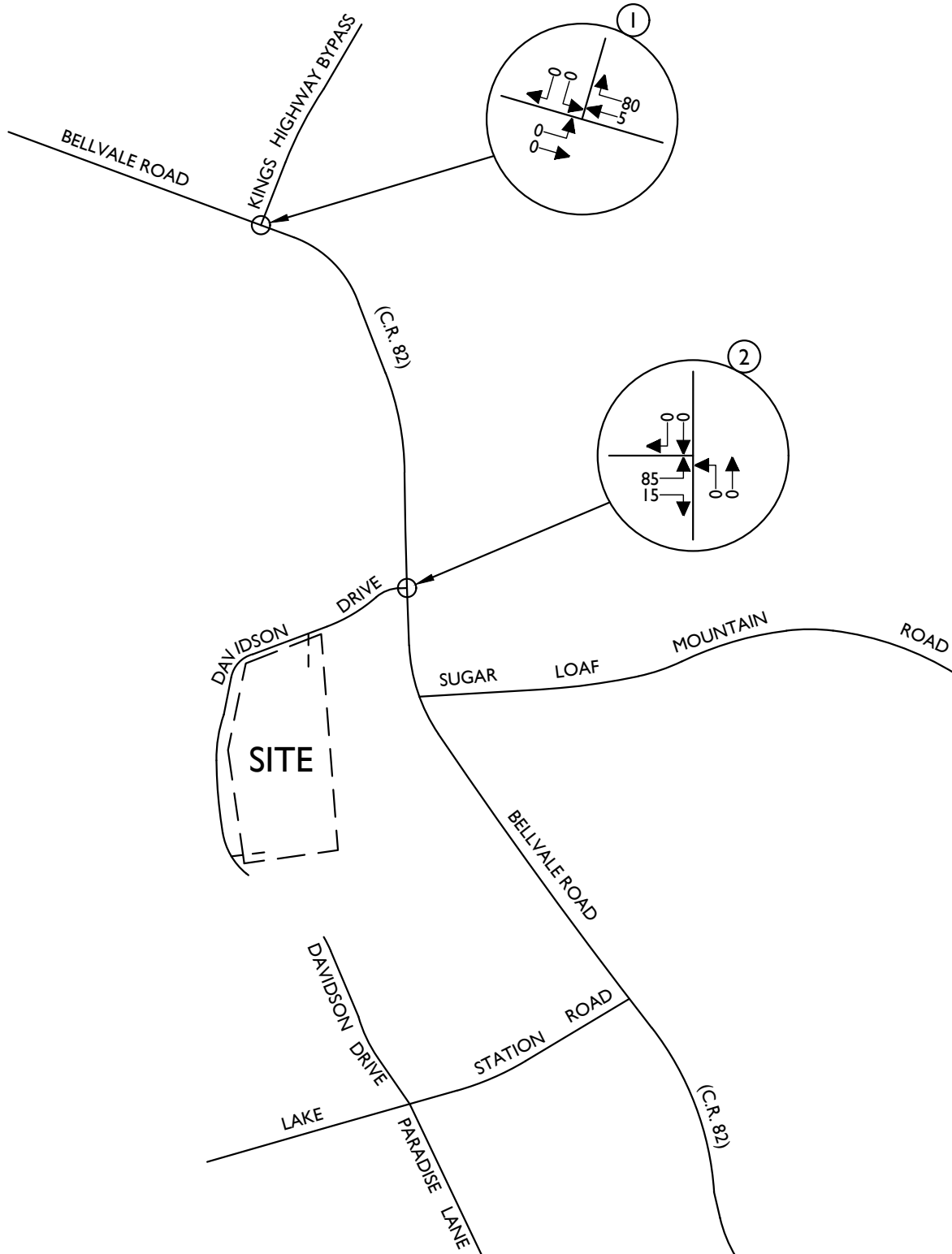
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NOTE: PASSENGER CAR AND TRUCK ARRIVAL / DEPARTURE DISTRIBUTIONS ASSUMED TO BE SIMILAR.

NOTE: LINE DIAGRAM NOT TO SCALE



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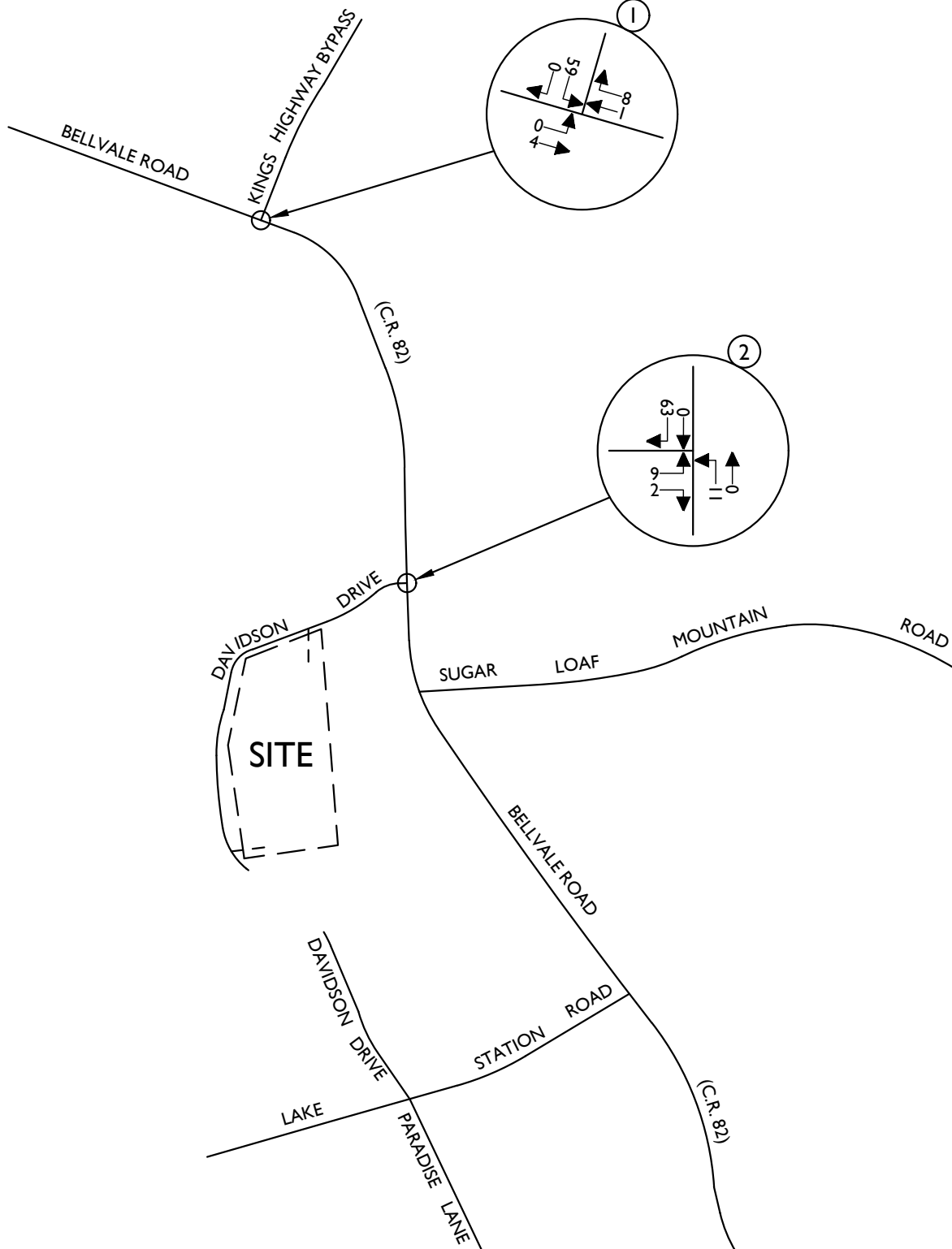
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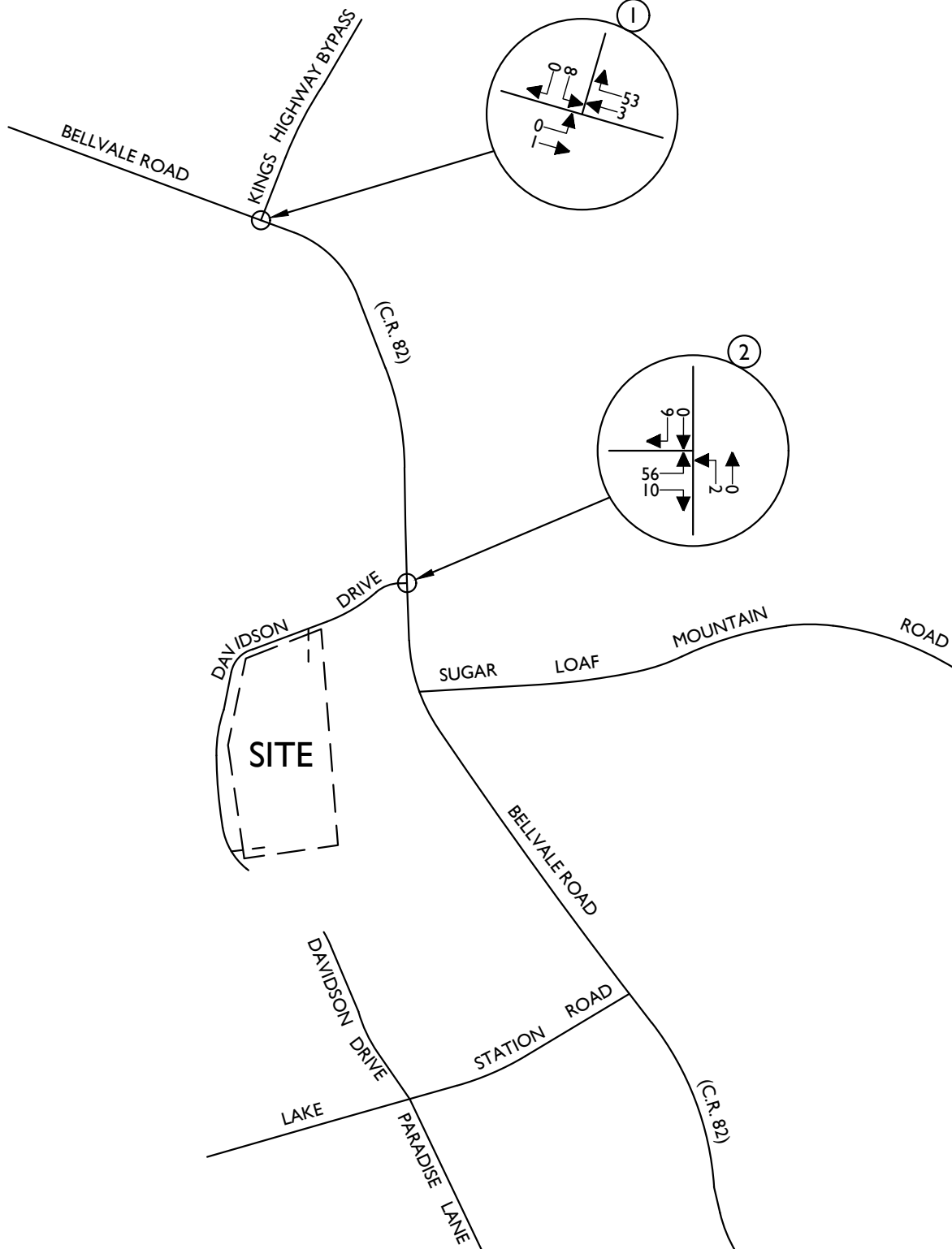
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SHEET TITLE:
**SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR**

SHEET NUMBER:

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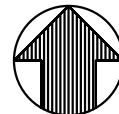
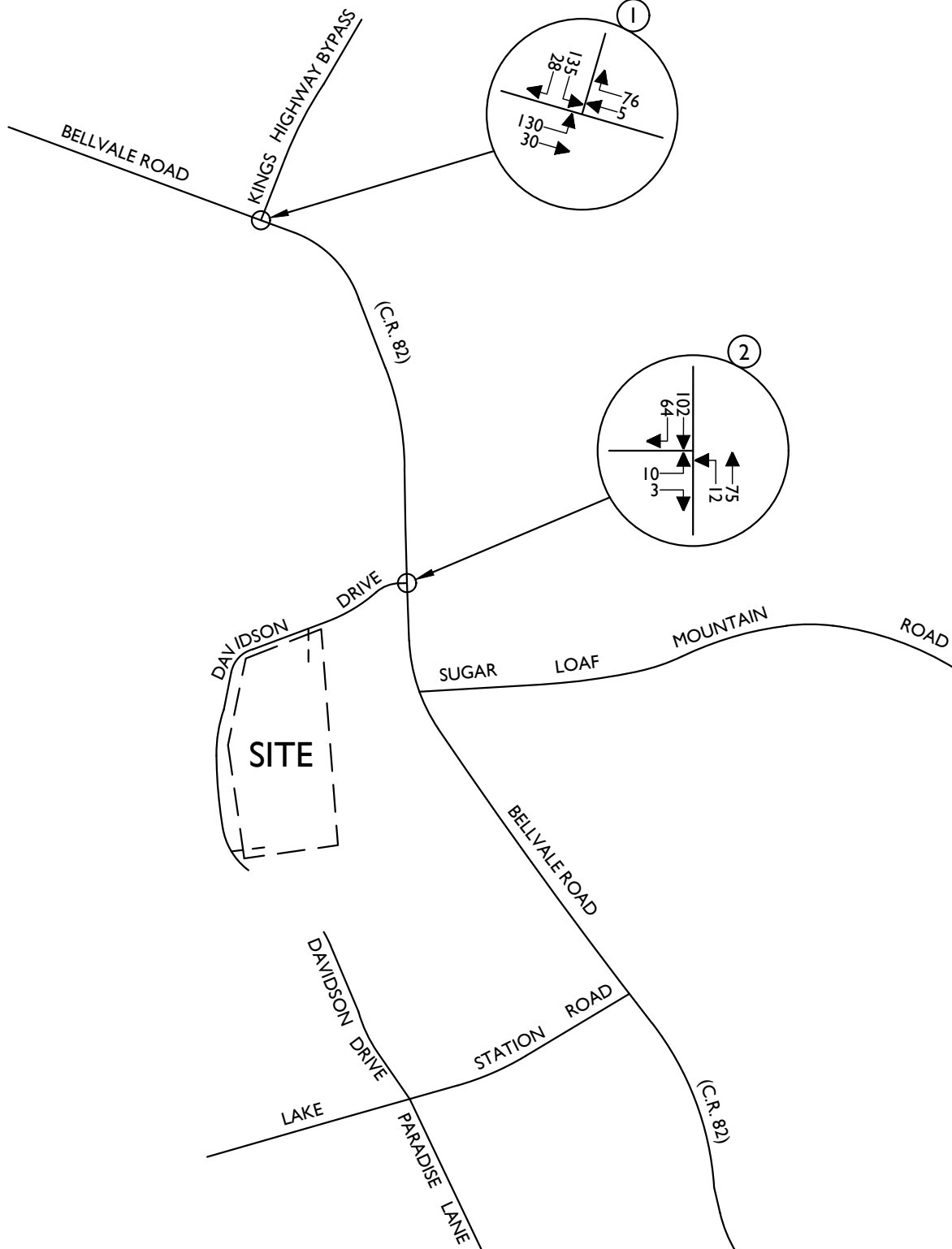
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AS SHOWN	5/28/20	R.H.	R.D.
PROJECT NUMBER:	20001345A	DRAWING NAME:	200528RH_FIGURE

SHEET TITLE:
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WEEKDAY PEAK PM HOUR**

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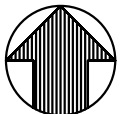
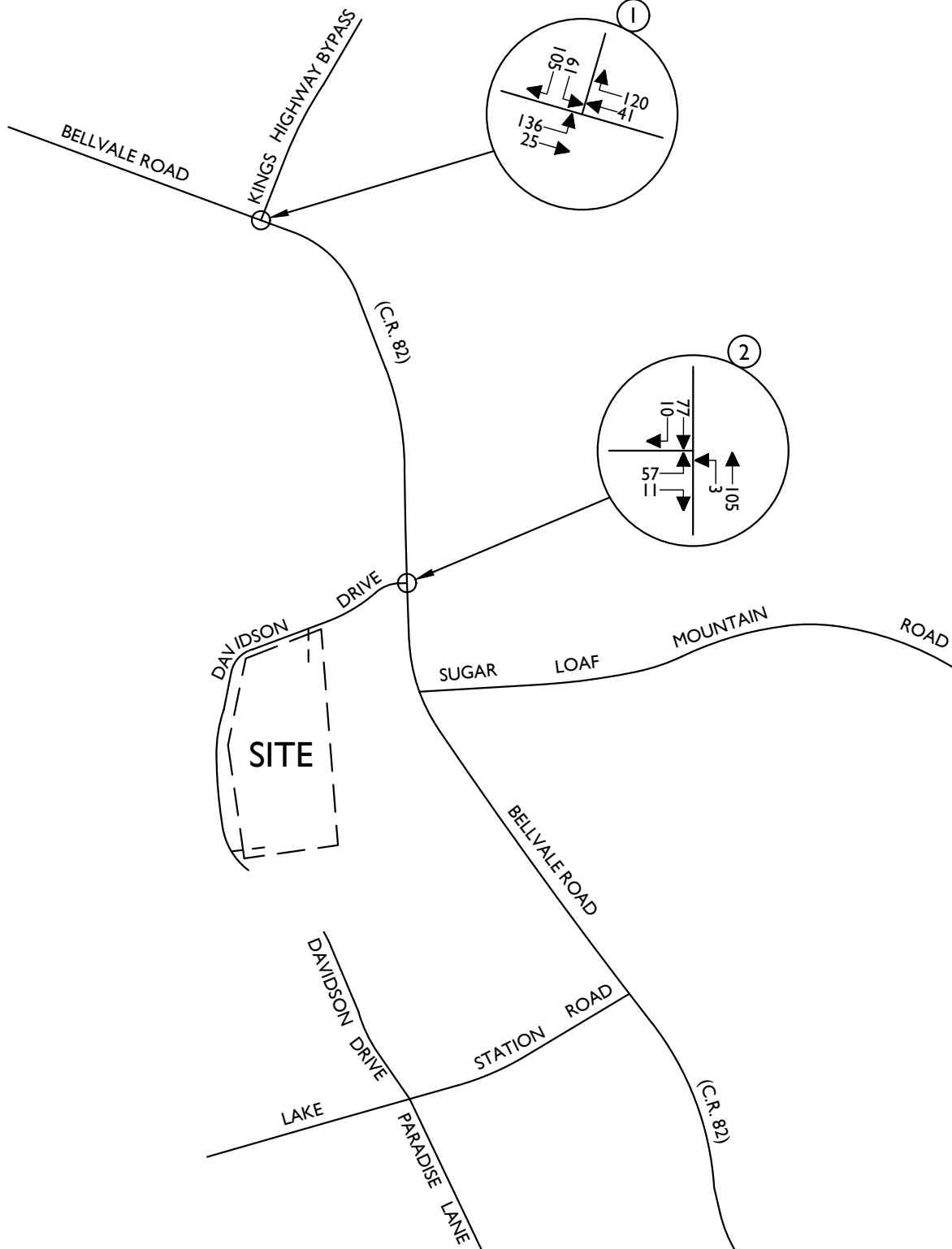
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SHEET TITLE:
**2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR**

SHEET NUMBER:

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SHEET TITLE:

2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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DAVIDSON DRIVE LIGHT INDUSTRIAL

APPENDIX B

TABLES

TABLE NO. 1
HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED
SITE GENERATED TRAFFIC VOLUMES

DAVIDSON DRIVE TOWN OF CHESTER, NEW YORK	ENTRY		EXIT	
	HTGR¹	VOLUME	HTGR¹	VOLUME
LIGHT INDUSTRIAL (120,000 S.F.)				
<u>PASSENGER CARS</u>				
PEAK AM HOUR	0.60	72	0.07	8
PEAK PM HOUR	0.06	7	0.53	64
<u>TRUCKS</u>				
PEAK AM HOUR	0.02	2	0.02	2
PEAK PM HOUR	0.03	3	0.02	2
TOTAL				
PEAK AM HOUR	0.62	74	0.08	10
PEAK PM HOUR	0.08	10	0.55	66

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, 10TH EDITION, 2017 FOR ITE LAND USE CODE - 110 - LIGHT INDUSTRIAL. THE TOTAL TRAFFIC GENERATION IS BASED ON WEEKDAY AM AND PM PEAK HOUR OF ADJACENT STREET TRAFFIC, AVERAGE RATES. THE TRUCK TRAFFIC GENERATION IS BASED ON WEEKDAY AM AND PM PEAK HOUR OF GENERATOR AVERAGE RATES.
- 2) NOTE THAT THE DEVELOPMENT INCLUDES APPROXIMATELY 10,000 S.F. OF OFFICE SPACE ENCOMPASSED IN THE TOTAL 120,000 S.F. LIGHT INDUSTRIAL BUILDING. IT IS ASSUMED THAT THIS OFFICE SPACE FOR SUPPORT OF THE LIGHT INDUSTRIAL USE AND THEREFORE IS ACCOUNTED FOR IN THE ITE HOURLY TRIP GENERATION RATES FOR THE LIGHT INDUSTRIAL LAND USE.

TABLE NO. 2
LEVEL OF SERVICE SUMMARY TABLE

				2020 EXISTING			2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY NO-BUILD TO BUILD
AM				V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	
1	BELLVALE ROAD (C.R. 82) & KINGS HIGHWAY BYPASS			UNSIGNALIZED									
	BELLVALE ROAD (C.R. 82)	EB	L	0.09	A	7.6	0.10	A	7.7	0.10	A	7.7	0.0
	KINGS HIGHWAY BYPASS	SB	LR	0.14	B	10.8	0.16	B	11.1	0.27	B	12.4	1.3
2	BELLVALE ROAD (C.R. 82) & DAVIDSON DRIVE			UNSIGNALIZED									
	DAVIDSON DRIVE	EB	LR	0.00	A	9.3	0.00	A	9.4	0.02	B	10.4	1.0
	BELLVALE ROAD (C.R. 82)	NB	L	0.00	A	7.5	0.00	A	7.5	0.01	A	7.8	0.3

				2020 EXISTING			2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY NO-BUILD TO BUILD
PM				V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	
1	BELLVALE ROAD (C.R. 82) & KINGS HIGHWAY BYPASS			UNSIGNALIZED									
	BELLVALE ROAD (C.R. 82)	EB	L	0.09	A	7.7	0.10	A	7.8	0.11	A	7.9	0.1
	KINGS HIGHWAY BYPASS	SB	LR	0.19	B	10.4	0.22	B	10.7	0.24	B	11.2	0.5
2	BELLVALE ROAD (C.R. 82) & DAVIDSON DRIVE			UNSIGNALIZED									
	DAVIDSON DRIVE	EB	LR	0.00	A	9.3	0.00	A	9.4	0.11	B	10.6	1.2
	BELLVALE ROAD (C.R. 82)	NB	L	0.00	A	7.4	0.00	A	7.4	0.00	A	7.5	0.1

NOTES:

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



DAVIDSON DRIVE LIGHT INDUSTRIAL

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10-20	B	F
> 20-35	C	F
> 35-55	D	F
> 55-80	E	F
> 80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA

FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 20-2

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤1.0	v/c >1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

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

LEVEL OF SERVICE CRITERIA

FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤1.0	v/c >1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.



DAVIDSON DRIVE LIGHT INDUSTRIAL

APPENDIX D

CAPACITY ANALYSIS

2020 Existing Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak AM Hour
06/26/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	118	24	4	62	69	25
Future Volume (vph)	118	24	4	62	69	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Grade (%)		1%	-2%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.872		0.964	
Flt Protected		0.960			0.965	
Satd. Flow (prot)	0	1556	1387	0	1553	0
Flt Permitted		0.960			0.965	
Satd. Flow (perm)	0	1556	1387	0	1553	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		364	1707		871	
Travel Time (s)		5.5	25.9		13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	131	27	4	69	77	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	158	73	0	105	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.15	1.15	1.18	1.13	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					

2020 Existing Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak AM Hour
06/26/2020

Intersection

Int Delay, s/veh 6.3

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 118 24 4 62 69 25

Future Vol, veh/h 118 24 4 62 69 25

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 0 - 0 -

Grade, % - 1 -2 - -5 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 5 5 5 5 5 5

Mvmt Flow 131 27 4 69 77 28

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 73 0 - 0 328 39

Stage 1 - - - - 39 -

Stage 2 - - - - 289 -

Critical Hdwy 4.15 - - - 5.45 5.75

Critical Hdwy Stg 1 - - - - 4.45 -

Critical Hdwy Stg 2 - - - - 4.45 -

Follow-up Hdwy 2.245 - - - 3.545 3.345

Pot Cap-1 Maneuver 1508 - - - 723 1030

Stage 1 - - - - 986 -

Stage 2 - - - - 816 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1508 - - - 659 1030

Mov Cap-2 Maneuver - - - - 659 -

Stage 1 - - - - 899 -

Stage 2 - - - - 816 -

Approach EB WB SB

HCM Control Delay, s 6.3 0 10.8

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1508 - - - 729

HCM Lane V/C Ratio 0.087 - - - 0.143

HCM Control Delay (s) 7.6 0 - - 10.8

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0.3 - - - 0.5

2020 Existing Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak AM Hour
06/26/2020

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	68	93	1
Future Volume (vph)	1	1	1	68	93	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	6%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1756	0	0	1765	1730	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1756	0	0	1765	1730	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	522			578	1707	
Travel Time (s)	11.9			13.1	38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	1	1	76	103	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	77	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	1.04	0.99	1.03	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

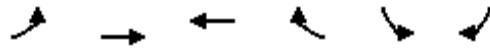
2020 Existing Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak AM Hour
06/26/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	68	93	1
Future Vol, veh/h	1	1	1	68	93	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	6	-	-	-2	2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	76	103	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	182	104	104	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	7.65	6.85	4.15	-	-	-
Critical Hdwy Stg 1	6.65	-	-	-	-	-
Critical Hdwy Stg 2	6.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	753	926	1469	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	752	926	1469	-	-	-
Mov Cap-2 Maneuver	752	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1469	-	830	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s)	7.5	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

2020 Existing Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak PM Hour
06/26/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	124	22	34	61	48	95
Future Volume (vph)	124	22	34	61	48	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Grade (%)		1%	-2%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.913		0.910	
Flt Protected		0.959			0.984	
Satd. Flow (prot)	0	1554	1452	0	1495	0
Flt Permitted		0.959			0.984	
Satd. Flow (perm)	0	1554	1452	0	1495	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		364	1707		871	
Travel Time (s)		5.5	25.9		13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	138	24	38	68	53	106
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	162	106	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.15	1.15	1.18	1.13	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					

2020 Existing Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak PM Hour
06/26/2020

Intersection

Int Delay, s/veh 6.3

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 124 22 34 61 48 95

Future Vol, veh/h 124 22 34 61 48 95

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 0 - 0 -

Grade, % - 1 -2 - -5 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 5 5 5 5 5 5

Mvmt Flow 138 24 38 68 53 106

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 106 0 - 0 372 72

Stage 1 - - - - 72 -

Stage 2 - - - - 300 -

Critical Hdwy 4.15 - - - 5.45 5.75

Critical Hdwy Stg 1 - - - - 4.45 -

Critical Hdwy Stg 2 - - - - 4.45 -

Follow-up Hdwy 2.245 - - - 3.545 3.345

Pot Cap-1 Maneuver 1467 - - - 691 992

Stage 1 - - - - 962 -

Stage 2 - - - - 809 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1467 - - - 625 992

Mov Cap-2 Maneuver - - - - 625 -

Stage 1 - - - - 871 -

Stage 2 - - - - 809 -

Approach EB WB SB

HCM Control Delay, s 6.5 0 10.4

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1467 - - - 829

HCM Lane V/C Ratio 0.094 - - - 0.192

HCM Control Delay (s) 7.7 0 - - 10.4

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0.3 - - - 0.7

2020 Existing Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak PM Hour
06/26/2020

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	95	70	1
Future Volume (vph)	1	1	1	95	70	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	6%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.998	
Flt Protected	0.976					
Satd. Flow (prot)	1756	0	0	1767	1728	0
Flt Permitted	0.976					
Satd. Flow (perm)	1756	0	0	1767	1728	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	522			578	1707	
Travel Time (s)	11.9			13.1	38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	1	1	106	78	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	107	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	1.04	0.99	1.03	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2020 Existing Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak PM Hour
06/26/2020

Intersection

Int Delay, s/veh 0.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 1 1 1 95 70 1

Future Vol, veh/h 1 1 1 95 70 1

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - - 0 0 -

Grade, % 6 - - -2 2 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 5 5 5 5 5 5

Mvmt Flow 1 1 1 106 78 1

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 187 79 79 0 - 0

Stage 1 79 - - - - -

Stage 2 108 - - - - -

Critical Hdwy 7.65 6.85 4.15 - - -

Critical Hdwy Stg 1 6.65 - - - - -

Critical Hdwy Stg 2 6.65 - - - - -

Follow-up Hdwy 3.545 3.345 2.245 - - -

Pot Cap-1 Maneuver 747 960 1500 - - -

Stage 1 912 - - - - -

Stage 2 877 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 746 960 1500 - - -

Mov Cap-2 Maneuver 746 - - - - -

Stage 1 911 - - - - -

Stage 2 877 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.3 0.1 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1500 - 840 - -

HCM Lane V/C Ratio 0.001 -0.003 - -

HCM Control Delay (s) 7.4 0 9.3 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0 - -

2025 No-Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak AM Hour
06/26/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	130	26	4	68	76	28
Future Volume (vph)	130	26	4	68	76	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Grade (%)		1%	-2%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.872		0.964	
Flt Protected		0.960			0.965	
Satd. Flow (prot)	0	1556	1387	0	1553	0
Flt Permitted		0.960			0.965	
Satd. Flow (perm)	0	1556	1387	0	1553	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		364	1707		871	
Travel Time (s)		5.5	25.9		13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	144	29	4	76	84	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	173	80	0	115	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.15	1.15	1.18	1.13	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					

2025 No-Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak AM Hour
06/26/2020

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	130	26	4	68	76	28
Future Vol, veh/h	130	26	4	68	76	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	1	-2	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	144	29	4	76	84	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	80	0	-	0	359	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	4.15	-	-	-	5.45	5.75
Critical Hdwy Stg 1	-	-	-	-	4.45	-
Critical Hdwy Stg 2	-	-	-	-	4.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1499	-	-	-	700	1026
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1499	-	-	-	631	1026
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	799	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.4	0		11.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1499	-	-	-	-	704
HCM Lane V/C Ratio	0.096	-	-	-	-	0.164
HCM Control Delay (s)	7.7	0	-	-	-	11.1
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.6

2025 No-Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak AM Hour
06/26/2020

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	75	102	1
Future Volume (vph)	1	1	1	75	102	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	6%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1756	0	0	1765	1730	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1756	0	0	1765	1730	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	522			578	1707	
Travel Time (s)	11.9			13.1	38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	1	1	83	113	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	84	114	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	1.04	0.99	1.03	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

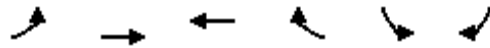
2025 No-Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak AM Hour
06/26/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	1	1	1	75	102	1
Future Vol, veh/h	1	1	1	75	102	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	6	-	-	-2	2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	83	113	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	199	114	114	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	7.65	6.85	4.15	-	-	-
Critical Hdwy Stg 1	6.65	-	-	-	-	-
Critical Hdwy Stg 2	6.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	733	913	1457	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	732	913	1457	-	-	-
Mov Cap-2 Maneuver	732	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1457	-	813	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s)	7.5	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

2025 No-Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak PM Hour
06/26/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	136	24	37	67	53	105
Future Volume (vph)	136	24	37	67	53	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Grade (%)		1%	-2%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.913		0.910	
Flt Protected		0.959			0.984	
Satd. Flow (prot)	0	1554	1452	0	1495	0
Flt Permitted		0.959			0.984	
Satd. Flow (perm)	0	1554	1452	0	1495	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		364	1707		871	
Travel Time (s)		5.5	25.9		13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	151	27	41	74	59	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	178	115	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.15	1.15	1.18	1.13	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					

2025 No-Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak PM Hour
06/26/2020

Intersection

Int Delay, s/veh 6.5

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 136 24 37 67 53 105

Future Vol, veh/h 136 24 37 67 53 105

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 0 - 0 -

Grade, % - 1 -2 - -5 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 5 5 5 5 5 5

Mvmt Flow 151 27 41 74 59 117

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 115 0 - 0 407 78

Stage 1 - - - - 78 -

Stage 2 - - - - 329 -

Critical Hdwy 4.15 - - - 5.45 5.75

Critical Hdwy Stg 1 - - - - 4.45 -

Critical Hdwy Stg 2 - - - - 4.45 -

Follow-up Hdwy 2.245 - - - 3.545 3.345

Pot Cap-1 Maneuver 1455 - - - 666 985

Stage 1 - - - - 958 -

Stage 2 - - - - 792 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1455 - - - 596 985

Mov Cap-2 Maneuver - - - - 596 -

Stage 1 - - - - 857 -

Stage 2 - - - - 792 -

Approach EB WB SB

HCM Control Delay, s 6.6 0 10.7

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1455 - - - 808

HCM Lane V/C Ratio 0.104 - - - 0.217

HCM Control Delay (s) 7.8 0 - - 10.7

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0.3 - - - 0.8

2025 No-Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak PM Hour
06/26/2020

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	105	77	1
Future Volume (vph)	1	1	1	105	77	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	6%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.998	
Flt Protected	0.976					
Satd. Flow (prot)	1756	0	0	1767	1728	0
Flt Permitted	0.976					
Satd. Flow (perm)	1756	0	0	1767	1728	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	522			578	1707	
Travel Time (s)	11.9			13.1	38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	1	1	117	86	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	118	87	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	1.04	0.99	1.03	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

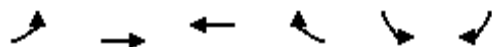
2025 No-Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak PM Hour
06/26/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	1	1	1	105	77	1
Future Vol, veh/h	1	1	1	105	77	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	6	-	-	-2	2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	117	86	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	206	87	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	7.65	6.85	4.15	-	-	-
Critical Hdwy Stg 1	6.65	-	-	-	-	-
Critical Hdwy Stg 2	6.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	724	949	1490	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	723	949	1490	-	-	-
Mov Cap-2 Maneuver	723	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1490	-	821	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s)	7.4	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

2025 Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak AM Hour
06/26/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	130	30	5	76	135	28
Future Volume (vph)	130	30	5	76	135	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Grade (%)		1%	-2%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.874		0.977	
Flt Protected		0.961			0.960	
Satd. Flow (prot)	0	1557	1390	0	1566	0
Flt Permitted		0.961			0.960	
Satd. Flow (perm)	0	1557	1390	0	1566	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		364	1707		871	
Travel Time (s)		5.5	25.9		13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	144	33	6	84	150	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	177	90	0	181	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.15	1.15	1.18	1.13	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					

2025 Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak AM Hour
06/26/2020

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	130	30	5	76	135	28
Future Vol, veh/h	130	30	5	76	135	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	144	33	6	84	150	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	90	0	-	0	369	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	4.15	-	-	-	5.45	5.75
Critical Hdwy Stg 1	-	-	-	-	4.45	-
Critical Hdwy Stg 2	-	-	-	-	4.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1486	-	-	-	693	1019
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1486	-	-	-	624	1019
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	797	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.2	0		12.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1486	-	-	-	-	669
HCM Lane V/C Ratio	0.097	-	-	-	-	0.271
HCM Control Delay (s)	7.7	0	-	-	-	12.4
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	-	1.1

2025 Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak AM Hour
06/26/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	3	12	75	102	64
Future Volume (vph)	10	3	12	75	102	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	6%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971				0.948	
Flt Protected	0.962			0.993		
Satd. Flow (prot)	1647	0	0	1732	1583	0
Flt Permitted	0.962			0.993		
Satd. Flow (perm)	1647	0	0	1732	1583	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	522			578	1707	
Travel Time (s)	11.9			13.1	38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	15%	15%	15%	5%	5%	15%
Adj. Flow (vph)	11	3	13	83	113	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	96	184	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	1.04	0.99	1.03	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

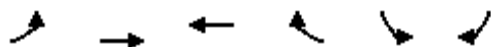
2025 Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak AM Hour
06/26/2020

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	10	3	12	75	102	64
Future Vol, veh/h	10	3	12	75	102	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	6	-	-	-2	2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	15	15	15	5	5	15
Mvmt Flow	11	3	13	83	113	71
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	258	149	184	0	-	0
Stage 1	149	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	7.75	6.95	4.25	-	-	-
Critical Hdwy Stg 1	6.75	-	-	-	-	-
Critical Hdwy Stg 2	6.75	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	646	843	1316	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	640	843	1316	-	-	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay	10.4	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1316	-	678	-	-	
HCM Lane V/C Ratio	0.01	-	0.021	-	-	
HCM Control Delay (s)	7.8	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

2025 Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak PM Hour
06/26/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	136	25	41	120	61	105
Future Volume (vph)	136	25	41	120	61	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Grade (%)		1%	-2%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.900		0.915	
Flt Protected		0.960			0.982	
Satd. Flow (prot)	0	1556	1431	0	1500	0
Flt Permitted		0.960			0.982	
Satd. Flow (perm)	0	1556	1431	0	1500	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		364	1707		871	
Travel Time (s)		5.5	25.9		13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	151	28	46	133	68	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	179	179	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.15	1.15	1.18	1.13	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					

2025 Build Traffic Volumes
1: Bellvale Road (C.R. 82) & Kings Highway Bypass

Peak PM Hour
06/26/2020

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	136	25	41	120	61	105
Future Vol, veh/h	136	25	41	120	61	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	151	28	46	133	68	117
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	179	0	-	0	443	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	4.15	-	-	-	5.45	5.75
Critical Hdwy Stg 1	-	-	-	-	4.45	-
Critical Hdwy Stg 2	-	-	-	-	4.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1379	-	-	-	641	947
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1379	-	-	-	570	947
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	791	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.7	0		11.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1379	-	-	-	-	762
HCM Lane V/C Ratio	0.11	-	-	-	-	0.242
HCM Control Delay (s)	7.9	0	-	-	-	11.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.9

2025 Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak PM Hour
06/26/2020

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	11	3	105	77	10
Future Volume (vph)	57	11	3	105	77	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	6%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.985	
Flt Protected	0.960			0.999		
Satd. Flow (prot)	1655	0	0	1761	1688	0
Flt Permitted	0.960			0.999		
Satd. Flow (perm)	1655	0	0	1761	1688	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	522			578	1707	
Travel Time (s)	11.9			13.1	38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	15%	15%	15%	5%	5%	15%
Adj. Flow (vph)	63	12	3	117	86	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	120	97	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	1.04	0.99	1.03	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2025 Build Traffic Volumes
2: Bellvale Road (C.R. 82) & Davidson Drive

Peak PM Hour
06/26/2020

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	11	3	105	77	10
Future Vol, veh/h	57	11	3	105	77	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	6	-	-	-2	2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	15	15	15	5	5	15
Mvmt Flow	63	12	3	117	86	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	215	92	97	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	7.75	6.95	4.25	-	-	-
Critical Hdwy Stg 1	6.75	-	-	-	-	-
Critical Hdwy Stg 2	6.75	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	694	917	1419	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	917	1419	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay	10.6	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1419	-	722	-	-	
HCM Lane V/C Ratio	0.002	-	0.105	-	-	
HCM Control Delay (s)	7.5	0	10.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	



DAVIDSON DRIVE LIGHT INDUSTRIAL

APPENDIX E

TRAFFIC VOLUME DATA

STREETLIGHT DATA SUMMARY
KINGS HIGHWAY BYPASS AT BELLVALE ROAD
AVERAGE HOURLY WEEKDAY TRAFFIC VOLUMES - SEPTEMBER & OCTOBER 2019

TIME PERIOD	BELLVALE ROAD		BELLVALE ROAD		KINGS HIGHWAY BYPASS		INTERSECTION TOTAL
	EASTBOUND		WESTBOUND		SOUTHBOUND		
	L	T	T	R	L	R	
6AM-7AM	118	54	2	26	25	29	254
7AM-8AM	118	24	4	62	69	25	302
8AM-9AM	112	11	8	42	47	33	253
					PEAK VOLUME		302
3PM-4PM	164	22	34	82	59	116	477
4PM-5PM	134	29	59	35	84	103	444
5PM-6PM	85	16	31	63	68	119	382
6PM-7PM	102	22	10	41	54	97	326
					PEAK VOLUME		477

STREETLIGHT DATA SUMMARY
BELLVALE ROAD AT SUGAR LOAF MOUNTAIN ROAD
AVERAGE HOURLY WEEKDAY TRAFFIC VOLUMES - SEPTEMBER & OCTOBER 2019

TIME PERIOD	SUGAR LOAF MOUNTAIN ROAD		BELLVALE ROAD		BELLVALE ROAD		INTERSECTION TOTAL
	WESTBOUND		NORTHBOUND		SOUTHBOUND		
	L	R	T	R	L	T	
6AM-7AM	71	0	28	0	0	70	169
7AM-8AM	0	2	110	6	0	61	179
8AM-9AM	10	3	41	3	8	27	92
					PEAK VOLUME		179
3PM-4PM	6	21	82	12	8	66	195
4PM-5PM	0	11	77	2	14	94	198
5PM-6PM	8	16	39	4	11	68	146
6PM-7PM	3	8	42	5	10	54	122
					PEAK VOLUME		198

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR 0820** ROAD NAME: **BELLVALE RD** FROM: **CR13** TO: **GIBSON HILL RD** COUNTY: **Orange**
 DIRECTION: **Eastbound** FACTOR GROUP: **30** REC. SERIAL #: **0031** FUNC. CLASS: **17** TOWN: **CHESTER**
 STATE DIR CODE: **1** WK OF YR: **19** PLACEMENT: **250 FT E OF WHITE OAK DR** NHS: **no** LION#:
 DATE OF COUNT: **05/10/2011** @ REF MARKER: **JURIS: County** BIN:
 NOTES LANE 1: **WK 20 EB** ADDL DATA: **CC Stn:** RR CROSSING:
 COUNT TYPE: **AXLE PAIRS** BATCH ID: **DOT-R08CWW20aVol** HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: ---

PROCESSED BY: ORG CODE: DOT INITIALS: jh

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T													65	81	90	126	102	93	85	60	31	31	14	10			
11	W	6	0	3	6	9	50	79	122	126	133	92	105	91	94	78	109	99	83	81	59	41	24	11	10	1511	133	9
12	T	5	3	3	8	10	46	91	117	95	104	76	72	67	66	81	111	96	86	72	44	26	30	20	11	1340	117	7
13	F	5	2	0	6	12	50	76	113	125	83	95																
14	S																											
15	S																											
16	M																											
17	T																											
18	W																											
19	T																											
20	F																											
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																		ADT				
5	2	2	7	10	48	81	116	114	106	87	87	73	79	82	114	98	86	78	53	33	28	15	10	1414
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>				<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED (one way)</u>														
				High Hour		% of day																		
4	71	4	71	116				8%	0.988	1.091	AADT 1296													

ROAD #: **0820** ROAD NAME: **BELLVALE RD** FROM: **CR13** TO: **GIBSON HILL RD** COUNTY: **Orange**
 STATION: **838149** STATE DIR CODE: **1** PLACEMENT: **250 FT E OF WHITE OAK DR** DATE OF COUNT: **05/10/2011**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: CR 0820 ROAD NAME: BELLVALE RD FROM: CR13 TO: GIBSON HILL RD COUNTY: Orange
 DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: 0031 FUNC. CLASS: 17 TOWN: CHESTER
 STATE DIR CODE: 2 WK OF YR: 19 PLACEMENT: 250 FT E OF WHITE OAK DR NHS: no LION#:
 DATE OF COUNT: 05/10/2011 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: WK 20 WB ADDL DATA: CC Stn: RR CROSSING:
 BATCH ID: DOT-R08CWW20aVol HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: ---

PROCESSED BY: ORG CODE: DOT INITIALS: jh

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T													53	71	84	86	82	99	91	52	55	35	14	17			
11	W	4	4	3	3	2	9	26	43	66	44	60	56	51	57	63	73	82	88	65	66	39	25	24	8	961	88	17
12	T	10	2	2	1	1	9	28	49	61	55	55	60	47	59	65	75	89	86	78	49	52	27	22	9	991	89	16
13	F	6	8	3	2	2	7	20	43	64	51	43																
14	S																											
15	S																											
16	M																											
17	T																											
18	W																											
19	T																											
20	F																											
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																				ADT				
7	5	3	2	2	8	25	44	63	49	52	57	49	61	70	77	83	90	77	55	48	29	20	11	987
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED (one way)</u>																
				High Hour	% of day																			
4	71	4	71	90	9%	0.988	1.091	AADT 905																

ROAD #: 0820 ROAD NAME: BELLVALE RD FROM: CR13 TO: GIBSON HILL RD COUNTY: Orange
 STATION: 838149 STATE DIR CODE: 2 PLACEMENT: 250 FT E OF WHITE OAK DR DATE OF COUNT: 05/10/2011

STATION: 838149

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD: BELLVALE RD
FED DIR CODE: 3, 7
ST DIR CODE: 1, 2
DOT ID: 187247
BEGIN DATE: 7/11/2012
NOTES 1:
NOTES 2:
TAKEN BY: ORG-HWM

FROM: CR13
REF. MARKER:
END MILEPOST: 1.65
LANES BY DIR: 1 East 1 West
WEEK OF YEAR: 28
PLACEMENT: CR 82 - 400' west of CR 45 î
PROCESSED BY: DOT-HWM

TO: GIBSON HILL RD
FUNC. CLASS: 17 - U Major Collector
FACTOR GROUP: 30
CC STN:
ADDL DATA: CLS SPD
JURISDICTION: 02-County
BATCH ID: DOT-R8OCTC201

REGION-COUNTY: 8-ORANGE
MUNI: Chester-Town-0157
BIN:
RR CROSSING: 861161W
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
7/11, Wed													142	126	133	149	171	189	183	127	108	68	53	47	1496		
7/12, Thu	11	13	11	9	6	31	80	138	145	126	100	110	118	122	148	140	174	187	207	145	139	112	49	39	2360	207	18-19
7/13, Fri	19	11	7	6	13	26	89	127	153	120	139	126	145	132	144	158	182	212	186	217	161	75	64	42	2554	217	19-20
7/14, Sat	20	19	12	4	8	10	34	48	87	112	151	121	146	160	141	161	151	133	94	115	108	86	70	58	2049	161	15-16
7/15, Sun	38	19	14	11	3	13	21	30	59	81	110	130	141	154	135	130	123	109	105	73	63	61	34	15	1672	154	13-14
7/16, Mon	21	11	2	4	15	33	79	114	132	120	107	95	123	139	119	149	175	175	182	116	101	81	37	30	2160	182	18-19
7/17, Tue	20	12	2	2	12	39	90	150	153	111	108	129	126	122	147	140	174	203	185	108	102	94	48	29	2306	203	17-18
7/18, Wed	16	7	6	6	12	36	66	128	138	132	109	122													656		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																								AWDT			
	17	11	7	6	11	33	81	131	144	122	113	116	127	127	137	145	174	189	189	124	113	89	47	36	2286		

AVERAGE WEEKDAY										ESTIMATED AADT		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway	East	West
7	168	4	102	189	8.3	88	7.9	118	10.1	2065	1034	1078
FACTOR												
Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl			
7	1.04	1.39	1.04	0.96	0.94	0.89	0.85	1.12	1.00			

New York State Department of Transportation

EB Traffic Count Hourly Report

STATION: 838149

ROUTE/ROAD: BELLVALE RD	FROM: CR13	TO: GIBSON HILL RD	REGION-COUNTY: 8-ORANGE
FED DIR CODE: 3	REF. MARKER:	FUNC. CLASS: 17 - U Major Collector	MUNI: Chester-Town-0157
ST DIR CODE: 1, 2	END MILEPOST: 1.65	FACTOR GROUP: 30	BIN:
DOT ID: 187247	LANES BY DIR: 1 East	CC STN:	RR CROSSING: 861161W
BEGIN DATE: 7/11/2012	WEEK OF YEAR: 28	ADDL DATA: CLS SPD	HPMS SAMPLE:
NOTES 1:	PLACEMENT: CR 82 - 400' west of CR 45 î	JURISDICTION: 02-County	1 WAY CODE:
NOTES 2:			COUNT TYPE: Vehicle
TAKEN BY: ORG-HWM	PROCESSED BY: DOT-HWM	BATCH ID: DOT-R8OCTC201	SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
7/11, Wed													71	74	68	66	60	78	72	53	42	26	24	21	655		
7/12, Thu	4	5	6	5	6	30	62	92	85	68	55	57	62	49	74	73	73	77	83	41	68	44	23	20	1162	92	07-08
7/13, Fri	12	7	4	5	10	22	66	83	80	68	73	55	78	74	69	70	75	70	70	55	47	29	18	26	1166	83	07-08
7/14, Sat	7	10	7	3	7	5	19	29	52	56	72	63	71	71	70	74	85	66	49	43	38	38	33	29	997	85	16-17
7/15, Sun	16	9	12	4	1	4	14	16	38	37	56	67	84	103	67	68	56	57	60	32	27	28	14	7	877	103	13-14
7/16, Mon	10	6	2	0	15	29	58	78	85	67	51	54	54	64	64	56	72	61	62	41	45	31	18	13	1036	85	08-09
7/17, Tue	10	4	0	1	12	35	70	92	97	58	62	65	61	53	72	66	74	70	67	45	39	29	20	14	1116	97	08-09
7/18, Wed	6	6	2	4	11	30	54	87	92	74	54	69													420		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									AWDT		
	8	6	3	4	10	29	62	86	88	67	59	60	62	60	70	65	70	72	71	45	49	33	21	17	1115		

AVERAGE WEEKDAY										ESTIMATED AADT		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway	East	West
7	168	4	102	189	8.3	88	7.9	118	10.1	2065	1034	1078
FACTOR												
Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl			
7	1.04	1.39	1.04	0.96	0.94	0.89	0.85	1.12	1.00			

STATION: 838149

New York State Department of Transportation WB Traffic Count Hourly Report

ROUTE/ROAD: BELLVALE RD	FROM: CR13	TO: GIBSON HILL RD	REGION-COUNTY: 8-ORANGE
FED DIR CODE: 7	REF. MARKER:	FUNC. CLASS: 17 - U Major Collector	MUNI: Chester-Town-0157
ST DIR CODE: 1, 2	END MILEPOST: 1.65	FACTOR GROUP: 30	BIN:
DOT ID: 187247	LANES BY DIR: 1 West	CC STN:	RR CROSSING: 861161W
BEGIN DATE: 7/11/2012	WEEK OF YEAR: 28	ADDL DATA: CLS SPD	HPMS SAMPLE:
NOTES 1:	PLACEMENT: CR 82 - 400' west of CR 45 î	JURISDICTION: 02-County	1 WAY CODE:
NOTES 2:			COUNT TYPE: Vehicle
TAKEN BY: ORG-HWM	PROCESSED BY: DOT-HWM	BATCH ID: DOT-R8OCTC201	SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
7/11, Wed													71	52	65	83	111	111	111	74	66	42	29	26	841		
7/12, Thu	7	8	5	4	0	1	18	46	60	58	45	53	56	73	74	67	101	110	124	104	71	68	26	19	1198	124	18-19
7/13, Fri	7	4	3	1	3	4	23	44	73	52	66	71	67	58	75	88	107	142	116	162	114	46	46	16	1388	162	19-20
7/14, Sat	13	9	5	1	1	5	15	19	35	56	79	58	75	89	71	87	66	67	45	72	70	48	37	29	1052	89	13-14
7/15, Sun	22	10	2	7	2	9	7	14	21	44	54	63	57	51	68	62	67	52	45	41	36	33	20	8	795	68	14-15
7/16, Mon	11	5	0	4	0	4	21	36	47	53	56	41	69	75	55	93	103	114	120	75	56	50	19	17	1124	120	18-19
7/17, Tue	10	8	2	1	0	4	20	58	56	53	46	64	65	69	75	74	100	133	118	63	63	65	28	15	1190	133	17-18
7/18, Wed	10	1	4	2	1	6	12	41	46	58	55	53													236		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																								AWDT			
	9	5	4	2	1	4	19	45	56	55	54	56	65	67	67	79	104	117	118	79	64	56	26	19	1171		

											AVERAGE WEEKDAY				ESTIMATED		
DAYS		HOURS		WEEKDAYS		WEEKDAY		Roadway		East		West		AADT			
Counted	Counted	Counted	Counted	Counted	Counted	Hours	Hours	High Hour	% of day	High Hour	% of day	High Hour	% of day	Roadway	East	West	
7	168			4		102		189	8.3	88	7.9	118	10.1	2065	1034	1078	
FACTOR																	
Month	Seasonal	Sun		Mon	Tue	Wed	Thu	Fri	Sat	Axl							
7	1.04	1.39		1.04	0.96	0.94	0.89	0.85	1.12	1.00							

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR82** ROAD NAME: **BELLVALE RD**
 DIRECTION: Eastbound FACTOR GROUP: 30
 STATE DIR CODE: 6 WK OF YR: 18
 DATE OF COUNT: 05/01/2014
 NOTES LANE 1:

FROM: **CR13**
 REC. SERIAL #: BV71
 PLACEMENT: 400' west of CR 45
 @ REF MARKER:
 ADDL DATA:
 COUNT TYPE: VEHICLES

TO: **GIBSON HILL RD**
 FUNC. CLASS: 17
 NHS: no
 JURIS: Village
 CC Stn:
 BATCH ID: DOT-OCTCww18

COUNTY: **Orange**
 TOWN: **CHESTER**
 LION#:
 BIN:
 RR CROSSING: 861161W
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: HWM

PROCESSED BY: ORG CODE: DOT INITIALS: JJM

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T													46	76	63	58	68	75	58	50	38	24	12	3			
2	F	6	1	0	1	8	27	66	108	111	62	62	72	66	62	57	88	76	80	78	60	25	19	26	9	1170	111	8
3	S	10	3	4	2	5	9	11	34	58	77	81	89	91	88	85	80	47	48	45	31	25	30	26	14	993	91	12
4	S	12	8	5	2	3	8	11	26	44	49	62	82	105	102	109	64	62	63	43	40	28	18	3	6	955	109	14
5	M	6	1	4	2	11	37	75	115	79	72	61	60	52	43	68	74	58	79	59	40	26	23	12	8	1065	115	7
6	T	3	0	2	2	10	39	75	105	80	67	49	62	64	77	64	73	72	71	57	35	27	18	19	5	1076	105	7
7	W	5	2	1	1	10	36	66	110	88	69	65																
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

5	1	1	1	9	34	70	110	90	68	59	65	54	65	65	68	66	75	58	42	30	22	14	5	1077
<u>DAYS Counted</u>	<u>HOURS Counted</u>		<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>						<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		<u>ESTIMATED</u>										
					High Hour		% of day																	
7	143		4	77	110		10%				1.000	1.077		AADT 1000										

AADT
1000

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR82** ROAD NAME: **BELLVALE RD**
 DIRECTION: Westbound FACTOR GROUP: 30
 STATE DIR CODE: 7 WK OF YR: 18
 DATE OF COUNT: 05/01/2014
 NOTES LANE 1:

FROM: **CR13** TO: **GIBSON HILL RD**
 REC. SERIAL #: BV71
 PLACEMENT: 400' west of CR 45
 @ REF MARKER:
 ADDL DATA:
 COUNT TYPE: VEHICLES
 PROCESSED BY: ORG CODE: DOT INITIALS: JJM

COUNTY: **Orange**
 TOWN: **CHESTER**
 LION#:
 BIN:
 RR CROSSING: 861161W
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: HWM

COUNT TYPE: VEHICLES

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T													56	69	74	96	97	127	108	86	49	40	20	12			
2	F	14	1	3	2	5	8	33	50	50	58	53	64	68	72	81	86	105	120	116	90	60	49	35	25	1248	120	17
3	S	20	7	3	1	5	3	13	23	22	55	58	86	79	94	79	84	68	62	59	70	47	37	29	16	1020	94	13
4	S	20	9	5	1	5	3	13	29	88	45	75	77	73	77	75	80	77	61	64	49	37	20	17	9	1009	88	8
5	M	6	2	1	1	2	5	28	54	39	55	49	51	50	52	86	95	94	111	107	73	49	28	28	12	1078	111	17
6	T	8	1	5	1	0	5	32	61	40	56	47	58	57	43	69	83	93	115	108	84	70	35	22	11	1104	115	17
7	W	13	2	2	0	2	9	23	44	57	61	52																
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12	1	3	1	2	7	29	52	46	58	50	58	54	55	76	91	95	118	108	81	56	34	23	12	1122
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY		Axle Adj. Factor		Seasonal/Weekday Adjustment Factor		ESTIMATED														
7	143	4	77	118		11%		1.000		1.077														

AADT
1042

ROAD #: **CR82**
 STATION: **838149**

ROAD NAME: **BELLVALE RD**
 STATE DIR CODE: **7**

FROM: **CR13**
 PLACEMENT: **400' west of CR 45**

TO: **GIBSON HILL RD**

COUNTY: **Orange**
 DATE OF COUNT: **05/01/2014**

STATION: **838149****New York State Department of Transportation**
Traffic Count Hourly Report

Page 1 of 2

ROAD #: **CR CR82** ROAD NAME: **BELLVALE RD** FROM: **CR13** TO: **GIBSON HILL RD** COUNTY: **Orange**
DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 4995 FUNC. CLASS: 17 TOWN:
STATE DIR CODE: 6 WK OF YR: 40 PLACEMENT: 148 Yds NW of 13A NHS: no LION#:
DATE OF COUNT: 09/30/2015 @ REF MARKER: JURIS: Village BIN:
NOTES LANE 1: NB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C40bTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

PROCESSED BY: ORG CODE: DOT INITIALS: CEL

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM													PM													
30	W													59	31	43	44	38	51	33	27	14	13	6	5			
1	T	1	1	1	1	1	7	17	30	32	20	30	37	44	34	44	58	58	55	45	25	18	17	9	6	591	58	15
2	F	5	1	0	0	3	8	17	38	41	59	58	51															

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
3	1	0	0	2	8	17	34	36	40	44	44	52	32	44	51	48	53	39	26	16	15	8	6	619
<u>DAYS Counted</u>	<u>HOURS Counted</u>			<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATE</u>														
						High Hour	% of day																	
2	48			2	48		53	9%	1.000	1.064	AAD													

AADT
582

ROAD #: **CR82** ROAD NAME: **BELLVALE RD** FROM: **CR13** TO: **GIBSON HILL RD** COUNTY: **Orange**
STATION: **838149** STATE DIR CODE: **6** PLACEMENT: **148 Yds NW of 13A** DATE OF COUNT: **09/30/2015**

STATION: **838149****New York State Department of Transportation**
Traffic Count Hourly Report

Page 2 of 2

ROAD #: **CR CR82** ROAD NAME: **BELLVALE RD** FROM: **CR13** TO: **GIBSON HILL RD** COUNTY: **Orange**
DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 4995 FUNC. CLASS: 17 TOWN:
STATE DIR CODE: 7 WK OF YR: 40 PLACEMENT: 148 Yds NW of 13A NHS: no LION#:
DATE OF COUNT: 09/30/2015 @ REF MARKER: JURIS: Village BIN:
NOTES LANE 1: SB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C40bTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

PROCESSED BY: ORG CODE: DOT INITIALS: CEL

DATE	DAY	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		TO 1	TO 2	TO 3	TO 4	TO 5	TO 6	TO 7	TO 8	TO 9	TO 10	TO 11	TO 12	TO 1	TO 2	TO 3	TO 4	TO 5	TO 6	TO 7	TO 8	TO 9	TO 10	TO 11	TO 12			
30	W	AM												69	73	57	82	93	74	71	40	17	14	5	4	995	80	9
1	T	3	0	1	0	7	8	60	70	68	80	71	76	58	64	72	49	58	55	69	51	29	29	8	9			
2	F	9	1	0	4	6	22	38	68	74	65	52	58															

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
6	0	0	2	6	15	49	69	71	72	62	67	64	68	64	66	76	64	70	46	23	22	6	6	994
<u>DAYS Counted</u>	<u>HOURS Counted</u>		<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>								<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		<u>ESTIMATE</u>								
					High Hour				% of day															
2	48		2	48	76				8%				1.000	1.064		AAD								

AADT
934

ROAD #: **CR82** ROAD NAME: **BELLVALE RD** FROM: **CR13** TO: **GIBSON HILL RD** COUNTY: **Orange**
STATION: **838149** STATE DIR CODE: **7** PLACEMENT: **148 Yds NW of 13A** DATE OF COUNT: **09/30/2015**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR 013A** ROAD NAME: **SUGAR LOAF BYPA**
 DIRECTION: Northbound FACTOR GROUP: 30
 STATE DIR CODE: 1 WK OF YR: 26
 DATE OF COUNT: 06/22/2010
 NOTES LANE 1:

FROM: **CR13** TO: **CR82**
 REC. SERIAL #: Y177
 PLACEMENT: CR 13A - BET. PEWTER CIR. &
 @ REF MARKER:
 ADDL DATA: Class Speed
 COUNT TYPE: VEHICLES
 PROCESSED BY: ORG CODE: DOT INITIALS: FG

COUNTY: **Orange**
 TOWN: **CHESTER**
 LION#:
 BIN:
 RR CROSSING:
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: KPK

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W													122	135	131	140	128	132	118	81	58	54	26	14			
24	T	6	9	7	9	26	69	120	178	169	139	108	107	110	110	109	158	149	160	110	78	61	43	35	26	2096	178	7
25	F	6	4	4	9	21	65	112	165	152	124	126	133	129	100	127	150	140	121	121	89	63	44	33	26	2064	165	7
26	S	15	10	3	4	9	16	26	70	103	97	126	129	138	148	128	108	111	92	83	81	50	63	34	60	1704	148	13
27	S	21	11	6	4	4	21	25	31	69	80	123	106	128	135	98	102	79	75	62	63	69	38	37	18	1405	135	13
28	M	6	8	6	15	19	69	115	170	160	104	114	117	109	126	125	144	106	109	93	54	51	44	26	13	1903	170	7
29	T	5	5	3	8	17	79	109	162	169	137	101	100	103	129	124	138	139	140	109	70	54	28	29	15	1973	169	8
30	W	8	7	8	13	20	65	90	136																			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

6 6 6 10 21 70 109 162 162 126 112 114 111 125 122 145 130 135 108 71 56 42 29 17 ADT 1995

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	164	5	98	162	8%	1.000	1.110

ESTIMATED (one way)

AADT
1797

ROAD #: **013A** ROAD NAME: **SUGAR LOAF BYPA**
 STATION: **838035** STATE DIR CODE: **1**

FROM: **CR13** TO: **CR82**
 PLACEMENT: **CR 13A - BET. PEWTER CIR. &**

COUNTY: **Orange**
 DATE OF COUNT: **06/22/2010**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: CR 013A ROAD NAME: SUGAR LOAF BYPA
 DIRECTION: Southbound FACTOR GROUP: 30
 STATE DIR CODE: 2 WK OF YR: 26
 DATE OF COUNT: 06/22/2010
 NOTES LANE 1:

FROM: CR13 TO: CR82
 REC. SERIAL #: Y177
 PLACEMENT: CR 13A - BET. PEWTER CIR. &
 @ REF MARKER:
 ADDL DATA: Class Speed
 COUNT TYPE: VEHICLES
 PROCESSED BY: ORG CODE: DOT INITIALS: FG

COUNTY: Orange
 TOWN: CHESTER
 LION#:
 BIN:
 RR CROSSING:
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: KPK

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W													89	102	102	126	135	121	110	110	79	79	54	31			
24	T	12	12	6	7	5	10	34	55	73	60	83	102	92	88	102	104	108	128	131	113	97	61	60	26	1569	131	18
25	F	24	13	2	9	4	10	27	62	73	78	81	118	104	111	121	123	121	122	101	104	72	80	57	34	1651	123	15
26	S	34	12	7	8	3	8	15	35	70	79	87	109	86	137	121	116	112	99	91	70	76	61	41	30	1507	137	13
27	S	24	15	5	4	2	8	4	15	28	53	65	80	82	115	111	99	74	79	69	69	56	51	33	15	1156	115	13
28	M	11	4	5	7	7	9	25	51	76	68	74	73	80	110	105	106	127	100	118	80	73	48	41	38	1436	127	16
29	T	10	9	3	3	7	5	20	63	87	83	85	92	93	89	98	116	129	143	129	75	79	45	54	29	1546	143	17
30	W	21	15	8	4	3	4	31	58																			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
17	12	5	6	5	7	27	58	77	72	81	96	88	97	102	113	125	123	122	94	82	58	52	31	1550
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED (one way)</u>																
				High Hour	% of day																			
8	164	5	98	125	8%	1.000	1.110	AADT																
								1396																

ROAD #: 013A ROAD NAME: SUGAR LOAF BYPA
 STATION: 838035 STATE DIR CODE: 2

FROM: CR13 TO: CR82
 PLACEMENT: CR 13A - BET. PEWTER CIR. &

COUNTY: Orange
 DATE OF COUNT: 06/22/2010

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROAD #:	CR 013A	ROAD NAME: SUGAR LOAF BYPA	YEAR: 2010	STATION: 838035
COUNTY NAME:	Orange		MONTH: June	
REGION CODE:	8			
FROM:	CR13			
TO:	CR82			
REF-MARKER:				
END MILEPOINT:	0110100	NO. OF LANES: 2		
FUNC-CLASS:	19	HPMS NO:		
STATION NO:	8035	LION#:		
COUNT TAKEN BY:	ORG CODE: ORG	INITIALS: KPK		
PROCESSED BY:	ORG CODE: DOT	INITIALS: FG	BATCH ID: DOT-WW (10) 26	

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	1983	1537	3520
NUMBER OF AXLES	4067	3165	7231
% HEAVY VEHICLES (F4-F13)	4.08%	7.42%	5.54%
% TRUCKS AND BUSES (F3-F13)	14.12%	31.16%	21.56%
AXLE CORRECTION FACTOR	0.98	0.97	0.97

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	6	0	0	0	0	0	0	0	0	0	0	6
	2:00	0	6	0	0	0	0	0	0	0	0	0	0	6
	3:00	0	5	0	0	0	0	0	0	0	0	0	0	5
	4:00	0	9	0	0	0	0	0	0	0	0	0	0	9
	5:00	0	18	2	0	0	0	0	1	0	0	0	0	21
	6:00	1	61	5	0	0	0	0	1	0	0	0	0	68
	7:00	1	92	11	0	0	1	0	4	0	0	0	0	109
	8:00	0	139	15	1	2	1	0	1	2	0	0	0	161
	9:00	0	140	13	2	3	0	0	2	0	0	0	0	162
	10:00	1	103	15	1	2	1	0	2	0	0	0	0	125
DIRECTION	11:00	0	92	12	1	3	1	0	0	2	0	0	0	111
North	12:00	0	93	12	1	2	2	0	1	3	0	0	0	114
	13:00	0	93	14	2	1	1	0	1	1	0	0	0	113
	14:00	0	102	14	1	3	2	0	0	2	0	0	0	124
	15:00	1	102	14	0	2	1	0	1	1	0	0	0	122
	16:00	2	121	16	1	2	0	0	1	2	0	0	0	145
	17:00	1	110	13	0	3	1	0	1	1	0	0	0	130
	18:00	1	119	12	0	1	0	0	0	0	0	0	0	133
	19:00	0	92	12	0	2	1	0	0	0	0	0	0	107
	20:00	0	62	7	0	1	0	0	0	0	0	0	0	70
	21:00	0	50	5	0	0	0	0	0	0	0	0	0	55
	22:00	1	38	3	0	0	0	0	0	0	0	0	0	42
	23:00	0	25	3	0	0	0	0	0	0	0	0	0	28
	24:00	0	16	1	0	0	0	0	0	0	0	0	0	17
TOTAL VEHICLES	9	1694	199	10	27	12	0	8	24	0	0	0	0	1983
TOTAL AXLES	18	3388	398	25	54	36	0	28	120	0	0	0	0	4067
ENDING HOUR	1:00	0	13	2	0	0	0	0	0	0	0	0	0	15
	2:00	0	9	2	0	1	0	0	0	0	0	0	0	12
	3:00	0	4	1	0	0	0	0	0	0	0	0	0	5
	4:00	0	3	2	0	0	1	0	0	0	0	0	0	6
	5:00	0	3	0	1	0	0	0	0	0	0	0	0	4
	6:00	0	5	1	0	0	0	0	0	0	0	0	0	6
	7:00	0	13	9	1	2	0	0	1	0	0	0	0	26
	8:00	0	31	19	1	4	0	0	1	2	0	0	0	58
	9:00	0	43	20	2	7	0	0	2	2	0	0	0	76
	10:00	0	45	17	2	5	0	0	0	1	0	0	0	70
DIRECTION	11:00	0	52	19	2	4	0	0	2	2	0	0	0	81
South	12:00	0	59	26	4	3	1	0	2	1	0	0	0	96
	13:00	1	57	26	1	4	0	0	1	2	0	0	0	92
	14:00	0	64	24	2	3	0	1	1	1	0	0	0	96
	15:00	0	64	25	1	6	0	0	2	3	0	0	0	101
	16:00	1	72	26	2	7	0	0	1	2	0	0	0	111
	17:00	0	86	28	1	5	0	0	1	2	0	0	0	123
	18:00	1	90	29	0	2	0	0	0	0	0	0	0	122
	19:00	2	92	26	0	1	0	0	0	0	0	0	0	121
	20:00	1	70	22	0	2	0	0	0	0	0	0	0	95
	21:00	1	64	15	0	2	0	0	0	0	0	0	0	82
	22:00	0	48	9	0	1	0	0	0	0	0	0	0	58
	23:00	0	40	11	0	0	0	0	0	0	0	0	0	51
	24:00	0	24	6	0	0	0	0	0	0	0	0	0	30
TOTAL VEHICLES	7	1051	365	20	59	2	1	13	19	0	0	0	0	1537
TOTAL AXLES	14	2102	730	50	118	6	4	46	95	0	0	0	0	3165
GRAND TOTAL VEHICLES	16	2745	564	30	86	14	1	21	43	0	0	0	0	3520
GRAND TOTAL AXLES	32	5490	1128	75	172	42	4	74	215	0	0	0	0	7231

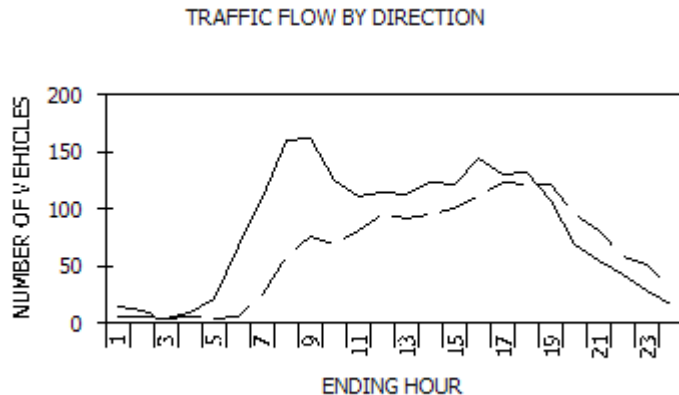
VEHICLE CLASSIFICATION CODES:

- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM



--- North		- -South			
PEAK HOUR DATA					
DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	9	162	A.M.	9	238
South	17	123	P.M.	16	256

SOURCE: NYSDOT DATA SERVICES BUREAU

**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 1 of 2
Date: 08/02/2010**

Station: 838035
Road #: CR 013A Road name: SUGAR LOAF BYPA
From: CR13
To: CR82
Direction: North

Start date: Tue 06/22/2010 09:00
End date: Wed 06/30/2010 07:00
County: Orange
Town: CHESTER
Speed limit: 55
LION#:

Count duration: 191 hours
Functional class: 19
Factor group: 30
Batch ID: DOT-WW (10) 26
Count taken by: Org: ORG Init: KPK
Processed by: Org: DOT Init: FG

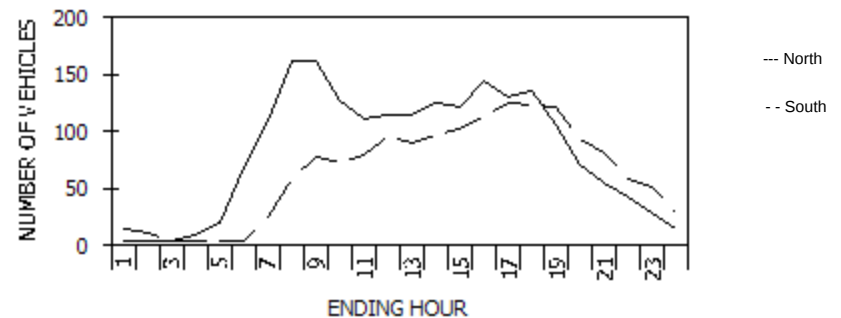
Wrong NYSDOT EI bin range used for posted speed

	Speeds, mph															% Exc								
	0.0-	20.1-	25.1-	30.1-	35.1-	40.1-	45.1-	45.1-	50.1-	55.1-	60.1-	65.1-	70.1-	75.1-	75.1-	% Exc	% Exc	% Exc	% Exc	% Exc	Avg	50th%	85th%	Total
Hour	20.0	25.0	30.0	35.0	40.0	45.0	50.0	55.0	60.0	65.0	70.0	75.0	75.0	95.0		45.0	50.0	55.0	60.0	65.0				
1:00	0	0	0	0	0	2	1	1	1	0	0	0	0	0		60.0	40.0	20.0	0.0	0.0	47.8	47.6	56.3	5
2:00	0	1	0	0	2	0	1	1	0	0	0	0	0	0		40.0	20.0	0.0	0.0	0.0	36.3	38.8	51.3	5
3:00	0	0	1	0	0	2	1	0	0	0	0	0	0	0		25.0	0.0	0.0	0.0	0.0	38.3	42.6	47.0	4
4:00	0	0	0	1	3	4	2	0	0	0	0	0	0	0		20.0	0.0	0.0	0.0	0.0	40.5	41.3	46.3	10
5:00	0	0	0	1	2	8	7	2	0	0	0	0	0	0		45.0	10.0	0.0	0.0	0.0	43.7	44.4	49.3	20
6:00	0	0	2	4	7	22	24	8	2	0	0	0	0	0		49.3	14.5	2.9	0.0	0.0	43.3	44.9	50.0	69
7:00	0	1	2	4	5	38	42	15	2	0	0	0	0	0		54.1	15.6	1.8	0.0	0.0	44.1	45.6	50.3	109
8:00	0	2	5	11	12	48	57	21	5	1	0	0	0	0		51.9	16.7	3.7	0.6	0.0	43.1	45.3	50.7	162
9:00	0	1	5	14	22	49	55	14	2	0	0	0	0	0		43.8	9.9	1.2	0.0	0.0	42.0	44.0	49.3	162
10:00	1	3	5	10	13	42	40	11	2	0	0	0	0	0		41.7	10.2	1.6	0.0	0.0	40.7	43.8	49.3	127
11:00	0	2	4	8	14	36	35	10	2	0	0	0	0	0		42.3	10.8	1.8	0.0	0.0	41.7	43.9	49.4	111
12:00	2	2	5	8	16	38	32	10	2	0	0	0	0	0		38.3	10.4	1.7	0.0	0.0	39.8	43.3	49.2	115
13:00	1	2	2	4	21	41	34	8	2	0	0	0	0	0		38.3	8.7	1.7	0.0	0.0	41.3	43.4	49.0	115
14:00	0	3	5	10	14	40	38	14	2	0	0	0	0	0		42.9	12.7	1.6	0.0	0.0	41.5	43.9	49.7	126
15:00	2	3	6	4	16	38	36	14	2	0	0	0	0	0		43.0	13.2	1.7	0.0	0.0	40.3	43.9	49.8	121
16:00	0	2	8	10	12	44	50	16	2	0	0	0	0	0		47.2	12.5	1.4	0.0	0.0	41.9	44.6	49.7	144
17:00	0	2	7	8	14	42	41	14	2	0	0	0	0	0		43.8	12.3	1.5	0.0	0.0	41.7	44.1	49.6	130
18:00	1	2	5	8	20	42	42	14	2	0	0	0	0	0		42.6	11.8	1.5	0.0	0.0	41.2	43.9	49.5	136
19:00	0	3	2	6	15	27	37	14	2	0	0	0	0	0		50.0	15.1	1.9	0.0	0.0	42.3	45.0	50.1	106
20:00	0	2	4	6	6	19	23	9	2	0	0	0	0	0		47.9	15.5	2.8	0.0	0.0	41.4	44.7	50.2	71
21:00	0	1	3	3	8	21	12	5	2	0	0	0	0	0		34.5	12.7	3.6	0.0	0.0	41.2	43.0	49.5	55
22:00	1	2	2	1	8	16	10	3	0	0	0	0	0	0		30.2	7.0	0.0	0.0	0.0	38.2	42.4	48.3	43
23:00	1	2	1	1	5	9	7	2	0	0	0	0	0	0		32.1	7.1	0.0	0.0	0.0	36.8	42.3	48.5	28
24:00	1	0	0	1	2	4	6	1	0	0	0	0	0	0		46.7	6.7	0.0	0.0	0.0	37.6	44.4	49.0	15
Avg. Daily Total	10	36	74	123	237	632	633	207	36	1	0	0	0	0		44.1	12.3	1.9	0.1	0.0	41.5	44.1	49.6	1989
Percent	0.5%	1.8%	3.7%	6.2%	11.9%	31.8%	31.8%	10.4%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%										
Cum. Percent	0.5%	2.3%	6.0%	12.2%	24.1%	55.9%	87.7%	98.1%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%										
Average hour	0	2	3	5	10	26	26	9	2	0	0	0	0	0										83

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
North	41.5	44.1	49.6
South	45.1	48.7	55.0

Peak Hour Data					
Direction	Hour	Count	2-way	Hour	Count
North	8	162	A.M.	9	240
South	17	125	P.M.	18	260



**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 2 of 2
Date: 08/02/2010**

Station: 838035
Road #: CR 013A Road name: SUGAR LOAF BYPA
From: CR13
To: CR82
Direction: South

Start date: Tue 06/22/2010 09:00
End date: Wed 06/30/2010 07:00
County: Orange
Town: CHESTER
Speed limit: 55
LION#:

Count duration: 191 hours
Functional class: 19
Factor group: 30
Batch ID: DOT-WW (10) 26
Count taken by: Org: ORG Init: KPK
Processed by: Org: DOT Init: FG

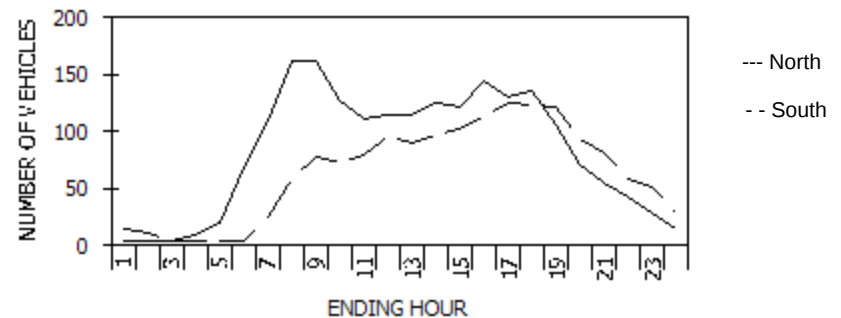
Wrong NYSDOT EI bin range used for posted speed

Speeds, mph																											
	0.0- Hour	20.1- 20.0	25.1- 25.0	30.1- 30.0	35.1- 35.0	40.1- 40.0	45.1- 45.0	50.1- 50.0	55.1- 55.0	60.1- 60.0	65.1- 65.0	70.1- 70.0	75.1- 75.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total					
1:00	1	0	0	0	1	2	5	5	1	0	0	0	0	73.3	40.0	6.7	0.0	0.0	40.9	48.6	53.8	15					
2:00	0	0	1	0	0	2	4	3	2	0	0	0	0	75.0	41.7	16.7	0.0	0.0	46.2	48.8	55.6	12					
3:00	0	0	1	0	0	1	1	1	0	0	0	0	0	50.0	25.0	0.0	0.0	0.0	40.0	45.0	52.0	4					
4:00	0	0	0	1	0	1	2	1	0	0	0	0	0	60.0	20.0	0.0	0.0	0.0	43.3	46.3	51.3	5					
5:00	0	0	0	0	0	2	1	2	0	0	0	0	0	60.0	40.0	0.0	0.0	0.0	47.1	47.6	53.2	5					
6:00	0	0	0	0	0	1	2	2	0	0	0	0	0	80.0	40.0	0.0	0.0	0.0	48.2	48.8	53.2	5					
7:00	0	0	1	0	0	1	7	9	5	2	1	0	0	92.3	65.4	30.8	11.5	3.8	50.7	52.3	59.2	26					
8:00	0	1	2	2	2	6	15	17	10	3	0	0	0	77.6	51.7	22.4	5.2	0.0	47.0	50.3	57.2	58					
9:00	0	2	4	3	2	10	30	20	5	2	0	0	0	73.1	34.6	9.0	2.6	0.0	44.7	48.0	53.9	78					
10:00	1	1	4	1	2	12	22	18	9	2	0	0	0	70.8	40.3	15.3	2.8	0.0	44.3	48.5	55.2	72					
11:00	0	2	3	2	2	13	20	24	10	3	1	0	0	72.5	47.5	17.5	5.0	1.3	46.1	49.6	56.0	80					
12:00	0	2	7	3	4	13	27	28	10	1	0	0	0	69.5	41.1	11.6	1.1	0.0	44.4	48.5	54.5	95					
13:00	1	2	5	4	2	12	29	23	10	2	1	0	0	71.4	39.6	14.3	3.3	1.1	43.9	48.4	54.9	91					
14:00	0	2	8	3	4	16	28	24	10	2	0	0	0	66.0	37.1	12.4	2.1	0.0	43.9	47.8	54.5	97					
15:00	1	4	5	3	2	12	33	29	10	3	0	0	0	73.5	41.2	12.7	2.9	0.0	43.7	48.7	54.7	102					
16:00	0	2	6	4	4	10	36	30	18	3	0	0	0	77.0	45.1	18.6	2.7	0.0	45.9	49.3	56.2	113					
17:00	1	2	6	3	4	16	38	37	13	4	1	0	0	74.4	44.0	14.4	4.0	0.8	45.2	49.1	54.9	125					
18:00	0	2	7	2	8	16	36	32	14	5	2	0	0	71.8	42.7	16.9	5.6	1.6	45.7	48.8	55.9	124					
19:00	0	2	6	3	6	16	35	36	16	2	0	0	0	73.0	44.3	14.8	1.6	0.0	45.7	49.0	55.0	122					
20:00	0	2	4	2	5	14	23	28	12	2	1	0	0	71.0	46.2	16.1	3.2	1.1	45.8	49.3	55.5	93					
21:00	0	2	2	2	3	12	28	20	10	2	0	0	0	74.1	39.5	14.8	2.5	0.0	46.0	48.5	55.0	81					
22:00	0	1	2	2	4	11	20	13	3	2	0	0	0	65.5	31.0	8.6	3.4	0.0	44.7	47.3	53.6	58					
23:00	0	1	3	1	4	10	15	11	4	2	0	0	0	62.7	33.3	11.8	3.9	0.0	44.2	47.2	54.3	51					
24:00	0	0	1	2	1	4	9	8	3	0	0	0	0	71.4	39.3	10.7	0.0	0.0	45.7	48.4	54.3	28					
Avg. Daily Total	5	30	78	43	60	213	466	421	175	42	7	0	0	72.1	41.9	14.5	3.2	0.5	45.1	48.7	55.0	1540					
Percent	0.3%	1.9%	5.1%	2.8%	3.9%	13.8%	30.3%	27.3%	11.4%	2.7%	0.5%	0.0%	0.0%														
Cum. Percent	0.3%	2.3%	7.3%	10.1%	14.0%	27.9%	58.1%	85.5%	96.8%	99.5%	100.0%	100.0%	100.0%														
Average hour	0	1	3	2	2	9	19	18	7	2	0	0	0									64					

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
North	41.5	44.1	49.6
South	45.1	48.7	55.0

Peak Hour Data					
Direction	Hour	Count	2-way	Hour	Count
North	8	162	A.M.	9	240
South	17	125	P.M.	18	260



New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR13** ROAD NAME: **SUGAR LOAF BYPA**
 DIRECTION: Northbound FACTOR GROUP: 30
 STATE DIR CODE: 6 WK OF YR: 18
 DATE OF COUNT: 05/01/2014
 NOTES LANE 1:

FROM: **CR13**
 REC. SERIAL #: AB06
 PLACEMENT: 100' south of CR 13
 @ REF MARKER:

ADDL DATA:

COUNT TYPE: VEHICLES

PROCESSED BY: ORG CODE: DOT INITIALS: JJM

TO: **CR82**
 FUNC. CLASS: 19
 NHS: no
 JURIS: Village
 CC Stn:
 BATCH ID: DOT-OCTCww18

COUNTY: **Orange**
 TOWN: **CHESTER**
 LION#:
 BIN:
 RR CROSSING:
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: HWM

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T													69	87	84	115	116	122	84	64	50	22	9	14			
2	F	2	1	4	1	19	44	91	147	161	117	89	84	75	89	98	142	109	125	95	64	36	28	23	10	1654	161	8
3	S	7	5	1	1	4	13	41	55	96	91	107	102	136	89	107	93	97	57	79	73	54	30	30	16	1384	136	12
4	S	7	1	5	2	2	11	30	47	90	97	109	117	121	131	84	80	75	74	50	42	30	15	9	5	1234	131	13
5	M	4	1	2	4	19	51	91	137	137	107	81	78	75	81	78	115	93	126	93	56	37	23	12	5	1506	137	7
6	T	1	4	6	2	17	47	91	159	138	104	99	84	93	80	93	138	92	98	65	67	39	15	9	5	1546	159	7
7	W	5	4	6	4	20	51	93	144	147	95	81																
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
3	3	5	2	19	47	92	147	146	106	88	82	79	83	85	123	100	115	81	62	42	20	10	8	1548
DAYS Counted	HOURS Counted			WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED												
						High Hour		% of day																
7	143			4	77	147		9%		1.000	1.077	AADT 1437												

ROAD #: **CR13** ROAD NAME: **SUGAR LOAF BYPA**
 STATION: **838035** STATE DIR CODE: **6**

FROM: **CR13**
 PLACEMENT: **100' south of CR 13**

TO: **CR82**

COUNTY: **Orange**
 DATE OF COUNT: **05/01/2014**

COUNTY: Orange
DATE OF COUNT: 05/01/2014

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

Start Time	01-Jun-20		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	7	6	5	4	4	1	5	4	3	5	4	8
01:00	*	*	*	*	0	1	1	1	3	4	1	2	1	2	1	0
02:00	*	*	*	*	2	3	1	2	1	1	1	2	1	2	3	2
03:00	*	*	*	*	3	0	4	0	3	1	3	0	0	0	0	0
04:00	*	*	*	*	0	2	0	4	2	5	1	4	4	1	2	0
05:00	*	*	*	*	10	6	11	9	10	6	10	7	11	4	1	4
06:00	*	*	*	*	23	21	27	27	28	26	26	25	4	4	4	6
07:00	*	*	*	*	25	37	28	37	28	38	27	37	9	16	9	13
08:00	*	*	*	*	27	37	24	40	28	30	26	36	15	25	17	13
09:00	*	*	*	*	33	44	37	37	28	38	33	40	30	41	25	32
10:00	*	*	*	*	32	39	33	40	41	51	35	43	41	50	41	43
11:00	*	*	*	*	54	51	46	55	40	50	47	52	60	55	49	48
12:00 PM	*	*	*	*	50	43	50	49	48	65	49	52	67	64	49	53
01:00	*	*	60	32	55	45	61	53	58	47	58	44	59	56	45	31
02:00	*	*	44	48	43	47	47	50	52	43	46	47	67	56	63	60
03:00	*	*	53	56	57	51	62	60	55	60	57	57	46	54	52	55
04:00	*	*	62	63	56	66	72	72	77	77	67	70	60	61	60	41
05:00	*	*	48	58	58	61	52	55	70	62	57	59	48	44	48	40
06:00	*	*	51	38	38	37	49	40	52	41	48	39	46	37	37	42
07:00	*	*	39	32	35	27	36	36	41	27	38	30	32	45	42	39
08:00	*	*	32	24	20	12	36	27	28	25	29	22	35	29	36	29
09:00	*	*	22	6	13	13	11	11	25	12	18	10	19	17	13	25
10:00	*	*	3	5	4	8	7	2	6	3	5	4	14	7	7	4
11:00	*	*	6	5	4	1	7	5	9	3	6	4	7	9	9	5
Total	0	0	420	367	649	658	707	716	737	716	693	690	679	684	617	593
Day	0		787		1307		1423		1453		1383		1363		1210	
AM Peak	-	-	-	-	11:00	11:00	11:00	11:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	54	51	46	55	41	51	47	52	60	55	49	48
PM Peak	-	-	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	12:00	12:00	14:00	14:00
Vol.	-	-	62	63	58	66	72	72	77	77	67	70	67	64	63	60

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

Start Time	08-Jun-20		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	3	1	5	2	*	*	*	*	*	*	4	2	*	*	*	*
01:00	0	1	3	4	*	*	*	*	*	*	2	2	*	*	*	*
02:00	0	1	1	0	*	*	*	*	*	*	0	0	*	*	*	*
03:00	2	1	2	0	*	*	*	*	*	*	2	0	*	*	*	*
04:00	1	2	3	2	*	*	*	*	*	*	2	2	*	*	*	*
05:00	7	9	12	11	*	*	*	*	*	*	10	10	*	*	*	*
06:00	27	28	26	30	*	*	*	*	*	*	26	29	*	*	*	*
07:00	29	33	27	39	*	*	*	*	*	*	28	36	*	*	*	*
08:00	26	43	39	37	*	*	*	*	*	*	32	40	*	*	*	*
09:00	31	41	34	34	*	*	*	*	*	*	32	38	*	*	*	*
10:00	31	39	40	50	*	*	*	*	*	*	36	44	*	*	*	*
11:00	38	36	46	47	*	*	*	*	*	*	42	42	*	*	*	*
12:00 PM	49	46	*	*	*	*	*	*	*	*	49	46	*	*	*	*
01:00	41	42	*	*	*	*	*	*	*	*	41	42	*	*	*	*
02:00	55	70	*	*	*	*	*	*	*	*	55	70	*	*	*	*
03:00	51	62	*	*	*	*	*	*	*	*	51	62	*	*	*	*
04:00	57	59	*	*	*	*	*	*	*	*	57	59	*	*	*	*
05:00	60	54	*	*	*	*	*	*	*	*	60	54	*	*	*	*
06:00	47	37	*	*	*	*	*	*	*	*	47	37	*	*	*	*
07:00	43	28	*	*	*	*	*	*	*	*	43	28	*	*	*	*
08:00	25	24	*	*	*	*	*	*	*	*	25	24	*	*	*	*
09:00	22	21	*	*	*	*	*	*	*	*	22	21	*	*	*	*
10:00	14	3	*	*	*	*	*	*	*	*	14	3	*	*	*	*
11:00	5	2	*	*	*	*	*	*	*	*	5	2	*	*	*	*
Total	664	683	238	256	0	0	0	0	0	0	685	693	0	0	0	0
Day	1347		494		0		0		0		1378		0		0	
AM Peak	11:00	08:00	11:00	10:00	-	-	-	-	-	-	11:00	10:00	-	-	-	-
Vol.	38	43	46	50	-	-	-	-	-	-	42	44	-	-	-	-
PM Peak	17:00	14:00	-	-	-	-	-	-	-	-	17:00	14:00	-	-	-	-
Vol.	60	70	-	-	-	-	-	-	-	-	60	70	-	-	-	-

Comb.
Total

1347

1281

1307

1423

1453

2761

1363

1210

ADT

ADT 1,352

AADT 1,352

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/02/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	0	1	10	24	21	4	0	0	0	0	0	60	48	51
14:00	0	0	1	2	0	15	11	9	5	1	0	0	0	0	44	49	53
15:00	1	2	0	0	2	12	17	13	6	0	0	0	0	0	53	49	52
16:00	0	0	0	0	1	15	17	24	5	0	0	0	0	0	62	49	51
17:00	0	0	0	0	0	10	19	14	4	1	0	0	0	0	48	49	53
18:00	1	0	0	0	1	7	15	15	8	3	1	0	0	0	51	52	57
19:00	1	0	0	0	1	10	13	8	6	0	0	0	0	0	39	50	53
20:00	0	0	1	1	0	11	12	4	2	0	1	0	0	0	32	47	53
21:00	3	0	0	0	1	2	6	7	1	2	0	0	0	0	22	49	57
22:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	47	49
23:00	0	0	0	0	0	2	3	1	0	0	0	0	0	0	6	45	48
Total	6	2	2	3	7	95	138	117	41	7	2	0	0	0	420		
Percent	1.4%	0.5%	0.5%	0.7%	1.7%	22.6%	32.9%	27.9%	9.8%	1.7%	0.5%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	21:00 3	15:00 2	14:00 1	14:00 2	15:00 2	14:00 15	13:00 24	16:00 24	18:00 8	18:00 3	18:00 1				16:00 62		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/03/20	0	0	0	0	0	2	4	1	0	0	0	0	0	0	7	44	48
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	48	49
03:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	37	39
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	2	1	4	3	0	0	0	0	0	0	10	47	49
06:00	0	0	0	1	1	2	12	4	3	0	0	0	0	0	23	49	53
07:00	0	1	0	0	0	6	8	6	4	0	0	0	0	0	25	50	53
08:00	2	0	1	1	1	5	10	5	2	0	0	0	0	0	27	47	51
09:00	1	0	1	1	1	8	9	9	2	1	0	0	0	0	33	48	53
10:00	0	0	0	0	0	4	14	10	3	1	0	0	0	0	32	49	54
11:00	0	0	2	0	1	6	18	21	5	1	0	0	0	0	54	49	53
12 PM	0	0	0	0	2	15	18	12	2	1	0	0	0	0	50	48	51
13:00	1	0	0	0	2	14	27	10	0	1	0	0	0	0	55	46	49
14:00	0	0	0	1	3	9	11	17	2	0	0	0	0	0	43	48	49
15:00	1	0	0	2	4	5	22	16	7	0	0	0	0	0	57	49	52
16:00	0	0	0	0	0	4	25	20	7	0	0	0	0	0	56	49	53
17:00	0	0	1	2	3	7	29	13	3	0	0	0	0	0	58	47	50
18:00	1	0	0	1	1	10	15	8	0	1	1	0	0	0	38	47	55
19:00	2	0	0	1	1	7	11	10	3	0	0	0	0	0	35	48	52
20:00	0	0	0	0	6	5	5	4	0	0	0	0	0	0	20	46	48
21:00	0	0	0	0	1	6	2	3	1	0	0	0	0	0	13	48	51
22:00	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	44	44
23:00	0	0	1	0	0	0	2	0	1	0	0	0	0	0	4	52	54
Total	8	1	7	11	29	117	251	173	45	6	1	0	0	0	649		
Percent	1.2%	0.2%	1.1%	1.7%	4.5%	18.0%	38.7%	26.7%	6.9%	0.9%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	11:00	03:00	05:00	09:00	11:00	11:00	11:00	09:00					11:00		
Vol.	2	1	2	1	2	8	18	21	5	1					54		
PM Peak	19:00		17:00	15:00	20:00	12:00	17:00	16:00	15:00	12:00	18:00				17:00		
Vol.	2		1	2	6	15	29	20	7	1	1				58		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/04/20	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5	48	49
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
03:00	0	0	0	1	0	1	0	1	1	0	0	0	0	0	4	52	54
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	2	2	4	2	0	1	0	0	0	0	11	48	57
06:00	0	0	0	2	1	3	9	9	2	1	0	0	0	0	27	49	54
07:00	0	0	0	0	1	6	11	7	3	0	0	0	0	0	28	49	52
08:00	0	0	0	1	2	2	6	12	1	0	0	0	0	0	24	48	49
09:00	1	0	1	1	1	8	15	9	0	1	0	0	0	0	37	47	49
10:00	0	0	0	0	0	5	14	10	3	1	0	0	0	0	33	49	53
11:00	0	1	0	0	2	11	13	15	4	0	0	0	0	0	46	49	52
12 PM	0	0	0	1	1	12	22	12	1	1	0	0	0	0	50	47	49
13:00	4	0	0	2	8	11	21	11	3	1	0	0	0	0	61	47	51
14:00	0	0	0	0	0	7	21	16	2	0	0	0	1	0	47	48	51
15:00	2	0	1	0	1	11	20	21	3	2	0	0	0	1	62	49	53
16:00	1	0	2	1	4	7	24	27	6	0	0	0	0	0	72	49	51
17:00	2	0	0	0	2	8	22	15	3	0	0	0	0	0	52	48	50
18:00	1	0	0	0	1	15	14	14	2	2	0	0	0	0	49	48	53
19:00	0	0	0	0	3	3	18	6	6	0	0	0	0	0	36	50	53
20:00	2	0	0	3	5	10	7	6	3	0	0	0	0	0	36	47	51
21:00	0	0	0	0	0	4	3	1	2	1	0	0	0	0	11	53	57
22:00	0	0	0	0	0	4	2	0	1	0	0	0	0	0	7	44	53
23:00	0	0	0	0	2	0	3	2	0	0	0	0	0	0	7	47	49
Total	13	1	4	12	37	131	252	198	46	11	0	0	1	1	707		
Percent	1.8%	0.1%	0.6%	1.7%	5.2%	18.5%	35.6%	28.0%	6.5%	1.6%	0.0%	0.0%	0.1%	0.1%			
AM Peak	09:00	11:00	09:00	06:00	05:00	11:00	09:00	11:00	11:00	05:00					11:00		
Vol.	1	1	1	2	2	11	15	15	4	1					46		
PM Peak	13:00		16:00	20:00	13:00	18:00	16:00	16:00	16:00	15:00			14:00	15:00	16:00		
Vol.	4		2	3	8	15	24	27	6	2			1	1	72		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/05/20	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4	42	44
01:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	47	49
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
03:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	38	39
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	48	49
05:00	0	0	0	0	1	3	4	2	0	0	0	0	0	0	10	46	48
06:00	0	0	0	0	3	4	14	4	1	2	0	0	0	0	28	48	56
07:00	0	0	0	1	1	5	10	8	2	1	0	0	0	0	28	49	54
08:00	0	0	1	1	2	10	5	9	0	0	0	0	0	0	28	47	49
09:00	0	0	0	1	2	5	12	6	2	0	0	0	0	0	28	48	51
10:00	0	0	0	2	1	7	18	12	1	0	0	0	0	0	41	47	49
11:00	1	0	0	1	2	10	14	9	2	0	1	0	0	0	40	48	52
12 PM	0	0	1	0	1	10	19	11	6	0	0	0	0	0	48	49	53
13:00	0	0	3	0	5	7	22	14	4	3	0	0	0	0	58	49	55
14:00	1	0	0	0	2	8	22	9	9	1	0	0	0	0	52	51	54
15:00	0	0	1	1	3	15	20	9	3	2	0	1	0	0	55	48	55
16:00	0	0	0	1	3	16	34	15	8	0	0	0	0	0	77	48	52
17:00	0	1	0	4	1	7	25	26	6	0	0	0	0	0	70	49	52
18:00	4	0	0	0	4	8	20	11	5	0	0	0	0	0	52	48	52
19:00	2	0	1	0	2	8	18	8	2	0	0	0	0	0	41	47	49
20:00	2	0	0	1	3	6	9	5	2	0	0	0	0	0	28	47	51
21:00	0	0	2	1	1	8	7	4	1	0	1	0	0	0	25	47	53
22:00	0	0	0	0	0	1	2	2	1	0	0	0	0	0	6	50	53
23:00	0	0	0	1	1	4	2	0	1	0	0	0	0	0	9	44	52
Total	10	1	10	16	38	148	280	166	56	9	2	1	0	0	737		
Percent	1.4%	0.1%	1.4%	2.2%	5.2%	20.1%	38.0%	22.5%	7.6%	1.2%	0.3%	0.1%	0.0%	0.0%			
AM Peak	11:00		00:00	10:00	06:00	08:00	10:00	10:00	07:00	06:00	11:00				10:00		
Vol.	1		1	2	3	10	18	12	2	2	1				41		
PM Peak	18:00	17:00	13:00	17:00	13:00	16:00	16:00	17:00	14:00	13:00	21:00	15:00			16:00		
Vol.	4	1	3	4	5	16	34	26	9	3	1	1			77		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/06/20	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	57	59
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	1	1	0	1	0	0	0	0	4	57	59
05:00	0	0	0	0	0	3	6	2	0	0	0	0	0	0	11	45	48
06:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	47	48
07:00	0	0	0	0	1	1	2	4	0	1	0	0	0	0	9	49	57
08:00	0	0	0	0	0	2	11	1	1	0	0	0	0	0	15	44	51
09:00	0	0	0	1	1	2	16	9	1	0	0	0	0	0	30	48	49
10:00	0	1	0	1	3	14	11	10	1	0	0	0	0	0	41	47	49
11:00	0	0	0	1	3	9	17	23	5	2	0	0	0	0	60	49	54
12 PM	5	0	0	3	4	11	22	12	9	1	0	0	0	0	67	49	53
13:00	0	0	1	0	2	7	18	23	6	2	0	0	0	0	59	49	54
14:00	3	0	0	2	1	11	23	20	6	1	0	0	0	0	67	49	53
15:00	0	0	1	0	2	7	15	18	3	0	0	0	0	0	46	48	51
16:00	0	0	0	0	0	7	25	18	7	2	0	1	0	0	60	50	55
17:00	0	0	0	0	1	13	9	19	5	1	0	0	0	0	48	49	53
18:00	1	1	2	0	3	5	16	13	3	1	1	0	0	0	46	49	54
19:00	1	0	0	0	1	7	13	6	4	0	0	0	0	0	32	49	52
20:00	0	0	2	0	4	7	15	5	2	0	0	0	0	0	35	46	50
21:00	0	0	0	0	0	6	5	7	1	0	0	0	0	0	19	48	50
22:00	0	0	0	1	1	4	7	1	0	0	0	0	0	0	14	44	46
23:00	0	0	0	0	1	1	1	2	1	1	0	0	0	0	7	54	58
Total	10	2	6	10	28	118	239	195	55	14	1	1	0	0	679		
Percent	1.5%	0.3%	0.9%	1.5%	4.1%	17.4%	35.2%	28.7%	8.1%	2.1%	0.1%	0.1%	0.0%	0.0%			
AM Peak		10:00		04:00	10:00	10:00	11:00	11:00	11:00	11:00					11:00		
Vol.		1		1	3	14	17	23	5	2					60		
PM Peak	12:00	18:00	18:00	12:00	12:00	17:00	16:00	13:00	12:00	13:00	18:00	16:00			12:00		
Vol.	5	1	2	3	4	13	25	23	9	2	1	1			67		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/07/20	2	0	0	0	0	1	1	0	0	0	0	0	0	0	4	42	43
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	52	54
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	53	54
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
06:00	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4	53	54
07:00	0	0	0	0	0	0	5	3	0	1	0	0	0	0	9	49	57
08:00	1	0	0	0	0	1	6	8	1	0	0	0	0	0	17	49	50
09:00	0	0	0	0	1	8	8	5	2	1	0	0	0	0	25	49	54
10:00	0	0	0	1	5	2	16	14	2	1	0	0	0	0	41	48	52
11:00	3	0	1	0	1	8	16	15	1	1	0	1	0	2	49	48	53
12 PM	0	0	0	1	1	11	14	14	5	1	0	1	1	0	49	50	57
13:00	2	0	0	0	4	6	16	15	2	0	0	0	0	0	45	48	49
14:00	0	0	0	0	2	12	24	16	7	1	1	0	0	0	63	49	54
15:00	0	0	0	1	2	8	19	13	5	4	0	0	0	0	52	51	56
16:00	0	0	1	0	1	13	25	14	5	1	0	0	0	0	60	48	53
17:00	0	0	0	1	2	5	20	13	5	2	0	0	0	0	48	49	54
18:00	0	0	0	2	0	10	14	9	2	0	0	0	0	0	37	48	50
19:00	0	1	0	0	2	3	21	12	3	0	0	0	0	0	42	48	51
20:00	4	0	1	1	0	8	14	5	3	0	0	0	0	0	36	47	51
21:00	0	1	0	0	1	3	5	3	0	0	0	0	0	0	13	46	48
22:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	7	42	44
23:00	0	0	0	0	3	1	3	1	1	0	0	0	0	0	9	48	52
Total	12	2	4	8	28	106	229	161	48	13	1	2	1	2	617		
Percent	1.9%	0.3%	0.6%	1.3%	4.5%	17.2%	37.1%	26.1%	7.8%	2.1%	0.2%	0.3%	0.2%	0.3%			
AM Peak	11:00		04:00	02:00	10:00	09:00	10:00	11:00	06:00	07:00		11:00		11:00	11:00		
Vol.	3		1	1	5	8	16	15	2	1		1		2	49		
PM Peak	20:00	19:00	16:00	18:00	13:00	16:00	16:00	14:00	14:00	15:00	14:00	12:00	12:00		14:00		
Vol.	4	1	1	2	4	13	25	16	7	4	1	1	1		63		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/08/20	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	47	49
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	43	44
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
05:00	0	0	0	0	1	3	2	1	0	0	0	0	0	0	7	44	48
06:00	2	0	0	0	2	4	8	8	3	0	0	0	0	0	27	49	52
07:00	0	0	0	1	4	4	10	9	1	0	0	0	0	0	29	48	49
08:00	1	0	0	1	2	3	9	6	4	0	0	0	0	0	26	50	53
09:00	0	0	0	0	2	9	13	3	4	0	0	0	0	0	31	48	53
10:00	1	0	1	0	1	3	12	10	2	1	0	0	0	0	31	49	53
11:00	0	0	1	0	0	5	11	15	6	0	0	0	0	0	38	50	53
12 PM	0	0	0	0	3	6	25	10	3	2	0	0	0	0	49	48	54
13:00	0	0	0	0	0	4	18	14	4	1	0	0	0	0	41	49	53
14:00	0	0	0	1	2	5	21	17	8	1	0	0	0	0	55	50	53
15:00	0	0	1	0	1	9	15	18	6	1	0	0	0	0	51	49	53
16:00	1	0	0	0	0	3	26	21	4	2	0	0	0	0	57	49	53
17:00	0	0	0	0	5	7	21	21	6	0	0	0	0	0	60	49	52
18:00	0	0	0	1	1	11	17	12	4	0	0	1	0	0	47	49	53
19:00	1	0	0	1	1	10	18	9	2	0	1	0	0	0	43	48	52
20:00	0	0	0	0	3	8	7	4	2	1	0	0	0	0	25	49	54
21:00	0	0	0	1	1	6	9	4	1	0	0	0	0	0	22	47	49
22:00	0	0	1	2	0	2	3	5	0	0	1	0	0	0	14	48	61
23:00	0	0	0	0	0	3	0	2	0	0	0	0	0	0	5	48	49
Total	6	0	4	9	29	107	247	190	60	9	2	1	0	0	664		
Percent	0.9%	0.0%	0.6%	1.4%	4.4%	16.1%	37.2%	28.6%	9.0%	1.4%	0.3%	0.2%	0.0%	0.0%			
AM Peak	06:00		10:00	03:00	07:00	09:00	09:00	11:00	11:00	10:00					11:00		
Vol.	2		1	1	4	9	13	15	6	1					38		
PM Peak	16:00		15:00	22:00	17:00	18:00	16:00	16:00	14:00	12:00	19:00	18:00			17:00		
Vol.	1		1	2	5	11	26	21	8	2	1	1			60		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/09/20	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5	46	48
01:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	43	44
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
04:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	48	49
05:00	0	0	0	0	1	5	4	1	1	0	0	0	0	0	12	45	51
06:00	0	0	0	0	3	5	11	5	1	1	0	0	0	0	26	48	53
07:00	0	0	0	0	2	6	10	6	2	1	0	0	0	0	27	49	54
08:00	0	0	0	1	4	4	16	11	2	1	0	0	0	0	39	48	52
09:00	0	0	0	0	2	8	11	10	2	1	0	0	0	0	34	48	53
10:00	0	0	0	0	1	14	10	14	1	0	0	0	0	0	40	48	49
11:00	1	0	0	4	0	8	19	10	4	0	0	0	0	0	46	48	52
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	1	6	13	54	86	60	13	4	0	0	0	0	238		
Percent	0.4%	0.0%	0.4%	2.5%	5.5%	22.7%	36.1%	25.2%	5.5%	1.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00		02:00	11:00	08:00	10:00	11:00	10:00	11:00	06:00					11:00		
Vol.	1		1	4	4	14	19	14	4	1					46		
PM Peak																	
Vol.																	
Total	66	9	38	75	209	876	1722	1260	364	73	9	5	2	3	4711		
Percent	1.4%	0.2%	0.8%	1.6%	4.4%	18.6%	36.6%	26.7%	7.7%	1.5%	0.2%	0.1%	0.0%	0.1%			

15th Percentile : 36 MPH
50th Percentile : 43 MPH
85th Percentile : 48 MPH
95th Percentile : 52 MPH

Stats
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2982
Percent in Pace : 63.3%
Number of Vehicles > 55 MPH : 92
Percent of Vehicles > 55 MPH : 2.0%
Mean Speed(Average) : 43 MPH

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/02/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	0	0	5	6	10	8	2	1	0	0	0	32	53	58
14:00	1	0	0	0	6	5	12	14	8	1	1	0	0	0	48	51	54
15:00	1	1	0	0	4	6	9	19	10	4	2	0	0	0	56	53	59
16:00	0	0	0	1	3	8	20	17	14	0	0	0	0	0	63	51	53
17:00	0	0	1	0	1	8	18	21	9	0	0	0	0	0	58	50	53
18:00	0	0	0	0	0	1	7	16	9	5	0	0	0	0	38	54	58
19:00	0	0	0	0	2	3	8	13	4	2	0	0	0	0	32	51	55
20:00	0	1	0	2	1	0	9	8	3	0	0	0	0	0	24	49	53
21:00	0	0	0	0	0	1	1	1	2	0	0	1	0	0	6	65	68
22:00	0	0	0	0	0	1	0	2	2	0	0	0	0	0	5	53	54
23:00	0	0	0	0	0	2	2	0	0	1	0	0	0	0	5	56	58
Total	2	2	1	3	17	40	92	121	69	15	4	1	0	0	367		
Percent	0.5%	0.5%	0.3%	0.8%	4.6%	10.9%	25.1%	33.0%	18.8%	4.1%	1.1%	0.3%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	14:00 1	15:00 1	17:00 1	20:00 2	14:00 6	16:00 8	16:00 20	17:00 21	16:00 14	18:00 5	15:00 2	21:00 1			16:00 63		

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400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/03/20	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6	47	49
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	49	49
02:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	53	54
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
05:00	0	0	0	0	0	0	2	3	0	1	0	0	0	0	6	55	58
06:00	0	0	0	0	0	4	4	8	5	0	0	0	0	0	21	51	53
07:00	0	0	0	0	2	9	7	14	3	2	0	0	0	0	37	49	55
08:00	0	1	1	0	0	2	12	13	7	1	0	0	0	0	37	51	54
09:00	0	0	1	2	0	2	8	17	10	4	0	0	0	0	44	53	57
10:00	1	0	0	0	5	3	9	13	8	0	0	0	0	0	39	51	53
11:00	0	0	1	1	2	2	22	17	5	1	0	0	0	0	51	49	53
12 PM	0	0	0	0	5	6	16	8	7	0	1	0	0	0	43	51	54
13:00	0	0	0	0	2	5	9	19	9	1	0	0	0	0	45	51	54
14:00	0	0	0	1	1	5	8	26	6	0	0	0	0	0	47	49	53
15:00	0	0	0	2	0	8	11	18	11	0	1	0	0	0	51	51	54
16:00	0	1	0	0	0	6	23	21	9	5	1	0	0	0	66	52	57
17:00	0	0	1	1	0	10	17	18	11	2	1	0	0	0	61	52	54
18:00	1	0	0	0	2	2	12	15	3	2	0	0	0	0	37	49	55
19:00	1	0	1	2	7	3	6	5	2	0	0	0	0	0	27	47	51
20:00	0	0	0	0	1	4	2	5	0	0	0	0	0	0	12	48	49
21:00	0	0	0	0	1	0	5	6	0	1	0	0	0	0	13	49	56
22:00	0	0	0	0	1	2	1	3	1	0	0	0	0	0	8	49	52
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
Total	3	2	5	10	29	76	178	232	99	20	4	0	0	0	658		
Percent	0.5%	0.3%	0.8%	1.5%	4.4%	11.6%	27.1%	35.3%	15.0%	3.0%	0.6%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	09:00	10:00	07:00	11:00	09:00	09:00	09:00					11:00		
Vol.	1	1	1	2	5	9	22	17	10	4					51		
PM Peak	18:00	16:00	17:00	15:00	19:00	17:00	16:00	14:00	15:00	16:00	12:00				16:00		
Vol.	1	1	1	2	7	10	23	26	11	5	1				66		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/04/20	1	0	0	0	0	0	1	1	1	0	0	0	0	0	4	52	54
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	48	49
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	1	0	2	0	0	0	0	0	0	4	48	49
05:00	0	0	0	0	0	0	4	3	2	0	0	0	0	0	9	51	53
06:00	0	0	0	0	0	4	9	8	6	0	0	0	0	0	27	51	53
07:00	0	0	0	2	2	2	12	10	7	1	1	0	0	0	37	52	55
08:00	0	1	2	0	0	3	11	13	8	2	0	0	0	0	40	52	55
09:00	0	1	1	0	0	5	3	16	8	3	0	0	0	0	37	53	56
10:00	1	0	0	0	6	3	9	13	8	0	0	0	0	0	40	51	53
11:00	1	1	0	0	0	10	16	19	5	3	0	0	0	0	55	49	55
12 PM	0	0	0	0	3	8	14	16	5	1	2	0	0	0	49	50	57
13:00	2	1	1	3	2	6	8	20	7	2	1	0	0	0	53	51	55
14:00	0	0	0	0	0	1	17	20	6	5	0	1	0	0	50	53	58
15:00	0	0	0	1	5	4	11	25	9	4	0	0	1	0	60	52	57
16:00	0	0	0	0	2	13	18	26	11	1	1	0	0	0	72	50	54
17:00	1	0	0	1	1	7	14	19	9	2	1	0	0	0	55	52	55
18:00	0	0	1	0	2	5	15	10	7	0	0	0	0	0	40	50	53
19:00	0	0	0	0	2	1	15	10	6	2	0	0	0	0	36	52	55
20:00	1	0	0	0	1	2	11	9	2	1	0	0	0	0	27	49	54
21:00	1	0	0	0	0	2	5	2	1	0	0	0	0	0	11	48	52
22:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	48	49
23:00	0	0	0	0	0	0	2	1	1	1	0	0	0	0	5	56	58
Total	8	4	5	8	26	78	197	245	109	28	6	1	1	0	716		
Percent	1.1%	0.6%	0.7%	1.1%	3.6%	10.9%	27.5%	34.2%	15.2%	3.9%	0.8%	0.1%	0.1%	0.0%			
AM Peak	00:00	08:00	08:00	07:00	10:00	11:00	11:00	11:00	08:00	09:00	07:00				11:00		
Vol.	1	1	2	2	6	10	16	19	8	3	1				55		
PM Peak	13:00	13:00	13:00	13:00	15:00	16:00	16:00	16:00	16:00	14:00	12:00	14:00	15:00		16:00		
Vol.	2	1	1	3	5	13	18	26	11	5	2	1	1		72		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/05/20	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
01:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4	48	49
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	54	54
04:00	1	1	0	0	0	2	0	1	0	0	0	0	0	0	5	46	48
05:00	0	0	0	0	0	0	1	4	1	0	0	0	0	0	6	50	53
06:00	0	0	0	0	1	2	7	10	6	0	0	0	0	0	26	51	53
07:00	0	0	0	1	3	5	7	13	8	1	0	0	0	0	38	52	54
08:00	0	0	0	0	1	2	7	15	3	2	0	0	0	0	30	50	56
09:00	1	0	1	0	0	6	6	15	6	3	0	0	0	0	38	52	56
10:00	1	0	1	0	1	8	21	14	4	1	0	0	0	0	51	49	53
11:00	0	1	1	0	2	11	11	18	5	1	0	0	0	0	50	49	53
12 PM	0	0	0	1	3	9	18	19	12	3	0	0	0	0	65	52	54
13:00	0	0	0	0	6	5	12	19	5	0	0	0	0	0	47	49	52
14:00	0	0	0	0	1	3	14	22	2	1	0	0	0	0	43	49	52
15:00	0	0	2	2	2	4	18	18	12	2	0	0	0	0	60	52	54
16:00	0	1	0	0	4	9	29	17	13	3	1	0	0	0	77	52	55
17:00	1	1	1	0	3	4	13	22	11	6	0	0	0	0	62	53	57
18:00	0	0	0	0	4	3	8	16	9	1	0	0	0	0	41	52	54
19:00	1	0	0	1	0	4	9	4	6	2	0	0	0	0	27	53	56
20:00	0	0	0	0	1	4	4	11	5	0	0	0	0	0	25	51	53
21:00	1	0	1	0	1	2	3	1	1	2	0	0	0	0	12	55	58
22:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	42	44
23:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	42	44
Total	6	4	7	5	35	87	192	241	110	28	1	0	0	0	716		
Percent	0.8%	0.6%	1.0%	0.7%	4.9%	12.2%	26.8%	33.7%	15.4%	3.9%	0.1%	0.0%	0.0%	0.0%			
AM Peak	04:00	04:00	09:00	07:00	07:00	11:00	10:00	11:00	07:00	09:00					10:00		
Vol.	1	1	1	1	3	11	21	18	8	3					51		
PM Peak	17:00	16:00	15:00	15:00	13:00	12:00	16:00	14:00	16:00	17:00	16:00				16:00		
Vol.	1	1	2	2	6	9	29	22	13	6	1				77		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/06/20	0	0	0	0	1	1	1	1	0	1	0	0	0	0	5	56	58
01:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	53	54
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	48	49
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	54	54
05:00	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4	52	54
06:00	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4	62	63
07:00	0	0	0	0	0	1	5	7	3	0	0	0	0	0	16	51	53
08:00	0	0	0	0	1	1	11	7	4	1	0	0	0	0	25	51	54
09:00	0	0	1	0	0	4	11	16	6	3	0	0	0	0	41	52	56
10:00	0	0	0	1	2	3	14	19	10	0	0	0	1	0	50	51	54
11:00	0	0	0	0	1	3	18	18	14	1	0	0	0	0	55	52	54
12 PM	5	0	0	1	4	7	17	19	10	1	0	0	0	0	64	50	53
13:00	0	0	1	1	0	4	11	16	18	4	1	0	0	0	56	54	57
14:00	3	0	0	0	2	7	11	17	13	1	2	0	0	0	56	52	56
15:00	1	0	0	0	0	4	11	26	7	4	1	0	0	0	54	52	57
16:00	1	0	4	0	0	1	21	23	7	0	1	1	1	1	61	50	60
17:00	2	0	0	0	0	1	17	12	12	0	0	0	0	0	44	52	54
18:00	1	0	0	1	0	4	10	14	6	1	0	0	0	0	37	51	54
19:00	0	0	0	0	1	0	11	24	8	1	0	0	0	0	45	51	54
20:00	1	0	0	0	0	3	6	12	5	0	1	0	1	0	29	52	62
21:00	0	0	0	0	1	4	4	5	3	0	0	0	0	0	17	50	53
22:00	0	0	0	0	0	1	2	1	1	1	1	0	0	0	7	59	63
23:00	0	0	0	0	0	1	3	4	1	0	0	0	0	0	9	49	52
Total	14	0	6	4	15	51	185	245	132	19	8	1	3	1	684		
Percent	2.0%	0.0%	0.9%	0.6%	2.2%	7.5%	27.0%	35.8%	19.3%	2.8%	1.2%	0.1%	0.4%	0.1%			
AM Peak			09:00	10:00	10:00	09:00	11:00	10:00	11:00	09:00	06:00		10:00		11:00		
Vol.			1	1	2	4	18	19	14	3	1		1		55		
PM Peak	12:00		16:00	12:00	12:00	12:00	16:00	15:00	13:00	13:00	14:00	16:00	16:00	16:00	12:00		
Vol.	5		4	1	4	7	21	26	18	4	2	1	1	1	64		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/07/20	1	0	0	0	0	0	3	2	2	0	0	0	0	0	8	52	53
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	53	54
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	49	49
06:00	0	0	0	0	0	0	2	1	2	1	0	0	0	0	6	55	58
07:00	0	0	0	0	0	0	3	6	2	2	0	0	0	0	13	55	58
08:00	0	0	0	0	0	0	6	5	2	0	0	0	0	0	13	50	53
09:00	0	0	1	0	1	3	8	16	2	1	0	0	0	0	32	49	53
10:00	1	0	0	0	1	4	13	16	7	1	0	0	0	0	43	51	54
11:00	0	0	0	0	0	6	19	14	7	2	0	0	0	0	48	51	54
12 PM	0	0	1	0	1	4	19	17	8	3	0	0	0	0	53	51	55
13:00	0	0	0	0	0	1	12	11	7	0	0	0	0	0	31	51	53
14:00	0	0	0	0	0	7	9	26	12	5	1	0	0	0	60	53	58
15:00	0	0	0	0	3	1	17	20	12	2	0	0	0	0	55	52	54
16:00	2	0	0	0	0	2	17	11	8	1	0	0	0	0	41	51	54
17:00	2	1	2	0	1	2	14	11	6	1	0	0	0	0	40	50	54
18:00	1	0	0	0	0	3	12	18	5	2	0	0	1	0	42	51	57
19:00	1	0	0	1	0	2	10	16	5	4	0	0	0	0	39	53	57
20:00	0	0	0	1	1	2	7	16	2	0	0	0	0	0	29	49	51
21:00	1	0	0	0	1	3	7	11	1	1	0	0	0	0	25	49	53
22:00	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	52	54
23:00	0	0	0	0	1	0	2	0	0	2	0	0	0	0	5	58	59
Total	9	1	4	2	11	41	183	220	92	28	1	0	1	0	593		
Percent	1.5%	0.2%	0.7%	0.3%	1.9%	6.9%	30.9%	37.1%	15.5%	4.7%	0.2%	0.0%	0.2%	0.0%			
AM Peak	00:00		09:00		02:00	11:00	11:00	09:00	10:00	07:00					11:00		
Vol.	1		1		1	6	19	16	7	2					48		
PM Peak	16:00	17:00	17:00	19:00	15:00	14:00	12:00	14:00	14:00	14:00	14:00		18:00		14:00		
Vol.	2	1	2	1	3	7	19	26	12	5	1		1		60		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/08/20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	64	64
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	49	49
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	69	69
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	48	49
05:00	0	0	0	0	0	1	1	3	4	0	0	0	0	0	9	53	54
06:00	0	0	0	0	0	2	10	9	6	1	0	0	0	0	28	52	54
07:00	1	0	1	0	1	5	7	11	7	0	0	0	0	0	33	51	53
08:00	0	1	0	1	0	3	10	16	12	0	0	0	0	0	43	52	54
09:00	0	0	0	0	0	2	13	18	6	2	0	0	0	0	41	51	54
10:00	0	0	0	1	0	4	12	16	5	1	0	0	0	0	39	50	54
11:00	0	0	0	0	1	4	9	14	7	0	1	0	0	0	36	51	54
12 PM	0	0	0	0	2	1	12	25	6	0	0	0	0	0	46	49	53
13:00	0	0	0	0	0	2	12	16	10	2	0	0	0	0	42	52	54
14:00	1	1	1	1	2	7	15	30	11	1	0	0	0	0	70	50	53
15:00	0	1	0	0	1	4	11	22	19	4	0	0	0	0	62	53	56
16:00	0	0	0	2	2	6	12	22	13	1	1	0	0	0	59	52	54
17:00	0	0	2	0	0	4	18	18	9	3	0	0	0	0	54	52	55
18:00	0	0	0	0	2	6	7	13	5	4	0	0	0	0	37	53	57
19:00	0	0	0	0	2	2	8	11	4	0	1	0	0	0	28	51	54
20:00	0	0	0	0	0	2	7	11	3	1	0	0	0	0	24	50	54
21:00	0	0	0	0	1	1	6	8	4	0	1	0	0	0	21	52	54
22:00	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	47	49
23:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	53	54
Total	2	3	4	7	14	56	172	267	132	20	5	1	0	0	683		
Percent	0.3%	0.4%	0.6%	1.0%	2.0%	8.2%	25.2%	39.1%	19.3%	2.9%	0.7%	0.1%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	08:00	07:00	07:00	09:00	09:00	08:00	09:00	00:00	02:00			08:00		
Vol.	1	1	1	1	1	5	13	18	12	2	1	1			43		
PM Peak	14:00	14:00	17:00	16:00	12:00	14:00	17:00	14:00	15:00	15:00	16:00				14:00		
Vol.	1	1	2	2	2	7	18	30	19	4	1				70		

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: DAVIDSON DRIVE
Location: CHESTER, NY
MC Job No. 20001345A

Site Code: 20001345 555

Station ID:

BELLVALE ROAD (APPROXIMATELY 125'

NORTH OF DAVIDSON DRIVE)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
06/09/20	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	53	54
01:00	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	52	54
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	48	49
05:00	0	0	1	0	1	2	2	1	4	0	0	0	0	0	11	52	54
06:00	0	0	0	0	1	8	9	6	4	2	0	0	0	0	30	51	56
07:00	0	0	0	0	1	4	12	11	10	1	0	0	0	0	39	52	54
08:00	2	1	0	0	1	0	7	13	12	1	0	0	0	0	37	53	54
09:00	0	0	0	0	2	6	5	11	9	1	0	0	0	0	34	52	54
10:00	1	0	0	0	1	6	12	21	6	2	1	0	0	0	50	51	56
11:00	4	0	0	1	1	1	12	14	12	2	0	0	0	0	47	52	54
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	7	1	1	1	8	28	62	79	59	9	1	0	0	0	256		
Percent	2.7%	0.4%	0.4%	0.4%	3.1%	10.9%	24.2%	30.9%	23.0%	3.5%	0.4%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	05:00	11:00	09:00	06:00	07:00	10:00	08:00	06:00	10:00				10:00		
Vol.	4	1	1	1	2	8	12	21	12	2	1				50		
PM Peak																	
Vol.																	
Total	51	17	33	40	155	457	1261	1650	802	167	30	4	5	1	4673		
Percent	1.1%	0.4%	0.7%	0.9%	3.3%	9.8%	27.0%	35.3%	17.2%	3.6%	0.6%	0.1%	0.1%	0.0%			

15th Percentile : 39 MPH
50th Percentile : 45 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Stats
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2911
Percent in Pace : 62.3%
Number of Vehicles > 55 MPH : 207
Percent of Vehicles > 55 MPH : 4.4%
Mean Speed(Average) : 46 MPH