

Appendix C

Traffic Access & Impact Study

TRAFFIC ACCESS & IMPACT STUDY

**Foster Church
467-477 South Pascack Road
Chestnut Ridge, New York**



Prepared by:
FREDERICK P. CLARK ASSOCIATES, INC.
Rye, New York • Fairfield, Connecticut

June 2010

TRAFFIC ACCESS & IMPACT STUDY

**Foster Church
467-477 South Pascack Road
Chestnut Ridge, New York**

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June 3, 2010

Mr. Loren J. Ware
96 N. Harrison Avenue
P. O. Box 97
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Dear Mr. Ware:

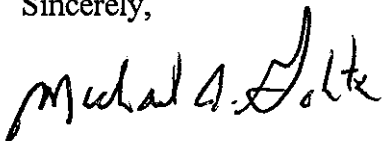
We are pleased to submit this Traffic Access and Impact Study for the proposed Foster Church, to be located on South Pascack Road in the Village of Chestnut Ridge, New York. The analysis is based on criteria set forth by the Church and the identification of events and services for typical weekdays and weekends throughout the year.

The analysis identifies and addresses traffic conditions during eight different time periods at eight intersections. A more detailed analysis included for four time periods, based on the requirements of the Village.

The findings of the analysis indicate that area roads can accommodate the Church traffic, without any modifications to traffic control, lane arrangements and pavement markings. At the proposed access drive it should be controlled with a STOP sign and STOP bar.

We trust this report will assist the Village and the County in its review of this Application.

Sincerely,



Michael A. Galante
Executive Vice President

Enclosure

cc: Ira Emanuel, Esq.

q:\811.000 foster church, chestnut ridge, ny\word files\fos10-002.mag.doc:ev:td

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SUMMARY

The proposal is to construct a Church, with 780 seats on the subject property, located on the westerly side of South Pascack Road (County Route 35) in the Village of Chestnut Ridge. For purposes of completing this analysis it is assumed the Church will be built and occupied in 2011.

At the beginning of the process to conduct a traffic analysis to determine potential impact to area roadways, detailed information was provided by Foster Church for eight different time periods on various days throughout the week and weekends. This was used to determine the level of Church activity and related traffic. Based on this preliminary analysis the specific time periods for each of the services or events, number of people attending and the estimates of site traffic, as provided by the Applicant based on previous experience, were identified. This information was matched to the results of the detailed traffic counting program at eight intersections for eight different time periods to determine the potential impact to area roads and to specifically identify time periods that should be analyzed in more detail to determine impact from the proposed Church.

Based on discussions with the Village's Traffic Consultant, four of the eight time periods were selected for a more detailed analysis beyond the identification of site traffic for each of the roadway segments in the Study Area and each of the eight peak hours for the eight different time periods of the anticipated activities. Results of this preliminary assessment by the Village's Traffic Consultant identified four time periods, which are included in the detailed analyses in this report.

The Church will have events and activities occurring during these eight different time periods on various days. The level of activity will be between 40 and 325 people in attendance. Full use of the Church is expected once or twice a year and on those particular days and events the Church anticipates its members will arrive by chartered

buses. This will result in a significant benefit to area roads and the Church parking as many of the members will not drive in private vehicles. During those special events the Church will need to have in place a special traffic management plan to accommodate its needs and reduce impacts to area roadways.

The analyses included in this Traffic Report include vehicle trip ends from 40 to 80 during the peak hours.

Based on discussions with the Village's Traffic Consultant, the following time periods were selected for the detailed analyses:

- Wednesday evening arrivals – 4:45 to 5:45 P.M.;
- Saturday morning departures – 10:00 to 11:00 A.M.;
- Sunday mid-morning departures for the bi-weekly service – 11:30 A.M. to 12:30 P.M.; and,
- Sunday afternoon arrivals – 2:30 to 3:30 P.M.

Traffic related to these activities were added to the roadway system for the eight different time periods and analyzed in detail for four peak hour time periods to determine potential impacts.

Results of the analyses indicate that with the distribution of site traffic onto several different roadways, in the immediate vicinity of the subject property, the potential impact is actually mitigated. Results of the analysis indicate that the Wednesday evening service arrival peak hour is 4:45 to 5:45 P.M. and typically has its intersections operating with the longest traffic delays due to the current commuter traffic on these roadways. Other time periods for the Saturday morning, Sunday morning or Sunday afternoon indicate much lower traffic volumes on area roads and better overall conditions, without Church-related traffic added to these intersections.

Results of the analyses indicate that the increase in traffic at any one of these intersections during the four peak hours identified to be included in the detailed analyses will continue to operate at the same Levels of Service.

Based on the results of these analyses no off-site mitigation is necessary to accommodate the additional traffic added to area roadways. The existing traffic signals and STOP sign-controlled intersections can be maintained; however, the timing of a traffic signal may need to be modified.

At the proposed access drive it should be controlled with a STOP sign and STOP bar. Appropriate intersection sight distance (ISD) should be obtained and provided at the location of the access drive.

INTRODUCTION

This report was prepared to provide the Village with a detailed description and analysis of the surrounding roadway network and the potential impacts from the development of the Foster Church on South Pascack Road. This analysis includes detailed information for eight time periods. It included weekday evenings, Saturday morning, Sunday mid-morning and Sunday afternoon peak time periods. Based on this information and with assistance from the Village identified four specific peak hours, which are included as part of a detailed capacity analysis of area roads and nearby intersections.

This Traffic Study includes the weekday evening service arrivals, a typical Saturday morning service departure, a Sunday mid-morning service departure and a Sunday afternoon service arrival for the detailed capacity analysis of nearby intersections.

This report provides a description of existing, no-build and build traffic volumes, a description of area roadways and site access considerations.

Project Description

The proposal is to construct the Foster Church on the westerly side of Pascack Road in the Village of Chestnut Ridge. The site address is 467-477 South Pascack Road.

The proposal is to provide a Church, with a maximum capacity of 780 seats for services and related activities. This Church will serve surrounding Villages and Towns and will also include members of northern New Jersey.

For purposes of completing this traffic analysis a design year of 2011 has been selected to develop the traffic analysis, potential impacts and any possible mitigation.

EXISTING CONDITIONS

This section of the report describes the 2009 baseline traffic volumes obtained for area roadways for eight different time periods and the basis for the analysis to determine potential impacts for each of these time periods and the full analysis, with capacity analyses, for four time periods.

The report provides a description of nearby roadways, intersections, traffic control, site access considerations, capacity analysis procedures and the results of these analyses. Accident experience has been obtained from the Town of Ramapo and the Village of Spring Valley and included in this section of the report.

Roadways

The following provides a description of area roads serving the subject property and roadways included in this analysis.

1. *South Pascack Road* – This is a north-south, two-lane, County-maintained roadway. It is designated Rockland County Route 35 in the vicinity of the site frontage. It has a posted limit of 30 miles per hour, generally provides a double yellow centerline and does not provide any paved shoulders or sidewalks near the subject property.

This road begins to the north of the subject property at a T-type intersection with Scotland Hill Road and continues in a southerly direction intersecting with Williams Road and continuing south into New Jersey. The section of the road south of Williams Road is generally a narrower roadway; however, continues to provide one travel lane in each direction, a double yellow centerline and a posted speed limit of 30 miles per hour.

2. *Scotland Hill Road* – This is a generally north-south, Village-maintained roadway. It begins to the north at the intersection of Nyack Turnpike and intersects South Pascack Road at a STOP sign controlled intersection and terminates at a T-type intersection with Convent Road. This road has a posted speed limit of 30 miles per hour, provides one travel lane in each direction and includes a double yellow centerline in the Study Area.

3. *Williams Road* – This is a local, east-west, Village-maintained roadway, located to the south of the subject property. It provides one travel lane in each direction, a double yellow centerline, with no curbs, shoulders or sidewalks. It begins to the west at a T-type, STOP sign controlled intersection with Red Schoolhouse Road. It continues to the east and terminates at a T-type, STOP sign controlled intersection with South Pascack Road. This road has a posted speed limit of 30 miles per hour and generally serves a residential neighborhood.

4. *Red Schoolhouse Road* – This is a north-south, County-maintained roadway, located to the west of the subject property and west of the Garden State Parkway Extension. It is designated Rockland County Route 41 and begins to the north at a T-type, signalized intersection with Chestnut Ridge Road and continues south providing access from the southbound lanes of the Garden State Parkway Extension and northbound lanes of the Parkway Extension at a partial-type Interchange.

This road continues to the south of the Parkway Extension into Bergen County of New Jersey. It has a posted speed limit of 30 miles per hour, provides a double yellow centerline and access to both residential and commercial development. The southbound off-ramp from the Garden State Parkway Extension to Red Schoolhouse Road is controlled with a traffic signal. The northbound on-ramp to the Garden State Parkway Extension is an uncontrolled intersection. The

intersections with Williams Road and Summit Road are controlled with STOP signs on the side road approaches. At the Summit Road northbound approach on Red Schoolhouse Road there is a NO LEFT TURN restriction from 7:00 to 10:00 A.M. on Monday through Friday, except for School buses.

5. *Chestnut Ridge Road* – This is generally a north-south, two-lane, State-maintained roadway, located to the northwest of the site and northwest of the Garden State Parkway Extension. It has a posted speed limit of 40 miles per hour to the southwest of the Red Schoolhouse Road intersection and 45 miles per hour to the northeast of this same intersection.

The intersection with Red Schoolhouse Road is controlled with a traffic signal and provides additional turn lanes on the northbound, westbound and southbound approaches. It provides access to mostly commercial development between the intersections of Red Schoolhouse Road and Scotland Road to the north and more residential development to the southwest of the intersection with Red Schoolhouse Road.

6. *Scotland Road* – This is generally an east-west, Village-maintained roadway. It begins to the west at a T-type intersection with Chestnut Ridge Road and continues to the northeast and terminates at a T-type intersection with Scotland Hill road. These two intersections are controlled with STOP signs on the Scotland Road approaches.
7. *South Pascack Road (North of Scotland Hill Road)* – This is a north-south, two-lane, County-maintained roadway. It is designated Rockland County Route 35 and continues to the north of the Convent Road intersection with Scotland Hill Road.

This road continues in a northerly direction and intersects with Old Nyack Turnpike, which provides access to the southbound (eastbound) lanes of the New York State Thruway.

South Pascack Road continues in a northerly direction north of the New York State Thruway and terminates at Lawrence Street to the north.

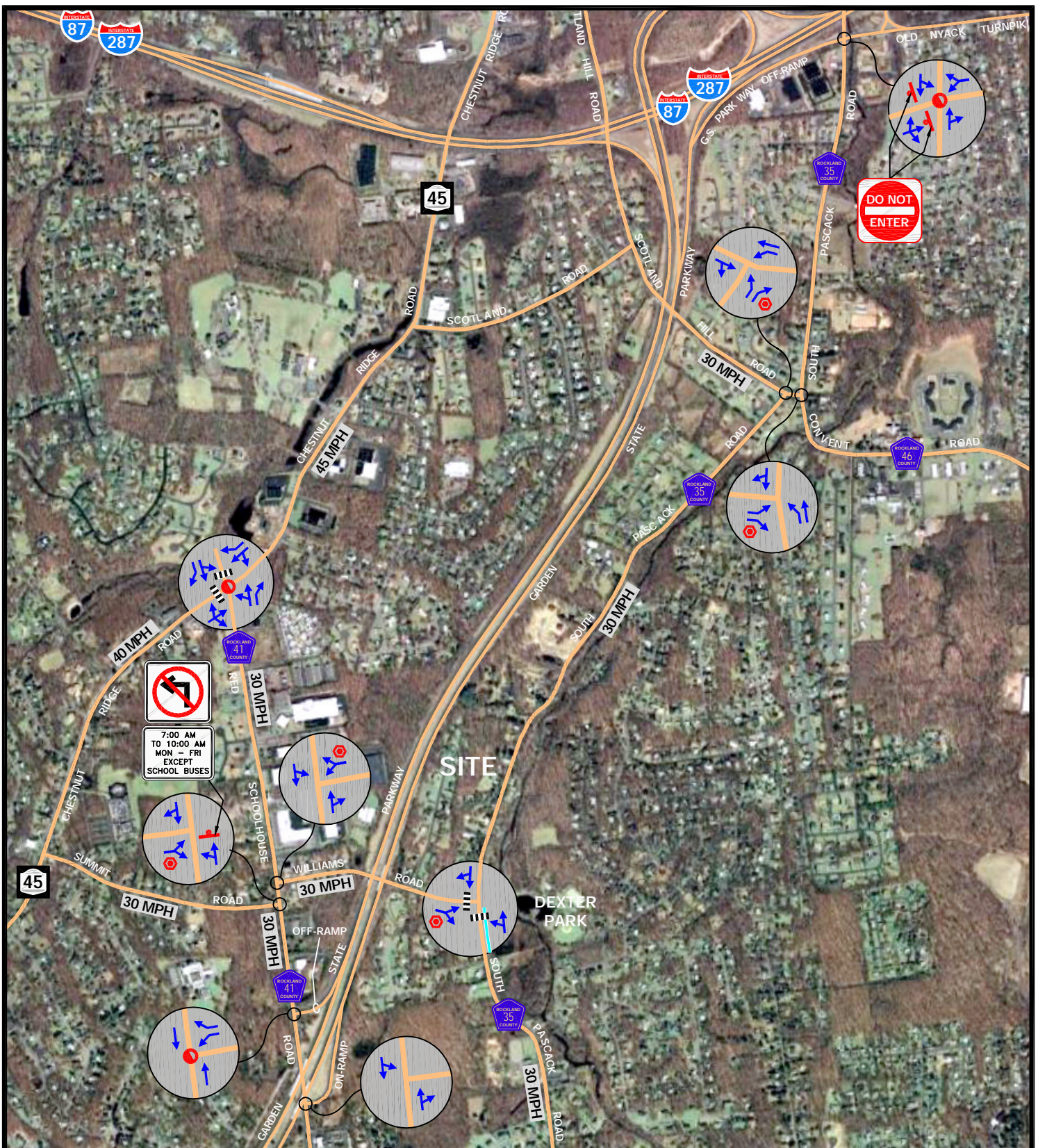
8. *Convent Road* – This is generally an east-west, County-maintained roadway. It provides two travel lanes and is a continuation of South Pascack Road and Scotland Hill Road to the west and intersects and terminates to the east Old Middletown Road. This is designated Rockland County Route 46. It provides access to mostly a residential area and Town facilities.
9. *Garden State Parkway and Extension* – This is a north-south, limited-access, median-divided Parkway in the State of New Jersey. At the Stateline it is part of the New York State Thruway and provides a connection to the New York State Thruway (Interstate 87/Interstate 287), which is located to the north of the subject property.

Figure 1 shows the site's location in relation to the area roadways. This figure also identifies intersections included in the designated Study Area. Figure 2 shows the current street system characteristics, as described above. Photographs of the intersections included in the analysis are in the Appendix of this report.








Traffic Volumes

To identify and develop a baseline traffic condition for area roads and intersections included in this analysis, manual traffic volume surveys were conducted by representatives of Frederick P. Clark Associates, Inc. at the following locations:





LEGEND

-  TRAFFIC LANE
-  TRAFFIC SIGNAL
-  STOP SIGN
-  TRAFFIC SIGN
-  PEDESTRIAN CROSSWALK
-  SPEED LIMIT
-  SHOULDER PARKING FOR PARK - UNFINISHED PAVEMENT

CURRENT STREET SYSTEM CHARACTERISTICS

FOSTER CHURCH
 467-477 South Pascack Road
 Chestnut Ridge, New York



FREDERICK P. CLARK ASSOCIATES, INC.
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- South Pascack Road at Garden State Parkway Northbound Off-Ramp/Old Nyack Turnpike;
- South Pascack Road at Scotland Hill Road/Convent Road;
- Scotland Hill Road at South Pascack Road;
- South Pascack Road at Williams Road;
- Red Schoolhouse Road at Chestnut Ridge Road;
- Red Schoolhouse Road at Williams Road;
- Red Schoolhouse Road at Summit Road;
- Red Schoolhouse Road at Garden State Parkway Extension Southbound Off-Ramp; and,
- Red Schoolhouse Road at Garden State Parkway Extension Northbound On-Ramp.

These intersections were selected based on discussions with the Village Traffic Consultant. These traffic volume counts were conducted on the following days, dates and time periods:

- Tuesday (this represents a Wednesday condition based on the machine counts on), June 16, 2009 – 5:00 to 9:30 P.M.;
- Tuesday (this represents a Wednesday condition), October 27, 2009 – 5:00 to 9:30 P.M.;
- Saturday, June 20, 2009 – 8:00 A.M. to 12:00 Noon;
- Saturday, October 31, 2009 – 8:00 A.M. to 12:00 Noon;
- Sunday, June 14, 2009 – 9:00 A.M. to 1:00 P.M.;
- Sunday, October 25, 2009 – 9:00 A.M. to 1:00 P.M.
- Sunday, June 14, 2009 – 2:00 to 6:00 P.M.; and,
- Sunday, October 25, 2009 – 2:00 to 6:00 P.M.

Based on the anticipated schedule of activities and services at Foster Church, the following time periods were selected for the initial but, detailed analysis, to identify existing site traffic conditions to determine the need for specific and more detailed analyses based on discussions with the Village's Traffic Consultant:

DAY/SERVICE	PEAK HOUR
Wednesday evening arrivals	4:45 to 5:45 P.M.
Wednesday evening departures	6:45 to 7:45 P.M.
Typical Saturday morning arrivals	8:00 to 9:00 A.M.
Typical Saturday morning departures	10:00 to 11:00 A.M.
Bi-weekly Sunday mid-morning arrivals	9:00 to 10:00 A.M.
Bi-weekly Sunday mid-morning departures	11:30 A.M. to 12:30 P.M.
Special event Sunday mid-morning arrivals	9:00 to 10:00 A.M.
Special event Sunday mid-morning departures	11:30 A.M. to 12:30 P.M.
Sunday afternoon arrivals	2:30 to 3:30 P.M.
Sunday afternoon departures	4:30 to 5:30 P.M.

Based on the results of the traffic counting program to identify peak volumes and the identification of the peak hours of activities related to the proposed Foster Church, the base volumes for specific roadway segments were identified. Table 1 provides the detailed breakdown of the peak hour volumes related to the peaking characteristics of the proposed Foster Church and also identifies the anticipated site traffic and matched to the current traffic on area roadways. The site traffic volumes are discussed in the next section of this report; however, is included in this table, as requested by the Village Traffic Consultant for the initial comparison purposes to determine potential impact and need to further analyze specific intersections in the designated Study Area.

Figures 3 through 10 show the 2009 existing traffic volumes for each of the time periods noted above in the table and forms the basis of the baseline traffic volumes used in the analysis of each of these intersections and time periods.

Table 1
 2009 TRAFFIC VOLUMES – PEAK HOURS
 Foster Church
 Chestnut Ridge, New York

LOCATION	VEHICLES									
	Wednesday Evening Service Arrivals	Wednesday Evening Service Departures	Typical Saturday Morning Service Arrivals	Typical Saturday Morning Service Departures	BW Sunday Mid-Morning Service Arrivals	BW Sunday Morning Service Departures	Sunday Afternoon Service Arrivals	Sunday Afternoon Service Departures	Sunday Afternoon Service Arrivals	Sunday Afternoon Service Departures
Chestnut Ridge Road, West of Red Schoolhouse Road/Access Drive	725	592	376	614	350	519	546	539	546	539
Chestnut Ridge Road, East of Red Schoolhouse Road/Access Drive	896	661	502	677	365	500	607	575	607	575
Red Schoolhouse Road, South of Chestnut Ridge Road	646	378	283	366	203	287	228	271	228	271
Access Drive, North of Chestnut Ridge Road	27	17	23	21	8	18	13	5	13	5
Red Schoolhouse Road, North of Williams Road	681	385	275	346	176	256	248	291	248	291
Red Schoolhouse Road, South of Williams Road	793	433	272	352	190	308	325	354	325	354
Williams Road, East of Red Schoolhouse Road	340	248	105	156	98	162	173	173	173	173
Red Schoolhouse Road, North of Summit Road	793	433	272	352	190	308	325	354	325	354
Red Schoolhouse Road, South of Summit Road	813	468	306	387	220	353	354	372	354	372
Summit Road, West of Red Schoolhouse Road	216	153	94	133	80	129	141	150	141	150
Red Schoolhouse Road, North of Garden State Parkway Southbound Off-Ramp	816	460	309	389	224	354	359	366	359	366
Red Schoolhouse Road, South of Garden State Parkway Southbound Off-Ramp	936	586	356	488	239	493	543	505	543	505
Garden State Parkway Southbound Off-Ramp, East of Red Schoolhouse Road	536	384	211	271	155	323	418	375	418	375
Red Schoolhouse Road, North of Garden State Parkway Northbound On-Ramp	920	583	390	512	252	516	548	506	548	506
Red Schoolhouse Road, South of Garden State Parkway Northbound On-Ramp	1,294	758	396	620	281	629	660	579	660	579
Garden State Parkway Northbound On-Ramp, East of Red Schoolhouse Road	1,058	563	284	454	209	483	380	311	380	311
South Pascaek Road, North of Williams Road	242	188	90	159	68	119	183	156	183	156
South Pascaek Road, South of Williams Road	338	225	133	209	99	165	234	195	234	195
Williams Road, West of South Pascaek Road	342	221	115	166	93	156	167	171	167	171
Scotland Hill Road, East of South Pascaek Road	363	296	209	273	182	216	307	270	307	270
Scotland Hill Road, West of South Pascaek Road	485	375	133	391	135	296	407	369	407	369
South Pascaek Road, South of Scotland Hill Road	258	195	112	180	89	128	186	183	186	183
South Pascaek Road, North of Scotland Hill Road	622	452	188	377	153	327	439	398	439	398
Convent Road, South of Scotland Hill Road	639	457	191	402	187	319	476	407	476	407
Scotland Hill Road, West of South Pascaek Road/Convent Road	485	375	209	391	182	296	407	369	407	369

Table 1 (Cont'd)

LOCATION	VEHICLES										
	Wednesday Evening Service Arrivals	Wednesday Evening Service Departures	Typical Saturday Morning Service Arrivals	Typical Saturday Morning Service Departures	BW Sunday Mid-Morning Service Arrivals	BW Sunday Mid-Morning Service Departures	Sunday Afternoon Service Arrivals	Sunday Afternoon Service Departures			
South Pascaek Road, South of Garden State Parkway Northbound Off-Ramp/Old Nyack Turnpike	602	411	286	419	266	377	497	396			
South Pascaek Road, North of Garden State Parkway Northbound Off-Ramp/Old Nyack Turnpike	1,182	944	538	731	544	837	1,024	848			
Garden State Parkway Northbound Off-Ramp, West of South Pascaek Road	392	364	103	166	133	230	398	484			
Old Nyack Turnpike, East of South Pascaek Road	609	493	425	452	373	552	747	658			

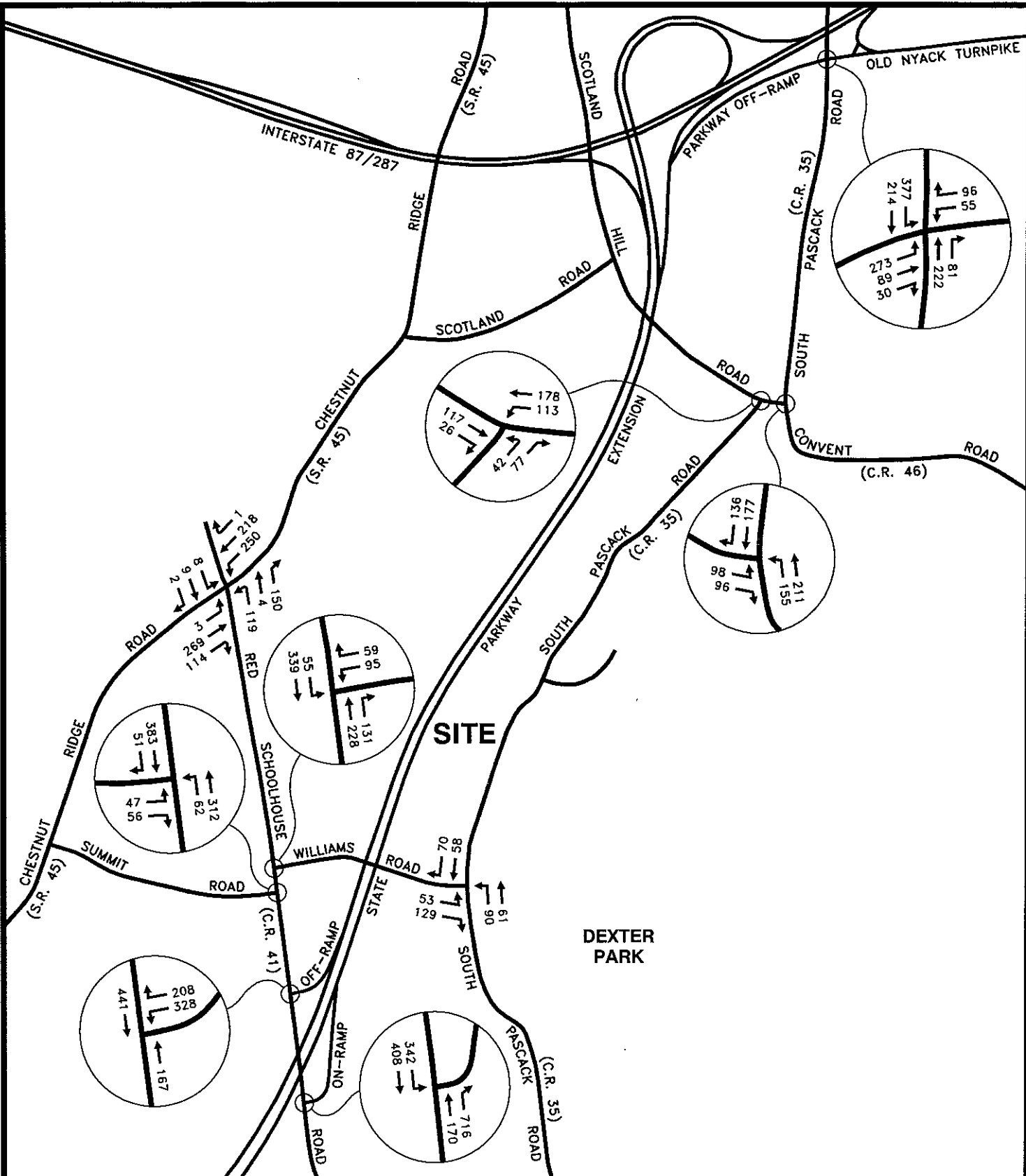
Source: Turning movement counts conducted by Frederick P. Clark Associates, Inc. on Sunday, June 14, 2009, Tuesday, June 16, 2009, Saturday, June 20, 2009, Sunday, October 25, 2009, Tuesday, October 27, 2009 and Saturday, October 31, 2009.

Note: BW = Bi-Weekly.

Frederick P. Clark Associates, Inc.

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File:G:\811.000 Foster Church, Chestnut Ridge, NY\AutoCad Files\2010 Figures\Church Figures\Fig. 3



Note:

- Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Tuesday, June 16 and Tuesday, October 27, 2009 from 5:00 to 9:30 P.M.
- The 5:00 to 6:00 P.M. data was used for the Arrivals Peak Hour.

2009 EXISTING TRAFFIC VOLUMES
WEDNESDAY EVENING SERVICE ARRIVALS
PEAK HOUR (4:45 - 5:45 P.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



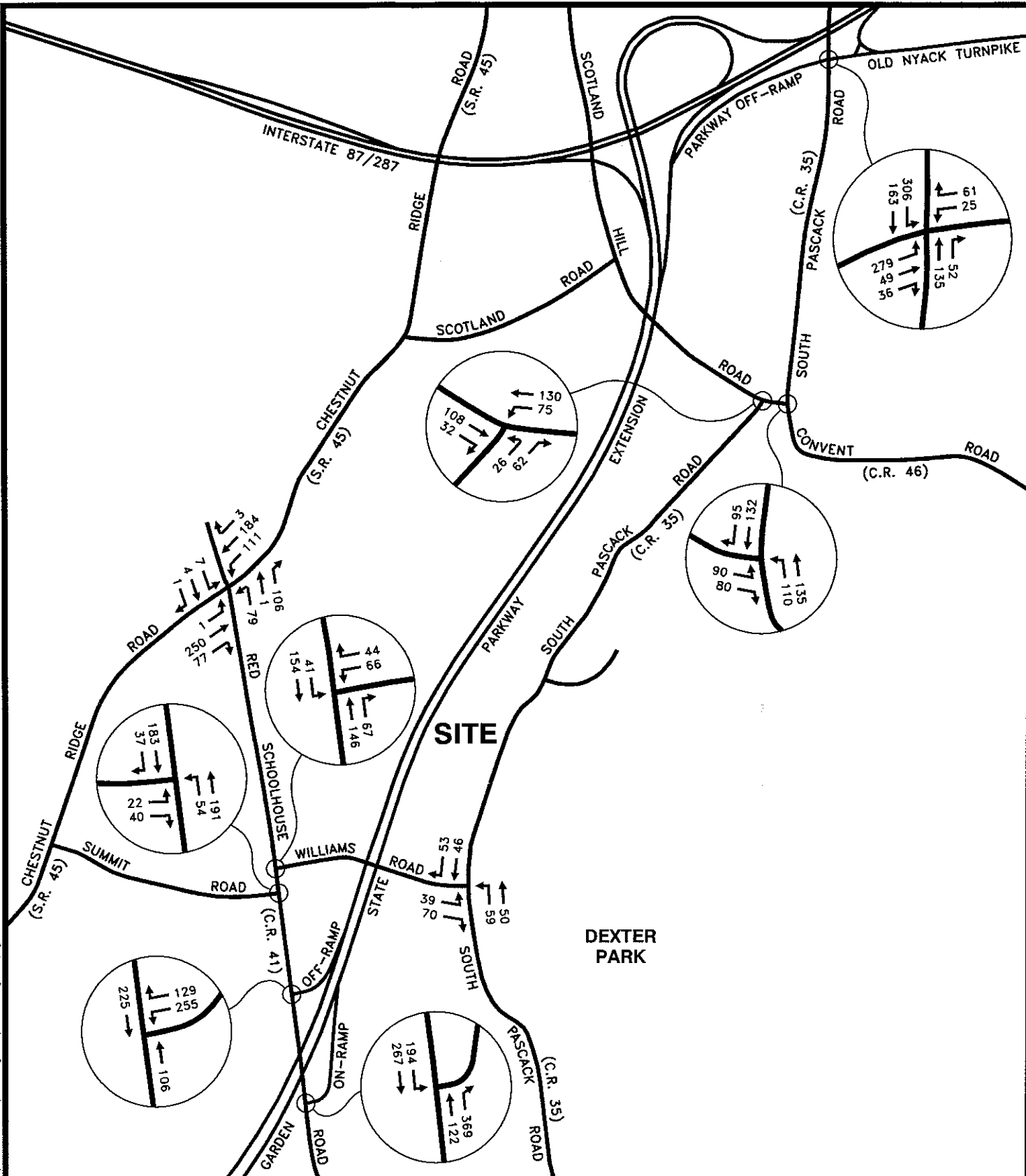
FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation

3

Not to Scale

Date: 6/2/10

File:Q:\811.000 Foster Church, Chestnut Ridge, NY\AutoCad Files\2010 Figures\Church Figures\Fig 4



Note: Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Tuesday, June 16 and Tuesday, October 27, 2009 from 5:00 to 9:30 P.M.

2009 EXISTING TRAFFIC VOLUMES
WEDNESDAY EVENING SERVICE DEPARTURES
PEAK HOUR (6:45 - 7:45 P.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



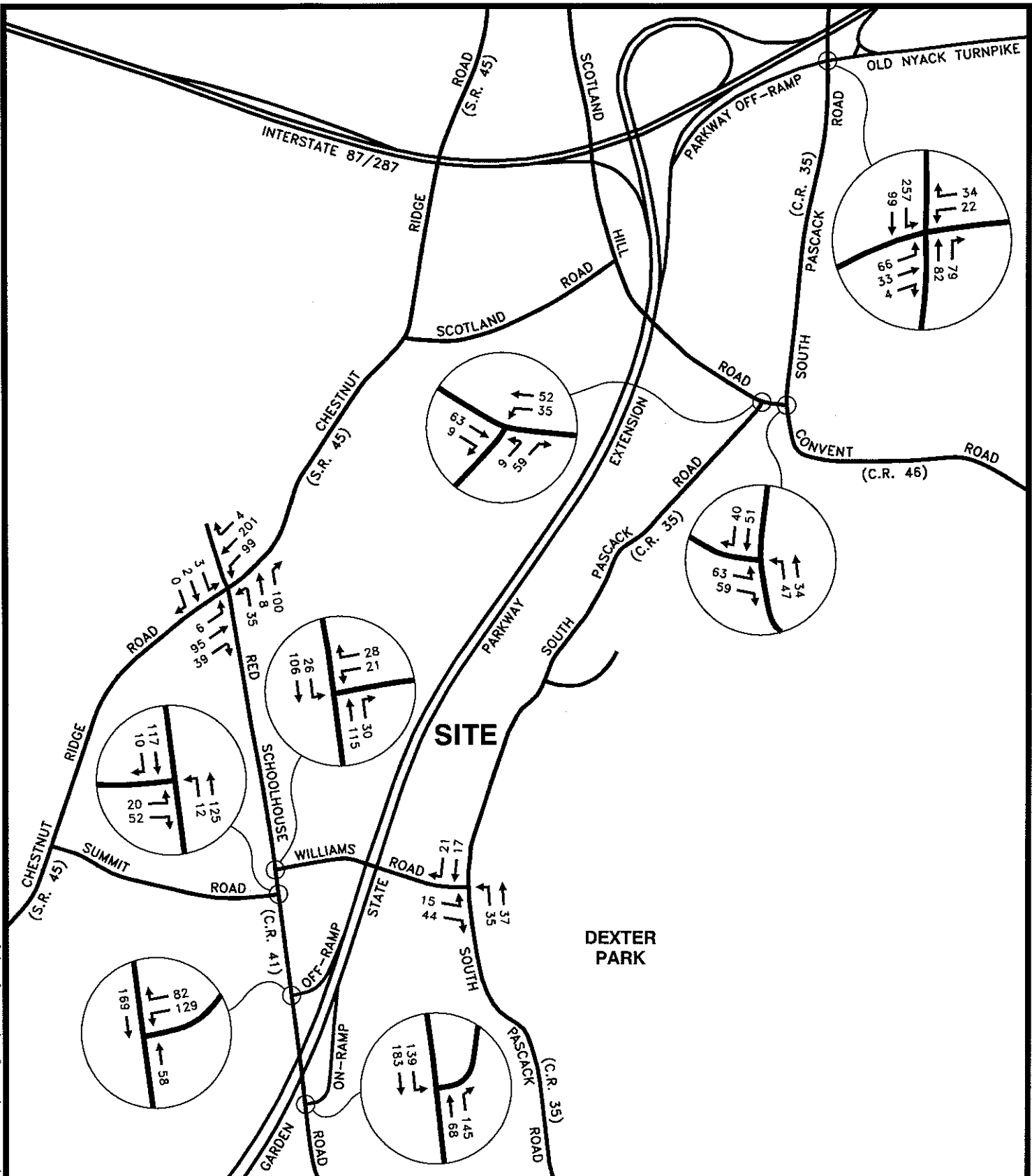
FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation

4

Not to Scale

Date: 6/2/10

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Note: Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Saturday, June 20 and Saturday, October 31, 2009 from 8:00 A.M. to 12:00 NOON.

2009 EXISTING TRAFFIC VOLUMES
TYPICAL SATURDAY MORNING SERVICE ARRIVALS
PEAK HOUR (8:00 - 9:00 A.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

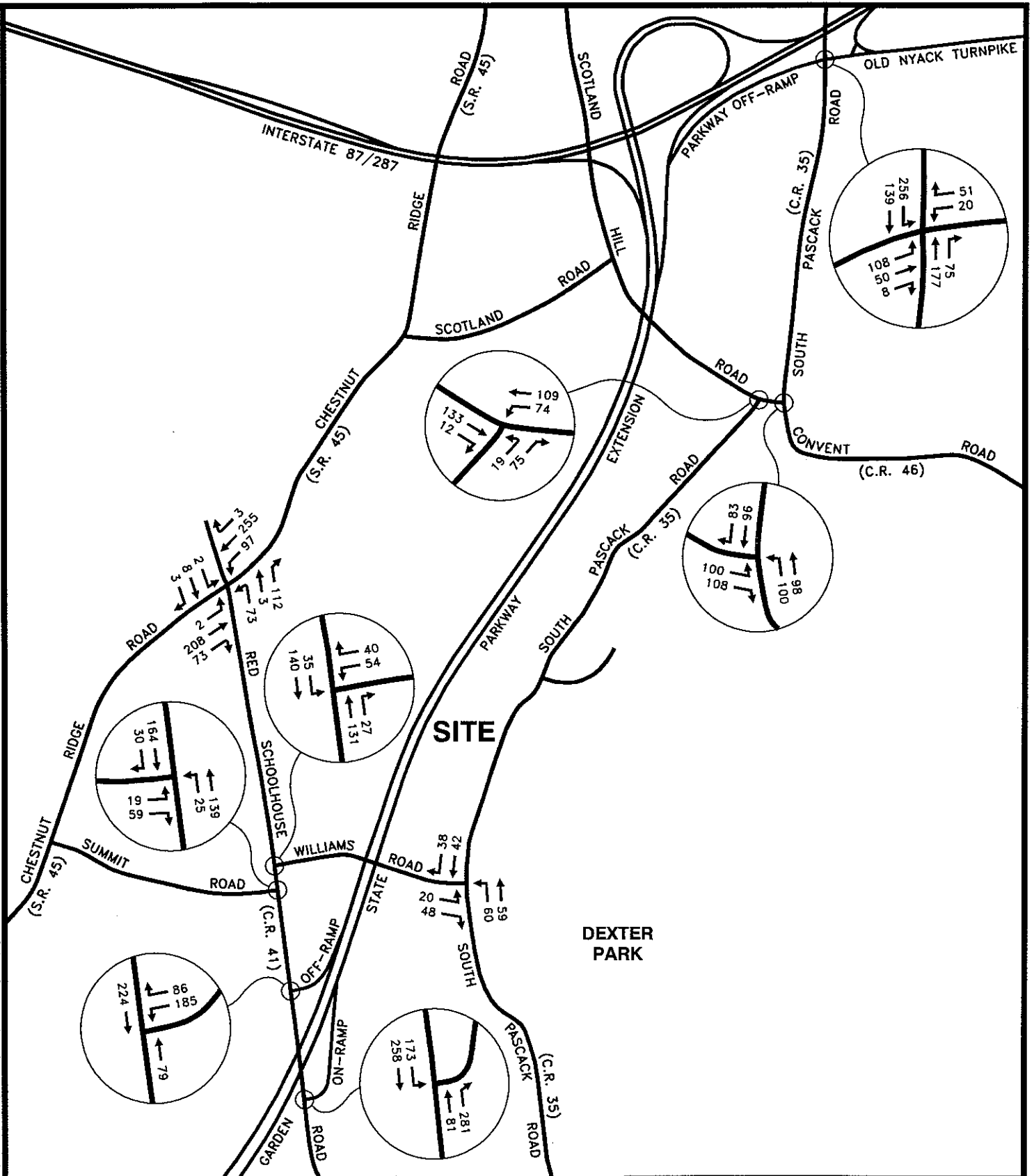


FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation

5

Not to Scale

Date: 6/2/10



Note: Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Saturday, June 20 and Saturday, October 31, 2009 from 8:00 A.M. to 12:00 NOON.

2009 EXISTING TRAFFIC VOLUMES
TYPICAL SATURDAY MORNING SERVICE DEPARTURES
PEAK HOUR (10:00 - 11:00 A.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

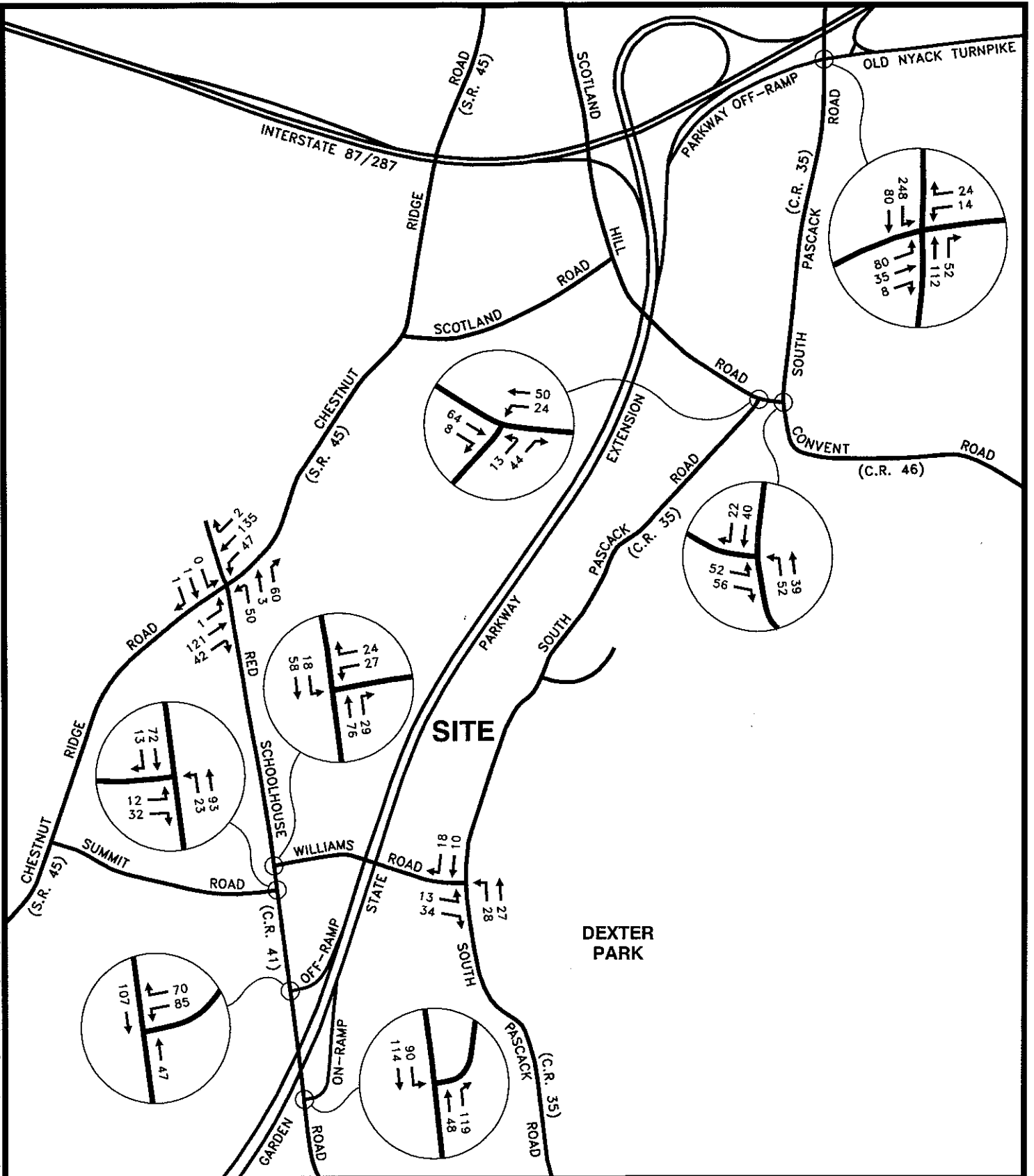


FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation

6

Not to Scale

Date: 6/2/10



Note: Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Sunday, June 14 and Sunday, October 25, 2009 from 9:00 A.M. to 1:00 P.M.

2009 EXISTING TRAFFIC VOLUMES
BI-WEEKLY SUNDAY MID-MORNING SERVICE ARRIVALS
PEAK HOUR (9:00 - 10:00 A.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

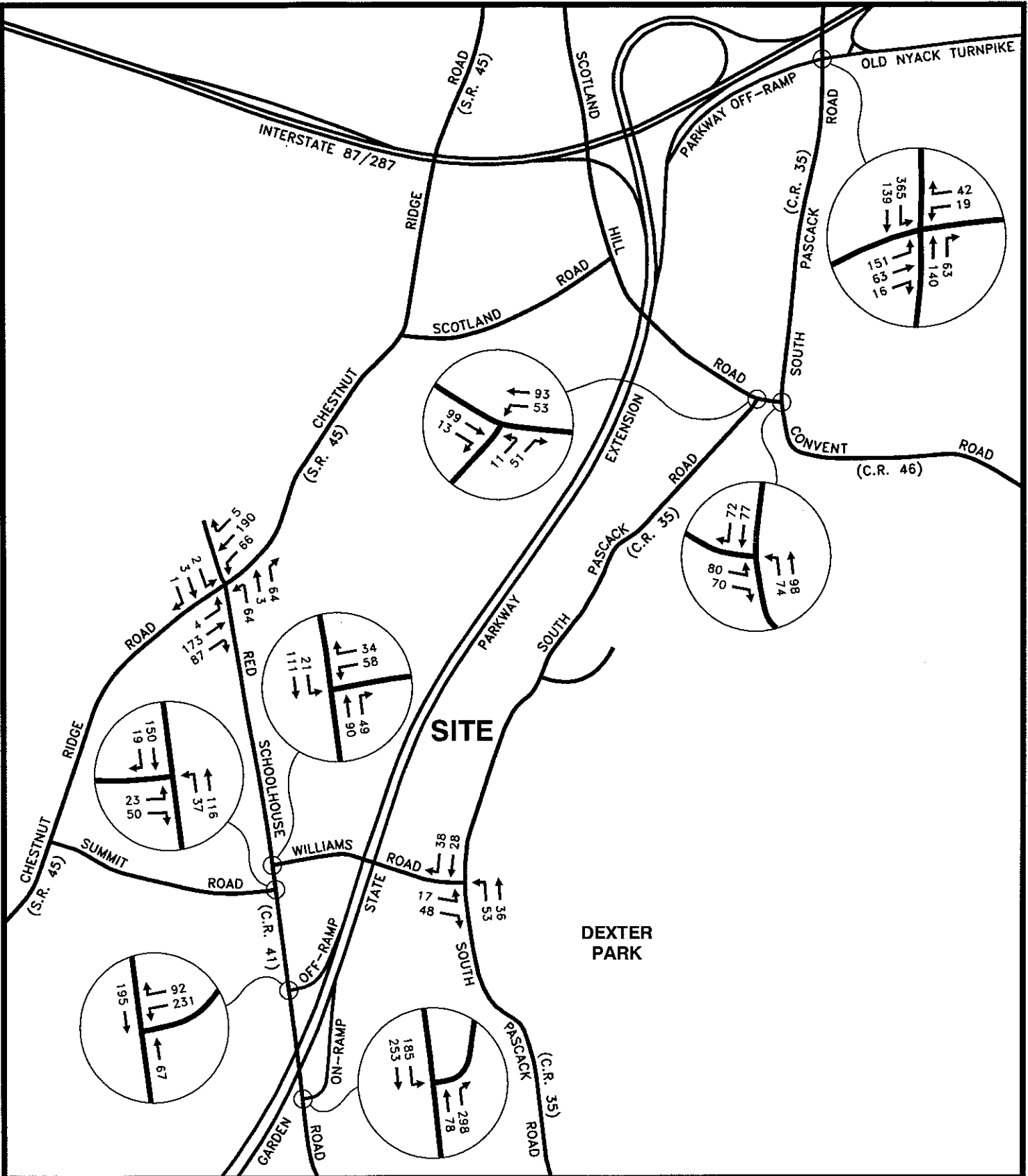


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7

Not to Scale

Date: 6/2/10



Note: Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Sunday, June 14 and Sunday, October 25, 2009 from 9:00 A.M. to 1:00 P.M.

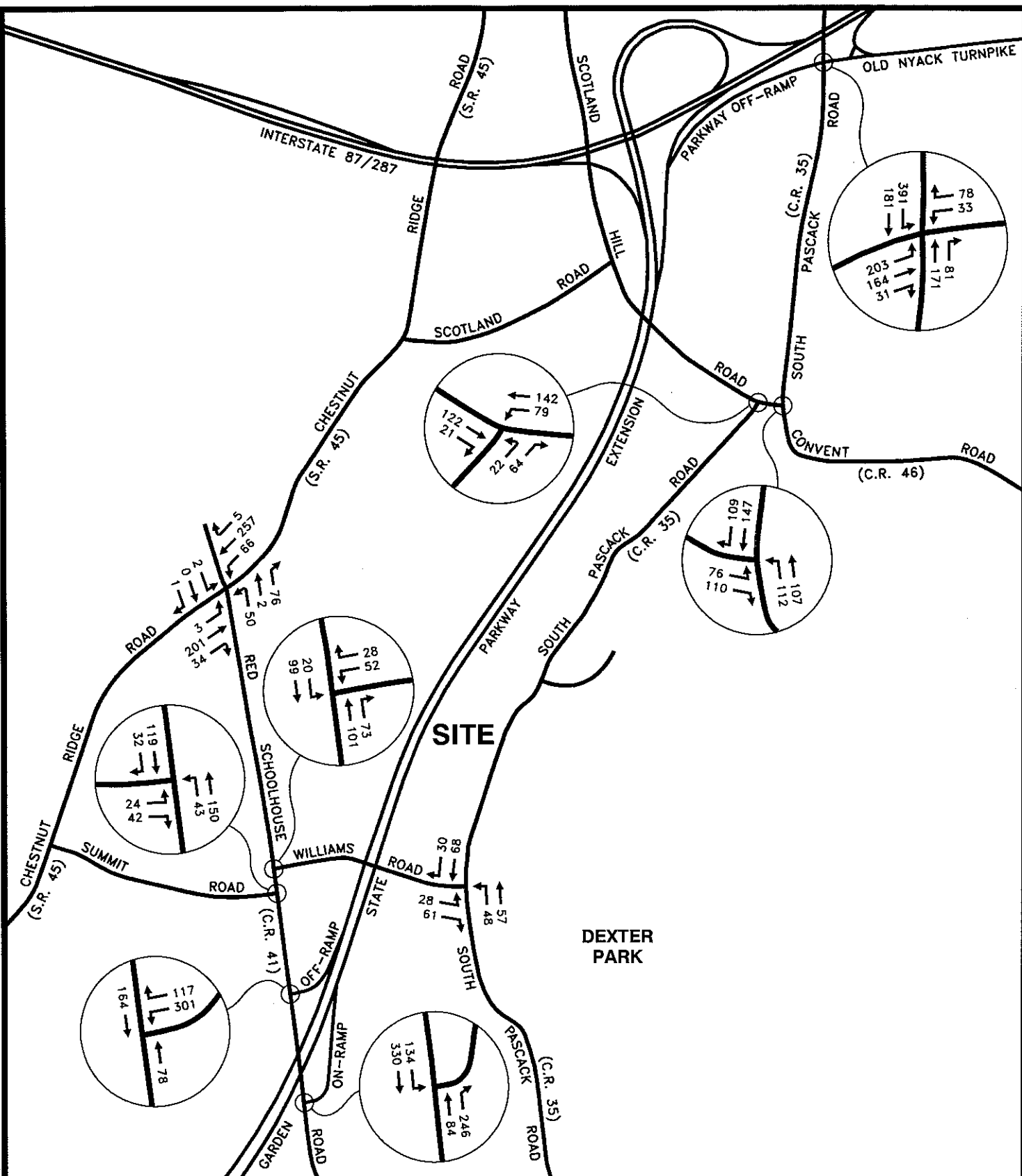
2009 EXISTING TRAFFIC VOLUMES
BI-WEEKLY SUNDAY MID-MORNING SERVICE DEPARTURES
PEAK HOUR (11:30 A.M. - 12:30 P.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



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Note: Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Sunday, June 14 and Sunday, October 25, 2009 from 2:00 to 6:00 P.M.

2009 EXISTING TRAFFIC VOLUMES
SUNDAY AFTERNOON SERVICE ARRIVALS
PEAK HOUR (2:30 - 3:30 P.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

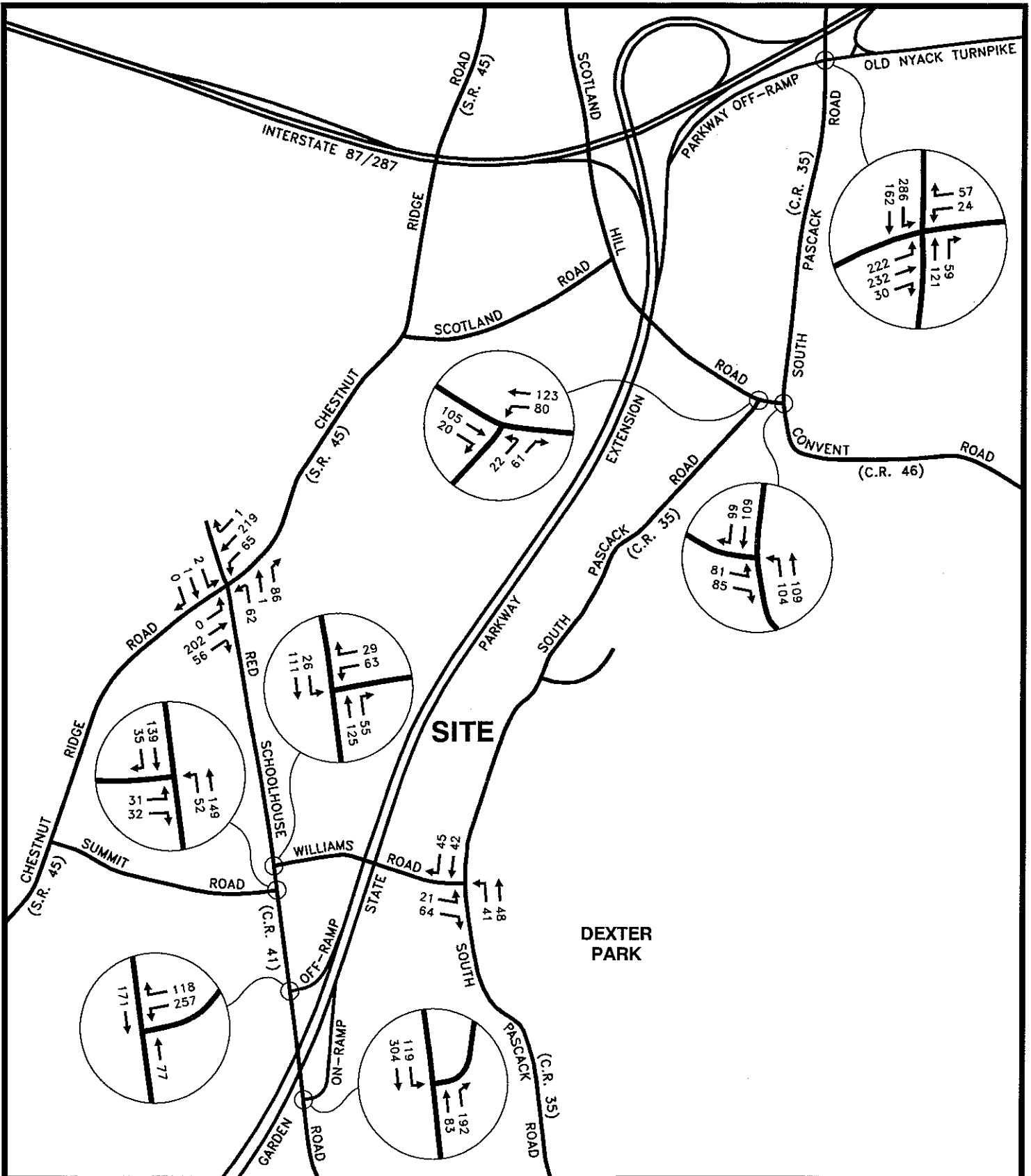


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9

Not to Scale

Date: 6/2/10



Note: Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Sunday, June 14 and Sunday, October 25, 2009 from 2:00 to 6:00 P.M.

2009 EXISTING TRAFFIC VOLUMES
SUNDAY AFTERNOON SERVICE DEPARTURES
PEAK HOUR (4:30 - 5:30 P.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



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10

Not to Scale

Date: 6/2/10

In addition to manual traffic volume surveys noted above at several intersections and different time periods in the designated Study Area, an automatic traffic recorder (ATR) was installed on South Pascack Road in the immediate vicinity of the site frontage. This ATR was installed for a period beginning Sunday, June 14th, through Monday, June 22, 2009. It recorded both directional and hourly traffic volumes for each of the days noted above.

Results of the traffic counts indicate that the two-way daily volume on this roadway is 3,127 vehicles for a typical Tuesday. It also shows that the highest recorded two-way hourly volume for the weekday morning occurs between 8:00 and 9:00 A.M., with 225 vehicles. The weekday afternoon peak hour occurs between 5:00 and 6:00 P.M., with 291 vehicles. Figure A-1, which included in the Appendix of this report, provides a graphic illustration of the hourly and directional traffic patterns on this road adjacent to the site for Tuesday, June 16, 2009, as an example.

Figure A-2 graphical illustrates the results of the same type of traffic count for Saturday, June 20, 2009. The daily two-way volume was found to be 3,016 vehicles. The peak hour volume occurs between 1:00 and 2:00 P.M., with 263 vehicles. Similar peak hour-type conditions occur between 3:00 and 4:00 P.M., with 250 vehicles.

Figure A-3 shows Sunday, June 21, 2009 hourly traffic patterns for this road. It was found that the two-way, daily traffic volume was 2,344 vehicles. The peak hour condition on this roadway for a Sunday occurs between 2:00 and 3:00 P.M., with 215 vehicles.

The actual field sheets related to the data collection for each of these intersections and time periods is included in the Appendix of this report.

Accident Experience

Available accident data was obtained from the Clarkstown Police for Scotland Hill Road and South Pascack Road. Specifically, for Scotland Hill Road at the South Pascack Road West there was one accident report between January 1, 2006 through December 31, 2008. This one accident involved personal injuries and was related to left turn movement. The contributing factor for this one accident was a motorist failing to grant right-of-way.

For the section of Scotland Hill Road, between South Pascack Road West and South Pascack Road East/Convent Road there were no reported accidents during the same three-year period.

At the intersection of Scotland Hill Road at South Pascack Road East/Convent Road there were a total of nine accidents during the same three-year period. The accident data indicates that only one of the nine accidents involved personal injuries. The collision types were divided with the most related to right angles, two related to left turn movements, one related to a rear-end collision and one motorist hitting a fixed object. The contributing factors were failing to grant right-of-way, following too close, slippery pavement and unsafe speed.

For South Pascack Road, between the intersection of Scotland Hill Road and Old Nyack Turnpike/Garden State Parkway Extension northbound off-ramp there was one accident reported during the same three-year period. This one accident involved personal injuries and was a rear-end collision.

At the South Pascack Road/Old Nyack Turnpike/Garden State Parkway Extension northbound off-ramp intersection there were no reported accidents. Table 2 provides a more detailed summary of the results of the analyses. The results of this accident analysis indicate insignificant accident levels when compared to the traffic levels.

Table 2
ACCIDENT EXPERIENCE SUMMARY – SCOTLAND HILL ROAD/SOUTH PASCACK ROAD
 Foster Church
 Chestnut Ridge, New York

ACCIDENT CHARACTERISTICS	SCOTLAND HILL ROAD						SOUTH PASCACK ROAD			
	At South Pascaack Road West		Between South Pascaack Road West and South Pascaack Road East/Convent Road		At South Pascaack Road East/Convent Road		Between Scotland Hill Road and Old Nyack Turnpike/GSP Northbound Off-Ramp		At Old Nyack Turnpike/ GSP Northbound Off-Ramp	
	Total	%	Total	%	Total	%	Total	%	Total	%
Year										
▪ 2006	1	100	0	0	3	34	0	0	0	0
▪ 2007	0	0	0	0	3	33	1	100	0	0
▪ 2008	0	0	0	0	3	33	0	0	0	0
▪ Total	1	100	0	0	9	100	1	100	0	0
Accident Severity										
▪ Property Damage	0	0	0	0	8	89	0	0	0	0
▪ Injury	1	100	0	0	1	11	1	100	0	0
Collision Type										
▪ Rear-end	0	0	0	0	1	11	1	100	0	0
▪ Left Turn	1	100	0	0	2	22	0	0	0	0
▪ Angle	0	0	0	0	5	56	0	0	0	0
▪ Fixed Object	0	0	0	0	1	11	0	0	0	0
Contributing Factor										
▪ Following Too Close	0	0	0	0	1	11	1	100	0	0
▪ Failed To Grant ROW	1	100	0	0	5	56	0	0	0	0
▪ Pavement Slippery	0	0	0	0	2	22	0	0	0	0
▪ Unsafe Speed	0	0	0	0	1	11	0	0	0	0
Light Condition										
▪ Daylight	1	100	0	0	7	78	1	100	0	0
▪ Dark Lit	0	0	0	0	1	11	0	0	0	0
▪ Dusk	0	0	0	0	1	11	0	0	0	0

Cont'd Table 2

ACCIDENT CHARACTERISTICS	SCOTLAND HILL ROAD						SOUTH PASCACK ROAD					
	At South Pasca Road West		Between South Pasca Road West and South Pasca Road East/Convent Road		At South Pasca Road East/Convent Road		Between Scotland Hill Road and Old Nyack Turnpike/GSP Northbound Off-Ramp		At Old Nyack Turnpike/ GSP Northbound Off-Ramp			
	Total	%	Total	%	Total	%	Total	%	Total	%		
Surface Condition												
▪ Dry	1	100	0	0	7	78	1	100	0	0	0	
▪ Snow/Ice	0	0	0	0	2	22	0	0	0	0	0	
Weather Conditions												
▪ Clear	1	100	0	0	6	67	1	100	0	0	0	
▪ Cloudy	0	0	0	0	1	11	0	0	0	0	0	
▪ Snow	0	0	0	0	2	22	0	0	0	0	0	

Source: Clarkstown Police Department

Note: Accident data is from January 1, 2006 to December 31, 2008.

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In addition to the accident data obtained from Clarkstown additional accident data was provided by the Town of Ramapo. This data covers period beginning January 1, 2007 through December 31, 2009 for Scotland Hill Road, South Pascack Road, Williams Road and Red Schoolhouse Road.

The results of this analysis indicate that for Scotland Hill Road at the South Pascack Road/East Convent Road intersection, there were a total of two accidents during this 36-month period. Both accidents involved only property damage and the collision types were related to a right turn movement and overtaking. One accident was related to failing to grant the right-of-way and slippery pavement.

For Scotland Hill Road, between South Pascack Road West and South Pascack Road East/Convent Road, there were no reported accidents. There were no reported accidents at the intersection of Scotland Hill Road at South Pascack Road West.

For the section of South Pascack Road, between Scotland Hill Road and Williams Road, there were a total of eight accidents during this three-year period. Seven of the eight accidents involved property damage and one included personal injuries. The accident collision types were identified as a motorist overtaking another vehicle, a bicyclist, a motorist hitting a fixed object, a head-on collision and a side-swipe in the opposite direction. The contributing factors were identified as slippery pavement, unsafe speed, improper turning, driver inattention, view obstructed, oversized vehicle and unknown condition.

At the intersection of South Pascack Road at Williams Road there was one accident reported during the same three-year period. This accident was limited to property damage and included a motorist turning left at the intersection.

On Williams Road, between South Pascack Road and Red Schoolhouse Road, there were no reported accidents. Table A-1, which is included in the Appendix of this report, summarizes the accident data.

On Red Schoolhouse Road at the intersection with Chestnut Ridge Road, there were a total of 13 accidents during the same three-year period noted above. Ten of the thirteen accidents involved only property damage and three included personal injuries. The collision types were identified as rear-end, left turn, right turn, moving object and right angle. The contributing factors were a motorist following too close, failing to grant the right-of-way, improper turning, driver inattention, animal action, defective brakes and improper passing.

On Red Schoolhouse Road, between Chestnut Ridge and Williams Road, there were a total of nine accidents. Seven of the nine accidents were limited to property damage and two included personal injuries. The collision types included the same categories noted above but included a head-on collision. The contributing factors were following too close, failing to grant the right-of-way, alcohol, fatigue, improper turning, inattentive driver, unknown conditions.

At the Red Schoolhouse Road/Williams Road intersection there were a total of two accidents. One accident involved property damage and one included personal injuries. Collision types included a left turn movement and a fixed object. The contributing factors were following too close and failing to grant the right-of-way.

At the intersection of Red Schoolhouse Road and Summit Road, there were a total of two accidents. Both accidents were limited to property damage. The collision types included a moving object and a left turn movement. The contributing factors were failing to grant the right-of-way and animal action.

For the section of Red Schoolhouse Road between Summit Road and the Garden State Parking Southbound Off-Ramp, there were a total of two accidents. Both accidents involved property damage. The collision types included a left turn movement and a head-on collision. The contributing factors were failing to grant the right-of-way and slippery pavement.

At the intersection of Red Schoolhouse Road and the Garden State Parkway Southbound Off-Ramp, there were a total of two accidents. Both accidents were limited to property damage. The collision types included rear-end collision and left turn movement. The contributing factors were improper turning and driver inattention.

On Red Schoolhouse Road, between the Garden State Parkway Southbound Off-Ramp and the Northbound On-Ramp, there were a total of three accidents during the three-year period. One of the accidents was limited to property damage and two included personal injuries. The collision types included rear-end, left turn and fixed object. The contributing factors were failing to grant a right-of-way, alcohol and unknown conditions.

For the intersection of Red Schoolhouse Road at the Garden State Parkway Northbound On-Ramp, there were a total of four accidents during the three-year period. Two of the accidents involved personal injury and two were limited to property damage. All of the accidents were rear-end collisions. For contributing factors, two involved following too close and two involved driver inattention. Table A-2 provides a more detailed summary and is included in the Appendix of this report. Figures A-6 through A-20 graphically illustrate and summarize the accidents by location. These figures are included in the Appendix of this report.

Capacity Analysis Procedures – Signalized and Unsignalized Intersections

Procedures have been established by the Transportation Research Board through which roadway segments and intersections can be tested to determine their ability to accommodate traffic volumes. These procedures are described in this section.

Two methods of analysis are needed to evaluate intersections. These methods are based on procedures found in the Highway Capacity Manual (Special Report No. 209, Fourth Edition, 2000 update) and are described below.

Signalized Intersections - Capacity at signalized intersections is defined for each lane group. Lane group capacity is the maximum hourly rate at which vehicles may pass through the intersection under prevailing traffic, roadway, and signalization conditions. The flow rate is generally measured or projected for a 15-minute peak period, and capacity is stated in vehicles per hour.

Traffic conditions include volumes on each approach, the distribution of vehicles by movement (left, through, right), the vehicle type distribution within each movement, the location and use of bus stops within the intersection area, pedestrian crossing flows, and parking movements within the intersection area.

Roadway conditions include the basic geometry of the intersection, including the number and width of lanes, grades, and lane-use allocations (including parking lanes). Signalization conditions include a full definition of the signal phasing, timing, type of control, and signal progression on each approach.

Level of Service for a signalized intersection is defined in terms of the average control delay per vehicle for each lane group and approach and for the intersection as a whole during a peak 15-minute period during a peak 1-hour period. Six Levels of Service

from “A” to “F” have been established as measures of vehicle delay. These levels and their related delay terms are as follows:

LEVEL OF SERVICE	CONTROL DELAY (SECONDS PER VEHICLE)
A	≤ 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	more than 80.0

More specific definitions of the six levels are best given by the Highway Capacity Manual:

Level of Service A - describes operations with very low delay, i.e., less than or equal to 10.0 seconds per vehicle. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delays.

Level of Service B - describes operations with delays in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or cycle lengths. More vehicles stop than for Level of Service "A," causing higher levels of average delay.

Level of Service C - describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or short cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

Level of Service D - describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At Level “D,” the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity (V/C) ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

Level of Service E - describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.

Level of Service F - describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high V/C ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Unsignalized Intersections – Highway Capacity Manual 2000, Chapter 17, analyzes the capacity and level of service of two-way STOP-controlled (TWSC) and all-way STOP-controlled (AWSC) intersections. Level of service (LOS) for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. Control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the STOP line. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Control delay per vehicle for AWSC is computed for each lane and each approach. The approach delay is the weighted average of the delay on each lane and the intersection delay is the weighted average of the delay on each approach.

LEVEL OF SERVICE	CONTROL DELAY (SECONDS PER VEHICLE)
A	≤ 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	more than 50.0

Capacity Analysis Results

The following is a summary of the results of the analyses for each of the intersections included in the designated Study Area and previously listed in this section of the report. However, the detailed capacity analyses addresses four different time periods, which is based on the continuing analysis by the Village’s Traffic Consultant and the identification of time periods to be included in the detailed report. These time periods include the following:

- Wednesday evening arrivals – 4:45 to 5:45 P.M.;
 - Typical Saturday morning departures – 10:00 to 11:00 A.M.;
 - Sunday mid-morning departures – bi-weekly 11:30 A.M. to 12:30 P.M.; and,
 - Sunday afternoon arrivals – 2:30 to 3:30 P.M.
1. *Chestnut Ridge Road at Red Schoolhouse Road/Access Drive* – Results of the analysis of this signalized intersection indicate it is currently operating at an overall Level of Service “B,” “A,” “A,” “A” for the time periods noted above.
 2. *Red Schoolhouse Road at Garden State Parkway Extension Southbound Off-Ramp* – Results of the analysis of this signalized intersection indicate it is currently operating at an overall Level of Service “A” during the Wednesday evening peak hour for arrivals at the Church and overall Level of Service “A” during the three other peak hours included in this analysis.

3. *South Pascack Road at Garden State Parkway Extension Northbound Off-Ramps/Nyack Turnpike* – Results of the analysis of this signalized intersection indicate it is currently operating at an overall Level of Service “D” during the Wednesday evening service arrival and Sunday afternoon service arrivals and overall Level of Service “B” during the Saturday morning and Sunday mid-morning departure peak hours.

During the Wednesday evening service arrival and Sunday afternoon service arrival peak hours, the eastbound lane group is operating at Level of Service “E.”

4. *Red Schoolhouse Road at Williams Road* – Results of the analysis of this STOP sign-controlled intersection indicate the westbound minor movements on Williams Street are operating at Level of Service “C,” “B,” “B” and “B” during the four peak hours noted above. The southbound left turn movement from Red Schoolhouse Road is operating at Level of Service “A” during each of the peak hours included in this analysis.
5. *Red Schoolhouse Road at Summit Road* – Results of the analysis of this STOP sign controlled intersection indicate the eastbound minor movements on Summit Road are operating at Level of Service “C,” “B,” “B” and “B” during the four peak hours noted above. The northbound left turn movement on Red Schoolhouse Road onto Summit Road is currently operating at Level of Service “A” during each of the peak hours included in this analysis.
6. *Garden State Parkway Extension Northbound On-Ramp at Red Schoolhouse Road* – Results of the analysis of the southbound left turn movement onto the Parkway indicate it is currently operating at Level of Service “A” during the four peak hours included in this analysis.

7. *South Pascack Road at Williams Road* – Results of the analysis of this STOP sign-controlled intersection indicate the eastbound minor movements are operating at Level of Service “B” during the evening service arrival peak hour and Level of Service “A” during the other three peak hours included in this analysis.

8. *Scotland Hill Road at South Pascack Road* – Results of the analysis of this STOP sign-controlled intersection indicate that the northbound minor movements are currently operating with the left turn at Level of Service “B” during each of the peak hours and the right turn at a Level of Service “A” during each of the peak hours. The westbound left turn movement is operating at Level of Service “A” during each of the four peak hours included in this analysis.

9. *South Pascack Road/Convent Road at Scotland Hill Road* – Results of the analysis of this STOP sign-controlled intersection indicate the eastbound minor movements are operating at Level of Service “C” or better during the weekday evening arrival peak hour and Level of Service “B” or better during the other three peak hours. The left turn movement into the side street is currently operating at Level of Service “A” during each of the peak hours.

Table 3 provides a more detailed summary of the results of the analysis for each of the intersections and time periods. Capacity analysis worksheets are included in the Appendix of this report.

Table 3
2009 EXISTING CONDITIONS – MEASURE OF EFFECTIVENESS (MOE) – PEAK HOURS
 Foster Church
 Chestnut Ridge, New York

INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	2009 EXISTING CONDITIONS											
			Wednesday Evening Service Arrivals		Typical Saturday Morning Service Departures		BW Sunday Morning Service Departures		Sunday Afternoon Service Arrivals					
			LOS/Delay	V/C Ratio	LOS/Delay	V/C Ratio	LOS/Delay	V/C Ratio	LOS/Delay	V/C Ratio				
Chestnut Ridge Road at Red Schoolhouse Road/Access Drive	Traffic Signal	EB LTR	A/8.5	0.34	A/9.5	0.30	A/6.4	0.21	A/7.0	0.20				
		WB LT	A/8.0	0.60	A/4.7	0.35	A/2.9	0.19	A/3.1	0.25				
		R	A/3.0	0.00	A/3.0	0.00	A/2.6	0.00	A/2.6	0.00				
		NB LT	C/30.2	0.54	B/17.0	0.34	B/16.1	0.31	B/14.4	0.25				
		R	A/4.8	0.28	A/2.5	0.21	A/3.0	0.15	A/2.7	0.17				
Red Schoolhouse Road at Garden State Parkway Extension Southbound Off-Ramp	Traffic Signal	SB LT	C/23.9	0.06	B/13.2	0.03	B/13.2	0.02	B/12.5	0.01				
		R	B/19.0	0.01	A/10.0	0.01	B/11.0	0.00	B/11.0	0.00				
		Overall	B/10.4	--	A/7.2	--	A/5.7	--	A/5.3	--				
		WB L	B/12.4	0.53	A/8.7	0.37	A/8.4	0.39	A/9.2	0.49				
		R	A/3.1	0.30	A/2.6	0.17	A/2.4	0.16	A/2.1	0.19				
South Pascack Road at Garden State Parkway Extension Northbound Off-Ramp/Old Nyack Turnpike	Traffic Signal	NB T	A/7.8	0.26	A/6.5	0.09	A/7.4	0.10	A/8.7	0.10				
		SB T	B/14.1	0.69	A/7.1	0.26	A/8.6	0.29	A/9.3	0.21				
		Overall	B/10.7	--	A/6.9	--	A/7.4	--	A/7.9	--				
		EB LTR	E/78.4	1.01	C/23.9	0.50	C/30.3	0.63	E/71.2	0.98				
		WB LR	B/11.1	0.31	B/10.3	0.19	B/12.2	0.15	B/10.4	0.25				
Red Schoolhouse Road at Williams Road	TWSC	NB TR	C/28.6	0.56	B/14.9	0.48	B/10.2	0.30	B/12.5	0.31				
		SB LT	D/39.6	0.95	A/9.0	0.54	B/13.6	0.69	D/44.8	0.96				
		Overall	D/44.9	--	B/13.6	--	B/16.6	--	D/43.7	--				
		WB L	C/20.8	0.44	B/10.8	0.14	B/10.7	0.14	B/10.4	0.11				
		R	C/20.8	0.44	B/10.8	0.14	B/10.7	0.14	B/10.4	0.11				
SB L	A/0.6	0.05	A/0.2	0.03	A/0.1	0.02	A/0.1	0.02						

Cont'd Table 3

INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	2009 EXISTING CONDITIONS											
			Wednesday Evening Service Arrivals		Typical Saturday Morning Service Departures		BW Sunday Morning Service Departures		Sunday Afternoon Service Arrivals					
			LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio				
Red Schoolhouse Road at Summit Road	TWSC	EB L	C/18.0	0.29	B/10.2	0.10	B/10.6	0.12	B/10.2	0.09				
		R	C/18.0	0.29	B/10.2	0.10	B/10.6	0.12	B/10.2	0.09				
		NB L	A/0.7	0.06	A/0.2	0.02	A/0.3	0.03	A/0.3	0.03				
Garden State Parkway Extension Northbound On-Ramp at Red Schoolhouse Road	TWSC	SB L	A/8.3	0.46	A/1.5	0.15	A/1.8	0.17	A/1.2	0.11				
South Pascack Road at Williams Road	TWSC	EB L	B/11.2	0.27	A/9.4	0.08	A/9.3	0.08	A/9.8	0.12				
		R	B/11.2	0.27	A/9.4	0.08	A/9.3	0.08	A/9.8	0.12				
		NB L	A/0.6	0.07	A/0.3	0.04	A/0.3	0.04	A/0.3	0.04				
Scotland Hill Road at South Pascack Road	TWSC	WB L	A/7.8	0.09	A/7.7	0.06	A/7.6	0.04	A/7.7	0.06				
		NB L	B/14.5	0.11	B/11.9	0.04	B/10.8	0.02	B/12.5	0.05				
		R	A/9.4	0.09	A/9.4	0.09	A/9.1	0.06	A/9.4	0.08				
South Pascack Road/Convent Road at Scotland Hill Road	TWSC	EB L	C/22.3	0.33	B/14.0	0.21	B/12.2	0.15	B/14.9	0.18				
		R	B/10.3	0.13	A/9.6	0.13	A/9.2	0.08	B/10.1	0.14				
		NB L	A/8.4	0.13	A/7.8	0.08	A/7.7	0.06	A/8.1	0.09				

Notes:

- Synchro 6.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For Unsignalized Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control.

Cont'd Table 3

- ITE publication for Traffic Access and impact studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Physical Units consist of the following:
 1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections; and
 2. Movement for TWSC Intersections.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
L = Left Turn T = Through R = Right Turn

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FUTURE TRAFFIC IMPACT

This section of the report describes the no-build traffic projections for a 2011 design year, site-generated traffic estimates based on discussions with the Church representatives and a build condition for each of the intersections. This section describes in detail the results of analyses for a no-build and build conditions for four specific peak hours conditions related to the peaking characteristics of Foster Church.

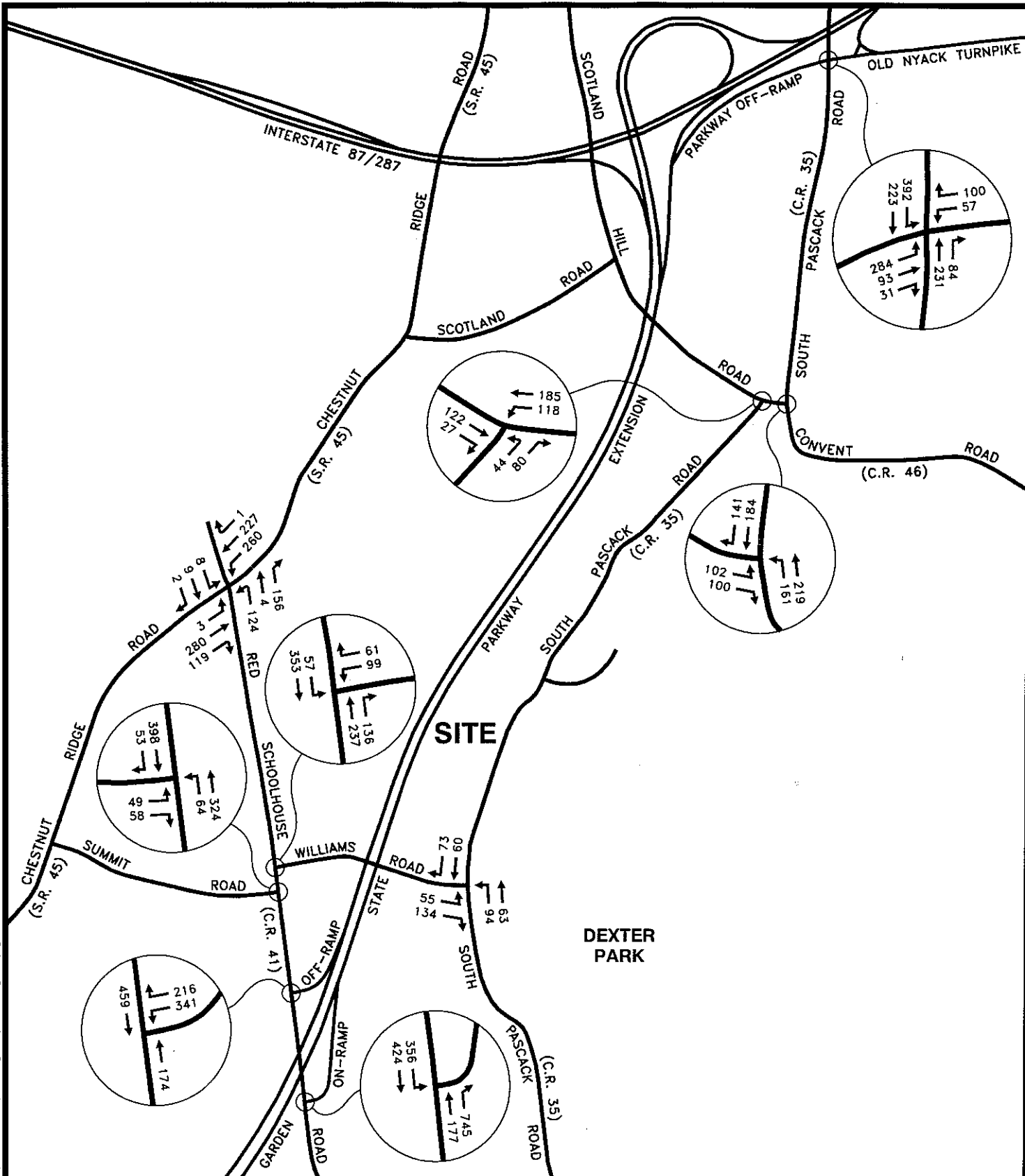
No-Build Traffic Forecast

To develop a 2011 no-build traffic condition the 2009 baseline traffic volumes, which were described in a previous section of this report, were expanded to include a growth rate and traffic related to any other planned development. The anticipated growth rate for this area of Rockland County and specifically Chestnut Ridge is two percent per year. Figures 11 through 14 show the 2011 no-build traffic volumes with the growth rate.

Figures 15 through 18 show traffic related to other planned or proposed developments within the designated Study Area for intersections that will have potential impact from additional traffic from these other developments.

In addition to the growth rate, as noted above, traffic related to two other planned developments in the immediate vicinity of the subject property were included. There are six single-family detached homes, which would be part of a 9-lot subdivision to be located on South Pascack Road to the immediate north of the subject property that needs to be included in the analysis. At the time of the traffic counts three of the units were built and occupied. Therefore, the six dwelling units would generate up to six vehicle trip ends during the peak hours included in this analysis.

A landscaping facility will be constructed and comprise 7,000 square feet of floor area. This development, which will be located on Red Schoolhouse Road, will generate



Note: An annual growth rate of two percent is employed to the horizon year 2011.

2011 PROJECTED TRAFFIC VOLUMES
WEDNESDAY EVENING SERVICE
ARRIVALS PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



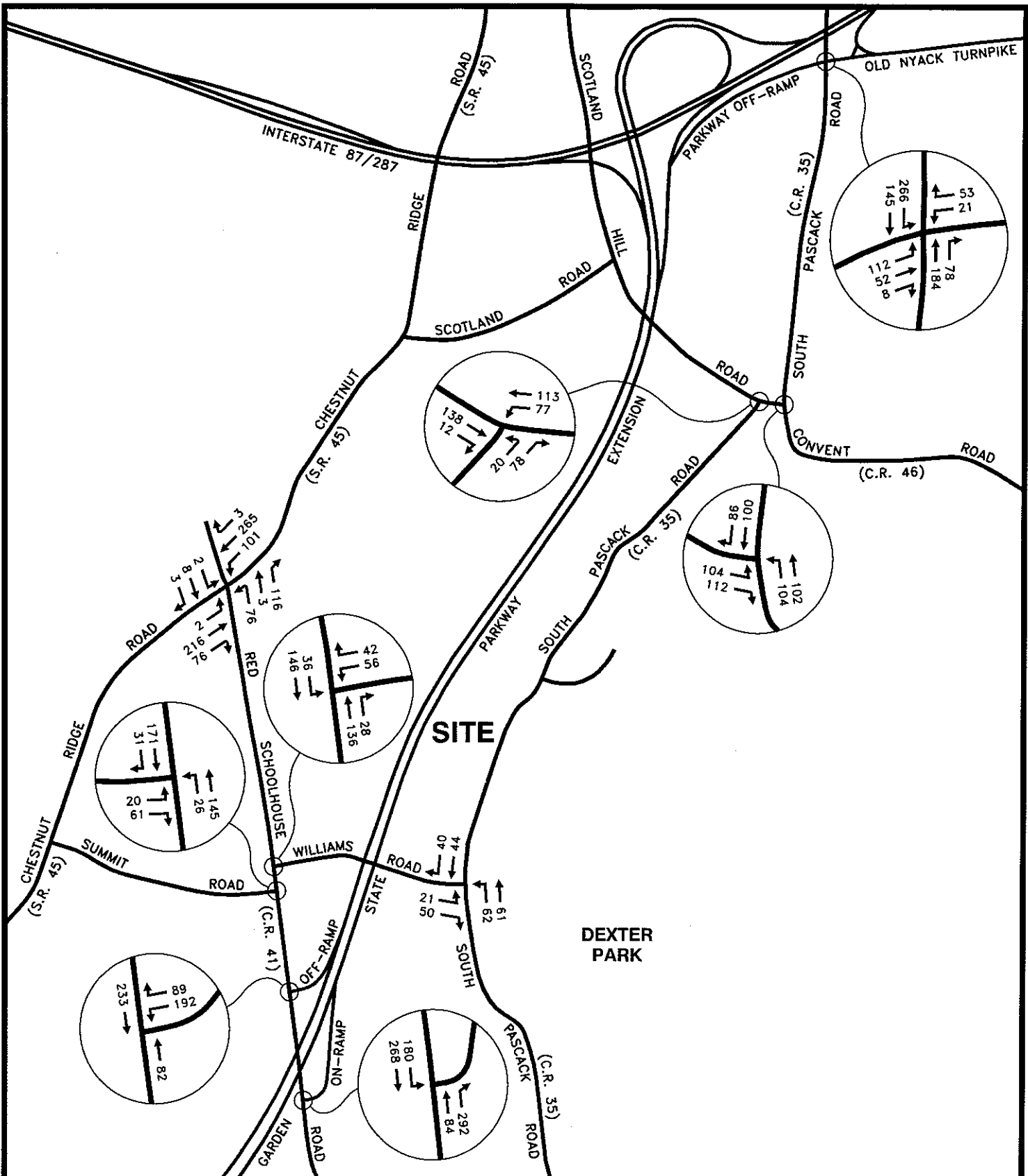
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11

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Note: An annual growth rate of two percent is employed to the horizon year 2011.

2011 PROJECTED TRAFFIC VOLUMES
TYPICAL SATURDAY MORNING SERVICE
DEPARTURES PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

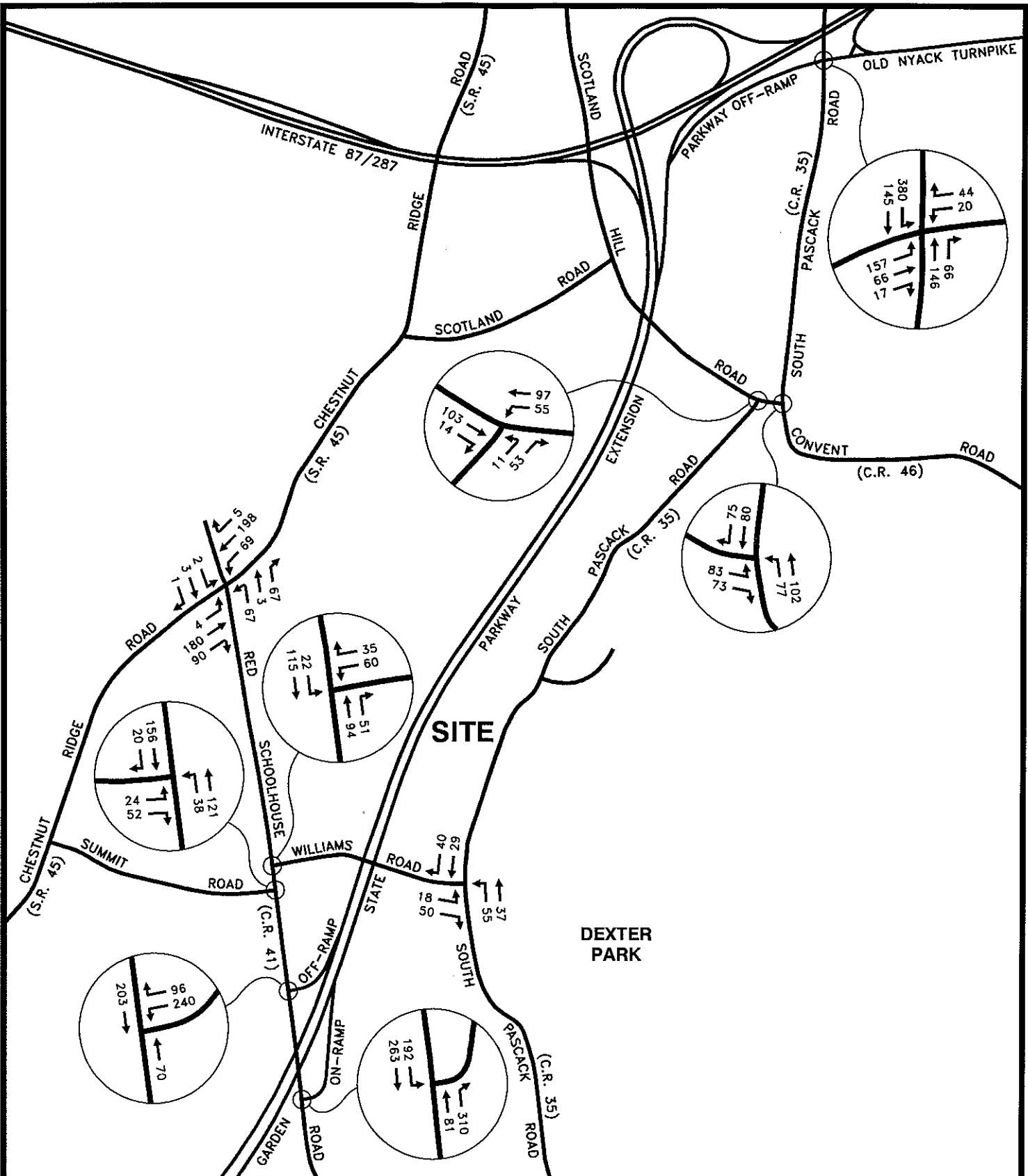


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Note: An annual growth rate of two percent is employed to the horizon year 2011.

2011 PROJECTED TRAFFIC VOLUMES
BI-WEEKLY SUNDAY MID-MORNING SERVICE
DEPARTURES PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

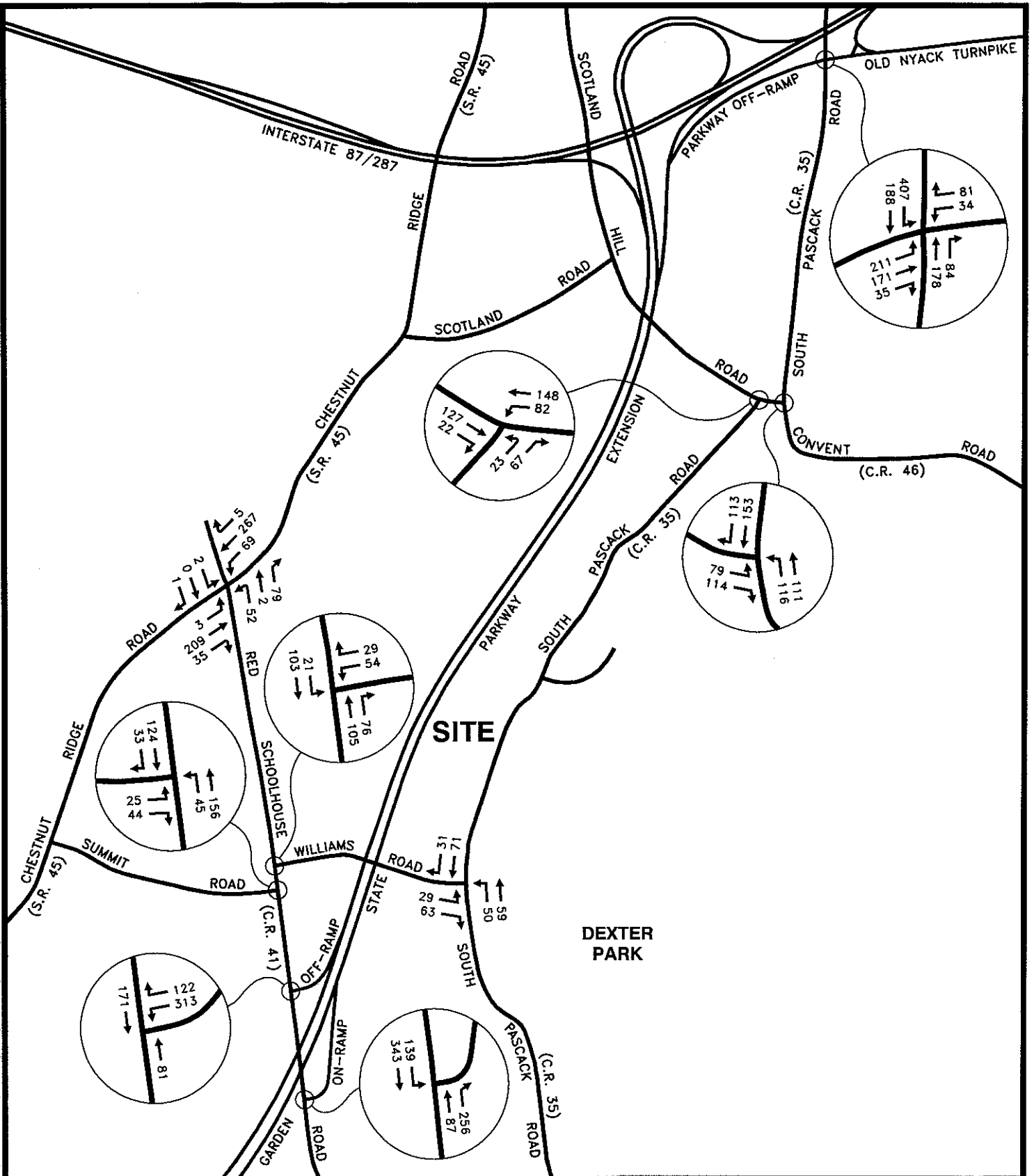


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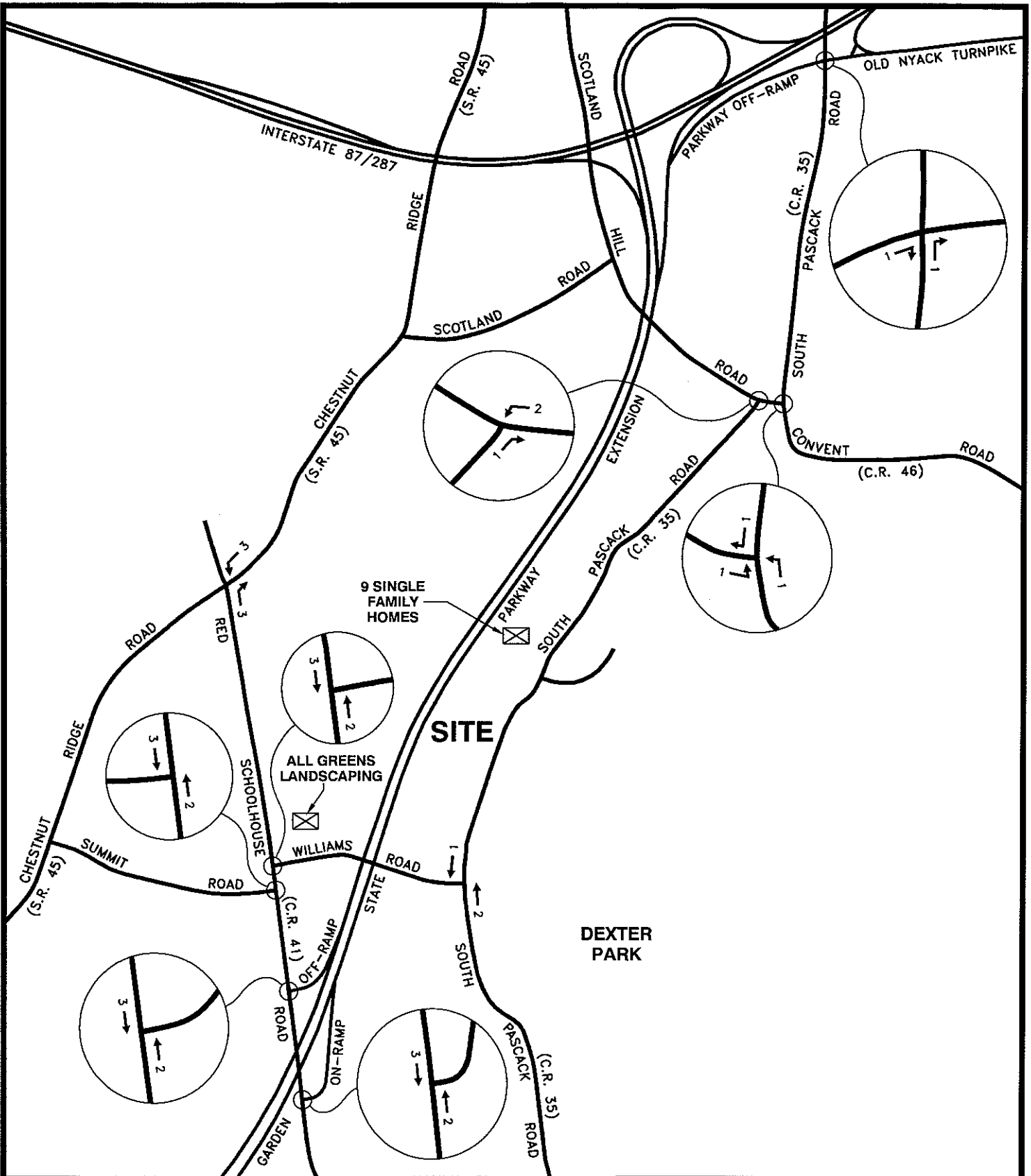
Note: An annual growth rate of two percent is employed to the horizon year 2011.

2011 PROJECTED TRAFFIC VOLUMES
SUNDAY AFTERNOON SERVICE
ARRIVALS PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



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- Notes: Other Developments include:
- 9 Lot Single-Family Subdivision, located on South Pascack Road.
 - All Greens Landscaping, located at 90 Red Schoolhouse Road.

OTHER DEVELOPMENTS TRAFFIC VOLUMES
WEDNESDAY EVENING SERVICE
ARRIVALS PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

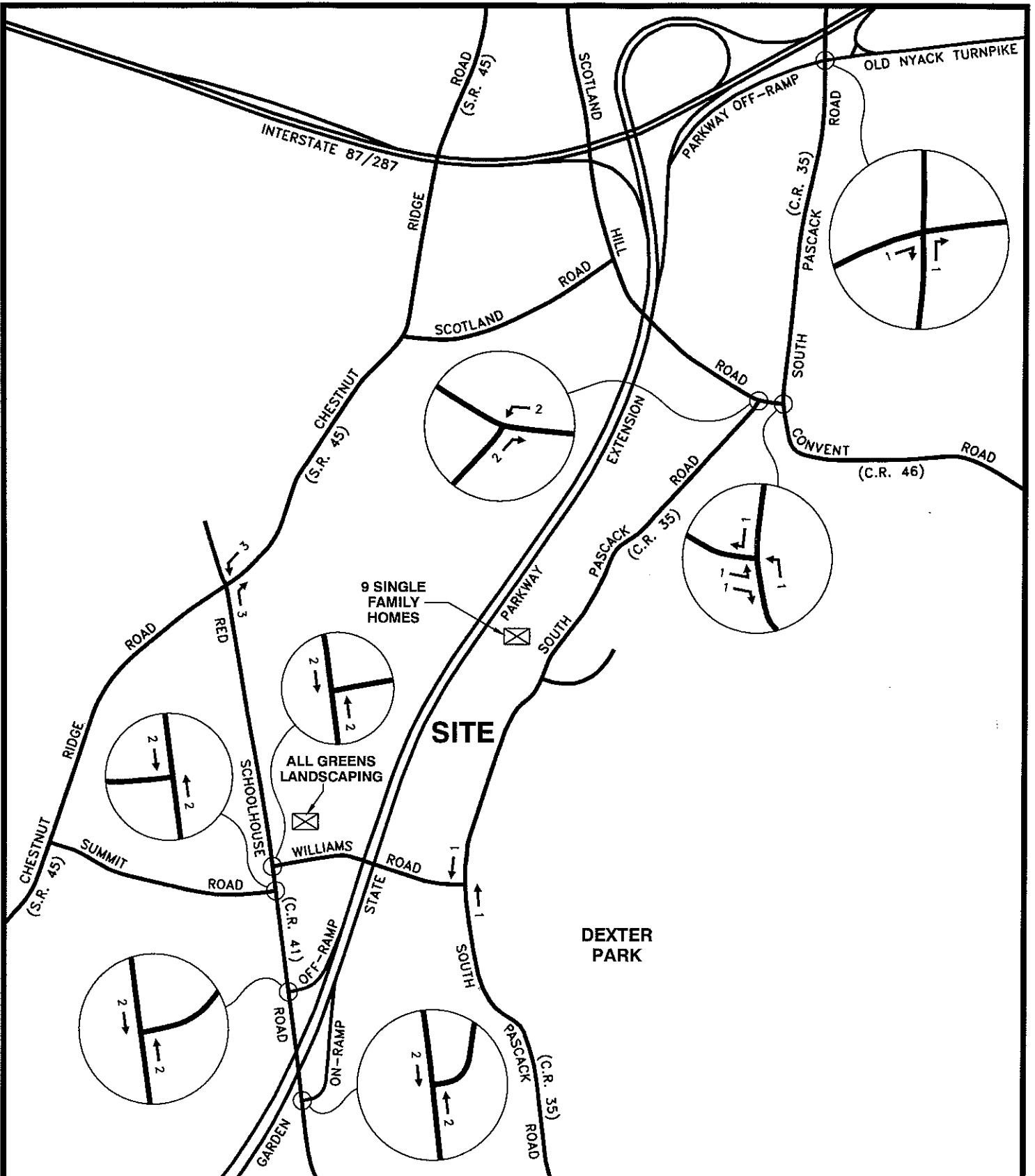


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- Notes: Other Developments include:
- 9 Lot Single-Family Subdivision, located on South Pascack Road.
 - All Greens Landscaping, located at 90 Red Schoolhouse Road.

OTHER DEVELOPMENTS TRAFFIC VOLUMES
TYPICAL SATURDAY MORNING SERVICE
DEPARTURES PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



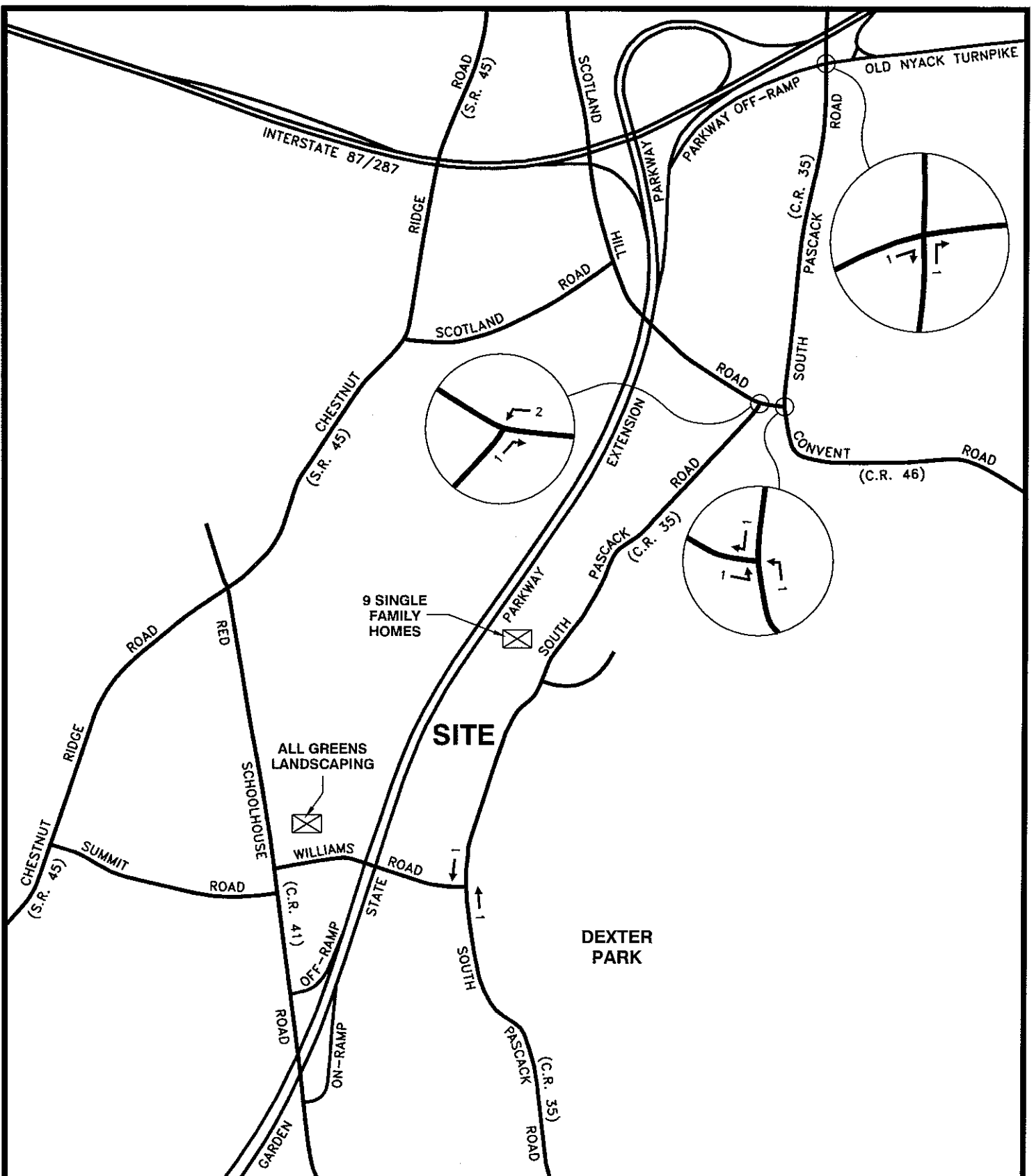
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- Notes: Other Developments include:
- 9 Lot Single-Family Subdivision, located on South Pascack Road.
 - All Greens Landscaping, located at 90 Red Schoolhouse Road.

OTHER DEVELOPMENTS TRAFFIC VOLUMES
 BI-WEEKLY SUNDAY MID-MORNING SERVICE
 DEPARTURES PEAK HOUR

FOSTER CHURCH
 467-477 South Pascack Road
 Chestnut Ridge, New York

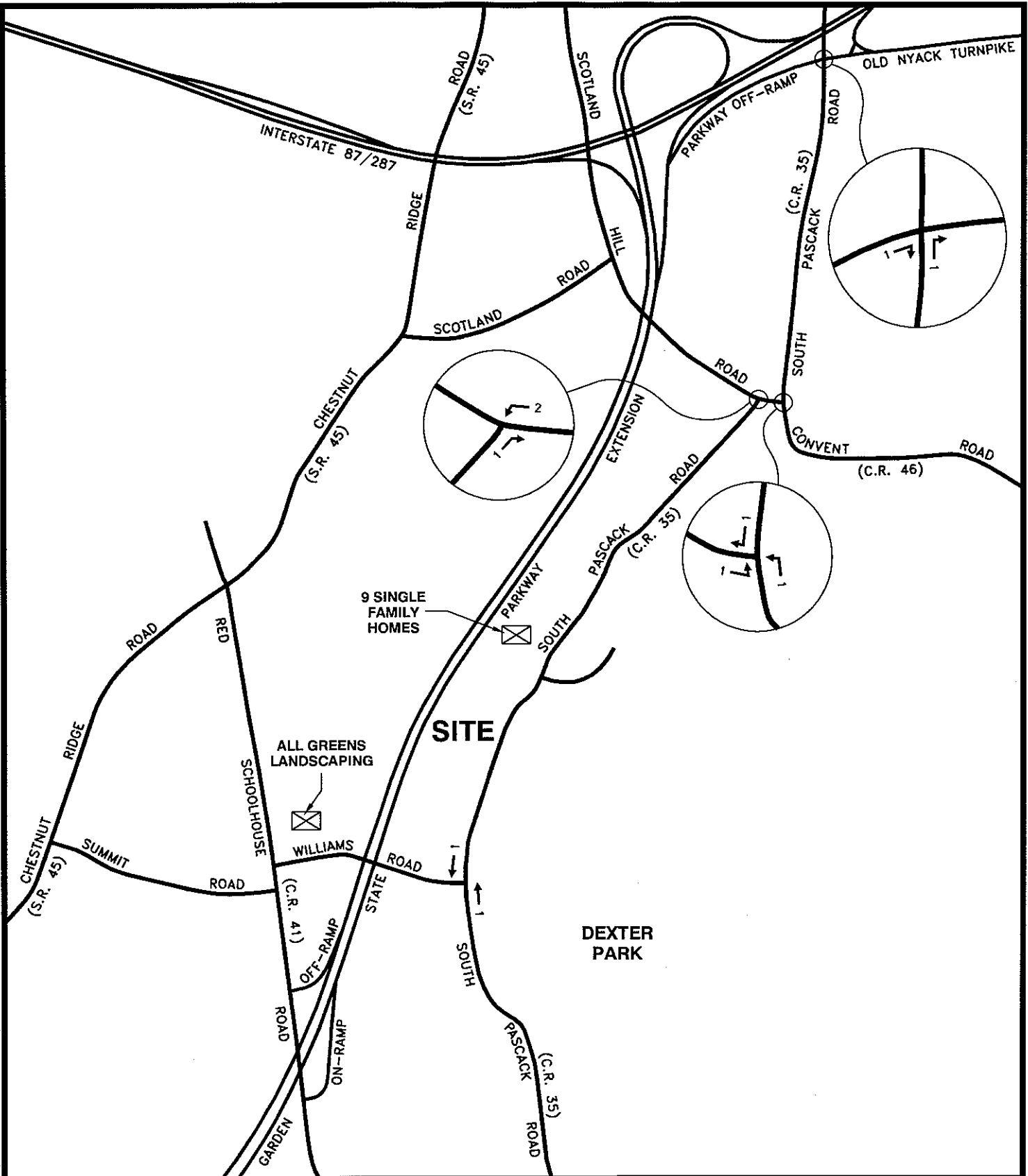


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- Notes: Other Developments include:
- 9 Lot Single-Family Subdivision, located on South Pascack Road.
 - All Greens Landscaping, located at 90 Red Schoolhouse Road.

OTHER DEVELOPMENTS TRAFFIC VOLUMES
SUNDAY AFTERNOON SERVICE
ARRIVALS PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



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Not to Scale

Date: 6/2/10

up to 11 vehicle trips ends during the weekday late afternoon and Saturday morning peak hours. However, it is anticipated that this type of development will not generate any traffic on Sundays. Overall, these two developments will generate 17, 16, 5 and 5 vehicle trip ends during the weekday evening peak hour for arrivals at the Church, the typical Saturday morning peak hour for departures, the Sunday mid-morning peak hour for departures and the Sunday afternoon peak hour for arrivals at the Church. Table 4 provides a more detailed summary of the results of the analysis to determine traffic for other developments. Figures 19 through 22 graphically show the 2011 no-build volumes.

Site Traffic Generation

The proposal is to construct the Foster Church on the subject property and provide a capacity for services for up to 780 people. However, the Church and its services will not operate at full capacity for each of its services during the week and on weekends. Based on discussions with the Applicant detailed information has been provided related to the number of people attending each of the services. This is based on their experience at other facilities and the anticipated shift of certain members to this Church in Chestnut Ridge.

Table 5 provides a detailed breakdown of each of the development service programs and the anticipated number of people to attend these events. Based on this information and based on information provided by the Applicant the number of vehicle trip ends have been identified and used in this analysis. It is important to note that Church doctrine and custom dictates that its members travel to and from all services and events as families. Therefore, vehicle occupancy rates are higher. This results in the lower site traffic estimates.

Based on discussions with the Village's Traffic Consultant the following time periods were identified for purposes of providing a more detailed analysis, which

Table 4
OTHER DEVELOPMENTS TRAFFIC VOLUMES – PEAK HOURS
 Foster Church
 Chestnut Ridge, New York

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS				
			Wednesday Evening Service Arrivals	Typical Saturday Morning Service Departures	BW Sunday Morning Service Departures	Sunday Afternoon Service Arrivals	
Single-Family Detached Housing	6 Dwelling Units	Enter	4	3	3	3	
		Exit	<u>2</u>	<u>3</u>	<u>2</u>	<u>2</u>	
		Total	6	6	5	5	
All Green Landscaping	7,000 S.F. Building	Enter	5	5	0	0	
		Exit	<u>6</u>	<u>5</u>	<u>0</u>	<u>0</u>	
		Total	11	10	0	0	
Total		Enter	9	8	3	3	
		Exit	8	8	<u>2</u>	<u>2</u>	
		Total	17	16	5	5	

Source:

1. "Trip Generation," 8th Edition, published by the Institute of Transportation Engineers (ITE) in 2008 using Single-Family Detached Housing, Code #210 Average Rates.
2. Traffic Volumes for the proposed All Green Landscaping from a similar developments traffic study conducted by Frederick P. Clark Associates, Inc. in June, 2009.

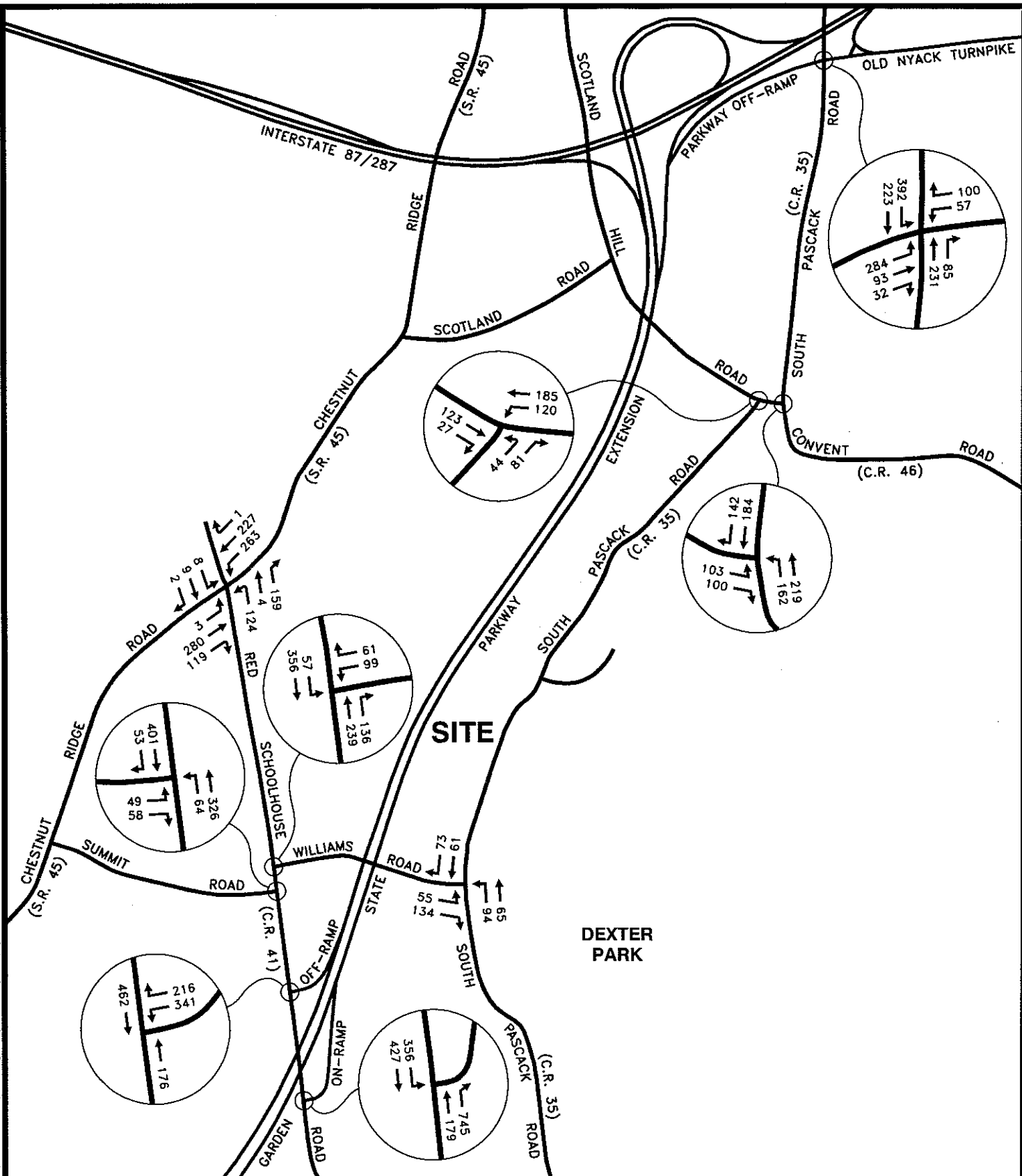
Notes:

1. The 6 units are part of a 9 lot single family home subdivision on South Pascack Road just to the north of the site. At the time of the counts three units were built and occupied.
2. All Green Landscaping is located at 90 Red Schoolhouse Road.

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Note: The 2011 No-Build Traffic Volumes include the 2011 Projected traffic Volumes and the Other Development Traffic Volumes.

2011 NO-BUILD TRAFFIC VOLUMES
WEDNESDAY EVENING SERVICE
ARRIVALS PEAK HOUR

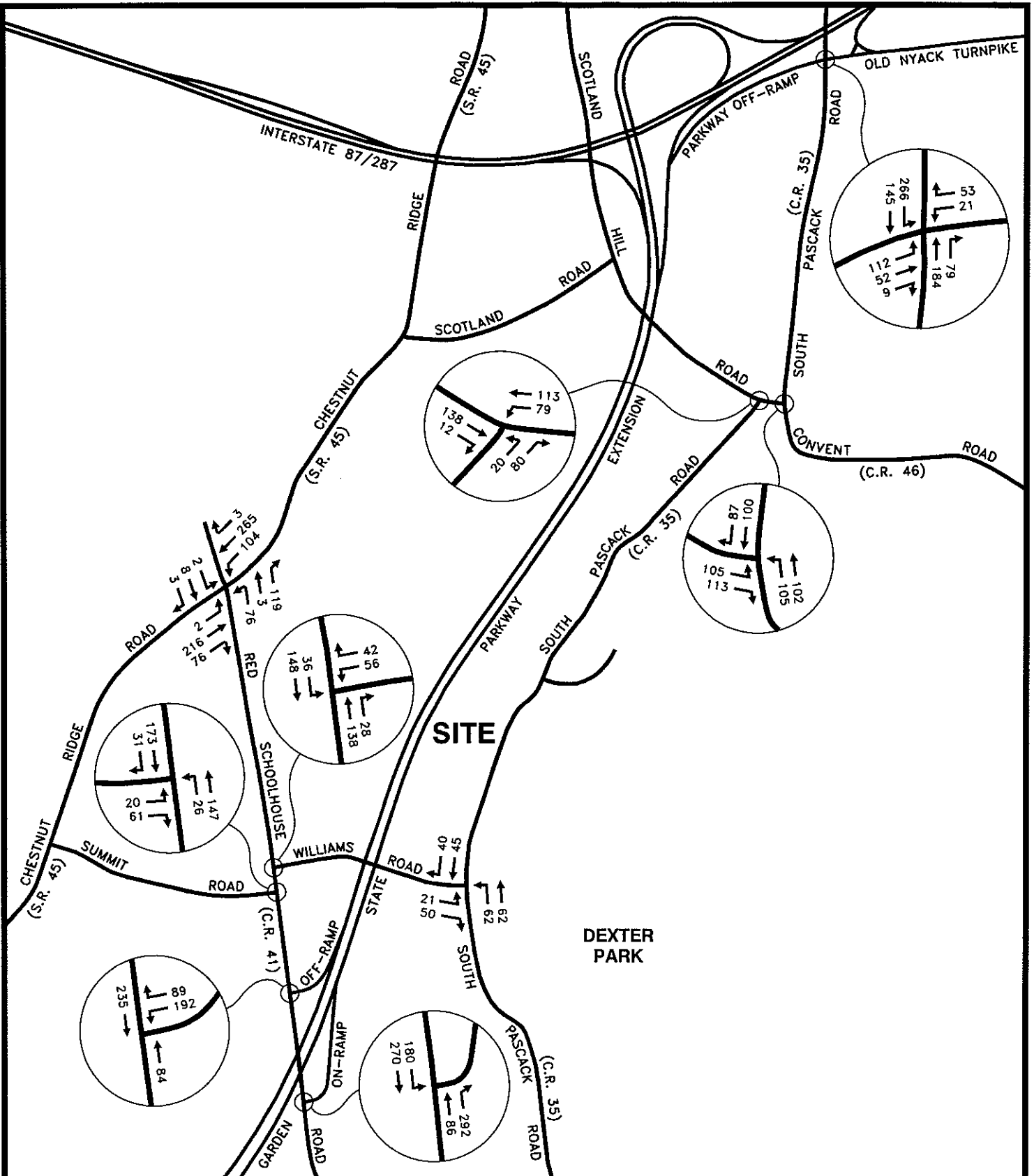
FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



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Note: The 2011 No-Build Traffic Volumes include the 2011 Projected traffic Volumes and the Other Development Traffic Volumes.

2011 NO-BUILD TRAFFIC VOLUMES
TYPICAL SATURDAY MORNING SERVICE
DEPARTURES PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

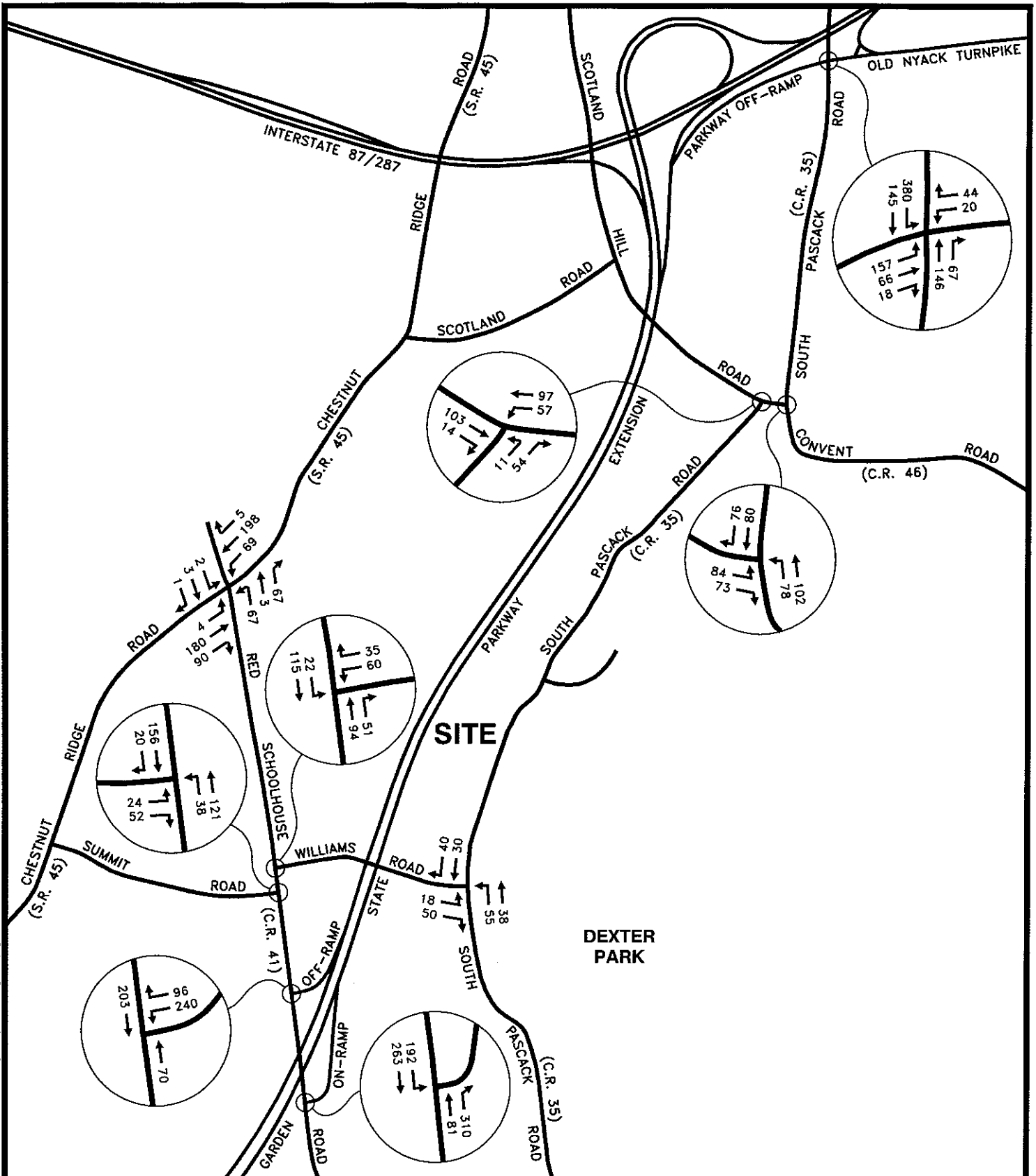


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Date: 6/2/10



Note: The 2011 No-Build Traffic Volumes include the 2011 Projected traffic Volumes and the Other Development Traffic Volumes.

2011 NO-BUILD TRAFFIC VOLUMES
BI-WEEKLY SUNDAY MID-MORNING SERVICE
DEPARTURES PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



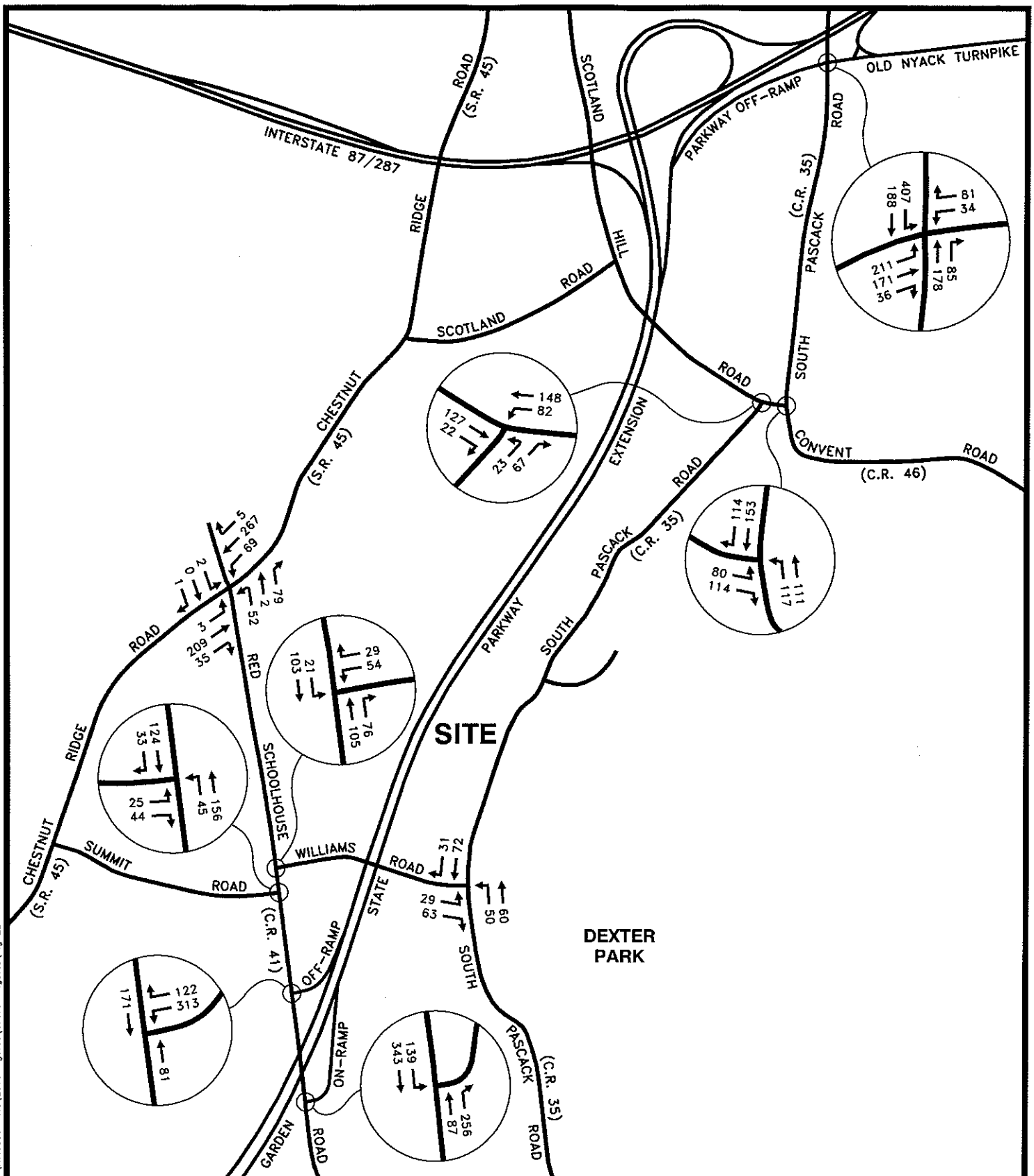
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Note: The 2011 No-Build Traffic Volumes include the 2011 Projected traffic Volumes and the Other Development Traffic Volumes.

2011 NO-BUILD TRAFFIC VOLUMES
SUNDAY AFTERNOON SERVICE
ARRIVALS PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



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Date: 6/2/10

Table 5
 SITE TRAFFIC GENERATION – PEAK HOURS
 Foster Church
 Chestnut Ridge, New York

DEVELOPMENT PROGRAM	PERSONS	SITE TRAFFIC GENERATION							
		Wednesday Evening Service Arrivals (4:45 P.M. to 5:45 P.M.)	Wednesday Evening Service Departures (6:45 P.M. to 7:45 P.M.)	Typical Saturday Morning Service Arrivals (8:00 A.M. to 9:00 A.M.)	Typical Saturday Morning Service Departures (10:00 A.M. to 11:00 A.M.)	BW Sunday Mid Morning Service Arrivals (9:00 A.M. to 10:00 A.M.)	BW Sunday Mid Morning Service Departures (11:30 A.M. to 12:30 P.M.)	Sunday Afternoon Service Arrivals (2:30 P.M. to 3:30 P.M.)	Sunday Afternoon Service Departures (4:30 P.M. to 5:30 P.M.)
Monday Evening – 6:15 - 6:45 P.M.	40								
Wednesday Evening – 5:45 - 6:45 P.M.	185	40	0	40	0	0	45	0	
Other Weekday Evening - 7:00 - 8:00 P.M.	185	0	40	0	40	80	0	45	
Typical Saturday Morning - 9:00 - 10:00 A.M.	185	0	40	0	40	0	0	45	
Monthly Saturday Morning – 8:00 – 9:00 A.M.	185	40	40	40	40	80	45	45	
Sunday Morning – 6:00 – 7:00 A.M.	40								
BW Sunday Mid Morning – 10:00 - 11:30 A.M.	325								
Sunday Afternoon - 3:30 - 4:30 P.M.	200								

Notes:

1. (BW) = Bi-Weekly.
2. This table identifies the typical weekly program. In addition to the program, the Applicant will hold Special Events once or twice a year on a Wednesday, Friday, Saturday and/or Sunday during the midday hours. These Special Events will include a special traffic management plan. Many members will arrive via bus in order to accommodate 780 people. A separate traffic analysis is not provided since this will not be a typical condition.

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includes the capacity analyses of each of the intersections included in the designated Study Area.

- Wednesday evening arrivals – 4:45 to 5:45 P.M.;
- Typical Saturday morning departures – 10:00 to 11:00 A.M.;
- Bi-week Sunday mid-morning departures – 11:30 A.M. to 12:30 P.M.; and,
- Sunday afternoon arrivals – 2:30 to 3:30 P.M.

Each of these time periods were further developed to identify the vehicle trip ends related to the activities and is summarized below:

- Wednesday evening arrivals – 4:45 to 5:45 P.M – 185 members/40 vehicle trip ends.;
- Typical Saturday morning departures – 10:00 to 11:00 A.M. – 185 members/40 vehicle trip ends;
- Bi-week Sunday mid-morning departures – 11:30 A.M. to 12:30 P.M. – 225 members/80 vehicle trip ends; and,
- Sunday afternoon arrivals – 2:30 to 3:30 P.M. -- 200 members/45 vehicle trip ends.

Distribution and Assignment of Site-Generated Traffic

Foster Church provided detailed information of where its members reside and will use this Church in the future. Based on the information provided, distribution patterns were developed for the typical weekday evening, typical Saturday morning and Sunday afternoon services. Based on this analysis it was determined that 70 percent of the site-generated traffic would arrive from the south on South Pascaek Road and turn left into the subject property. This Church traffic will use Williams Road, Red Schoolhouse Road, Summit Road and the Garden State Parkway Extension, which connects to the New York State Thruway to the north.

The 30 percent arriving from the north on South Pascack Road will be split with 15 percent arriving from the northwest on Scotland Hill Road, 10 percent arriving from the north on South Pascack Road north of the Scotland Hill Road intersection and the remaining 5 percent from the east on Convent Road. Figure 23 graphically shows these distribution patterns for the time periods noted above.

For the bi-weekly Sunday mid-morning service and the special event Sunday mid-morning service a different distribution pattern was developed based on the where members reside. It was determined that 80 percent of the site-generated traffic will travel to and from the south on South Pascack Road and also use Williams Road, Red Schoolhouse Road and the Garden State Parkway Extension. Thirty percent will use the southbound off-ramp. This traffic will be split with 40 percent using Summit Road, 30 percent using the Parkway Extension and 5 percent using Red Schoolhouse Road to the north. Figure 24 shows these distribution patterns. Figures 25 through 28 graphically illustrate the site traffic generation for each of the time periods and each of the intersections included in this analysis.

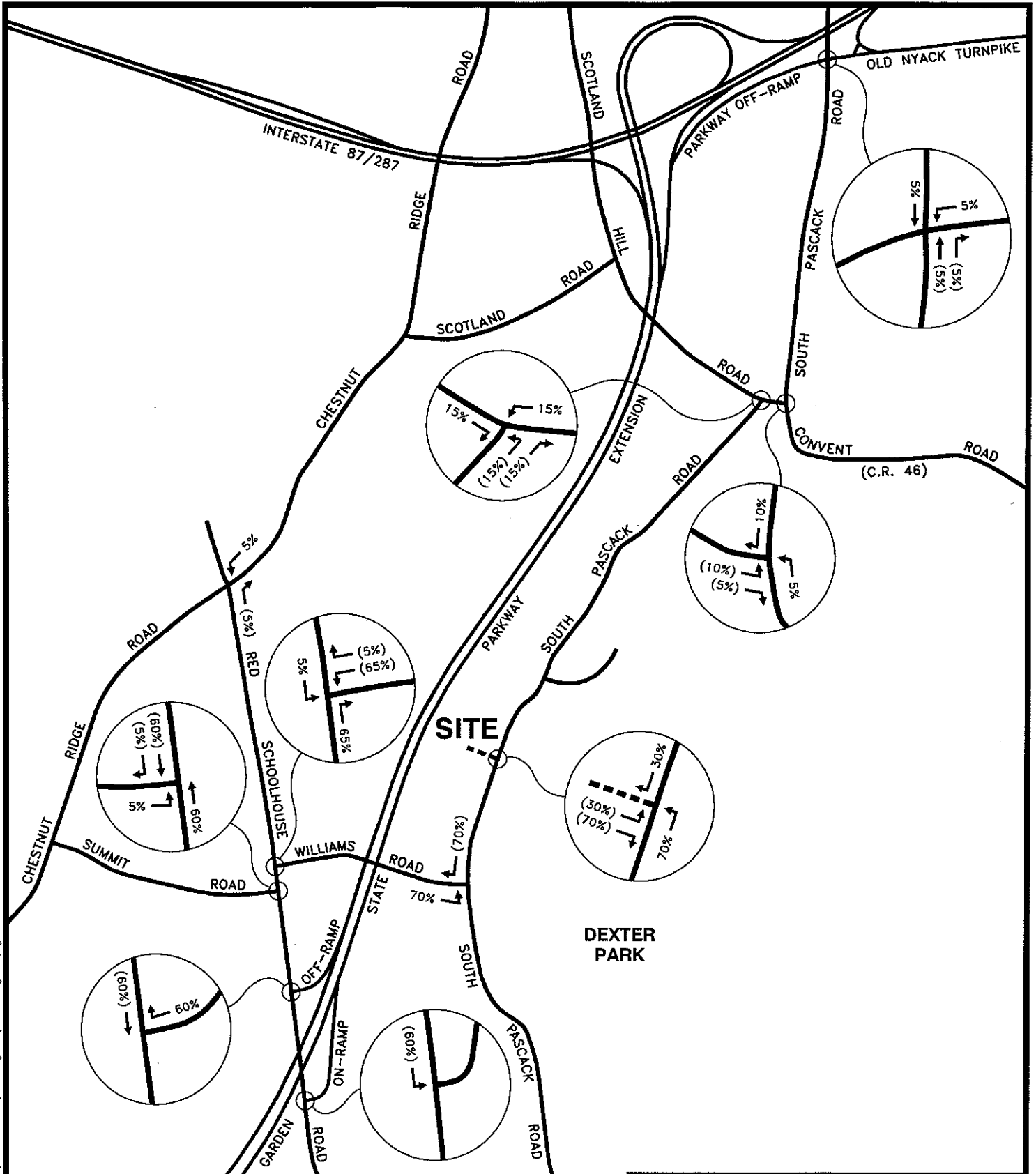
Build Traffic Volumes

Build traffic volumes were developed by adding the site-generated traffic to the no-build traffic volumes, both which were described previously in this section of the report. Figures 29 through 32 illustrate the 2011 build traffic volumes for the four time periods specifically identified by the Village Traffic Consultant for purposes of providing a detailed capacity analysis to determine potential impact and the need for any mitigation.

Capacity Analysis Results – No-Build and Build Conditions

1. *Chestnut Ridge Road at Red Schoolhouse Road/Access Drive*

No-Build – Results of the analysis of this signalized intersection indicate it will operate at an overall Level of Service “B” or better during the four peak hours included in this analysis.



SITE TRAFFIC
 Enter 00%
 Exit (00%)

LEGEND
 - - - - - PROPOSED SITE ACCESS

SITE TRAFFIC DISTRIBUTION
 (WEDNESDAY EVENING,
 TYPICAL SATURDAY MORNING
 AND SUNDAY AFTERNOON SERVICES)

FOSTER CHURCH
 467-477 South Pascack Road
 Chestnut Ridge, New York



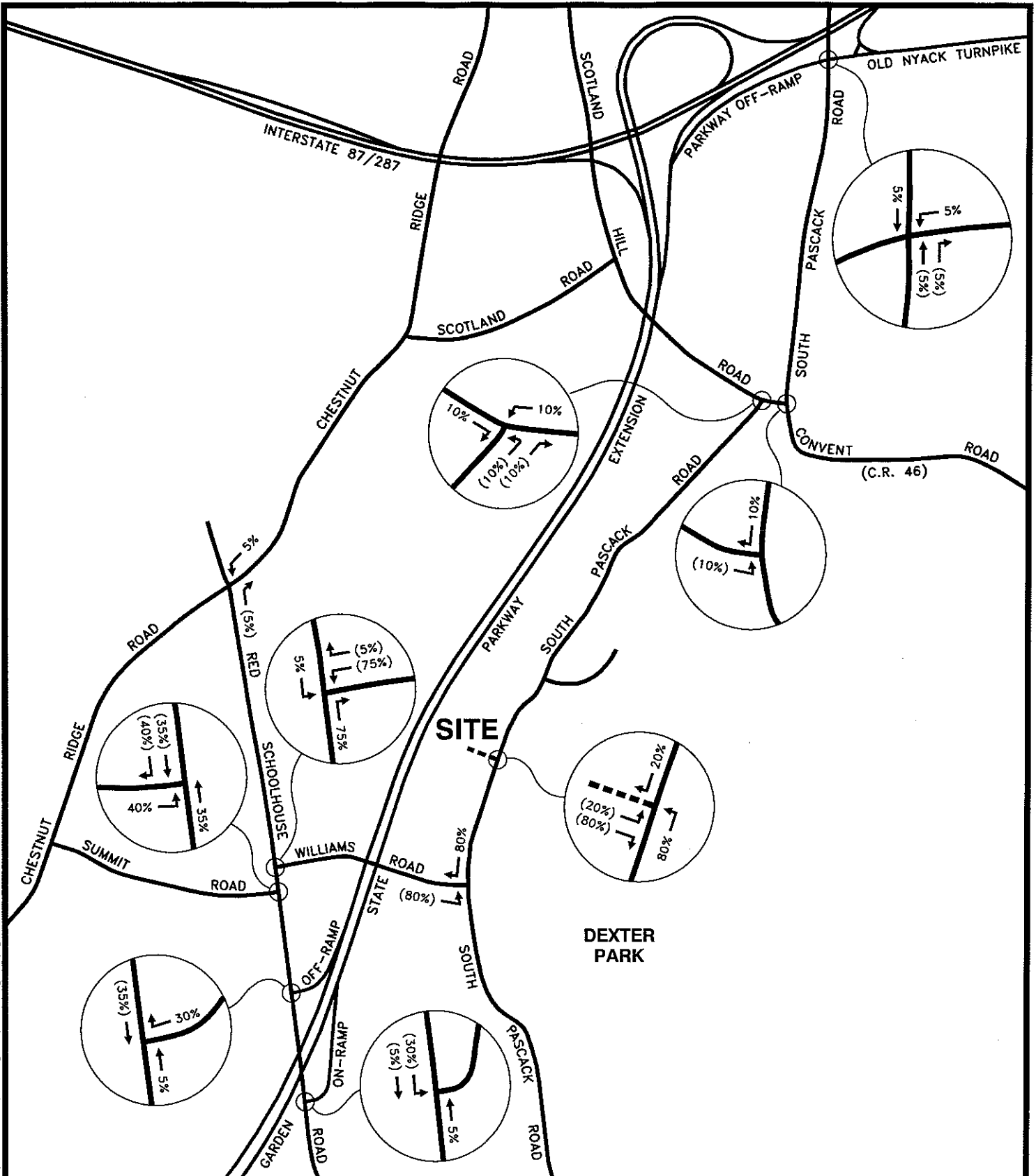
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23

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Date: 6/2/10

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SITE TRAFFIC
 Enter 00%
 Exit (00%)

LEGEND
 - - - - - PROPOSED SITE ACCESS

SITE TRAFFIC DISTRIBUTION
 (BI-WEEKLY SUNDAY MID-MORNING SERVICE &
 SPECIAL EVENT SUNDAY MID-MORNING SERVICE)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

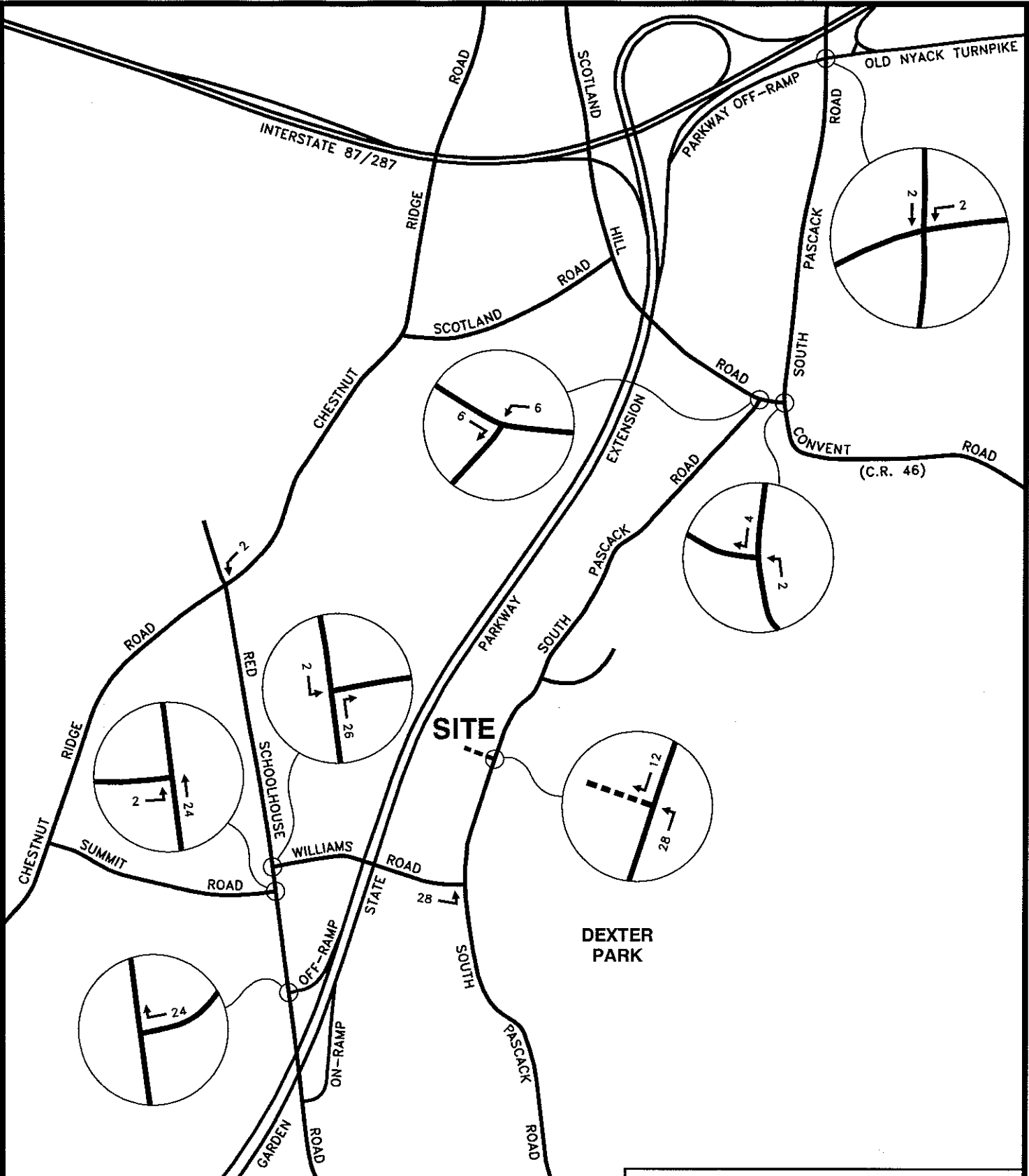


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Date: 6/2/10



Note: Using Figure 19 Distribution

SITE TRAFFIC

Enter 40
 Exit (0)
 Total 40 Vehicle Trip Ends

LEGEND

--- PROPOSED SITE ACCESS

SITE TRAFFIC GENERATION AND ASSIGNMENT
WEDNESDAY EVENING SERVICE ARRIVALS
 (4:45 - 5:45 P.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



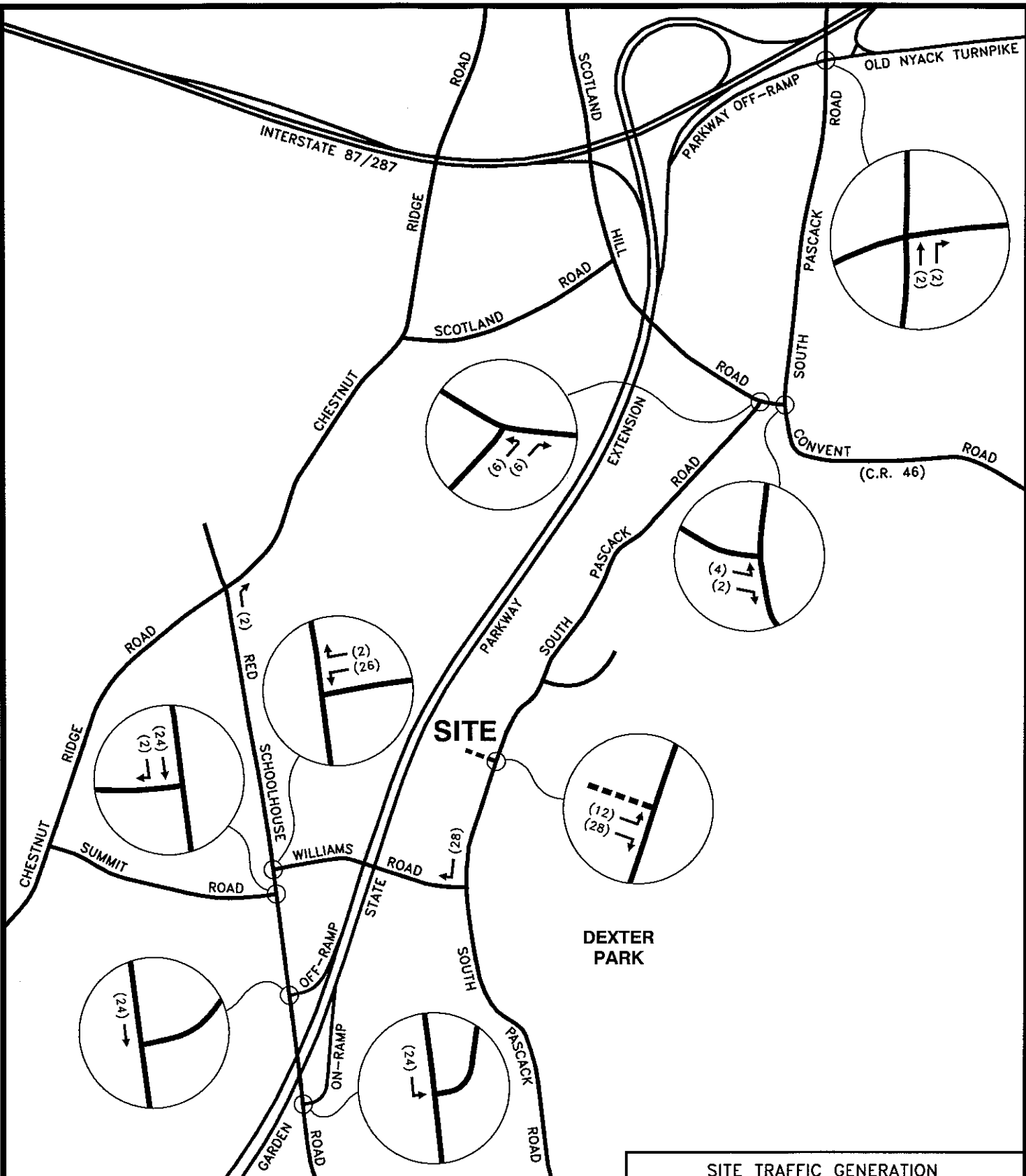
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Note: Using Figure 19 Distribution

SITE TRAFFIC

Enter 0
Exit (40)
Total 40 Vehicle Trip Ends

LEGEND

----- PROPOSED SITE ACCESS

SITE TRAFFIC GENERATION AND ASSIGNMENT
TYPICAL SATURDAY MORNING
SERVICE DEPARTURES
(10:00 - 11:00 A.M.)

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

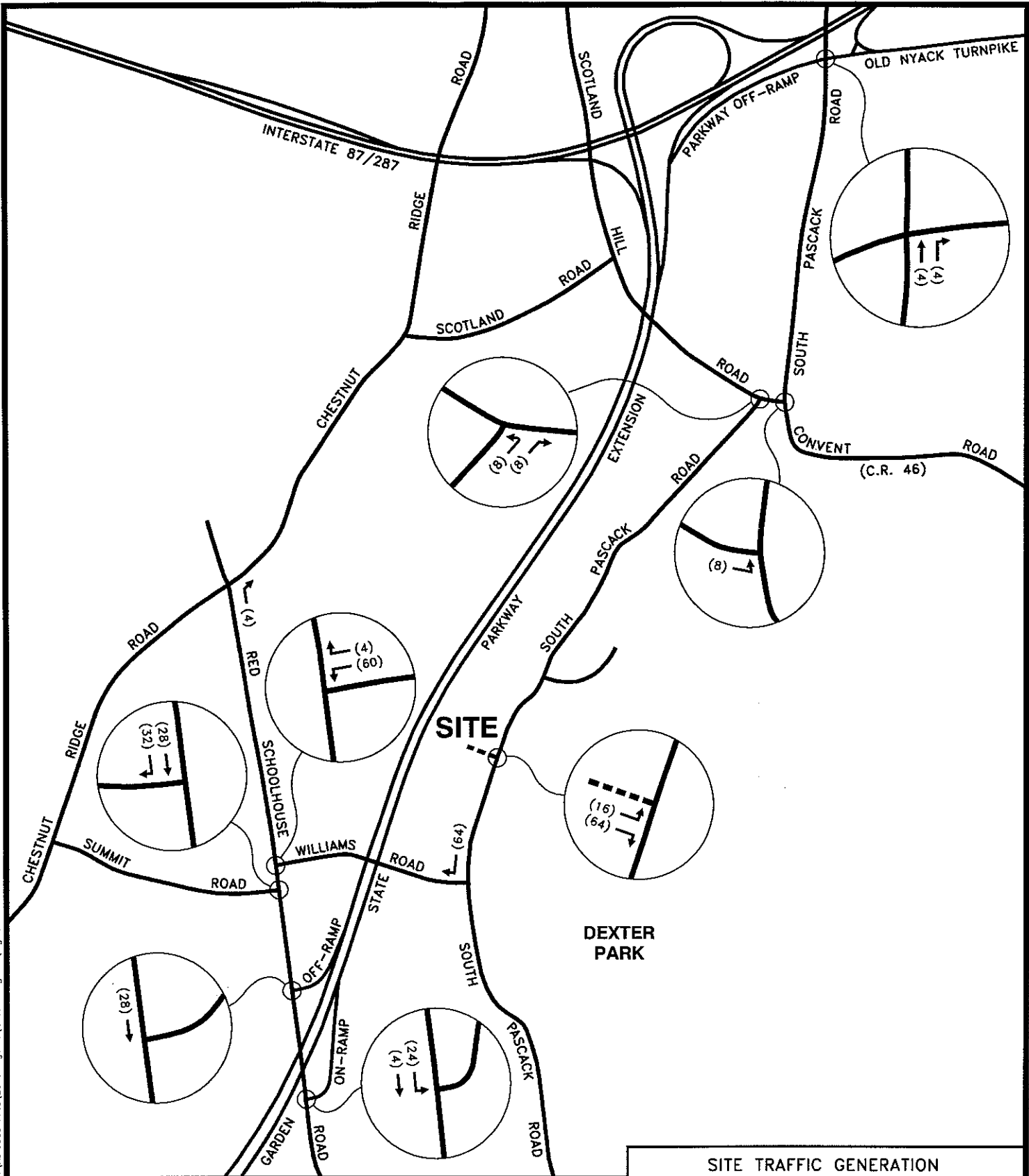
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Date: 6/2/10



26



Note: Using Figure 20 Distribution

SITE TRAFFIC

Enter 0
 Exit (80)
 Total 80 Vehicle Trip Ends

LEGEND

----- PROPOSED SITE ACCESS

SITE TRAFFIC GENERATION AND ASSIGNMENT
BI-WEEKLY SUNDAY MID-MORNING SERVICE DEPARTURES
 (11:30 A.M. - 12:30 P.M.)

FOSTER CHURCH
 467-477 South Pascack Road
 Chestnut Ridge, New York



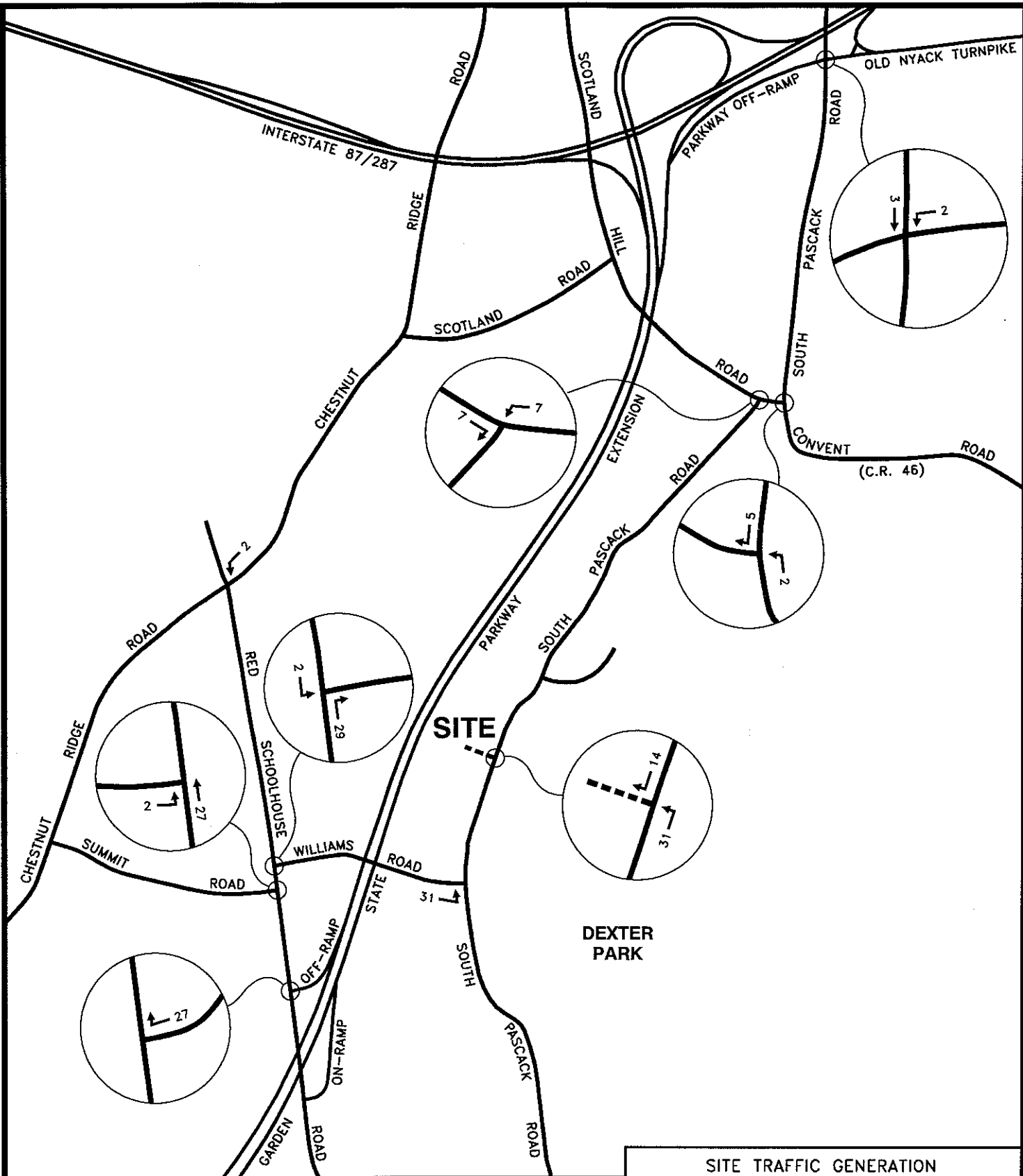
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Date: 6/2/10

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Note: Using Figure 19 Distribution

SITE TRAFFIC

Enter 45

Exit (0)

Total 45 Vehicle Trip Ends

LEGEND

----- PROPOSED SITE ACCESS

**SITE TRAFFIC GENERATION
AND ASSIGNMENT
SUNDAY AFTERNOON
SERVICE ARRIVALS
(2:30 - 3:30 P.M.)**

**FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York**



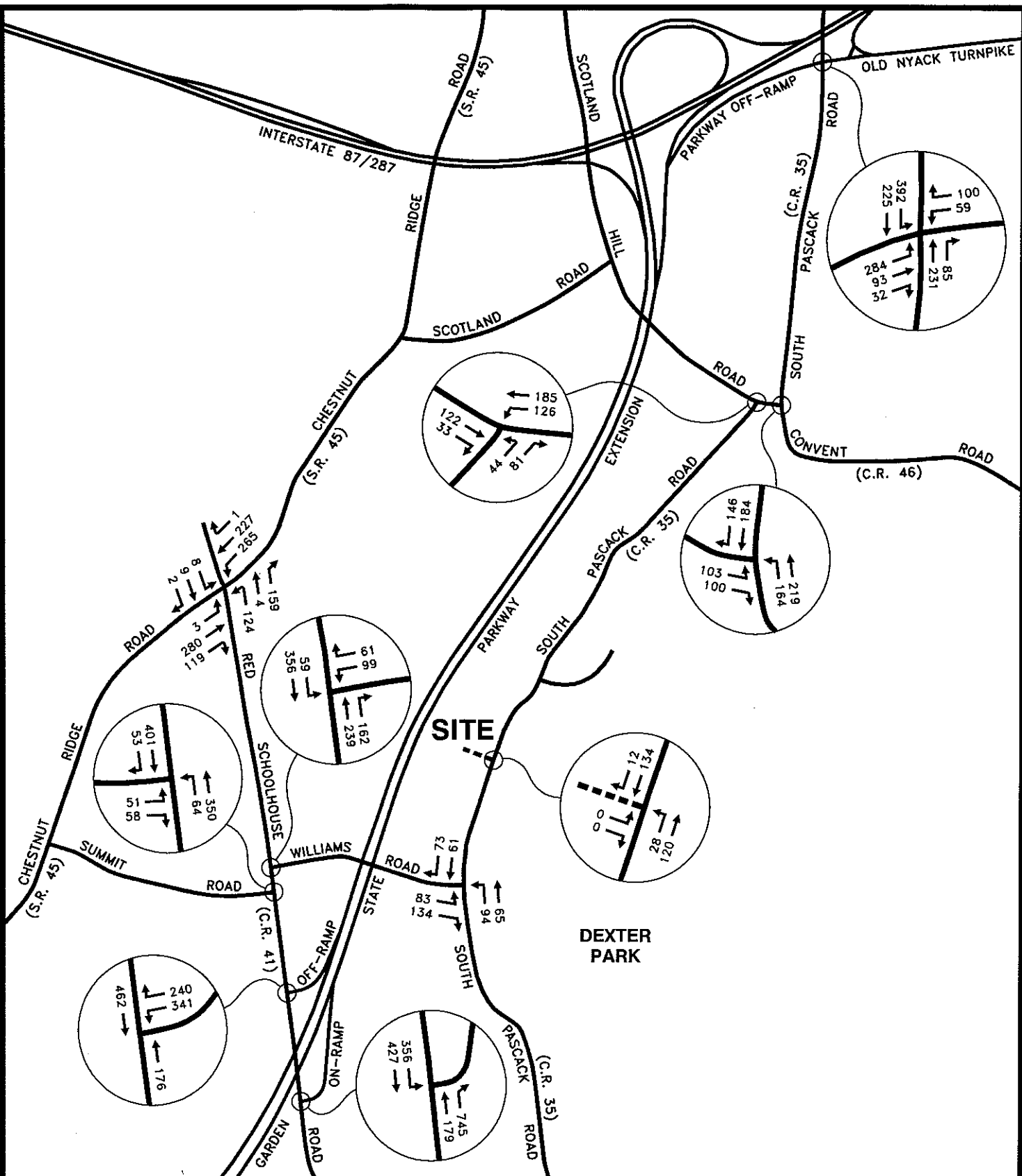
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28

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Date: 6/2/10

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Note: The 2011 Build Traffic Volumes include the 2011 No-Build Traffic Volumes and the Site Traffic Generation.

2011 BUILD TRAFFIC VOLUMES
WEDNESDAY EVENING SERVICE
ARRIVALS PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



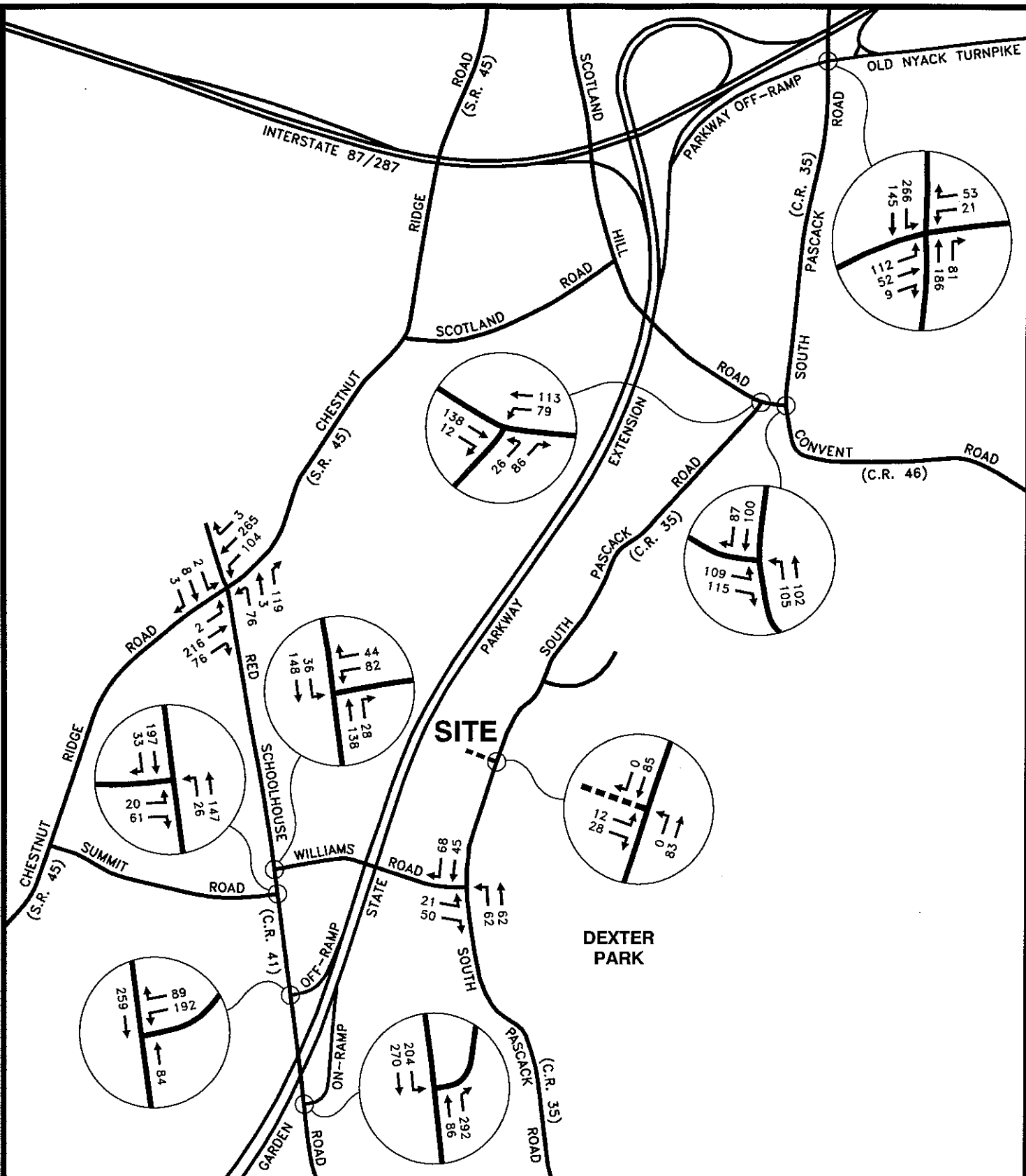
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29

Not to Scale

Date: 5/2/10

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Note: The 2011 Build Traffic Volumes include the 2011 No-Build Traffic Volumes and the Site Traffic Generation.

2011 BUILD TRAFFIC VOLUMES
TYPICAL SATURDAY MORNING SERVICE
DEPARTURES PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



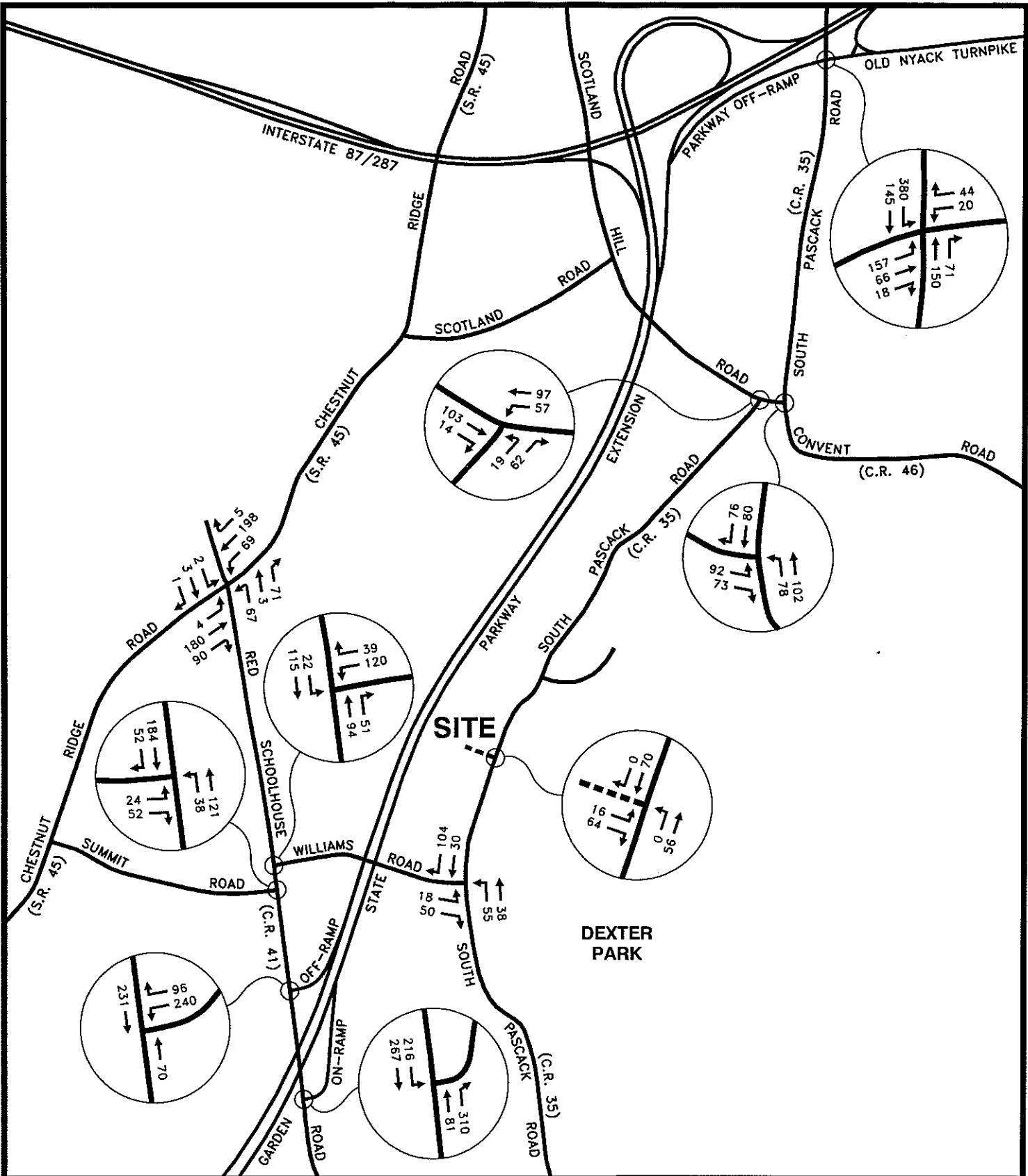
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30

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Date: 5/2/10

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Note: The 2011 Build Traffic Volumes include the 2011 No-Build Traffic Volumes and the Site Traffic Generation.

2011 BUILD TRAFFIC VOLUMES
BI-WEEKLY SUNDAY MID-MORNING SERVICE
DEPARTURES PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York

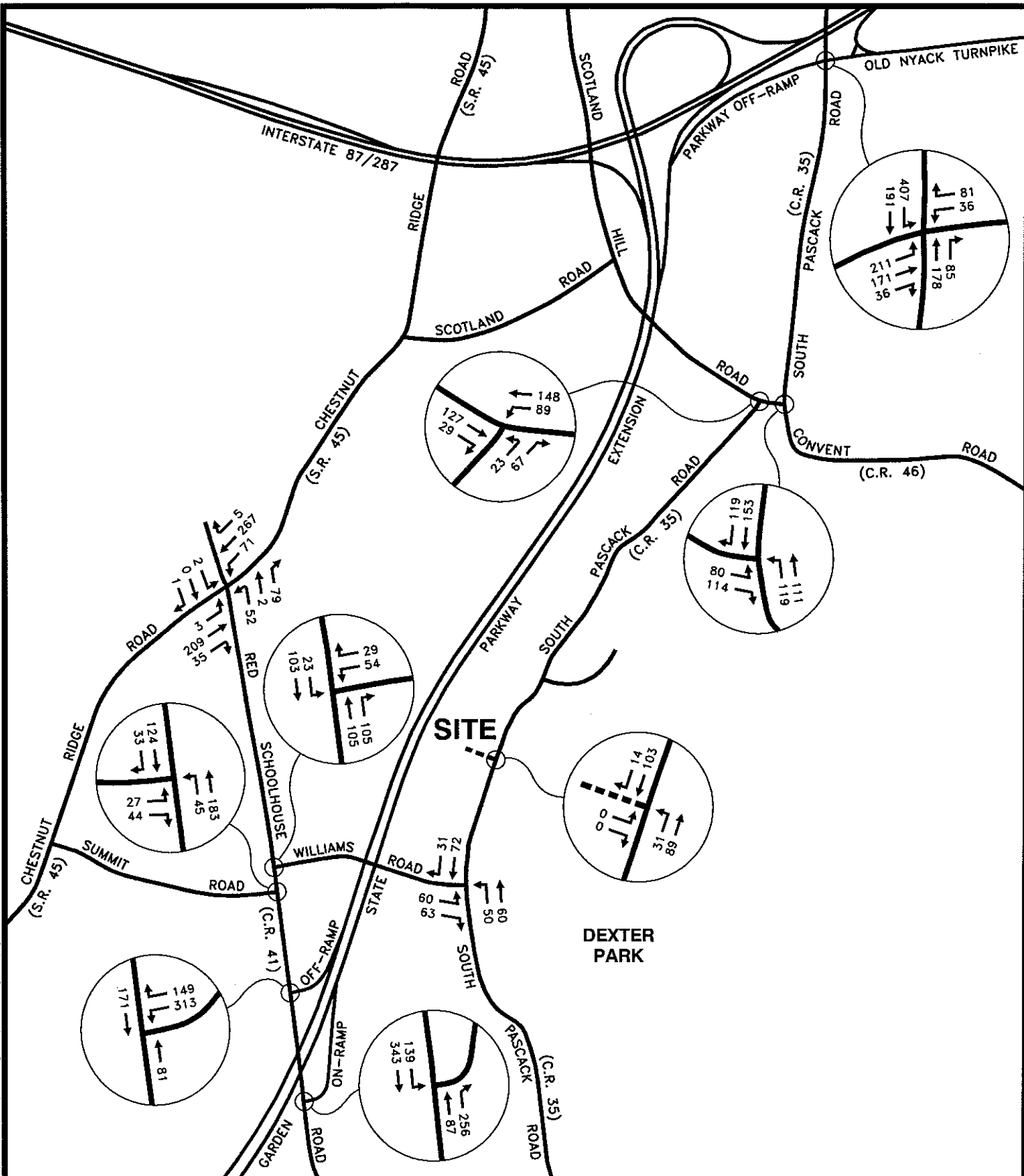


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Date: 6/2/10



Note: The 2011 Build Traffic Volumes include the 2011 No-Build Traffic Volumes and the Site Traffic Generation.

2011 BUILD TRAFFIC VOLUMES
SUNDAY AFTERNOON SERVICE
ARRIVALS PEAK HOUR

FOSTER CHURCH
467-477 South Pascack Road
Chestnut Ridge, New York



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Not to Scale

Date: 5/2/10

Build – Results of the analysis with site traffic added to the intersection indicate all Levels of Service will be maintained, as well as each lane group. The increase in vehicle delay due to site traffic was found to be insignificant with no impact during these time periods.

2. *Red Schoolhouse Road at Garden State Parkway Extension Southbound Off-Ramp*

No-Build – Results of the analysis of this signalized intersection indicate it will operate at a Level of Service “B” or better during the four peak hours included in the analysis.

Build – Results of the analysis indicate that the overall Levels of Service will remain the same, with site traffic added to the intersection, for each of the peak hours. The increase in average vehicle delay will be no impact for a very insignificant increase.

3. *South Pascack Road at Garden State Parkway Extension Northbound Off-Ramps/Nyack Turnpike*

No-Build – Results of the analysis of this signalized intersection indicate it will operate at an overall Level of Service “E” during the weekday evening service arrival peak hour, “B,” “B” and “D” during the four peak hours previously noted.

Build – Results of the analysis indicate that the increase in traffic due to Church activity will have no impact on Levels of Service. The increase in average vehicle delay will be insignificant, if any, for each lane group during each of the peak hours.

4. *Red Schoolhouse Road at Williams Road*

No-Build – Results of the analysis of this STOP sign-controlled intersection indicate it will operate at Level of Service “C” or better, “B” or better, “B” or better and “B” or better during the four peak hours previously noted.

Build – Results of the analysis indicate there will be no change in Level of Service and an insignificant, if any, increase in average vehicle delay.

5. *Red Schoolhouse Road at Summit Road*

No-Build – Results of the analysis of this STOP sign-controlled intersection indicate it will operate at Level of Service “C” or better during the weekday evening peak hour for arrivals and Level of Service “B” or better during the other three peak hours included in this analysis.

Build – There will be no change in Level of Service for any minor movement for any of the peak hours. Increases in average vehicle delay will be insignificant, if any, during each of the peak hours.

6. *Garden State Parkway Extension Northbound On-Ramp at Red Schoolhouse Road*

Build – Results of the analysis of this left turn movement from Red Schoolhouse Road onto the Parkway will be Level of Service “A” during each of the peak hours.

Build – Results of the analysis indicate this movement will continue to operate at Level of Service “A” during each of the peak hours.

7. *South Pascaek Road at Williams Road*

No-Build – Results of the analysis indicate this STOP sign-controlled intersection will operate at Level of Service “B” or better during the weekday evening peak hour for arrivals and Level of Service “A” during the other three time periods.

Build – Results of the analysis indicate there will be no change in Level of Service during the weekday evening peak for arrivals, the Saturday morning peak for departures and the Sunday mid-morning departure peak hour. There will be a change in Level of Service from “A” to “B” on the eastbound minor movements for left and right turns during the Sunday afternoon peak hour for service arrivals.

However, the increase in average vehicle delay at the minor movements where there will be a change in Level of Service from “A” to “B” will be 0.7 seconds.

8. *Scotland Hill Road at South Pascack Road*

No-Build – Results of the analysis at this STOP sign-controlled intersection will operate at Level of Service “C” or better and Level of Service “B” or better during the three peak hours other than the weekday evening peak hour for arrivals.

Build – Results of the analysis indicate there will be no change in Level of Service for any movement at this intersection during any of the peak hours. The increase in average vehicle delay will be insignificant, if any, during each of the peak hours.

9. *South Pascack Road/Convent Road at Scotland Hill Road*

No-Build – Results of the analysis of this STOP sign-controlled intersection indicate it will operate at Level of Service “C” or better during the weekday evening service arrival and Sunday afternoon service arrivals peak hours. During the other two peak hours included in this analysis the minor movements will operate at Level of Service “B” or better.

Build – Results of the analysis indicate that there will be no change in Level of Service for any movement and the increase in average vehicle delay will be insignificant, if at all, during each of the peak hours.

10. *South Pascack Road at Site Access Drive*

Build – Results of the analysis indicate this STOP sign-controlled intersection will operate at Level of Service “A” during each of the peak hours.

Tables 6 and 7 provide a more detailed summary of the results of the analyses, as described above. Capacity analysis worksheets are included in the Appendix of this report for a no-build and build condition.

Cont'd Table 6

INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	2011 NO-BUILD CONDITIONS						2011 BUILD CONDITIONS						PROJECT IMPACTS			
				Wednesday Evening Service Arrivals			Typical Saturday Morning Service Departures			Wednesday Evening Service Arrivals			Typical Saturday Morning Service Departures			Wednesday Evening Service Arrivals		Typical Saturday Morning Service Departures	
				LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Deterio-ration in LOS
Scotland Hill Road at South Pascaack Road	TWSC	135	WB L	A/7.8	0.09	8	A/7.7	0.06	5	A/7.8	0.10	8	A/7.7	0.06	5	No	0.0	No	0.0
			NB L	C/15.0	0.12	10	B/12.1	0.04	3	C/15.4	0.12	10	B/12.2	0.05	4	No	0.4	No	0.1
South Pascaack Road/ Convent Road at Scotland Hill Road	TWSC	220	R	A/9.5	0.10	8	A/9.5	0.10	8	A/9.5	0.10	8	A/9.5	0.11	9	No	0.0	No	0.0
			EB L	C/24.3	0.37	41	B/14.6	0.23	22	C/24.6	0.37	41	B/14.7	0.24	23	No	0.3	No	0.1
Scotland Hill Road at Site Access Drive	TWSC	135	R	B/10.4	0.13	12	A/9.7	0.14	12	B/10.4	0.14	12	A/9.7	0.14	12	No	0.0	No	0.0
			NB L	A/8.4	0.14	12	A/7.9	0.08	7	A/8.4	0.14	12	A/7.9	0.08	7	No	0.0	No	0.0
		100	EB L	N/A	N/A	N/A	N/A	N/A	A/0.0	0.00	0	A/9.1	0.05	4	N/A	N/A	N/A	N/A	
			R	N/A	N/A	N/A	N/A	N/A	A/0.0	0.00	0	A/9.1	0.05	4	N/A	N/A	N/A	N/A	
		100	R	N/A	N/A	N/A	N/A	N/A	A/0.0	0.00	0	A/9.1	0.05	4	N/A	N/A	N/A	N/A	
		1,265	NB L	N/A	N/A	N/A	N/A	N/A	A/0.2	0.02	2	A/0.0	0.00	0	N/A	N/A	N/A	N/A	

Notes:

- Synchro 6.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For Unsignalized Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control.
- ITE publication for Traffic Access and impact studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Synchro 6 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor. The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- N/A = Not Available
- Physical Units consist of the following:
 1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections; and
 2. Movement for TWSC Intersections.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
 L = Left Turn T = Through R = Right Turn

Table 7
 2011 FUTURE CONDITIONS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
 Foster Church
 Chestnut Ridge, New York

INTERSECTION	CONTROL TYPE	STORAGE/LINK LENGTH	PHYSICAL UNITS	2011 NO-BUILD CONDITIONS						2011 BUILD CONDITIONS						PROJECT IMPACTS			
				BW Sunday Mid-Morning			Sunday Afternoon			BW Sunday Mid-Morning			Sunday Afternoon			BW Sunday Morning		Sunday Afternoon	
				LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Deterio-ration in LOS	Project Delay (Seconds)	Deterio-ration in LOS	Project Delay (Seconds)
Chestnut Ridge Road at Red Schoolhouse Road/Access Drive	Traffic Signal	815	EB LTR	A/6.5	0.22	97	A/7.1	0.20	95	A/6.5	0.22	97	A/7.1	0.20	95	No	0.0	No	0.0
		685	WB LT	A/3.0	0.20	56	A/3.2	0.26	71	A/3.0	0.20	56	A/3.2	0.26	71	No	0.0	No	0.0
		225	R	A/2.6	0.00	3	A/2.6	0.00	2	A/2.6	0.00	3	A/2.6	0.00	2	No	0.0	No	0.0
		180	NB LT	B/16.4	0.32	43	B/14.6	0.26	34	B/16.4	0.32	43	B/14.6	0.26	34	No	0.0	No	0.0
		725	R	A/3.1	0.15	15	A/2.7	0.18	15	A/3.1	0.15	15	A/2.7	0.18	15	No	0.0	No	0.0
		75	SB LT	B/13.2	0.02	7	B/12.5	0.01	4	B/13.2	0.02	7	B/12.5	0.01	4	No	0.0	No	0.0
Red Schoolhouse Road at Garden State Parkway Extension Southbound Off-Ramp	Traffic Signal	75	R	B/12.0	0.00	3	B/11.0	0.00	3	B/12.0	0.00	3	B/11.0	0.00	3	No	0.0	No	0.0
		--	Overall	A/5.8	--	--	A/5.3	--	--	A/5.8	--	--	A/5.3	--	--	No	0.0	No	0.0
		1,100	WB L	A/8.4	0.40	52	A/9.2	0.50	70	A/8.4	0.40	52	A/9.0	0.49	70	No	0.0	No	0.0
		300	R	A/2.4	0.16	12	A/2.1	0.19	14	A/2.4	0.16	12	A/2.0	0.22	15	No	0.0	No	0.0
		480	NB TR	A/7.5	0.11	21	A/9.1	0.11	34	A/7.5	0.11	21	A/9.3	0.14	34	No	0.0	No	0.2
		1,055	SB T	A/8.8	0.31	51	A/9.8	0.22	65	A/9.2	0.35	58	B/10.4	0.30	65	No	0.4	A-B	0.6
South Pascaek Road at Garden State Parkway Extension Northbound Off-Ramp/Old Nyack Turnpike	Traffic Signal	--	Overall	A/7.5	--	--	A/8.1	--	--	A/7.7	--	--	A/7.9	--	--	No	0.2	No	0.0
		2,100	EB LTR	C/35.6	0.67	217	E/61.5	0.95	444	C/34.2	0.67	217	E/61.8	0.95	445	No	0.6	No	0.3
		255	WB LR	B/12.8	0.16	42	A/9.3	0.24	54	B/12.9	0.16	42	A/9.6	0.25	55	No	0.1	No	0.3
		655	NB TR	B/10.1	0.30	91	C/31.4	0.58	213	B/10.1	0.30	94	C/31.4	0.58	213	No	0.0	No	0.0
		465	SB LT	B/14.9	0.72	214	D/41.2	0.95	461	B/15.1	0.72	214	D/42.3	0.96	466	No	0.2	No	0.1
		--	Overall	B/18.1	--	--	D/42.8	--	--	B/18.3	--	--	D/43.3	--	--	No	0.2	No	0.5
Red Schoolhouse Road at Williams Road	TWSC	1,380	WB L	B/10.8	0.15	13	B/10.5	0.12	10	B/11.9	0.26	26	B/10.7	0.12	10	No	1.1	No	0.2
		1,380	R	B/10.8	0.15	13	B/10.5	0.12	10	B/11.9	0.26	26	B/10.7	0.12	10	No	1.1	No	0.2
		225	SB L	A/0.1	0.02	1	A/0.1	0.02	1	A/0.1	0.02	1	A/0.2	0.02	1	No	0.0	No	0.1
Red Schoolhouse Road at Summit Road	TWSC	850	EB L	B/10.7	0.13	11	B/10.3	0.09	8	B/11.2	0.14	12	B/10.4	0.10	8	No	0.5	No	0.1
		850	R	B/10.7	0.13	11	B/10.3	0.09	8	B/11.2	0.14	12	B/10.4	0.10	8	No	0.5	No	0.1
		1,055	NB L	A/0.3	0.03	3	A/0.3	0.03	3	A/0.3	0.04	3	A/0.3	0.03	3	No	0.0	No	0.0
Garden State Parkway Extension Northbound On-Ramp at Red Schoolhouse Road	TWSC	350	SB L	A/1.9	0.18	17	A/1.2	0.12	10	A/2.2	0.21	19	A/1.2	0.12	10	No	0.3	No	0.0
South Pascaek Road at Williams Road	TWSC	425	EB L	A/9.3	0.09	7	A/9.8	0.12	10	A/9.5	0.09	7	B/10.5	0.17	16	No	0.2	A-B	0.7
		425	R	A/9.3	0.09	7	A/9.8	0.12	10	A/9.5	0.09	7	B/10.5	0.17	16	No	0.2	A-B	0.7
		1,475	NB L	A/0.3	0.04	3	A/0.3	0.04	3	A/0.4	0.04	4	A/0.3	0.04	3	No	0.1	No	0.0

Cont'd Table 7

INTERSECTION	CONTROL TYPE	STORAGE/LINK LENGTH	PHYSICAL UNITS	2011 NO-BUILD CONDITIONS						2011 BUILD CONDITIONS						PROJECT IMPACTS						
				BW Sunday Mid-Morning Service Departures			Sunday Afternoon Service Arrivals			BW Sunday Mid-Morning Service Departures			Sunday Afternoon Service Arrivals			BW Sunday Morning Service Departures		Sunday Afternoon Service Arrivals				
				LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Scotland Hill Road at South Pascaek Road	TWSC	135 60 220	WB L NB L R	A/7.6	0.04	3	A/7.7	0.07	5	A/7.8	0.07	6	A/7.6	0.04	3	A/7.8	0.07	6	No	0.0	No	0.1
				B/10.9	0.02	1	B/12.7	0.05	4	B/13.0	0.05	4	B/11.0	0.03	3	B/13.0	0.05	4	No	0.1	No	0.3
				A/9.1	0.06	5	A/9.4	0.08	7	A/9.4	0.08	7	A/9.2	0.07	6	A/9.4	0.08	7	No	0.1	No	0.0
South Pascaek Road/Convent Road at Scotland Hill Road	TWSC	135 150	EB L R NB L	B/12.6	0.16	14	C/15.5	0.20	18	B/12.7	0.17	16	B/12.7	0.17	16	C/15.6	0.20	18	No	0.1	No	0.1
				A/9.3	0.09	7	B/10.2	0.15	13	A/9.3	0.09	7	B/10.2	0.15	13	B/10.2	0.15	13	No	0.0	No	0.0
				A/7.7	0.06	5	A/8.1	0.10	8	A/7.7	0.06	5	A/8.1	0.10	8	A/8.1	0.10	8	No	0.0	No	0.0
Scotland Hill Road at Site Access Drive	TWSC	100 100 1,265	EB L R NB L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A/9.1	0.09	7	A/0.0	0.00	0	N/A	N/A	N/A	N/A
				N/A	N/A	N/A	N/A	N/A	N/A	A/9.1	0.09	7	A/0.0	0.00	0	A/0.0	0.00	0	N/A	N/A	N/A	N/A
				N/A	N/A	N/A	N/A	N/A	N/A	A/0.0	0.00	0	A/0.2	0.02	2	A/0.2	0.02	2	N/A	N/A	N/A	N/A

Notes:

- Synchro 6.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For Unsignalized Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control.
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- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Synchro 6 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor. The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- N/A = Not Available
- Physical Units consist of the following:
 1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections; and
 2. Movement for TWSC Intersections.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
 L = Left Turn T = Through R = Right Turn

Findings

The proposal is to construct a Church, with 780 seats on the subject property, located on the westerly side of South Pascack Road (County Route 35) in the Village of Chestnut Ridge. For purposes of completing this analysis it is assumed the Church will be built and occupied in 2011.

At the beginning of the process to conduct a traffic analysis to determine potential impact to area roadways, detailed information was provided by Foster Church for eight different time periods on various days throughout the week and weekends. This was used to determine the level of Church activity and related traffic. Based on this preliminary analysis the specific time periods for each of the services or events, number of people attending and the estimates of site traffic, as provided by the Applicant based on previous experience, were identified. This information was matched to the results of the detailed traffic counting program at eight intersections for eight different time periods to determine the potential impact to area roads and to specifically identify time periods that should be analyzed in more detail to determine impact from the proposed Church.

Based on discussions with the Village's Traffic Consultant, four of the eight time periods were selected for a more detailed analysis beyond the identification of site traffic for each of the roadway segments in the Study Area and each of the eight peak hours for the eight different time periods of the anticipated activities. Results of this preliminary assessment by the Village's Traffic Consultant identified four time periods, which are included in the detailed analyses in this report.

The Church will have events and activities occurring during these eight different time periods on various days. The level of activity will be between 40 and 325 people in attendance. Full use of the Church is expected once or twice a year and on those particular days and events the Church anticipates its members will arrive by chartered buses. This will result in a significant benefit to area roads and the Church parking as

many of the members will not drive in private vehicles. During those special events the Church will need to have in place a special traffic management plan to accommodate its needs and reduce impacts to area roadways.

The analyses included in this Traffic Report include vehicle trip ends from 40 to 80 during the peak hours.

Based on discussions with the Village's Traffic Consultant, the following time periods were selected for the detailed analyses:

- Wednesday evening arrivals – 4:45 to 5:45 P.M.;
- Saturday morning departures – 10:00 to 11:00 A.M.;
- Sunday mid-morning departures for the bi-weekly service – 11:30 A.M. to 12:30 P.M.; and,
- Sunday afternoon arrivals – 2:30 to 3:30 P.M.

Traffic related to these activities were added to the roadway system for the eight different time periods and analyzed in detail for four peak hour time periods to determine potential impacts.

Results of the analyses indicate that with the distribution of site traffic onto several different roadways, in the immediate vicinity of the subject property, the potential impact is actually mitigated. Results of the analysis indicate that the Wednesday evening service arrival peak hour is 4:45 to 5:45 P.M. and typically has its intersections operating with the longest traffic delays due to the current commuter traffic on these roadways. Other time periods for the Saturday morning, Sunday morning or Sunday afternoon indicate much lower traffic volumes on area roads and better overall conditions, without Church-related traffic added to these intersections.

Results of the analyses indicate that the increase in traffic at any one of these intersections during the four peak hours identified to be included in the detailed analyses will continue to operate at the same Levels of Service.

Based on the results of these analyses no off-site mitigation is necessary to accommodate the additional traffic added to area roadways. The existing traffic signals and STOP sign-controlled intersections can be maintained; however, in certain cases the actual timing of a traffic signal may need to be modified within the capabilities of a specific controller.

At the proposed access drive it should be controlled with a STOP sign and STOP bar. Appropriate intersection sight distance (ISD) should be obtained and provided at the location of the access drive.

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APPENDIX

PHOTOGRAPHS



**SOUTH PASCACK ROAD AT SCOTLAND HILL ROAD,
LOOKING SOUTH**



**SCOTLAND HILL ROAD AT SOUTH PASCACK ROAD,
LOOKING WEST**



**SCOTLAND HILL ROAD AT SOUTH PASCACK ROAD,
LOOKING EAST**



**SCOTLAND HILL ROAD AT SOUTH PASCACK ROAD/
CONVENT ROAD, LOOKING WEST**



**CONVENT ROAD AT SCOTLAND HILL ROAD,
LOOKING SOUTH**



**SOUTH PASCACK ROAD AT SCOTLAND HILL ROAD,
LOOKING NORTH**



**WILLIAMS ROAD AT SOUTH PASCACK ROAD,
LOOKING WEST**



**SOUTH PASCACK ROAD AT WILLIAMS ROAD,
LOOKING NORTH**



**SOUTH PASCACK ROAD AT WILLIAMS ROAD,
LOOKING SOUTH**



**CHESTNUT RIDGE ROAD AT RED SCHOOLHOUSE ROAD/DRIVEWAY,
LOOKING WEST**



**CHESTNUT RIDGE ROAD AT RED SCHOOLHOUSE ROAD/DRIVEWAY,
LOOKING EAST**



**RED SCHOOLHOUSE ROAD AT CHESTNUT RIDGE ROAD,
LOOKING SOUTH**



**DRIVEWAY AT CHESTNUT RIDGE ROAD,
LOOKING NORTH**



**WILLIAMS ROAD AT RED SCHOOLHOUSE ROAD,
LOOKING EAST**



**RED SCHOOLHOUSE ROAD AT WILLIAMS ROAD,
LOOKING NORTH**



**RED SCHOOLHOUSE ROAD AT WILLIAMS ROAD,
LOOKING SOUTH**



**SUMMIT ROAD AT RED SCHOOLHOUSE ROAD,
LOOKING WEST**



**RED SCHOOLHOUSE ROAD AT SUMMIT ROAD,
LOOKING NORTH**



**RED SCHOOLHOUSE ROAD AT SUMMIT ROAD,
LOOKING SOUTH**



**GARDEN STATE PARKWAY SOUTHBOUND OFF-RAMP
AT RED SCHOOLHOUSE ROAD, LOOKING EAST**



**RED SCHOOLHOUSE ROAD AT GARDEN STATE PARKWAY
SOUTHBOUND OFF-RAMP, LOOKING NORTH**



**RED SCHOOLHOUSE ROAD AT GARDEN STATE PARKWAY
SOUTHBOUND OFF-RAMP, LOOKING SOUTH**



**GARDEN STATE PARKWAY NORTHBOUND ON-RAMP
AT RED SCHOOLHOUSE ROAD, LOOKING EAST**



**RED SCHOOLHOUSE ROAD AT GARDEN STATE PARKWAY
NORTHBOUND ON-RAMP, LOOKING NORTH**



**RED SCHOOLHOUSE AT GARDEN STATE PARKWAY
NORTHBOUND ON-RAMP, LOOKING SOUTH**



**SOUTH PASCACK ROAD AT GARDEN STATE PARKWAY
NORTHBOUND OFF-RAMP/OLD NYACK TURNPIKE, LOOKING SOUTH**



**SOUTH PASCACK ROAD AT GARDEN STATE PARKWAY
NORTHBOUND OFF-RAMP/OLD NYACK TURNPIKE, LOOKING NORTH**



**GARDEN STATE PARKWAY NORTHBOUND OFF-RAMP AT
SOUTH PASCACK ROAD, LOOKING WEST**



**OLD NYACK TURNPIKE AT SOUTH PASCACK ROAD,
LOOKING EAST**

ACCIDENT TABLE

Table A-1
ACCIDENT EXPERIENCE SUMMARY – SCOTLAND HILL ROAD/SOUTH PASCACK ROAD/WILLIAMS ROAD
 Foster Church
 Chestnut Ridge, New York

ACCIDENT CHARACTERISTICS	SCOTLAND HILL ROAD						SOUTH PASCACK ROAD			WILLIAMS ROAD		
	At South Pascack Road East/Convent Road		Between South Pascack Road West and South Pascack Road East/Convent Road		At South Pascack Road West		Between Scotland Hill Road and Williams Road		At Williams Road		Between South Pascack Road and Red Schoolhouse Road	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Year												
▪ 2007	1	50	0	0	0	0	0	0	0	0	0	0
▪ 2008	1	50	0	0	0	0	2	25	0	0	0	0
▪ 2009	0	0	0	0	0	0	6	75	1	100	0	0
▪ Total	2	100	0	0	0	0	8	100	1	100	0	0
Accident Severity												
▪ Property Damage	2	100	0	0	0	0	7	87	1	100	0	0
▪ Injury	0	0	0	0	0	0	1	13	0	0	0	0
Collision Type												
▪ Rear-end	0	0	0	0	0	0	0	0	0	0	0	0
▪ Left-Turn	0	0	0	0	0	0	0	0	0	1	100	0
▪ Right-Turn	1	50	0	0	0	0	0	0	0	0	0	0
▪ Overtaking	1	50	0	0	0	0	1	13	0	0	0	0
▪ Bicyclist	0	0	0	0	0	0	1	13	0	0	0	0
▪ Fixed Object	0	0	0	0	0	0	3	37	0	0	0	0
▪ Head-On	0	0	0	0	0	0	1	13	0	0	0	0
▪ Sideswipe-Opp. Dir.	0	0	0	0	0	0	2	24	0	0	0	0
Contributing Factor												
▪ Following Too Close	0	0	0	0	0	0	0	0	0	0	0	0
▪ Failed To Grant ROW	1	50	0	0	0	0	0	0	0	0	0	0
▪ Pavement Slippery	1	50	0	0	0	0	1	12	0	0	0	0
▪ Unsafe Speed	0	0	0	0	0	0	1	12	0	0	0	0
▪ Turning Improper	0	0	0	0	0	0	1	13	0	0	0	0
▪ Driver Inattention	0	0	0	0	0	0	1	13	1	100	0	0
▪ View Obstructed/Limited	0	0	0	0	0	0	1	13	0	0	0	0
▪ Oversize Vehicle	0	0	0	0	0	0	1	13	0	0	0	0
▪ Unknown	0	0	0	0	0	0	2	24	0	0	0	0
Light Condition												
▪ Daylight	2	100	0	0	0	0	5	62	1	100	0	0
▪ Dark Not-Lit	0	0	0	0	0	0	2	25	0	0	0	0
▪ Dusk	0	0	0	0	0	0	1	13	0	0	0	0
Surface Condition												
▪ Dry	1	50	0	0	0	0	6	74	1	100	0	0
▪ Wet	0	0	0	0	0	0	1	13	0	0	0	0
▪ Snow/Ice	1	50	0	0	0	0	1	13	0	0	0	0

Cont'd Table A-1

ACCIDENT CHARACTERISTICS	SCOTLAND HILL ROAD				SOUTH PASCACK ROAD				WILLIAMS ROAD			
	At South Pascaack Road East/Convent Road		Between South Pascaack Road West and South Pascaack Road East/Convent Road		At South Pascaack Road West		Between Scotland Hill Road and Williams Road		At Williams Road		Between South Pascaack Road and Red Schoolhouse Road	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Weather Conditions												
■ Clear	0	0	0	0	0	0	4	49	1	100	0	0
■ Cloudy	1	50	0	0	0	0	3	38	0	0	0	0
■ Snow	1	50	0	0	0	0	1	13	0	0	0	0

Source: Ramapo Police Department

Note: Accident data is from January 1, 2007 to December 31, 2009.

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 20311000 Foster Church, Chestnut Ridge, NY Word Files/Final Tables/tes10-000A-1.stc.doc

Table A-2
 ACCIDENT EXPERIENCE SUMMARY – RED SCHOOLHOUSE ROAD
 Foster Church
 Chestnut Ridge, New York

ACCIDENT CHARACTERISTICS	RED SCHOOLHOUSE ROAD																	
	At Chestnut Ridge Road		Between Chestnut Ridge Road and Williams Road		At Williams Road		Between Williams Road and Summit Road		At Summit Road		Between Summit Road and Garden State Parkway Southbound Off-Ramp		At Garden State Parkway Southbound Off-Ramp		Between Garden State Parkway Off-Ramp and Northbound On-Ramp		At Garden State Parkway Northbound On-Ramp	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Year																		
▪ 2007	6	46	4	44	2	100	0	0	0	0	1	50	0	0	2	67	2	50
▪ 2008	7	54	1	12	0	0	0	0	1	50	1	50	2	100	0	0	1	25
▪ 2009	0	0	4	44	0	0	0	0	1	50	0	0	0	0	1	33	1	25
▪ Total	13	100	9	100	2	100	0	0	2	100	2	100	2	100	3	100	4	100
Accident Severity																		
▪ Property Damage	10	77	7	78	1	50	0	0	2	100	0	0	0	0	1	33	2	50
▪ Injury	3	23	2	22	1	50	0	0	0	0	2	100	2	100	2	67	2	50
Collision Type																		
▪ Rear-end	4	31	1	11	0	0	0	0	0	0	0	0	1	50	1	34	4	100
▪ Left-Turn	1	8	1	11	1	50	0	0	1	50	1	50	1	50	1	33	0	0
▪ Right-Turn	5	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
▪ Moving Object	2	15	0	0	0	0	0	0	1	50	0	0	0	0	0	0	0	0
▪ Fixed Object	0	0	4	45	1	50	0	0	0	0	0	0	0	0	1	33	0	0
▪ Right Angle	1	8	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
▪ Head-On	0	0	1	11	0	0	0	0	0	0	1	50	0	0	0	0	0	0
Contributing Factor																		
▪ Following Too Close	2	15	1	11	1	50	0	0	0	0	0	0	0	0	0	0	2	50
▪ Failed To Grant ROW	2	15	2	23	1	50	0	0	1	50	1	50	0	0	1	34	0	0
▪ Alcohol Involvement	0	0	1	11	0	0	0	0	0	0	0	0	0	0	1	33	0	0
▪ Fatigue/Drowsy	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
▪ Turning Improper	3	23	1	11	0	0	0	0	0	0	0	0	1	50	0	0	0	0
▪ Driver Inattention	2	15	1	11	0	0	0	0	0	0	0	0	1	50	0	0	2	50
▪ Animal Action	1	8	0	0	0	0	0	0	1	50	0	0	0	0	0	0	0	0
▪ Brakes Defective	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
▪ Unknown	1	8	2	22	0	0	0	0	0	0	0	0	0	0	1	33	0	0
▪ Pass/Lane Use Improper	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
▪ Pavement Slippery	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0	0
Light Condition																		
▪ Daylight	11	85	6	67	2	100	0	0	1	50	0	0	2	100	2	67	3	75
▪ Dark Lit	2	15	3	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0
▪ Dark Not-Lit	0	0	0	0	0	0	0	0	1	50	1	50	0	0	1	33	1	25
▪ Dawn	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0	0

Cont'd Table A-2

ACCIDENT CHARACTERISTICS	RED SCHOOLHOUSE ROAD																		
	At Chestnut Ridge Road		Between Chestnut Ridge Road and Williams Road		At Williams Road		Between Williams Road and Summit Road		At Summit Road		Between Summit Road and Garden State Parkway Southbound Off-Ramp		At Garden State Parkway Southbound Off-Ramp		Between Garden State Parkway Southbound Off-Ramp and Northbound On-Ramp		At Garden State Parkway Northbound On-Ramp		
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	
Surface Condition																			
▪ Dry	11	85	8	89	2	100	0	0	2	100	0	0	0	2	100	3	100	2	50
▪ Wet	2	15	1	11	0	0	0	0	0	0	2	100	0	0	0	0	0	2	50
Weather Conditions																			
▪ Clear	8	62	5	56	1	50	0	0	0	0	0	0	0	2	100	1	33	0	0
▪ Cloudy	3	23	4	44	1	50	0	0	2	100	1	50	0	0	0	2	67	3	75
▪ Rain	2	15	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0	1	25

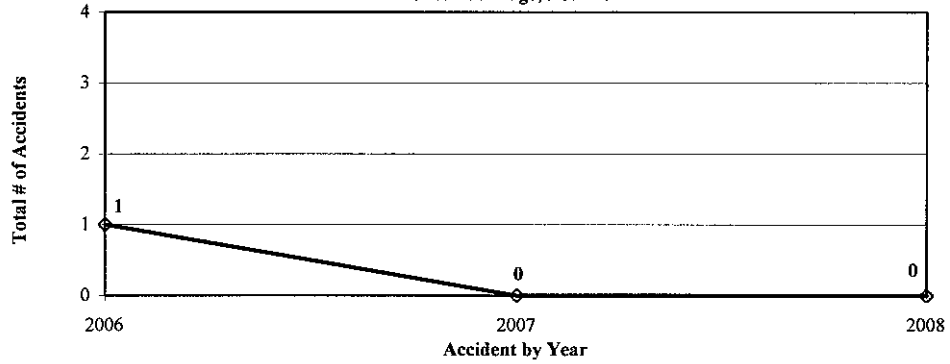
Source: Ramapo Police Department

Note: Accident data is from January 1, 2007 to December 31, 2009.

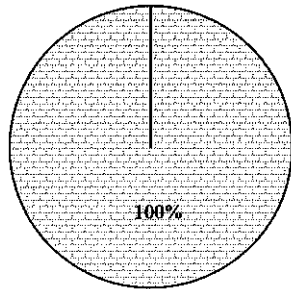
Frederick P. Clark Associates, Inc.
 Q:\811.000 Foster Church, Chestnut Ridge\Final Tables\Fos 10-INDIA-2.xls.doc

ACCIDENT FIGURES

Figure A-1
Accident Characteristics - Clarkstown Police Department
Scotland Hill Road, At South Pascack Road West
Foster Church
Chestnut Ridge, New York

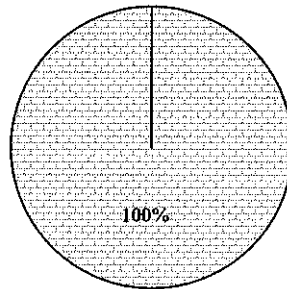


Traffic Accident Total by Accident Severity



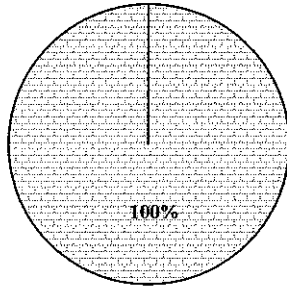
■ Injury

Traffic Accident Total by Road Surface Conditions



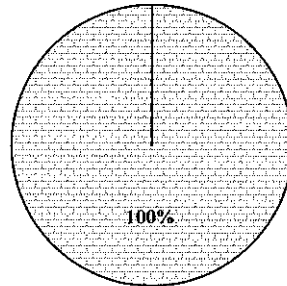
■ Dry

Traffic Accident Total by Light Conditions



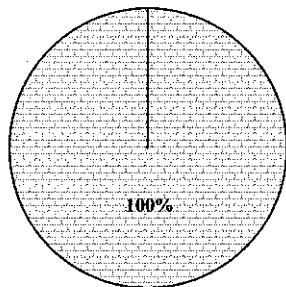
■ Daylight

Traffic Accident Total by Weather Conditions



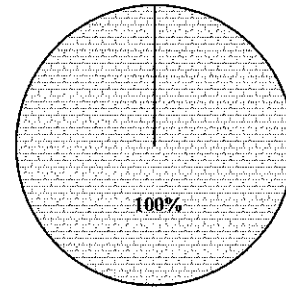
■ Clear

Traffic Accident Total by Contributing Factors



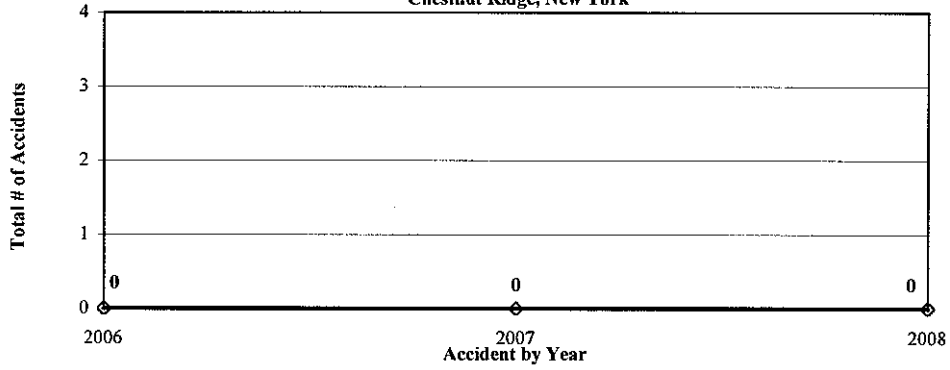
■ Failed To Grant ROW

Traffic Accident Total by Collision Type



■ Left Turn

Figure A-2
Accident Characteristics - Clarkstown Police Department
Scotland Hill Road, Between South Pascaek Road West and South Pascaek Road East/Convent Road
Foster Church
Chestnut Ridge, New York



Traffic Accident Total by Accident Severity

0%

Property Damage Injury

Traffic Accident Total by Road Surface Conditions

0%

Dry Snow/Ice

Traffic Accident Total by Light Conditions

0%

Daylight Dark Lit Dusk

Traffic Accident Total by Weather Conditions

0%

Clear Cloudy Snow

Traffic Accident Total by Contributing Factors

0%

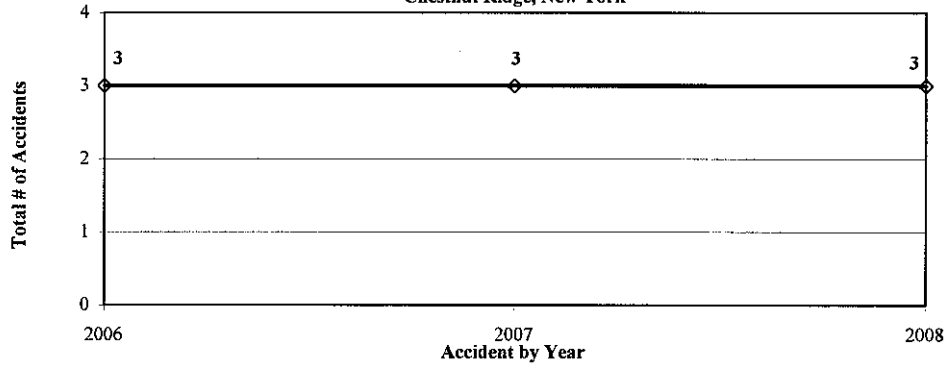
Following Too Close
 Failed To Grant ROW
 Pavement Slippery
 Unsafe Speed

Traffic Accident Total by Collision Type

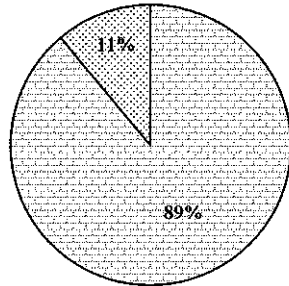
0%

Rear-end Left Turn Angle Fixed Object

Figure A-3
Accident Characteristics - Clarkstown Police Department
Scotland Hill Road, At South Pascack Road East/Convent Road
Foster Church
Chestnut Ridge, New York

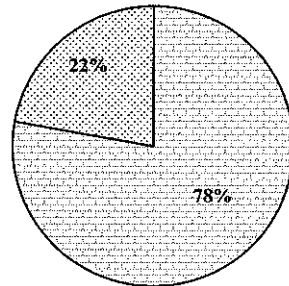


Traffic Accident Total by Accident Severity



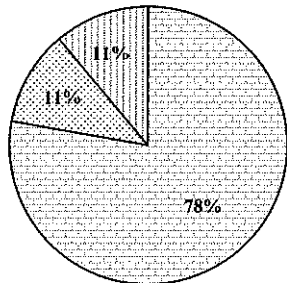
Property Damage Injury

Traffic Accident Total by Road Surface Conditions



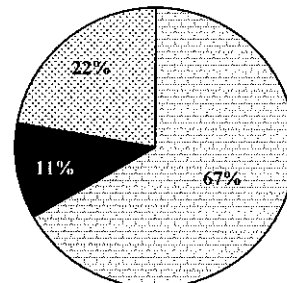
Dry Snow/Ice

Traffic Accident Total by Light Conditions



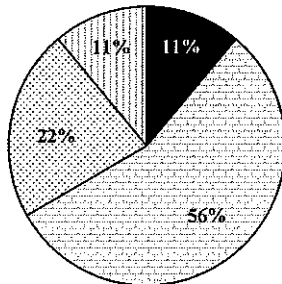
Daylight Dark Lit Dusk

Traffic Accident Total by Weather Conditions



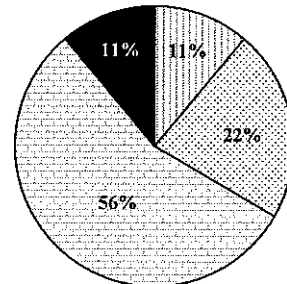
Clear Cloudy Snow

Traffic Accident Total by Contributing Factors



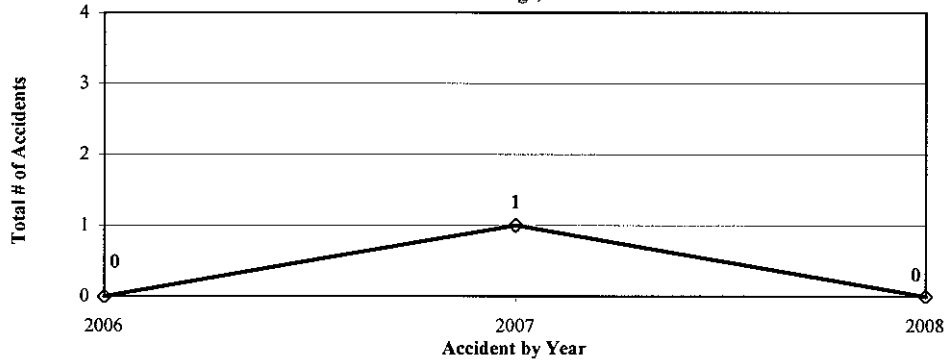
Following Too Close
 Failed To Grant ROW
 Pavement Slippery
 Unsafe Speed

Traffic Accident Total by Collision Type

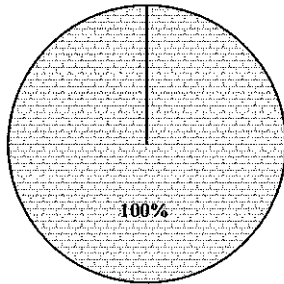


Rear-end Left Turn Angle Fixed Object

Figure A-4
Accident Characteristics - Clarkstown Police Department
South Pascack Road, Between Scotland Hill Road and Old Nyack Turnpike/GSP Northbound Off-Ramp
Foster Church
Chestnut Ridge, New York

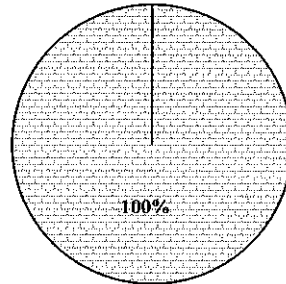


Traffic Accident Total by Accident Severity



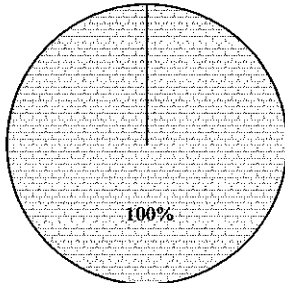
☐ Injury

Traffic Accident Total by Road Surface Conditions



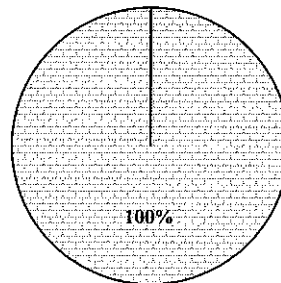
☐ Dry

Traffic Accident Total by Light Conditions



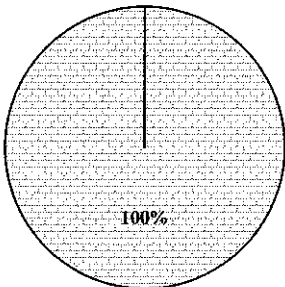
☐ Daylight

Traffic Accident Total by Weather Conditions



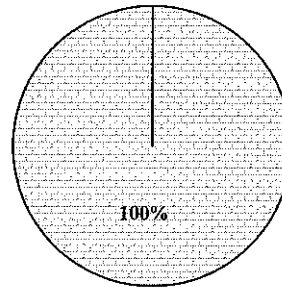
☐ Clear

Traffic Accident Total by Contributing Factors



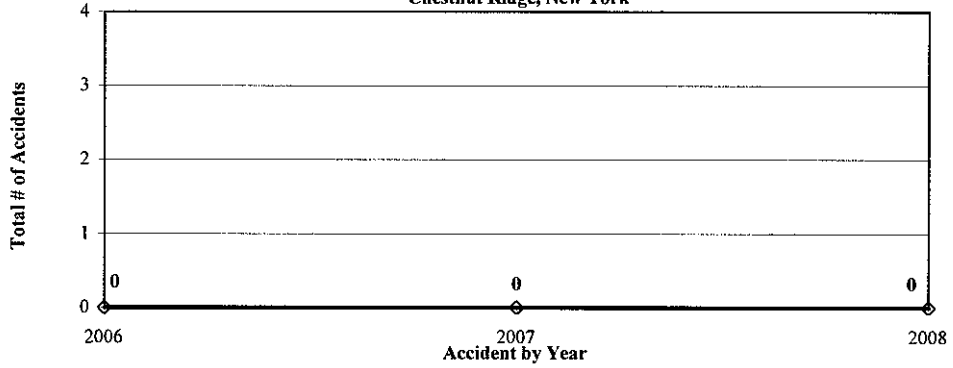
☐ Following Too Close

Traffic Accident Total by Collision Type



☐ Rear-end

Figure A-5
Accident Characteristics - Clarkstown Police Department
South Pascack Road, At Old Nyack Turnpike/GSP Northbound Off-Ramp
Foster Church
Chestnut Ridge, New York



Traffic Accident Total by Accident Severity

0%

Property Damage Injury

Traffic Accident Total by Road Surface Conditions

0%

Dry Snow/Ice

Traffic Accident Total by Light Conditions

0%

Daylight Dark Lit Dusk

Traffic Accident Total by Weather Conditions

0%

Clear Cloudy Snow

Traffic Accident Total by Contributing Factors

0%

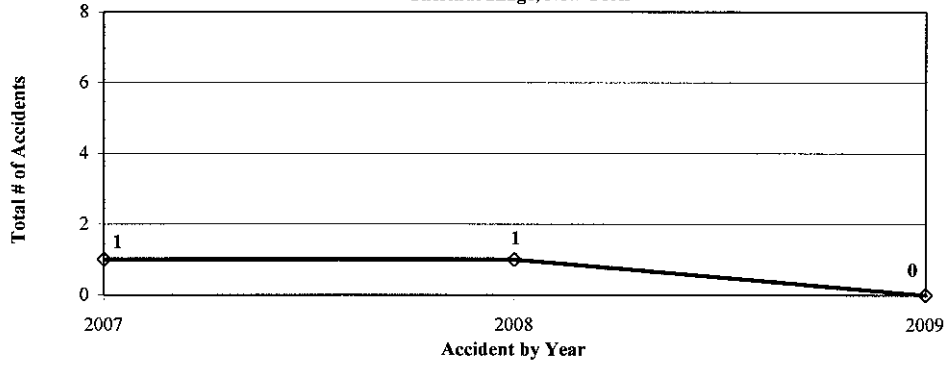
Following Too Close
 Failed To Grant ROW
 Pavement Slippery
 Unsafe Speed

Traffic Accident Total by Collision Type

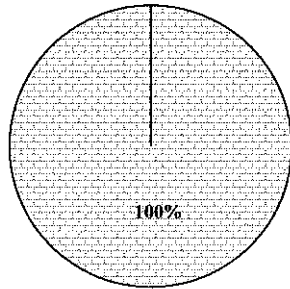
0%

Rear-end Left Turn Angle Fixed Object

Figure A-6
Accident Characteristics - Ramapo Police Department
Scotland Hill Road, At South Pascack Road East/Convent Road
Foster Church
Chestnut Ridge, New York

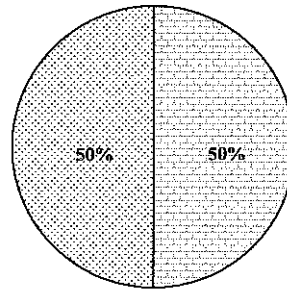


Traffic Accident Total by Accident Severity



Property Damage

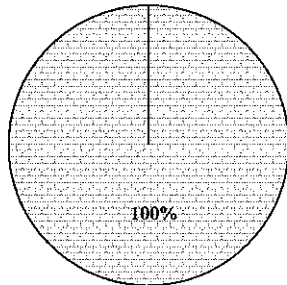
Traffic Accident Total by Road Surface Conditions



Dry

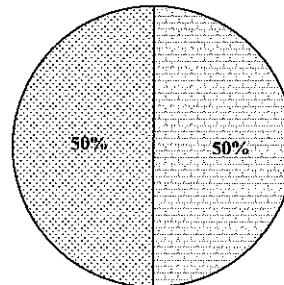
Snow/Ice

Traffic Accident Total by Light Conditions



Daylight

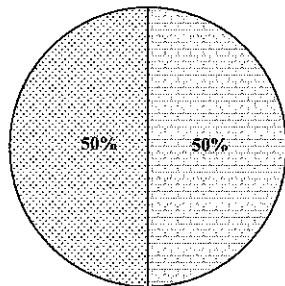
Traffic Accident Total by Weather Conditions



Cloudy

Snow

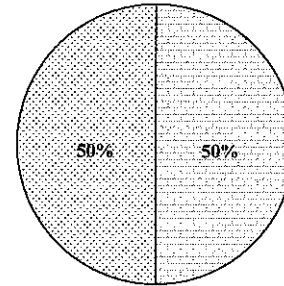
Traffic Accident Total by Contributing Factors



Failed To Grant ROW

Pavement Slippery

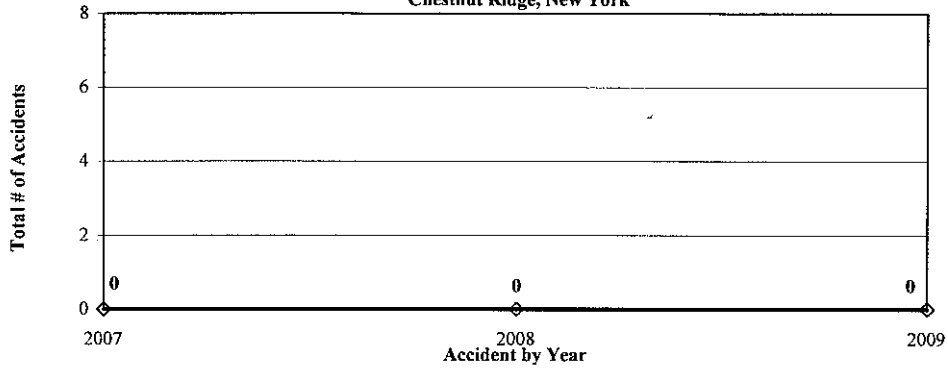
Traffic Accident Total by Collision Type



Right-Turn

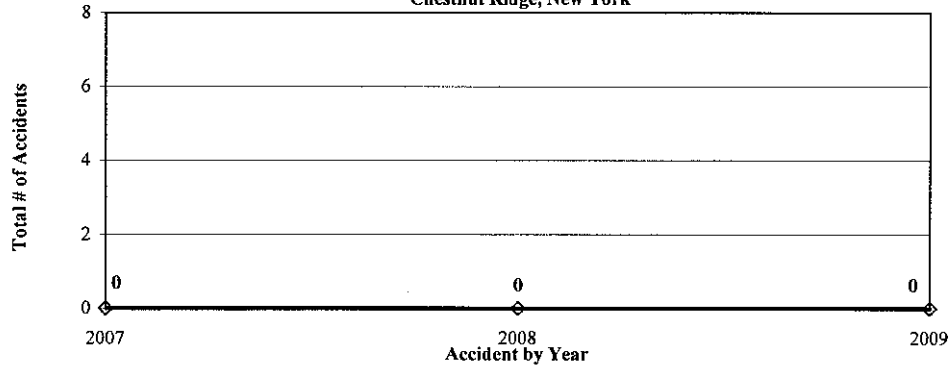
Overtaking

Figure A-7
Accident Characteristics - Ramapo Police Department
Scotland Hill Road, Between South Pascack Road West and South Pascack Road East/Convent Road
Foster Church
Chestnut Ridge, New York



<p align="center">Traffic Accident Total by Accident Severity</p> <p align="center">0%</p> <p> <input type="checkbox"/> Property Damage <input type="checkbox"/> Injury </p>	<p align="center">Traffic Accident Total by Road Surface Conditions</p> <p align="center">0%</p> <p> <input type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow/Ice </p>
<p align="center">Traffic Accident Total by Light Conditions</p> <p align="center">0%</p> <p> <input type="checkbox"/> Daylight <input type="checkbox"/> Dark Not-Lit <input type="checkbox"/> Dusk </p>	<p align="center">Traffic Accident Total by Weather Conditions</p> <p align="center">0%</p> <p> <input type="checkbox"/> Clear <input type="checkbox"/> Cloudy <input type="checkbox"/> Snow </p>
<p align="center">Traffic Accident Total by Contributing Factors</p> <p align="center">0%</p> <p> <input type="checkbox"/> Following Too Close <input type="checkbox"/> Failed To Grant ROW <input type="checkbox"/> Pavement Slippery <input type="checkbox"/> Unsafe Speed <input type="checkbox"/> Turning Improper <input type="checkbox"/> Driver Inattention <input type="checkbox"/> View Obstructed/Limited <input type="checkbox"/> Oversize Vehicle <input type="checkbox"/> Unknown </p>	<p align="center">Traffic Accident Total by Collision Type</p> <p align="center">0%</p> <p> <input type="checkbox"/> Rear-end <input type="checkbox"/> Left-Turn <input type="checkbox"/> Right-Turn <input type="checkbox"/> Overtaking <input type="checkbox"/> Bicyclist <input type="checkbox"/> Fixed Object <input type="checkbox"/> Head-On <input type="checkbox"/> Sideswipe-Opp. Dir. </p>

Figure A-8
Accident Characteristics - Ramapo Police Department
Scotland Hill Road, At South Pascaek Road West
Foster Church
Chestnut Ridge, New York



Traffic Accident Total by Accident Severity

0%

Property Damage Injury

Traffic Accident Total by Road Surface Conditions

0%

Dry Wet Snow/Ice

Traffic Accident Total by Light Conditions

0%

Daylight Dark Not-Lit Dusk

Traffic Accident Total by Weather Conditions

0%

Clear Cloudy Snow

Traffic Accident Total by Contributing Factors

0%

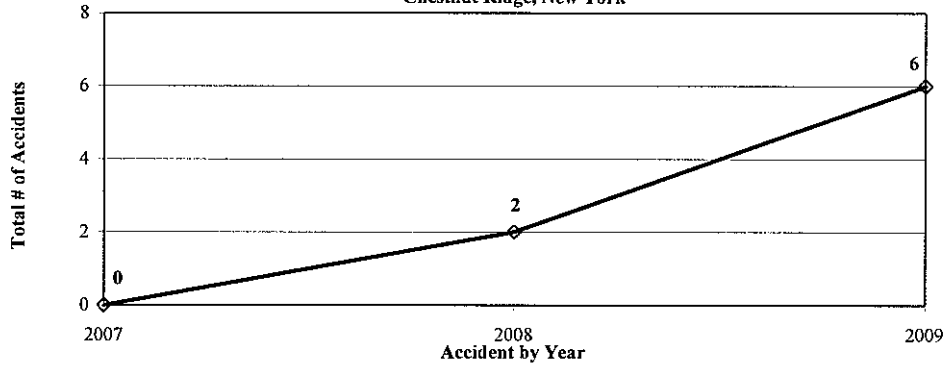
Following Too Close Failed To Grant ROW
 Pavement Slippery Unsafe Speed
 Turning Improper Driver Inattention
 View Obstructed/Limited Oversize Vehicle
 Unknown

Traffic Accident Total by Collision Type

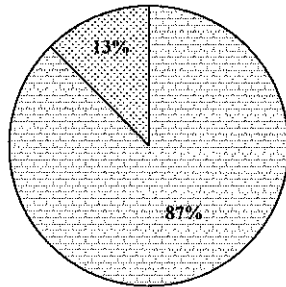
0%

Rear-end Left-Turn
 Right-Turn Overtaking
 Bicyclist Fixed Object
 Head-On Sideswipe-Opp. Dir.

Figure A-9
Accident Characteristics - Ramapo Police Department
South Pascaack Road, Between Scotland Hill Road and Williams Road
Foster Church
Chestnut Ridge, New York

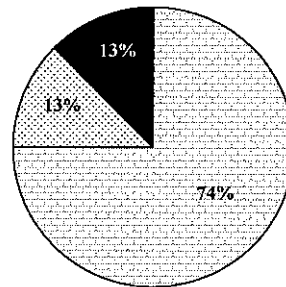


Traffic Accident Total by Accident Severity



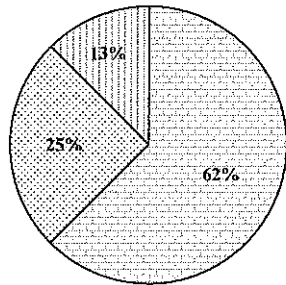
Property Damage Injury

Traffic Accident Total by Road Surface Conditions



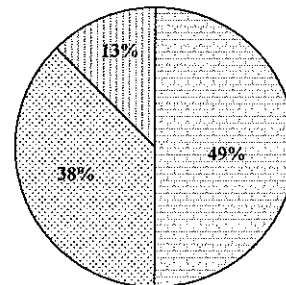
Dry Wet Snow/Ice

Traffic Accident Total by Light Conditions



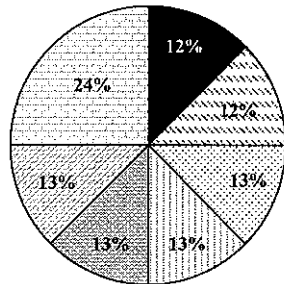
Daylight Dark Not-Lit Dusk

Traffic Accident Total by Weather Conditions



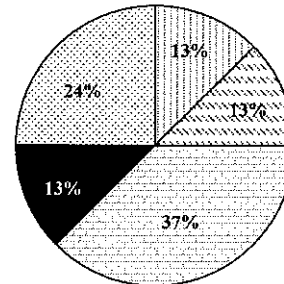
Clear Cloudy Snow

Traffic Accident Total by Contributing Factors



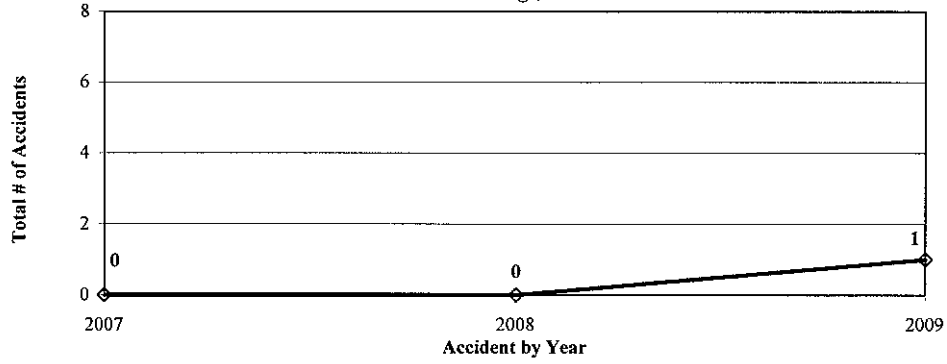
Pavement Slippery Unsafe Speed
 Turning Improper Driver Inattention
 View Obstructed/Limited Oversize Vehicle
 Unknown

Traffic Accident Total by Collision Type

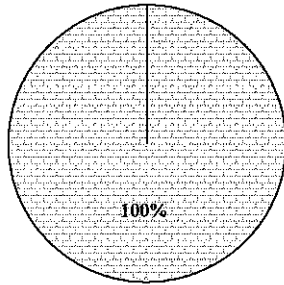


Overtaking Bicyclist
 Fixed Object Head-On
 Sideswipe-Opp. Dir.

Figure A-10
Accident Characteristics - Ramapo Police Department
South Pascack Road, At Williams Road
Foster Church
Chestnut Ridge, New York

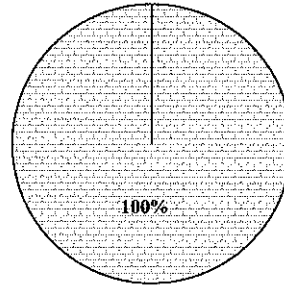


Traffic Accident Total by Accident Severity



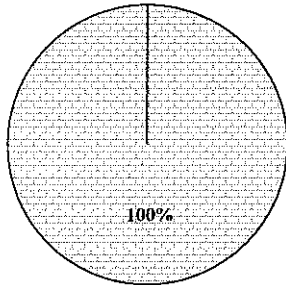
Property Damage

Traffic Accident Total by Road Surface Conditions



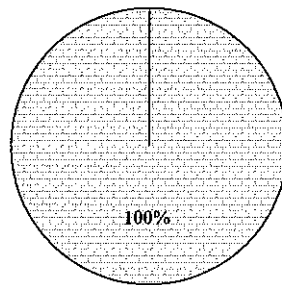
Dry

Traffic Accident Total by Light Conditions



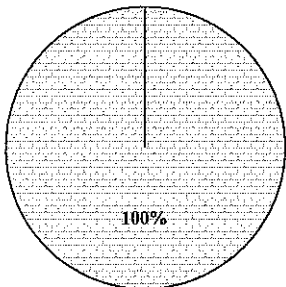
Daylight

Traffic Accident Total by Weather Conditions



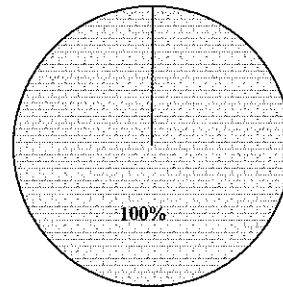
Clear

Traffic Accident Total by Contributing Factors



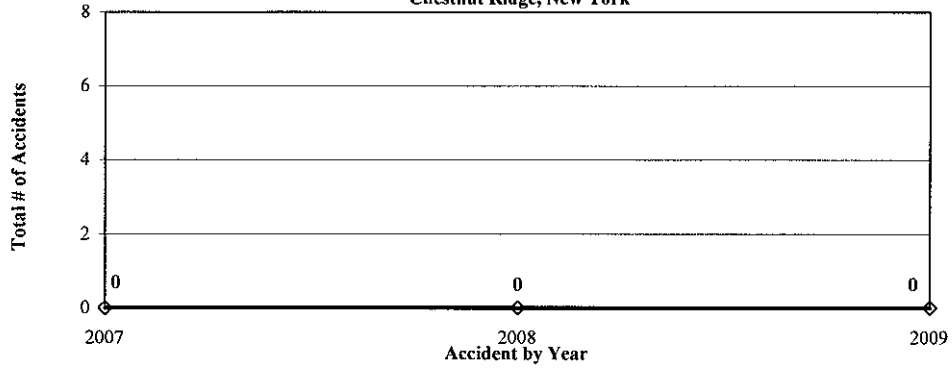
Driver Inattention

Traffic Accident Total by Collision Type



Left-Turn

Figure A-11
Accident Characteristics - Ramapo Police Department
Williams Road, Between South Pascack Road and Red Schoolhouse Road
Foster Church
Chestnut Ridge, New York



Traffic Accident Total by Accident Severity

0%

Property Damage Injury

Traffic Accident Total by Road Surface Conditions

0%

Dry Wet Snow/Ice

Traffic Accident Total by Light Conditions

0%

Daylight Dark Not-Lit Dusk

Traffic Accident Total by Weather Conditions

0%

Clear Cloudy Snow

Traffic Accident Total by Contributing Factors

0%

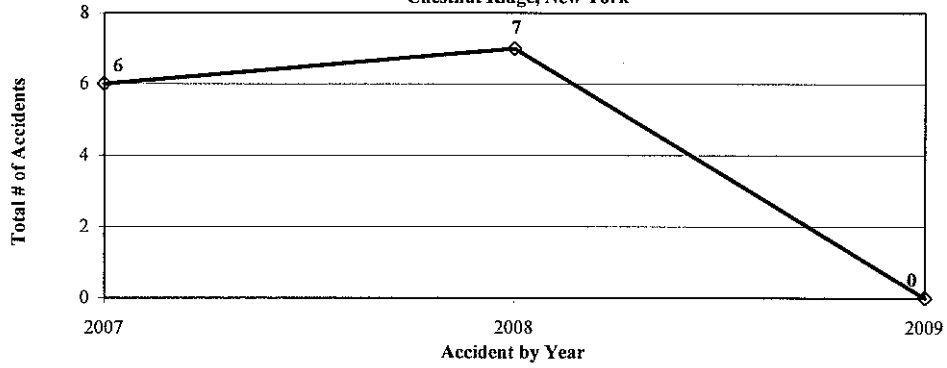
Following Too Close Failed To Grant ROW
 Pavement Slippery Unsafe Speed
 Turning Improper Driver Inattention
 View Obstructed/Limited Oversize Vehicle
 Unknown

Traffic Accident Total by Collision Type

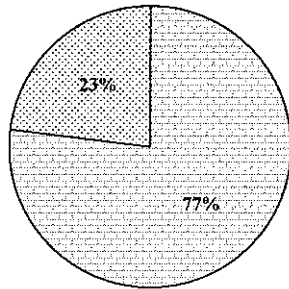
0%

Rear-end Left-Turn
 Right-Turn Overtaking
 Bicyclist Fixed Object
 Head-On Sideswipe-Opp. Dir.

Figure A-12
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, At Chestnut Ridge Road
Foster Church
Chestnut Ridge, New York

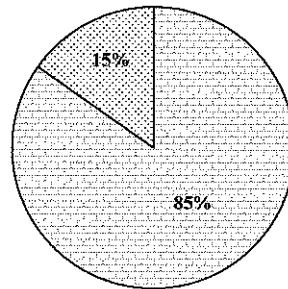


Traffic Accident Total by Accident Severity



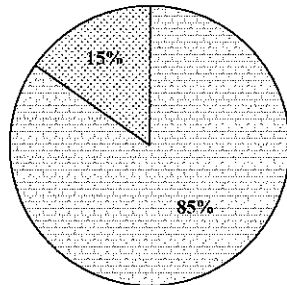
Property Damage Injury

Traffic Accident Total by Road Surface Conditions



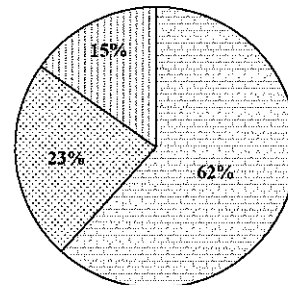
Dry Wet

Traffic Accident Total by Light Conditions



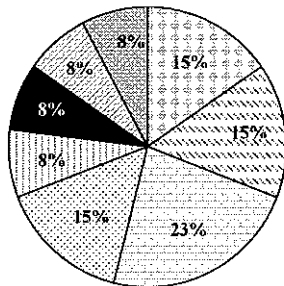
Daylight Dark Lit

Traffic Accident Total by Weather Conditions



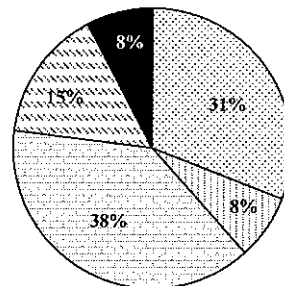
Clear Cloudy Rain

Traffic Accident Total by Contributing Factors



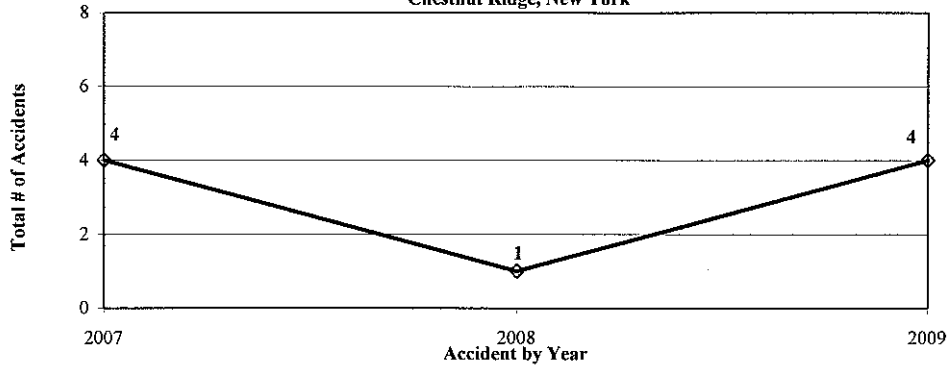
Following Too Close Failed To Grant ROW
 Turning Improper Driver Inattention
 Animal Action Brakes Defective
 Unknown Pass/Lane Use Improper

Traffic Accident Total by Collision Type

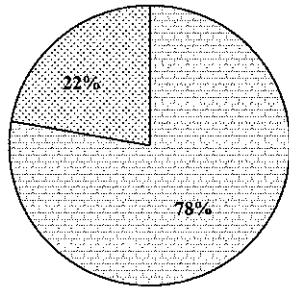


Rear-end Left-Turn
 Right-Turn Moving Object
 Right Angle

Figure A-13
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, Between Chestnut Ridge Road and Williams Road
Foster Church
Chestnut Ridge, New York

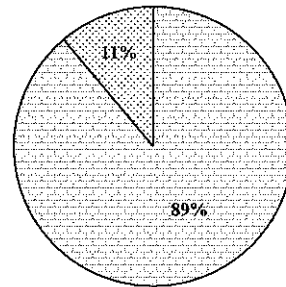


Traffic Accident Total by Accident Severity



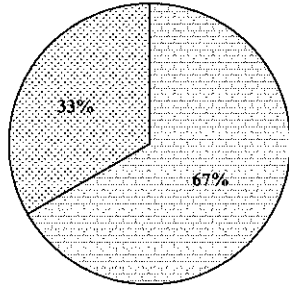
Property Damage Injury

Traffic Accident Total by Road Surface Conditions



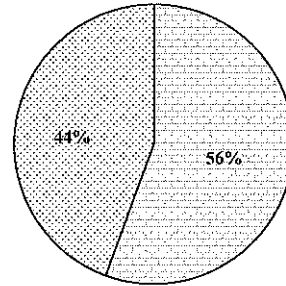
Dry Wet

Traffic Accident Total by Light Conditions



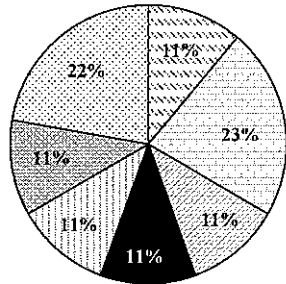
Daylight Dark Lit

Traffic Accident Total by Weather Conditions



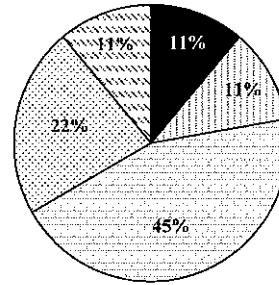
Clear Cloudy

Traffic Accident Total by Contributing Factors



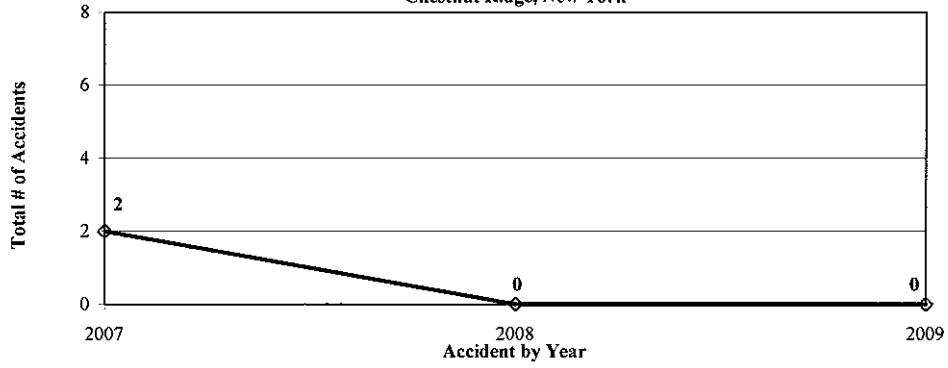
Following Too Close Failed To Grant ROW
 Alcohol Involvement Fatigue/Drowsy
 Turning Improper Driver Inattention
 Unknown

Traffic Accident Total by Collision Type

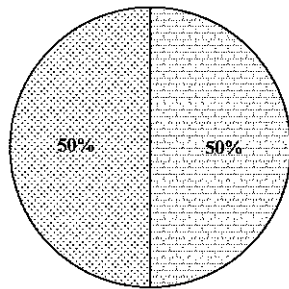


Rear-end Left-Turn Fixed Object
 Right Angle Head-On

Figure A-14
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, At Williams Road
Foster Church
Chestnut Ridge, New York

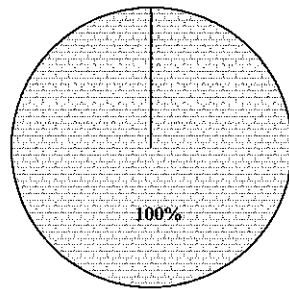


Traffic Accident Total by Accident Severity



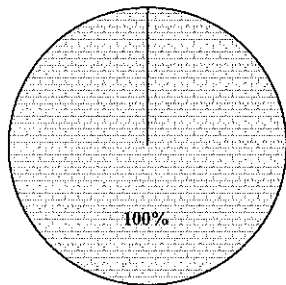
Property Damage Injury

Traffic Accident Total by Road Surface Conditions



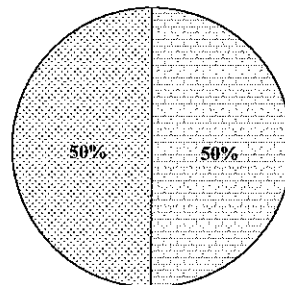
Dry

Traffic Accident Total by Light Conditions



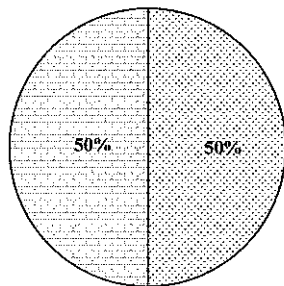
Daylight

Traffic Accident Total by Weather Conditions



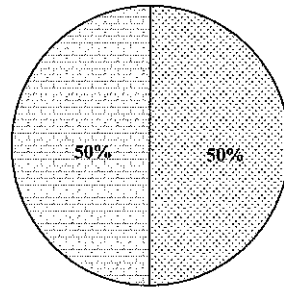
Clear Cloudy

Traffic Accident Total by Contributing Factors



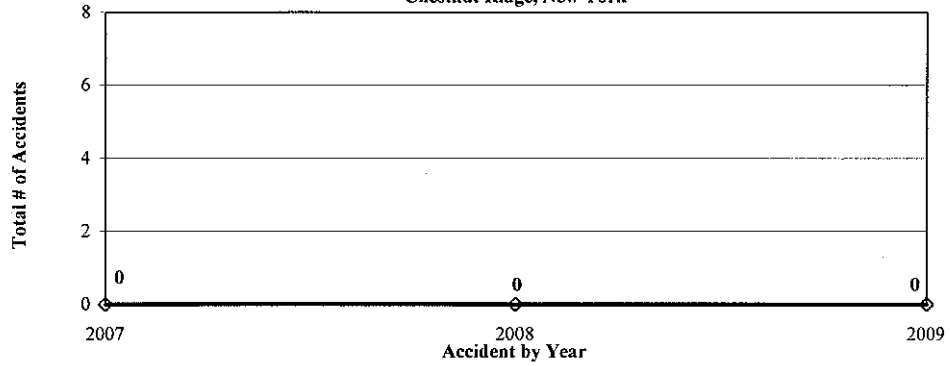
Following Too Close Failed To Grant ROW

Traffic Accident Total by Collision Type



Left-Turn Fixed Object

Figure A-15
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, Between Williams Road and Summit Road
Foster Church
Chestnut Ridge, New York



Traffic Accident Total by Accident Severity

0%

Property Damage Injury

Traffic Accident Total by Road Surface Conditions

0%

Dry Wet

Traffic Accident Total by Light Conditions

0%

Daylight Dark Lit Dark Not-Lit Dawn

Traffic Accident Total by Weather Conditions

0%

Clear Cloudy Rain

Traffic Accident Total by Contributing Factors

0%

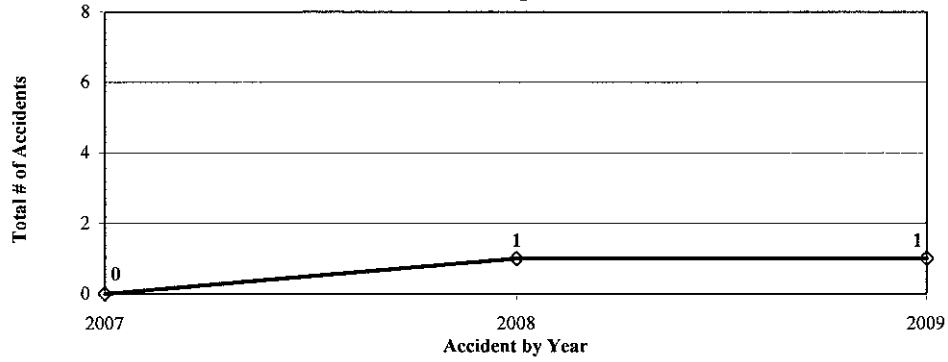
Following Too Close Failed To Grant ROW
 Alcohol Involvement Fatigue/Drowsy
 Turning Improper Driver Inattention
 Animal Action Brakes Defective
 Unknown Pass/Lane Use Improper
 Pavement Slippery

Traffic Accident Total by Collision Type

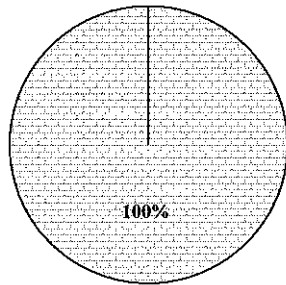
0%

Rear-end Left-Turn
 Right-Turn Moving Object
 Fixed Object Right Angle
 Head-On

Figure A-16
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, At Summit Road
Foster Church
Chestnut Ridge, New York

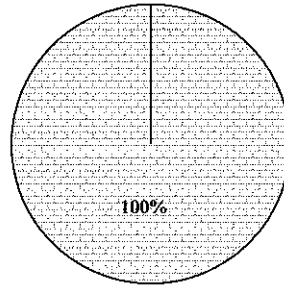


Traffic Accident Total by Accident Severity



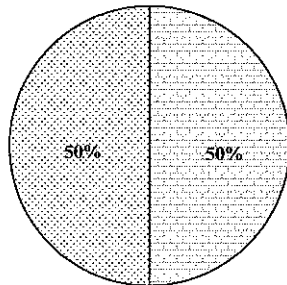
Property Damage

Traffic Accident Total by Road Surface Conditions



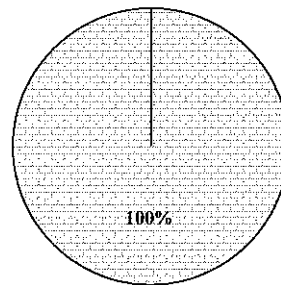
Dry

Traffic Accident Total by Light Conditions



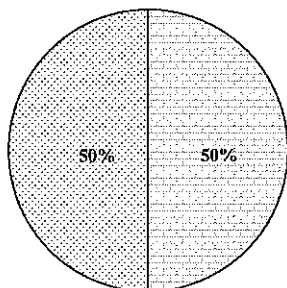
Daylight Dark Not-Lit

Traffic Accident Total by Weather Conditions



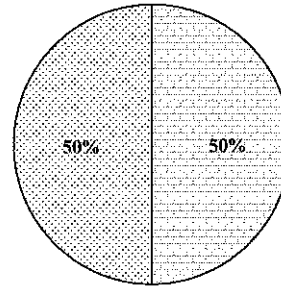
Cloudy

Traffic Accident Total by Contributing Factors



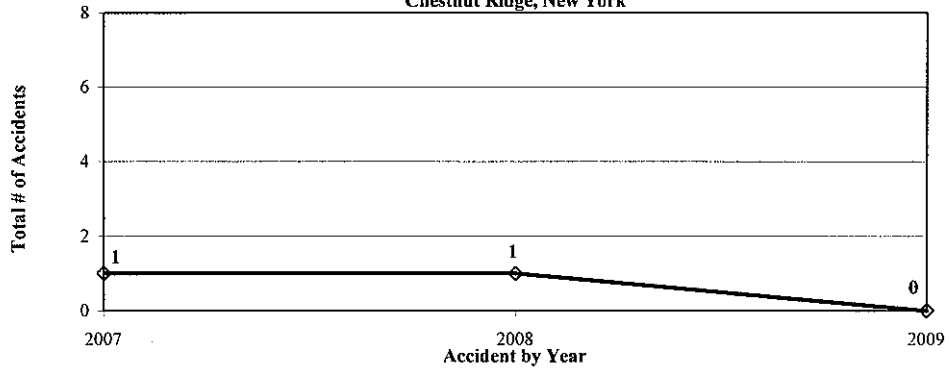
Failed To Grant ROW Animal Action

Traffic Accident Total by Collision Type

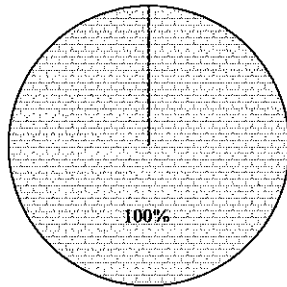


Left-Turn Moving Object

Figure A-17
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, Between Summit Road and Garden State Parkway Southbound Off-Ramp
Foster Church
Chestnut Ridge, New York

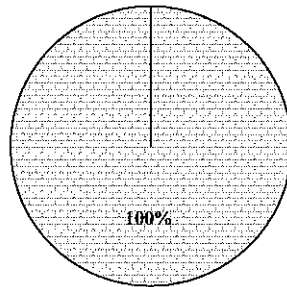


Traffic Accident Total by Accident Severity



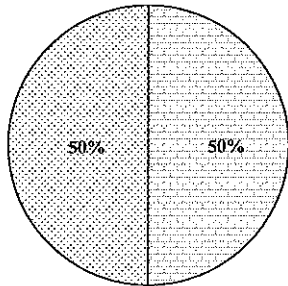
100%
 Injury

Traffic Accident Total by Road Surface Conditions



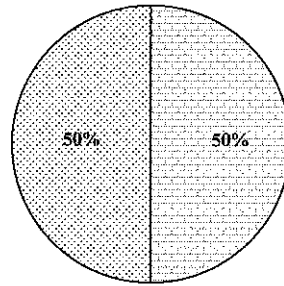
100%
 Wet

Traffic Accident Total by Light Conditions



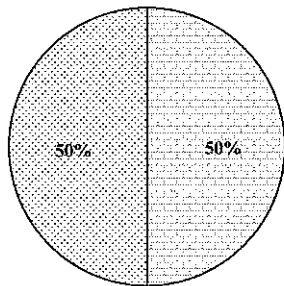
50% 50%
 Dark Not-Lit Dawn

Traffic Accident Total by Weather Conditions



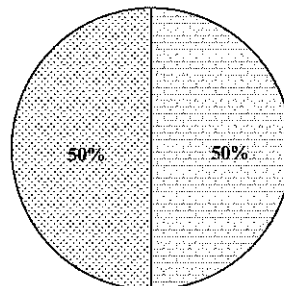
50% 50%
 Cloudy Rain

Traffic Accident Total by Contributing Factors



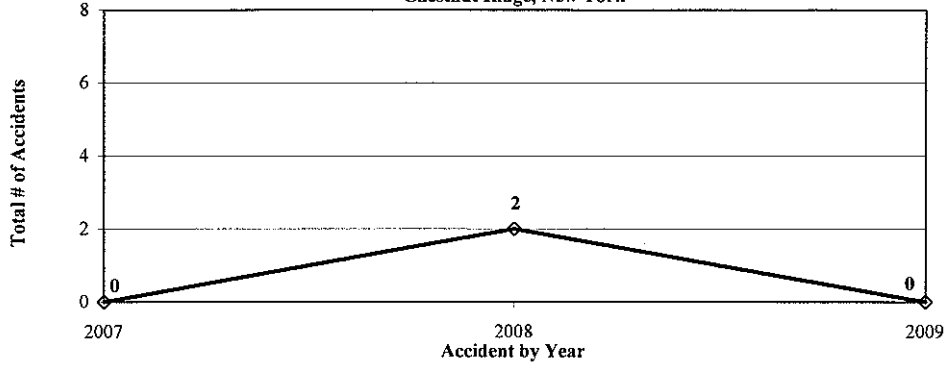
50% 50%
 Failed To Grant ROW Pavement Slippery

Traffic Accident Total by Collision Type

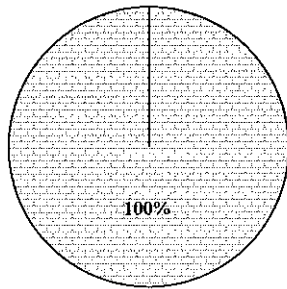


50% 50%
 Left-Turn Head-On

Figure A-18
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, At Garden State Parkway Southbound Off-Ramp
Foster Church
Chestnut Ridge, New York

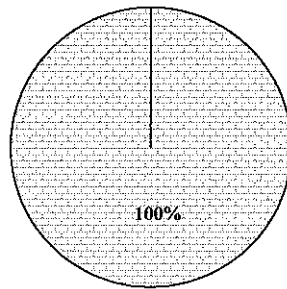


Traffic Accident Total by Accident Severity



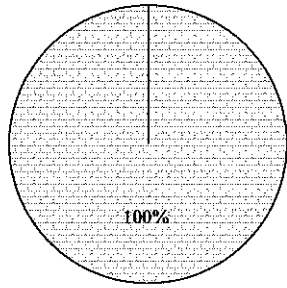
Injury

Traffic Accident Total by Road Surface Conditions



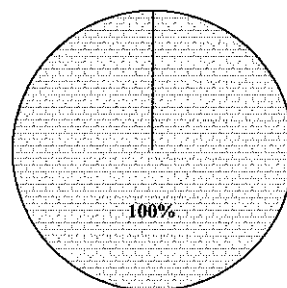
Dry

Traffic Accident Total by Light Conditions



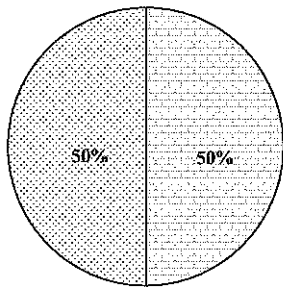
Daylight

Traffic Accident Total by Weather Conditions



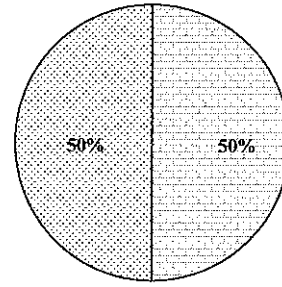
Clear

Traffic Accident Total by Contributing Factors



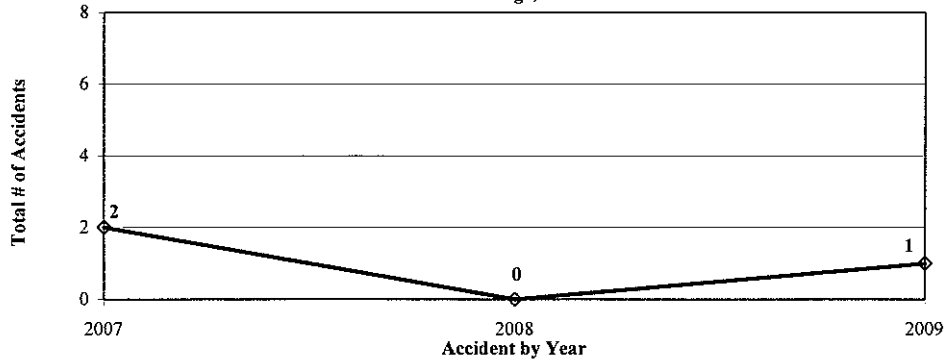
Turning Improper Driver Inattention

Traffic Accident Total by Collision Type

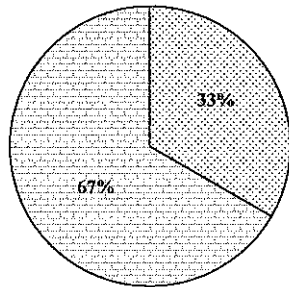


Rear-end Left-Turn

Figure A-19
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, Between Garden State Parkway Southbound Off-Ramp and Northbound On-Ramp
Foster Church
Chestnut Ridge, New York

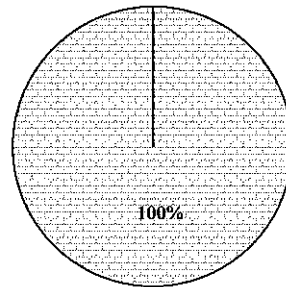


Traffic Accident Total by Accident Severity



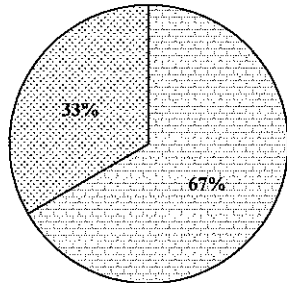
Property Damage Injury

Traffic Accident Total by Road Surface Conditions



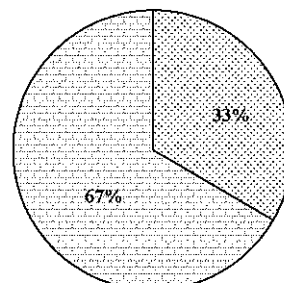
Dry

Traffic Accident Total by Light Conditions



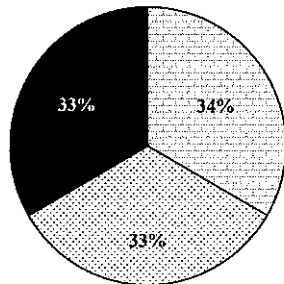
Daylight Dark Not-Lit

Traffic Accident Total by Weather Conditions



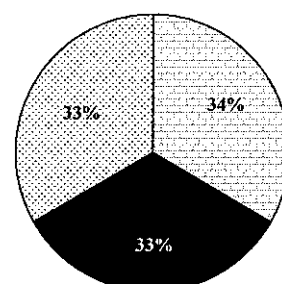
Clear Cloudy

Traffic Accident Total by Contributing Factors



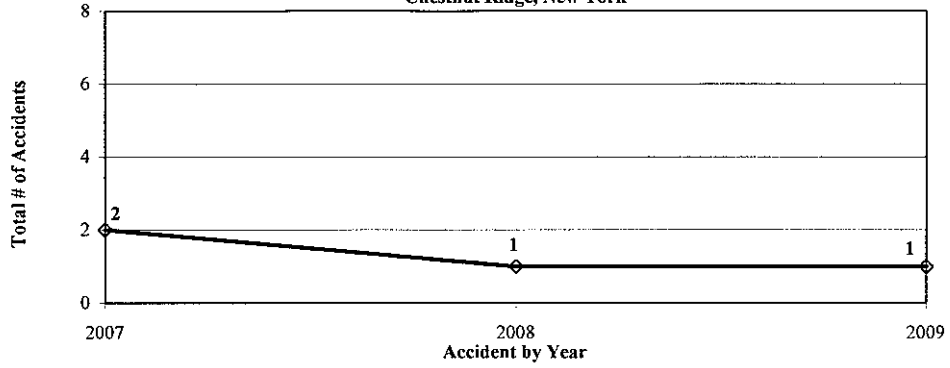
Failed To Grant ROW
 Alcohol Involvement
 Unknown

Traffic Accident Total by Collision Type

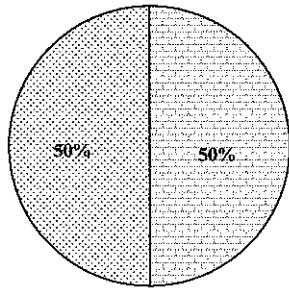


Rear-end Left-Turn Fixed Object

Figure A-20
Accident Characteristics - Ramapo Police Department
Red Schoolhouse Road, At Garden State Parkway Northbound On-Ramp
Foster Church
Chestnut Ridge, New York

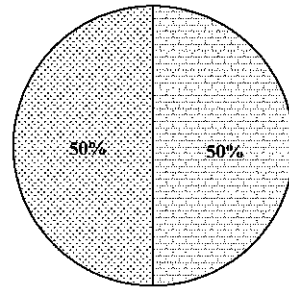


Traffic Accident Total by Accident Severity



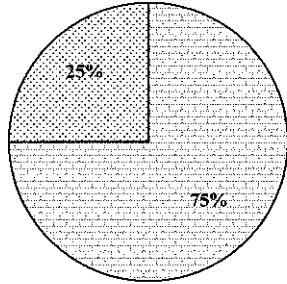
☐ Property Damage ☐ Injury

Traffic Accident Total by Road Surface Conditions



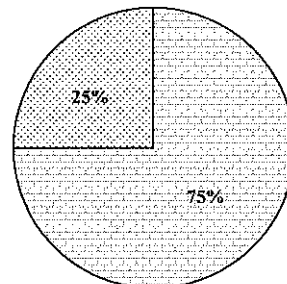
☐ Dry ☐ Wet

Traffic Accident Total by Light Conditions



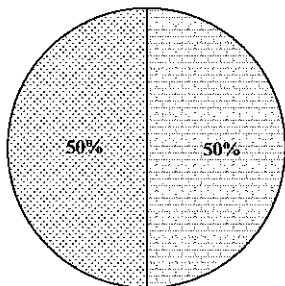
☐ Daylight ☐ Dark Not-Lit

Traffic Accident Total by Weather Conditions



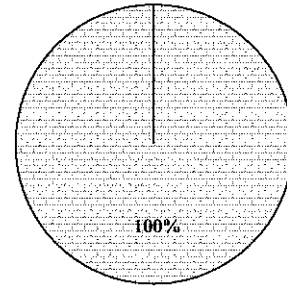
☐ Cloudy ☐ Rain

Traffic Accident Total by Contributing Factors



☐ Following Too Close ☐ Driver Inattention

Traffic Accident Total by Collision Type



☐ Rear-end

TURNING MOVEMENT COUNTS

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
 FIELD DATA SUMMARY - Red Schoolhouse Road at Williams Road

Tuesday 16-Jun-09		Eastbound				Westbound - Williams Road				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	5:15 PM	0	0	0	0	26	0	12	38	0	56	43	99	11	90	0	101	238	
5:15 PM	5:30 PM	0	0	0	0	25	0	19	44	0	63	37	100	15	97	0	112	256	
5:30 PM	5:45 PM	0	0	0	0	21	0	17	38	0	58	34	92	17	83	0	100	230	
5:45 PM	6:00 PM	0	0	0	0	23	0	11	34	0	50	17	67	12	69	0	81	182	906
6:00 PM	6:15 PM	0	0	0	0	23	0	11	34	0	58	25	83	18	66	0	84	201	869
6:15 PM	6:30 PM	0	0	0	0	26	0	18	44	0	44	19	63	11	61	0	72	179	792
6:30 PM	6:45 PM	0	0	0	0	19	0	10	29	0	48	20	68	15	36	0	51	148	710
6:45 PM	7:00 PM	0	0	0	0	18	0	13	31	0	45	18	63	13	38	0	51	145	673
7:00 PM	7:15 PM	0	0	0	0	17	0	12	29	0	36	18	54	9	39	0	48	131	603
7:15 PM	7:30 PM	0	0	0	0	17	0	10	27	0	39	17	56	9	36	0	45	128	552
7:30 PM	7:45 PM	0	0	0	0	14	0	9	23	0	26	14	40	10	37	0	47	110	514
7:45 PM	8:00 PM	0	0	0	0	8	0	10	18	0	31	13	44	7	16	0	23	85	454
8:00 PM	8:15 PM	0	0	0	0	17	0	6	23	0	22	19	41	4	20	0	24	88	411
8:15 PM	8:30 PM	0	0	0	0	8	0	6	14	0	29	15	44	5	16	0	21	79	362
8:30 PM	8:45 PM	0	0	0	0	4	0	3	7	0	20	13	33	10	22	0	32	72	324
8:45 PM	9:00 PM	0	0	0	0	12	0	4	16	0	20	16	36	4	12	0	16	68	307
9:00 PM	9:15 PM	0	0	0	0	9	0	4	13	0	12	18	30	2	17	0	19	62	281
9:15 PM	9:30 PM	0	0	0	0	7	0	5	12	0	17	13	30	2	17	0	19	61	263
PM Arrivals Peak Hour Vol.		0	0	0	0	95	0	59	154	0	227	131	358	55	339	0	394	906	
Peak Hour Factor					#DIV/0!				0.88				0.90				0.88	0.88	
PM Departures Peak Hour Vol.		0	0	0	0	66	0	44	110	0	146	67	213	41	150	0	191	514	
Peak Hour Factor					#DIV/0!				0.89				0.85				0.94	0.89	
Saturday 20-Jun-09		Eastbound				Westbound - Williams Road				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
8:00 AM	8:15 AM	0	0	0	0	2	0	9	11	0	29	4	33	7	22	0	29	73	
8:15 AM	8:30 AM	0	0	0	0	8	0	7	15	0	36	13	49	4	22	0	26	90	
8:30 AM	8:45 AM	0	0	0	0	7	0	4	11	0	28	7	35	6	38	0	44	90	
8:45 AM	9:00 AM	0	0	0	0	4	0	8	12	0	21	6	27	9	24	0	33	72	325
9:00 AM	9:15 AM	0	0	0	0	14	0	17	31	0	26	12	38	6	26	0	32	101	353
9:15 AM	9:30 AM	0	0	0	0	8	0	5	13	0	26	7	33	4	26	0	30	76	339
9:30 AM	9:45 AM	0	0	0	0	10	0	5	15	0	24	12	36	6	27	0	33	84	333
9:45 AM	10:00 AM	0	0	0	0	15	0	10	25	0	21	13	34	10	49	0	59	118	379
10:00 AM	10:15 AM	0	0	0	0	18	0	11	29	0	27	4	31	9	39	0	48	108	386
10:15 AM	10:30 AM	0	0	0	0	8	0	14	22	0	30	7	37	9	33	0	42	101	411
10:30 AM	10:45 AM	0	0	0	0	11	0	7	18	0	33	11	44	9	36	0	45	107	434
10:45 AM	11:00 AM	0	0	0	0	17	0	8	25	0	39	5	44	8	32	0	40	109	425
11:00 AM	11:15 AM	0	0	0	0	13	0	9	22	0	24	14	38	8	35	0	43	103	420
11:15 AM	11:30 AM	0	0	0	0	10	0	14	24	0	42	10	52	3	30	0	33	109	428
11:30 AM	11:45 AM	0	0	0	0	15	0	11	26	0	47	11	58	7	41	0	48	132	453
11:45 AM	12:00 PM	0	0	0	0	18	0	8	26	0	46	17	63	4	29	0	33	122	466
SAT Arrivals Peak Hour Vol.		0	0	0	0	21	0	28	49	0	114	30	144	26	106	0	132	325	
Peak Hour Factor					#DIV/0!				0.82				0.73				0.75	0.90	
SAT Departures Peak Hour Vol.		0	0	0	0	54	0	40	94	0	129	27	156	35	140	0	175	425	
Peak Hour Factor					#DIV/0!				0.81				0.89				0.91	0.97	
Sunday 14-Jun-09		Eastbound				Westbound - Williams Road				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
9:00 AM	9:15 AM	0	0	0	0	6	0	2	8	0	17	6	23	3	12	0	15	46	
9:15 AM	9:30 AM	0	0	0	0	6	0	3	9	0	15	5	20	2	13	0	15	44	
9:30 AM	9:45 AM	0	0	0	0	7	0	10	17	0	15	4	19	8	22	0	30	66	
9:45 AM	10:00 AM	0	0	0	0	8	0	9	17	0	27	14	41	5	11	0	16	74	230
10:00 AM	10:15 AM	0	0	0	0	9	0	10	19	0	28	6	34	8	18	0	26	79	263
10:15 AM	10:30 AM	0	0	0	0	7	0	10	17	0	35	11	46	9	19	0	28	91	310
10:30 AM	10:45 AM	0	0	0	0	13	0	6	19	0	38	9	47	5	28	0	33	99	343
10:45 AM	11:00 AM	0	0	0	0	14	0	13	27	0	24	7	31	8	22	0	30	88	357
11:00 AM	11:15 AM	0	0	0	0	7	0	9	16	0	31	15	46	13	27	0	40	102	380
11:15 AM	11:30 AM	0	0	0	0	10	0	3	13	0	16	11	27	10	29	0	39	79	368
11:30 AM	11:45 AM	0	0	0	0	18	0	6	24	0	14	10	24	6	29	0	35	83	352
11:45 AM	12:00 PM	0	0	0	0	10	0	7	17	0	21	14	35	4	24	0	28	80	344
12:00 PM	12:15 PM	0	0	0	0	9	0	9	18	0	24	11	35	9	31	0	40	93	335
12:15 PM	12:30 PM	0	0	0	0	21	0	12	33	0	29	14	43	2	27	0	29	105	361
12:30 PM	12:45 PM	0	0	0	0	17	0	8	25	0	32	8	40	7	35	0	42	107	385
12:45 PM	1:00 PM	0	0	0	0	10	0	8	18	0	23	17	40	8	25	0	33	91	396
SUN Arrivals Peak Hour Vol.		0	0	0	0	27	0	24	51	0	74	29	103	18	58	0	76	230	
Peak Hour Factor					#DIV/0!				0.75				0.63				0.63	0.78	
SUN Departures Peak Hour Vol.		0	0	0	0	58	0	34	92	0	88	49	137	21	111	0	132	361	
Peak Hour Factor					#DIV/0!				0.70				0.80				0.83	0.86	
2:00 PM	2:15 PM	0	0	0	0	13	0	7	20	0	23	16	39	4	34	0	38	97	
2:15 PM	2:30 PM	0	0	0	0	10	0	6	16	0	26	22	48	9	33	0	42	106	
2:30 PM	2:45 PM	0	0	0	0	11	0	7	18	0	18	27	45	6	23	0	29	92	
2:45 PM	3:00 PM	0	0	0	0	9	0	3	12	0	26	18	44	5	26	0	31	87	382
3:00 PM	3:15 PM	0	0	0	0	20	0	9	29	0	25	17	42	6	22	0	28	99	384
3:15 PM	3:30 PM	0	0	0	0	12	0	9	21	0	32	11	43	3	28	0	31	95	373
3:30 PM	3:45 PM	0	0	0	0	19	0	2	21	0	19	16	35	6	20	0	26	82	363
3:45 PM	4:00 PM	0	0	0	0	11	0	8	19	0	30	18	48	8	26	0	34	101	377
4:00 PM	4:15 PM	0	0	0	0	11	0	5	16	0	29	20	49	10	36	0	46	111	389
4:15 PM	4:30 PM	0	0	0	0	10	0	8	18	0	28	10	38	8	30	0	38	94	388
4:30 PM	4:45 PM	0	0	0	0	19	0	7	26	0	30	9	39	6	22	0	28	93	399
4:45 PM	5:00 PM	0	0	0	0	13	0	9	22	0	32	14	46	8	36	0	44	112	410
5:00 PM	5:15 PM	0	0	0	0	19	0	9	28	0	31	16	47	6	25	0	31	106	405
5:15 PM	5:30 PM	0	0	0	0	12	0	4	16	0	32	16	48	6	28	0	34	98	409
5:30 PM	5:45 PM	0	0	0	0	15	0	5	20	0	28	19	47	5	12	0	17	84	400
5:45 PM	6:00 PM	0	0	0	0	15	0	4	19	0	22	18	40	4	18	0	22	81	369
SUN Afternoon Arrivals Peak Hour		0	0	0	0	52	0	28	80	0	101	73	174	20	99	0	119	373	
Peak Hour Factor					#DIV/0!				0.69				0.97				0.96	0.94	
SUN Afternoon Departures Peak Hour		0	0	0	0	63	0	29	92	0	125	55	180	26	111	0	137	409	
Peak Hour Factor					#DIV/0!				0.82				0.94				0.78	0.91	

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
FIELD DATA SUMMARY - Red Schoolhouse Road at Summit Road

Tuesday 16-Jun-09	Eastbound - Summit Road				Westbound				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM 5:15 PM	13	0	14	27	0	0	0	0	15	87	0	102	0	106	12	118	247	
5:15 PM 5:30 PM	14	0	15	29	0	0	0	0	17	88	0	105	0	107	13	120	254	
5:30 PM 5:45 PM	12	0	18	30	0	0	0	0	16	78	0	94	0	93	11	104	228	
5:45 PM 6:00 PM	8	0	9	17	0	0	0	0	14	59	0	73	0	76	15	91	181	
6:00 PM 6:15 PM	15	0	12	27	0	0	0	0	21	69	0	90	0	79	12	91	208	
6:15 PM 6:30 PM	8	0	14	22	0	0	0	0	19	55	0	74	0	68	18	86	182	
6:30 PM 6:45 PM	7	0	10	17	0	0	0	0	17	64	0	81	0	49	14	63	161	
6:45 PM 7:00 PM	4	0	7	11	0	0	0	0	14	56	0	70	0	48	10	58	139	
7:00 PM 7:15 PM	4	0	11	15	0	0	0	0	12	48	0	60	0	48	8	56	131	
7:15 PM 7:30 PM	6	0	11	17	0	0	0	0	13	50	0	63	0	45	11	56	136	
7:30 PM 7:45 PM	8	0	11	19	0	0	0	0	15	32	0	47	0	42	8	50	116	
7:45 PM 8:00 PM	6	0	9	15	0	0	0	0	12	38	0	50	0	20	4	24	89	
8:00 PM 8:15 PM	7	0	9	16	0	0	0	0	10	34	0	44	0	26	10	36	96	
8:15 PM 8:30 PM	8	0	7	15	0	0	0	0	9	36	0	45	0	19	6	25	85	
8:30 PM 8:45 PM	4	0	4	8	0	0	0	0	13	22	0	45	0	23	3	26	79	
8:45 PM 9:00 PM	5	0	3	8	0	0	0	0	6	27	0	33	0	20	4	24	65	
9:00 PM 9:15 PM	6	0	4	10	0	0	0	0	12	24	0	36	0	19	6	25	71	
9:15 PM 9:30 PM	3	0	5	8	0	0	0	0	8	29	0	37	0	23	1	24	69	
PM Arrivals Peak Hour Vol.	47	0	56	103	0	0	0	0	62	312	0	374	0	382	51	433	910	
Peak Hour Factor				0.86				#DIV/0!				0.89				0.90	0.90	
PM Departures Peak Hour Vol.	22	0	40	62	0	0	0	0	54	186	0	240	0	183	37	220	522	
Peak Hour Factor				0.82				#DIV/0!				0.86				0.95	0.94	
Saturday 20-Jun-09	Eastbound - Summit Road				Westbound				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
8:00 AM 8:15 AM	5	0	9	14	0	0	0	0	3	30	0	33	0	24	1	25	72	
8:15 AM 8:30 AM	9	0	13	22	0	0	0	0	1	38	0	39	0	25	4	29	90	
8:30 AM 8:45 AM	3	0	18	21	0	0	0	0	4	32	0	36	0	42	2	44	101	
8:45 AM 9:00 AM	3	0	12	15	0	0	0	0	4	25	0	29	0	26	3	29	73	
9:00 AM 9:15 AM	4	0	10	14	0	0	0	0	3	34	0	37	0	35	5	40	91	
9:15 AM 9:30 AM	0	0	20	20	0	0	0	0	5	33	0	38	0	29	5	34	92	
9:30 AM 9:45 AM	8	0	11	19	0	0	0	0	3	29	0	32	0	27	9	36	87	
9:45 AM 10:00 AM	6	0	11	17	0	0	0	0	10	28	0	38	0	58	6	64	119	
10:00 AM 10:15 AM	3	0	9	12	0	0	0	0	6	28	0	34	0	48	9	57	103	
10:15 AM 10:30 AM	5	0	21	26	0	0	0	0	6	33	0	39	0	34	7	41	106	
10:30 AM 10:45 AM	5	0	17	22	0	0	0	0	6	39	0	45	0	39	8	47	114	
10:45 AM 11:00 AM	6	0	12	18	0	0	0	0	7	39	0	46	0	43	6	49	113	
11:00 AM 11:15 AM	4	0	14	18	0	0	0	0	8	33	0	41	0	39	10	49	108	
11:15 AM 11:30 AM	7	0	12	19	0	0	0	0	10	44	0	54	0	34	7	41	114	
11:30 AM 11:45 AM	1	0	13	14	0	0	0	0	6	57	0	63	0	48	8	56	133	
11:45 AM 12:00 PM	6	0	9	15	0	0	0	0	9	58	0	67	0	35	11	46	128	
SAT Arrivals Peak Hour Vol.	20	0	52	72	0	0	0	0	12	125	0	137	0	117	10	127	336	
Peak Hour Factor				0.82				#DIV/0!				0.88				0.72	0.83	
SAT Departures Peak Hour Vol.	19	0	59	78	0	0	0	0	25	139	0	164	0	164	30	194	436	
Peak Hour Factor				0.75				#DIV/0!				0.89				0.85	0.96	
Sunday 14-Jun-09	Eastbound - Summit Road				Westbound				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
9:00 AM 9:15 AM	1	0	6	7	0	0	0	0	2	22	0	24	0	15	2	17	48	
9:15 AM 9:30 AM	0	0	6	6	0	0	0	0	1	20	0	21	0	16	4	20	47	
9:30 AM 9:45 AM	1	0	9	10	0	0	0	0	9	20	0	29	0	28	1	29	68	
9:45 AM 10:00 AM	10	0	11	21	0	0	0	0	11	31	0	42	0	13	6	19	82	
10:00 AM 10:15 AM	4	0	10	14	0	0	0	0	7	29	0	36	0	19	8	27	77	
10:15 AM 10:30 AM	9	0	14	23	0	0	0	0	11	39	0	50	0	22	5	27	100	
10:30 AM 10:45 AM	6	0	14	20	0	0	0	0	5	40	0	45	0	32	9	41	106	
10:45 AM 11:00 AM	1	0	12	13	0	0	0	0	10	30	0	40	0	28	7	35	88	
11:00 AM 11:15 AM	8	0	7	15	0	0	0	0	12	37	0	49	0	26	6	32	96	
11:15 AM 11:30 AM	3	0	15	18	0	0	0	0	9	24	0	33	0	30	11	41	92	
11:30 AM 11:45 AM	5	0	9	14	0	0	0	0	10	19	0	29	0	38	8	46	89	
11:45 AM 12:00 PM	7	0	11	18	0	0	0	0	10	30	0	40	0	33	1	34	92	
12:00 PM 12:15 PM	4	0	12	16	0	0	0	0	6	30	0	36	0	39	1	40	92	
12:15 PM 12:30 PM	7	0	18	25	0	0	0	0	11	37	0	48	0	36	9	45	118	
12:30 PM 12:45 PM	4	0	17	21	0	0	0	0	13	35	0	48	0	43	12	55	124	
12:45 PM 1:00 PM	3	0	13	16	0	0	0	0	11	37	0	48	0	25	10	35	99	
SUN Arrivals Peak Hour Vol.	12	0	32	44	0	0	0	0	23	93	0	116	0	72	13	88	245	
Peak Hour Factor				0.52				#DIV/0!				0.69				0.73	0.75	
SUN Departures Peak Hour Vol.	23	0	50	73	0	0	0	0	37	116	0	153	0	146	19	165	391	
Peak Hour Factor				0.73				#DIV/0!				0.80				0.90	0.83	
2:00 PM 2:15 PM	3	0	13	16	0	0	0	0	12	39	0	51	0	39	6	45	112	
2:15 PM 2:30 PM	7	0	9	16	0	0	0	0	8	40	0	48	0	40	5	45	109	
2:30 PM 2:45 PM	4	0	8	12	0	0	0	0	8	40	0	48	0	24	10	34	94	
2:45 PM 3:00 PM	7	0	11	18	0	0	0	0	15	36	0	51	0	28	7	35	104	
3:00 PM 3:15 PM	8	0	8	16	0	0	0	0	11	35	0	46	0	32	11	43	105	
3:15 PM 3:30 PM	5	0	15	20	0	0	0	0	9	37	0	46	0	35	4	39	105	
3:30 PM 3:45 PM	9	0	10	19	0	0	0	0	9	26	0	35	0	26	10	36	90	
3:45 PM 4:00 PM	7	0	9	16	0	0	0	0	11	41	0	52	0	37	3	40	108	
4:00 PM 4:15 PM	8	0	8	16	0	0	0	0	10	43	0	53	0	39	8	47	116	
4:15 PM 4:30 PM	1	0	5	6	0	0	0	0	7	36	0	43	0	33	7	40	89	
4:30 PM 4:45 PM	4	0	10	14	0	0	0	0	15	35	0	50	0	28	13	41	105	
4:45 PM 5:00 PM	10	0	5	15	0	0	0	0	12	36	0	48	0	39	8	47	110	
5:00 PM 5:15 PM	11	0	9	20	0	0	0	0	10	34	0	44	0	38	9	47	111	
5:15 PM 5:30 PM	6	0	8	14	0	0	0	0	15	40	0	55	0	33	5	38	107	
5:30 PM 5:45 PM	11	0	14	25	0	0	0	0	9	37	0	46	0	18	10	28	99	
5:45 PM 6:00 PM	9	0	10	19	0	0	0	0	11	35	0	46	0	26	7	33	98	
SUN Afternoon Arrivals Peak Hour	24	0	42	66	0	0	0	0	43	148	0	191	0	119	32	151	408	
Peak Hour Factor				0.83				#DIV/0!				0.94				0.88	0.97	
SUN Afternoon Departures Peak Hour	31	0	32	63	0	0	0	0	52	145	0	197	0	138	35	173	433	
Peak Hour Factor				0.79				#DIV/0!				0.90				0.92	0.98	

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
FIELD DATA SUMMARY - Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp

Tuesday 16-Jun-09	Eastbound				Westbound - GSP SB Off-Ramp				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM 5:15 PM	0	0	0	0	81	0	58	139	0	44	0	44	0	122	0	122	305	
5:15 PM 5:30 PM	0	0	0	0	82	0	61	143	0	48	0	48	0	121	0	121	312	
5:30 PM 5:45 PM	0	0	0	0	77	0	52	129	0	40	0	40	0	112	0	112	281	
5:45 PM 6:00 PM	0	0	0	0	88	0	37	125	0	35	0	35	0	86	0	86	246	1,144
6:00 PM 6:15 PM	0	0	0	0	89	0	47	136	0	43	0	43	0	91	0	91	270	1,109
6:15 PM 6:30 PM	0	0	0	0	84	0	45	129	0	29	0	29	0	81	0	81	239	1,036
6:30 PM 6:45 PM	0	0	0	0	73	0	44	117	0	39	0	39	0	60	0	60	216	971
6:45 PM 7:00 PM	0	0	0	0	65	0	34	99	0	33	0	33	0	55	0	55	187	912
7:00 PM 7:15 PM	0	0	0	0	66	0	32	98	0	28	0	28	0	59	0	59	185	827
7:15 PM 7:30 PM	0	0	0	0	55	0	35	90	0	26	0	26	0	55	0	55	171	759
7:30 PM 7:45 PM	0	0	0	0	69	0	28	97	0	19	0	19	0	56	0	56	172	715
7:45 PM 8:00 PM	0	0	0	0	50	0	34	84	0	16	0	16	0	28	0	28	128	656
8:00 PM 8:15 PM	0	0	0	0	48	0	28	76	0	17	0	17	0	37	0	37	130	601
8:15 PM 8:30 PM	0	0	0	0	54	0	29	83	0	17	0	17	0	25	0	25	125	555
8:30 PM 8:45 PM	0	0	0	0	47	0	29	76	0	16	0	16	0	26	0	26	118	501
8:45 PM 9:00 PM	0	0	0	0	46	0	24	70	0	9	0	9	0	21	0	21	100	473
9:00 PM 9:15 PM	0	0	0	0	40	0	18	58	0	18	0	18	0	24	0	24	100	443
9:15 PM 9:30 PM	0	0	0	0	30	0	24	54	0	13	0	13	0	29	0	29	96	414
PM Arrivals Peak Hour Vol.	0	0	0	0	328	0	208	536	0	167	0	167	0	441	0	441	1,144	
Peak Hour Factor				#DIV/0!				0.94				0.87				0.90	0.92	
PM Departures Peak Hour Vol.	0	0	0	0	255	0	129	384	0	106	0	106	0	225	0	225	715	
Peak Hour Factor				#DIV/0!				0.97				0.80				0.95	0.96	
Saturday 20-Jun-09	Eastbound				Westbound - GSP SB Off-Ramp				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
8:00 AM 8:15 AM	0	0	0	0	37	0	20	57	0	15	0	15	0	32	0	32	104	
8:15 AM 8:30 AM	0	0	0	0	24	0	24	48	0	15	0	15	0	40	0	40	103	
8:30 AM 8:45 AM	0	0	0	0	38	0	21	59	0	15	0	15	0	59	0	59	133	
8:45 AM 9:00 AM	0	0	0	0	30	0	17	47	0	13	0	13	0	38	0	38	98	438
9:00 AM 9:15 AM	0	0	0	0	36	0	18	54	0	18	0	18	0	45	0	45	117	451
9:15 AM 9:30 AM	0	0	0	0	28	0	22	50	0	16	0	16	0	49	0	49	115	463
9:30 AM 9:45 AM	0	0	0	0	43	0	19	62	0	13	0	13	0	37	0	37	112	442
9:45 AM 10:00 AM	0	0	0	0	36	0	22	58	0	17	0	17	0	68	0	68	143	487
10:00 AM 10:15 AM	0	0	0	0	38	0	18	56	0	17	0	17	0	58	0	58	131	501
10:15 AM 10:30 AM	0	0	0	0	55	0	21	76	0	18	0	18	0	55	0	55	149	535
10:30 AM 10:45 AM	0	0	0	0	43	0	25	68	0	20	0	20	0	57	0	57	145	568
10:45 AM 11:00 AM	0	0	0	0	49	0	22	71	0	24	0	24	0	54	0	54	149	574
11:00 AM 11:15 AM	0	0	0	0	45	0	19	64	0	22	0	22	0	53	0	53	139	582
11:15 AM 11:30 AM	0	0	0	0	55	0	27	82	0	24	0	24	0	47	0	47	153	586
11:30 AM 11:45 AM	0	0	0	0	47	0	39	86	0	24	0	24	0	60	0	60	170	611
11:45 AM 12:00 PM	0	0	0	0	52	0	37	89	0	30	0	30	0	44	0	44	163	625
SAT Arrivals Peak Hour Vol.	0	0	0	0	129	0	82	211	0	58	0	58	0	169	0	169	438	
Peak Hour Factor				#DIV/0!				0.89				0.97				0.72	0.82	
SAT Departures Peak Hour Vol.	0	0	0	0	185	0	86	271	0	79	0	79	0	224	0	224	574	
Peak Hour Factor				#DIV/0!				0.89				0.82				0.97	0.96	
Sunday 14-Jun-09	Eastbound				Westbound - GSP SB Off-Ramp				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
9:00 AM 9:15 AM	0	0	0	0	17	0	12	29	0	12	0	12	0	22	0	22	63	
9:15 AM 9:30 AM	0	0	0	0	20	0	12	32	0	10	0	10	0	23	0	23	65	
9:30 AM 9:45 AM	0	0	0	0	20	0	19	39	0	10	0	10	0	37	0	37	86	
9:45 AM 10:00 AM	0	0	0	0	28	0	27	55	0	15	0	15	0	25	0	25	95	309
10:00 AM 10:15 AM	0	0	0	0	30	0	18	48	0	17	0	17	0	29	0	29	94	340
10:15 AM 10:30 AM	0	0	0	0	35	0	31	66	0	16	0	16	0	34	0	34	116	391
10:30 AM 10:45 AM	0	0	0	0	35	0	26	61	0	17	0	17	0	48	0	48	126	431
10:45 AM 11:00 AM	0	0	0	0	45	0	33	78	0	10	0	10	0	38	0	38	126	462
11:00 AM 11:15 AM	0	0	0	0	46	0	25	71	0	24	0	24	0	35	0	35	130	498
11:15 AM 11:30 AM	0	0	0	0	47	0	22	69	0	11	0	11	0	45	0	45	125	507
11:30 AM 11:45 AM	0	0	0	0	53	0	16	69	0	13	0	13	0	47	0	47	129	510
11:45 AM 12:00 PM	0	0	0	0	65	0	24	89	0	18	0	18	0	40	0	40	147	531
12:00 PM 12:15 PM	0	0	0	0	55	0	30	85	0	12	0	12	0	51	0	51	148	549
12:15 PM 12:30 PM	0	0	0	0	58	0	22	80	0	24	0	24	0	57	0	57	161	585
12:30 PM 12:45 PM	0	0	0	0	69	0	26	95	0	22	0	22	0	59	0	59	176	632
12:45 PM 1:00 PM	0	0	0	0	60	0	27	87	0	21	0	21	0	38	0	38	146	631
SUN Arrivals Peak Hour Vol.	0	0	0	0	85	0	70	155	0	47	0	47	0	107	0	107	309	
Peak Hour Factor				#DIV/0!				0.70				0.78				0.72	0.81	
SUN Departures Peak Hour Vol.	0	0	0	0	231	0	92	323	0	67	0	67	0	195	0	195	585	
Peak Hour Factor				#DIV/0!				0.91				0.70				0.86	0.91	
2:00 PM 2:15 PM	0	0	0	0	74	0	34	108	0	17	0	17	0	54	0	54	179	
2:15 PM 2:30 PM	0	0	0	0	62	0	29	91	0	15	0	15	0	51	0	51	157	
2:30 PM 2:45 PM	0	0	0	0	68	0	31	99	0	21	0	21	0	33	0	33	153	
2:45 PM 3:00 PM	0	0	0	0	93	0	30	123	0	20	0	20	0	41	0	41	184	673
3:00 PM 3:15 PM	0	0	0	0	69	0	31	100	0	15	0	15	0	41	0	41	156	650
3:15 PM 3:30 PM	0	0	0	0	71	0	25	96	0	22	0	22	0	49	0	49	167	660
3:30 PM 3:45 PM	0	0	0	0	73	0	24	97	0	15	0	15	0	38	0	38	150	657
3:45 PM 4:00 PM	0	0	0	0	60	0	28	88	0	24	0	24	0	44	0	44	156	629
4:00 PM 4:15 PM	0	0	0	0	67	0	39	106	0	21	0	21	0	47	0	47	174	647
4:15 PM 4:30 PM	0	0	0	0	81	0	23	104	0	20	0	20	0	40	0	40	164	644
4:30 PM 4:45 PM	0	0	0	0	68	0	33	101	0	18	0	18	0	38	0	38	157	651
4:45 PM 5:00 PM	0	0	0	0	59	0	30	89	0	15	0	15	0	42	0	42	146	641
5:00 PM 5:15 PM	0	0	0	0	68	0	27	95	0	19	0	19	0	48	0	48	162	629
5:15 PM 5:30 PM	0	0	0	0	62	0	28	90	0	25	0	25	0	43	0	43	158	623
5:30 PM 5:45 PM	0	0	0	0	60	0	37	97	0	10	0	10	0	31	0	31	138	604
5:45 PM 6:00 PM	0	0	0	0	61	0	31	92	0	18	0	18	0	37	0	37	147	605
SUN Afternoon Arrivals Peak Hour	0	0	0	0	301	0	117	418	0	78	0	78	0	164	0	164	660	
Peak Hour Factor				#DIV/0!				0.85				0.89				0.84	0.90	
SUN Afternoon Departures Peak Hour	0	0	0	0	257	0	118	375	0	77	0	77	0	171	0	171	623	
Peak Hour Factor				#DIV/0!				0.93				0.77				0.89	0.96	

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
 FIELD DATA SUMMARY - Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp

Tuesday 16-Jun-09		Eastbound				Westbound				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	39	155	194	88	108	0	196	390	
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	45	179	224	93	102	0	195	419	
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	47	190	237	82	93	0	175	412	
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	39	192	231	79	105	0	184	415	1,636
6:00 PM	6:15 PM	0	0	0	0	0	0	0	0	0	48	183	231	82	100	0	182	413	1,659
6:15 PM	6:30 PM	0	0	0	0	0	0	0	0	0	35	186	221	72	96	0	168	389	1,629
6:30 PM	6:45 PM	0	0	0	0	0	0	0	0	0	42	126	168	54	74	0	128	296	1,513
6:45 PM	7:00 PM	0	0	0	0	0	0	0	0	0	36	110	146	53	71	0	124	270	1,368
7:00 PM	7:15 PM	0	0	0	0	0	0	0	0	0	30	103	133	56	76	0	132	265	1,220
7:15 PM	7:30 PM	0	0	0	0	0	0	0	0	0	30	81	111	41	62	0	103	214	1,045
7:30 PM	7:45 PM	0	0	0	0	0	0	0	0	0	26	75	101	44	58	0	102	203	952
7:45 PM	8:00 PM	0	0	0	0	0	0	0	0	0	21	62	83	36	49	0	85	168	850
8:00 PM	8:15 PM	0	0	0	0	0	0	0	0	0	20	42	62	31	54	0	85	147	732
8:15 PM	8:30 PM	0	0	0	0	0	0	0	0	0	23	30	53	23	51	0	74	127	645
8:30 PM	8:45 PM	0	0	0	0	0	0	0	0	0	18	36	54	26	48	0	74	128	570
8:45 PM	9:00 PM	0	0	0	0	0	0	0	0	0	13	32	45	17	49	0	66	111	513
9:00 PM	9:15 PM	0	0	0	0	0	0	0	0	0	16	28	44	19	39	0	58	102	468
9:15 PM	9:30 PM	0	0	0	0	0	0	0	0	0	14	36	50	17	42	0	59	109	450
PM Arrivals Peak Hour Vol.		0	0	0	0	0	0	0	0	0	170	716	886	342	408	0	750	1,636	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.93				0.96		0.98
PM Departures Peak Hour Vol.		0	0	0	0	0	0	0	0	0	122	369	491	194	267	0	461	952	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.84				0.87		0.88
Saturday 20-Jun-09		Eastbound				Westbound				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	21	34	55	32	43	0	75	130	
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	14	31	45	31	40	0	71	116	
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	18	41	59	43	52	0	95	154	
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	15	39	54	33	48	0	81	135	535
9:00 AM	9:15 AM	0	0	0	0	0	0	0	0	0	19	42	61	31	50	0	81	142	547
9:15 AM	9:30 AM	0	0	0	0	0	0	0	0	0	17	50	67	32	51	0	83	150	581
9:30 AM	9:45 AM	0	0	0	0	0	0	0	0	0	16	54	70	30	55	0	85	155	582
9:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	21	66	87	45	61	0	106	193	640
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	18	72	90	42	59	0	101	191	689
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	20	68	88	49	65	0	114	202	741
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	22	74	96	43	66	0	109	205	791
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	21	67	88	39	68	0	107	195	793
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	23	71	94	36	59	0	95	189	791
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	22	67	89	38	63	0	101	190	779
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	24	63	87	33	66	0	99	186	760
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	27	52	79	38	58	0	96	175	740
SAT Arrivals Peak Hour Vol.		0	0	0	0	0	0	0	0	0	68	145	213	139	183	0	322	535	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.90				0.85		0.87
SAT Departures Peak Hour Vol.		0	0	0	0	0	0	0	0	0	81	281	362	173	258	0	431	793	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.94				0.95		0.97
Sunday 14-Jun-09		Eastbound				Westbound				Northbound - Red Schoolhouse Road				Southbound - Red Schoolhouse Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
9:00 AM	9:15 AM	0	0	0	0	0	0	0	0	0	12	31	43	21	20	0	41	84	
9:15 AM	9:30 AM	0	0	0	0	0	0	0	0	0	10	26	36	19	32	0	51	87	
9:30 AM	9:45 AM	0	0	0	0	0	0	0	0	0	11	22	33	26	30	0	56	89	
9:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	15	40	55	24	32	0	56	111	371
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	18	52	70	26	38	0	64	134	421
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	20	55	75	28	39	0	67	142	476
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	19	53	72	41	46	0	87	159	546
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	12	48	60	32	51	0	83	143	578
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	21	62	83	36	50	0	86	169	613
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	14	66	80	41	53	0	94	174	645
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	19	69	88	50	50	0	100	188	674
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	22	76	98	49	64	0	113	211	742
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	13	68	81	42	70	0	112	193	766
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	24	85	109	44	69	0	113	222	814
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	25	96	121	55	76	0	131	252	878
12:45 PM	1:00 PM	0	0	0	0	0	0	0	0	0	22	76	98	43	58	0	101	199	866
SUN Arrivals Peak Hour Vol.		0	0	0	0	0	0	0	0	0	48	119	167	90	114	0	204	371	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.76				0.91		0.84
SUN Departures Peak Hour Vol.		0	0	0	0	0	0	0	0	0	78	298	376	185	253	0	438	814	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.86				0.97		0.92
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	13	75	88	55	77	0	132	220	
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	23	79	102	45	73	0	118	220	
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	17	67	84	32	79	0	111	195	
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	24	55	79	29	93	0	122	201	836
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	20	58	78	33	83	0	116	194	810
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	23	66	89	40	75	0	115	204	794
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	19	68	87	31	83	0	114	201	800
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	23	54	77	33	68	0	101	178	777
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	24	61	85	29	78	0	107	192	775
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	23	53	76	35	95	0	130	206	777
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	20	52	72	32	71	0	103	175	751
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	19	63	82	28	75	0	103	185	758
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	17	41	58	30	83	0	113	171	737
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	27	36	63	29	73	0	104	167	698
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	15	34	49	20	68	0	88	137	660
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	14	28	42	21	69	0	90	132	607
SUN Afternoon Arrivals Peak Hour		0	0	0	0	0	0	0	0	0	84	246	330	134	330	0	464	794	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.93				0.95		0.97
SUN Afternoon Departures Peak Hour		0	0	0	0	0	0	0	0	0	83	192	275	119	304	0	423	698	
Peak Hour Factor					#DIV/0!				#DIV/0!				0.84				0.94		0.94

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
 FIELD DATA SUMMARY - Chestnut Ridge Road at Red Schoolhouse Road/Access Drive

Tuesday 16-Jun-09		Eastbound - Chestnut Ridge Road				Westbound - Chestnut Ridge Road				Northbound - Red Schoolhouse Road				Southbound - Access Drive				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	5:15 PM	1	65	25	91	67	53	0	120	23	0	39	67	2	1	0	3	281	
5:15 PM	5:30 PM	1	72	33	106	68	59	0	127	33	2	44	79	1	1	1	3	315	
5:30 PM	5:45 PM	0	68	29	97	59	51	0	110	30	2	39	71	4	4	0	8	286	
5:45 PM	6:00 PM	1	64	27	92	56	55	1	112	28	0	28	56	1	3	1	5	265	1,147
6:00 PM	6:15 PM	0	80	26	106	46	73	1	120	27	1	53	81	3	2	1	6	313	1,179
6:15 PM	6:30 PM	0	74	29	103	39	66	1	106	23	0	48	71	3	4	4	11	291	1,155
6:30 PM	6:45 PM	1	78	22	101	28	62	1	91	19	1	40	60	3	3	2	8	260	1,129
6:45 PM	7:00 PM	1	67	16	84	24	57	1	82	28	0	28	56	0	2	0	2	224	1,088
7:00 PM	7:15 PM	0	71	24	95	28	45	0	73	20	0	31	51	2	1	1	4	223	998
7:15 PM	7:30 PM	0	63	18	81	29	41	1	71	19	0	28	47	1	0	0	1	200	907
7:30 PM	7:45 PM	0	49	19	68	30	41	1	72	12	1	19	32	4	1	0	5	177	824
7:45 PM	8:00 PM	0	38	11	49	17	46	0	63	20	1	22	43	0	1	0	1	156	756
8:00 PM	8:15 PM	0	40	7	47	15	42	0	57	19	1	21	41	0	0	0	0	145	678
8:15 PM	8:30 PM	0	46	4	50	16	45	0	61	11	0	18	29	0	0	0	0	140	618
8:30 PM	8:45 PM	0	38	6	44	25	54	0	79	10	0	20	30	0	0	0	0	153	594
8:45 PM	9:00 PM	0	34	8	42	21	47	0	68	12	0	17	29	0	0	0	0	139	577
9:00 PM	9:15 PM	1	39	6	46	15	40	0	53	15	0	21	36	0	0	0	0	135	567
9:15 PM	9:30 PM	0	31	9	40	13	36	0	51	11	0	19	30	0	0	0	0	121	548
PM Arrivals Peak Hour Vol.		3	269	114	386	250	218	1	469	119	4	150	273	8	9	2	19	1,147	
Peak Hour Factor					0.91				0.92				0.86					0.59	0.91
PM Departures Peak Hour Vol.		1	250	77	328	111	184	3	298	79	1	106	186	7	4	1	12	824	
Peak Hour Factor					0.86				0.91				0.83					0.60	0.92
Saturday 20-Jun-09		Eastbound - Chestnut Ridge Road				Westbound - Chestnut Ridge Road				Northbound - Red Schoolhouse Road				Southbound - Access Drive				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
8:00 AM	8:15 AM	1	15	5	21	21	44	0	65	7	1	24	32	0	1	0	1	119	
8:15 AM	8:30 AM	1	21	9	31	25	51	1	77	12	1	26	39	1	0	0	1	148	
8:30 AM	8:45 AM	3	28	13	44	30	58	2	90	10	4	28	42	1	1	0	2	178	
8:45 AM	9:00 AM	1	31	12	44	23	48	1	72	6	2	22	30	1	0	0	1	147	592
9:00 AM	9:15 AM	0	33	19	52	24	47	2	73	18	4	26	48	3	3	2	8	181	654
9:15 AM	9:30 AM	0	35	9	44	21	38	3	62	14	1	18	33	3	4	0	7	146	652
9:30 AM	9:45 AM	0	38	12	50	24	51	0	75	10	0	19	29	0	0	1	1	155	629
9:45 AM	10:00 AM	0	44	19	63	36	56	2	94	11	1	20	32	3	2	1	6	193	677
10:00 AM	10:15 AM	0	51	8	59	25	57	0	82	14	1	24	39	0	3	0	3	183	679
10:15 AM	10:30 AM	0	52	27	79	24	68	1	93	19	0	26	45	0	1	2	3	220	753
10:30 AM	10:45 AM	1	64	20	85	22	74	1	97	24	0	29	53	0	0	1	1	236	834
10:45 AM	11:00 AM	1	41	18	60	26	56	1	83	16	2	33	51	2	4	0	6	200	839
11:00 AM	11:15 AM	1	54	19	74	21	58	0	79	18	0	30	48	0	1	0	1	202	858
11:15 AM	11:30 AM	1	68	22	91	17	61	1	79	14	0	34	48	1	0	0	1	219	857
11:30 AM	11:45 AM	0	59	19	78	28	77	1	106	23	1	26	50	0	2	0	2	236	857
11:45 AM	12:00 PM	0	48	20	68	18	68	1	87	29	1	28	58	0	0	1	1	214	871
SAT Arrivals Peak Hour Vol.		6	95	39	140	99	201	4	304	35	8	100	143	3	2	0	5	592	
Peak Hour Factor					0.80				0.84				0.85					0.63	0.83
SAT Departures Peak Hour Vol.		2	208	73	283	97	255	3	355	73	3	112	188	2	8	3	13	839	
Peak Hour Factor					0.83				0.91				0.89					0.54	0.89
Sunday 14-Jun-09		Eastbound - Chestnut Ridge Road				Westbound - Chestnut Ridge Road				Northbound - Red Schoolhouse Road				Southbound - Access Drive				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
9:00 AM	9:15 AM	0	26	7	33	7	25	0	32	11	0	16	27	0	0	0	0	92	
9:15 AM	9:30 AM	0	29	13	42	16	41	1	58	12	0	10	22	0	0	0	0	122	
9:30 AM	9:45 AM	0	30	11	41	12	35	1	48	7	1	15	23	0	1	0	1	113	
9:45 AM	10:00 AM	1	36	11	48	12	34	0	46	20	2	19	41	0	0	1	1	136	463
10:00 AM	10:15 AM	0	38	16	54	20	54	0	74	11	0	17	28	0	0	0	0	156	527
10:15 AM	10:30 AM	1	41	15	57	18	41	1	60	21	3	17	41	0	0	0	0	158	563
10:30 AM	10:45 AM	1	42	21	64	14	42	0	56	26	0	21	47	1	1	0	2	169	619
10:45 AM	11:00 AM	0	42	14	56	18	55	0	73	28	0	20	48	1	0	0	1	178	661
11:00 AM	11:15 AM	0	35	14	49	21	44	0	65	26	0	17	43	0	0	1	1	158	663
11:15 AM	11:30 AM	0	44	18	62	24	51	1	76	11	2	21	34	0	2	0	2	174	679
11:30 AM	11:45 AM	1	44	21	66	13	53	1	67	11	1	18	30	1	1	0	2	165	675
11:45 AM	12:00 PM	1	41	22	64	17	48	1	66	14	0	16	30	0	0	0	0	160	657
12:00 PM	12:15 PM	1	39	24	64	24	49	0	73	17	2	15	34	1	0	1	2	173	672
12:15 PM	12:30 PM	1	49	20	70	12	40	3	55	22	0	15	37	0	2	0	2	164	662
12:30 PM	12:45 PM	0	48	20	68	14	63	0	77	17	0	18	35	0	0	0	0	180	677
12:45 PM	1:00 PM	0	60	16	76	21	46	1	68	11	0	23	34	1	0	0	1	179	696
SUN Arrivals Peak Hour Vol.		1	121	42	164	47	135	2	184	50	3	60	113	0	1	1	2	463	
Peak Hour Factor					0.85				0.79				0.69					0.50	0.85
SUN Departures Peak Hour Vol.		4	173	87	264	66	190	5	261	64	3	64	131	2	3	1	6	662	
Peak Hour Factor					0.94				0.89				0.89					0.75	0.96
2:00 PM	2:15 PM	0	55	15	70	27	70	0	97	17	1	14	32	1	0	0	1	200	
2:15 PM	2:30 PM	0	51	19	70	24	66	0	90	15	0	22	37	1	1	0	2	199	
2:30 PM	2:45 PM	0	44	12	56	10	61	0	71	17	1	21	39	1	0	0	1	167	
2:45 PM	3:00 PM	3	50	14	67	15	52	2	69	8	0	10	18	1	0	0	1	155	721
3:00 PM	3:15 PM	0	55	4	59	17	75	2	94	15	1	22	38	0	0	1	1	192	713
3:15 PM	3:30 PM	0	52	4	56	24	69	1	94	10	0	23	33	0	0	0	0	183	697
3:30 PM	3:45 PM	0	56	7	63	20	63	0	83	11	0	22	33	0	0	0	0	179	709
3:45 PM	4:00 PM	0	48	4	52	26	68	1	95	12	0	28	40	1	0	0	1	188	742
4:00 PM	4:15 PM	0	61	11	72	14	48	0	62	12	2	20	34	0	0	0	0	168	718
4:15 PM	4:30 PM	0	51	12	63	17	59	0	76	9	1	21	31	0	0	0	0	170	705
4:30 PM	4:45 PM	0	54	17	71	16	56	1	73	10	0	24	34	0	0	0	0	178	704
4:45 PM	5:00 PM	0	61	15	76	19	55	0	74	19	0	21	40	1	1	0	2	192	708
5:00 PM	5:15 PM	0	51	12	63	15	47	0	62	15	1	20	36	1	0	0	1	162	702
5:15 PM	5:30 PM	0	36	12	48	15	61	0	76	18	0	21	39	0	0	0	0	163	695
5:30 PM	5:45 PM	0	42	9	51	13	63	0	76	19	0	23	42	0	0	0	0	169	686
5:45 PM	6:00 PM	0	55	11	66	16	54	0	70	12	0	16	28	0	0	0	0	164	658
SUN Afternoon Arrivals Peak Hour		3	201	34	238	66	257	5	328	50	2	76	128	2	0	1	3	697	
Peak Hour Factor					0.89				0.87				0.82					0.75	0.91
SUN Afternoon Departures Peak Hour		0	202	56	258	65	219	1	285	62	1	86	149	2	1	0	3		

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
 FIELD DATA SUMMARY - South Pascack Road at Williams Road

	Eastbound - Williams Road				Westbound				Northbound - South Pascack Road				Southbound - South Pascack Road				Total	Last 4 Quarters
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
Tuesday 16-Jun-09																		
5:00 PM 5:15 PM	16	0	32	48	0	0	0	0	22	15	0	37	0	16	18	34	119	
5:15 PM 5:30 PM	14	0	40	54	0	0	0	0	28	17	0	45	0	18	19	37	136	
5:30 PM 5:45 PM	16	0	38	54	0	0	0	0	24	10	0	34	0	13	14	27	115	
5:45 PM 6:00 PM	7	0	19	26	0	0	0	0	16	19	0	35	0	11	19	30	91	461
6:00 PM 6:15 PM	11	0	30	41	0	0	0	0	23	16	0	39	0	9	12	21	101	443
6:15 PM 6:30 PM	9	0	19	28	0	0	0	0	25	17	0	42	0	11	20	31	101	408
6:30 PM 6:45 PM	11	0	26	37	0	0	0	0	13	13	0	26	0	13	10	23	88	381
6:45 PM 7:00 PM	13	0	18	31	0	0	0	0	13	17	0	30	0	17	19	36	97	387
7:00 PM 7:15 PM	11	0	14	25	0	0	0	0	14	8	0	22	0	10	15	25	72	358
7:15 PM 7:30 PM	10	0	20	30	0	0	0	0	18	15	0	33	0	10	10	20	83	340
7:30 PM 7:45 PM	5	0	18	23	0	0	0	0	14	10	0	24	0	9	9	18	65	317
7:45 PM 8:00 PM	4	0	15	19	0	0	0	0	9	14	0	23	0	15	8	23	65	285
8:00 PM 8:15 PM	2	0	21	23	0	0	0	0	15	13	0	28	0	13	6	19	70	283
8:15 PM 8:30 PM	4	0	15	19	0	0	0	0	5	6	0	11	0	14	8	22	52	252
8:30 PM 8:45 PM	6	0	19	25	0	0	0	0	5	10	0	15	0	18	4	22	62	249
8:45 PM 9:00 PM	6	0	13	19	0	0	0	0	8	5	0	13	0	8	8	16	48	232
9:00 PM 9:15 PM	5	0	14	19	0	0	0	0	8	9	0	17	0	12	6	18	54	216
9:15 PM 9:30 PM	4	0	10	14	0	0	0	0	5	6	0	11	0	9	7	16	41	205
PM Arrivals Peak Hour Vol.	53	0	129	182	0	0	0	0	90	61	0	151	0	58	70	128	461	
Peak Hour Factor	0.84				#DIV/0!				0.83				0.69				0.82	0.85
PM Departures Peak Hour Vol.	39	0	70	109	0	0	0	0	59	50	0	109	0	46	53	99	317	
Peak Hour Factor	0.88				#DIV/0!				0.83				0.69				0.82	
Saturday 20-Jun-09																		
8:00 AM 8:15 AM	5	0	7	12	0	0	0	0	7	6	0	13	0	1	6	7	32	
8:15 AM 8:30 AM	4	0	14	18	0	0	0	0	10	8	0	18	0	2	5	7	43	
8:30 AM 8:45 AM	1	0	13	14	0	0	0	0	8	10	0	18	0	4	3	7	39	
8:45 AM 9:00 AM	5	0	10	15	0	0	0	0	10	13	0	23	0	10	7	17	55	169
9:00 AM 9:15 AM	7	0	10	17	0	0	0	0	15	10	0	25	0	12	11	23	65	202
9:15 AM 9:30 AM	5	0	5	10	0	0	0	0	9	18	0	27	0	10	4	14	51	210
9:30 AM 9:45 AM	8	0	10	18	0	0	0	0	9	13	0	22	0	8	5	13	53	224
9:45 AM 10:00 AM	5	0	21	26	0	0	0	0	18	13	0	31	0	12	8	20	77	246
10:00 AM 10:15 AM	2	0	11	13	0	0	0	0	16	15	0	31	0	15	11	26	70	251
10:15 AM 10:30 AM	6	0	11	17	0	0	0	0	14	15	0	29	0	8	9	17	63	263
10:30 AM 10:45 AM	5	0	16	21	0	0	0	0	14	14	0	28	0	11	9	20	69	279
10:45 AM 11:00 AM	7	0	10	17	0	0	0	0	16	15	0	31	0	8	9	17	65	267
11:00 AM 11:15 AM	6	0	11	17	0	0	0	0	13	23	0	36	0	7	8	15	68	265
11:15 AM 11:30 AM	1	0	10	11	0	0	0	0	11	18	0	29	0	16	12	28	68	270
11:30 AM 11:45 AM	5	0	15	20	0	0	0	0	14	20	0	34	0	10	13	23	77	278
11:45 AM 12:00 PM	3	0	18	21	0	0	0	0	16	16	0	32	0	9	12	21	74	287
SAT Arrivals Peak Hour Vol.	15	0	44	59	0	0	0	0	35	37	0	72	0	17	21	38	169	
Peak Hour Factor	0.82				#DIV/0!				0.78				0.56				0.77	
SAT Departures Peak Hour Vol.	20	0	48	68	0	0	0	0	60	59	0	119	0	42	38	80	267	
Peak Hour Factor	0.81				#DIV/0!				0.96				0.77				0.95	
Sunday 14-Jun-09																		
9:00 AM 9:15 AM	0	0	7	7	0	0	0	0	4	10	0	14	0	2	3	5	26	
9:15 AM 9:30 AM	5	0	3	8	0	0	0	0	2	4	0	6	0	2	4	6	20	
9:30 AM 9:45 AM	2	0	9	11	0	0	0	0	10	7	0	17	0	2	5	7	35	
9:45 AM 10:00 AM	6	0	15	21	0	0	0	0	12	6	0	18	0	4	6	10	49	130
10:00 AM 10:15 AM	5	0	6	11	0	0	0	0	12	7	0	19	0	2	6	8	38	142
10:15 AM 10:30 AM	7	0	13	20	0	0	0	0	11	10	0	21	0	13	5	18	59	181
10:30 AM 10:45 AM	5	0	9	14	0	0	0	0	13	11	0	24	0	7	6	13	51	197
10:45 AM 11:00 AM	3	0	9	12	0	0	0	0	15	3	0	18	0	7	10	17	47	195
11:00 AM 11:15 AM	7	0	18	25	0	0	0	0	9	4	0	13	0	13	6	19	57	214
11:15 AM 11:30 AM	2	0	16	18	0	0	0	0	7	9	0	16	0	4	6	10	44	199
11:30 AM 11:45 AM	3	0	14	17	0	0	0	0	20	10	0	30	0	10	7	17	64	212
11:45 AM 12:00 PM	7	0	10	17	0	0	0	0	8	6	0	14	0	6	9	15	46	211
12:00 PM 12:15 PM	2	0	14	16	0	0	0	0	7	10	0	17	0	5	10	15	48	202
12:15 PM 12:30 PM	5	0	10	15	0	0	0	0	18	10	0	28	0	7	12	19	62	220
12:30 PM 12:45 PM	5	0	11	16	0	0	0	0	19	10	0	29	0	16	5	21	66	222
12:45 PM 1:00 PM	9	0	15	24	0	0	0	0	7	14	9	21	0	21	12	33	78	254
SUN Arrivals Peak Hour Vol.	13	0	34	47	0	0	0	0	28	27	0	55	0	10	18	28	130	
Peak Hour Factor	0.56				#DIV/0!				0.76				0.70				0.66	
SUN Departures Peak Hour Vol.	17	0	48	65	0	0	0	0	53	36	0	89	0	28	38	66	220	
Peak Hour Factor	0.96				#DIV/0!				0.74				0.87				0.86	
2:00 PM 2:15 PM	5	0	14	19	0	0	0	0	7	11	0	18	0	18	9	27	64	
2:15 PM 2:30 PM	8	0	18	26	0	0	0	0	14	5	0	19	0	12	4	16	61	
2:30 PM 2:45 PM	7	0	20	27	0	0	0	0	6	11	0	17	0	15	10	25	69	
2:45 PM 3:00 PM	10	0	15	25	0	0	0	0	9	17	0	26	0	18	6	24	75	269
3:00 PM 3:15 PM	5	0	15	20	0	0	0	0	22	15	0	37	0	18	8	26	83	288
3:15 PM 3:30 PM	6	0	11	17	0	0	0	0	11	14	0	25	0	17	6	23	65	292
3:30 PM 3:45 PM	4	0	14	18	0	0	0	0	5	10	0	15	0	3	15	18	51	274
3:45 PM 4:00 PM	7	0	18	25	0	0	0	0	8	23	0	31	0	21	10	31	87	286
4:00 PM 4:15 PM	8	0	19	27	0	0	0	0	8	17	0	25	0	17	11	28	80	283
4:15 PM 4:30 PM	5	0	13	18	0	0	0	0	9	11	0	20	0	10	6	16	54	272
4:30 PM 4:45 PM	1	0	15	16	0	0	0	0	14	12	0	26	0	16	9	25	67	288
4:45 PM 5:00 PM	2	0	19	21	0	0	0	0	8	11	0	19	0	9	13	22	62	263
5:00 PM 5:15 PM	7	0	16	23	0	0	0	0	12	15	0	27	0	10	14	24	74	257
5:15 PM 5:30 PM	11	0	14	25	0	0	0	0	7	10	0	17	0	10	6	16	58	261
5:30 PM 5:45 PM	9	0	14	23	0	0	0	0	9	10	0	19	0	13	12	25	67	261
5:45 PM 6:00 PM	10	0	9	19	0	0	0	0	7	10	0	17	0	15	12	27	63	262
SUN Afternoon Arrivals Peak Hour	28	0	61	89	0	0	0	0	48	57	0	105	0	68	30	98	292	
Peak Hour Factor	0.82				#DIV/0!				0.71				0.94				0.88	
SUN Afternoon Departures Peak Hour	21	0	64	85	0	0	0	0	41	48	0	89	0	45	42	87	261	
Peak Hour Factor	0.85				#DIV/0!				0.82				0.87				0.88	

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
FIELD DATA SUMMARY - South Pascaek Road at Scotland Hill Road

Tuesday 16-Jun-09	Eastbound - Scotland Hill Road				Westbound - Scotland Hill Road				Northbound - South Pascaek Road				Southbound				Total	Last 4
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters
5:00 PM 5:15 PM	0	31	5	36	33	52	0	85	10	0	23	33	0	0	0	0	154	
5:15 PM 5:30 PM	0	28	6	34	31	47	9	78	9	0	20	29	0	0	0	0	141	
5:30 PM 5:45 PM	0	34	7	41	23	39	0	62	11	0	16	27	0	0	0	0	130	
5:45 PM 6:00 PM	0	24	8	32	26	40	0	66	12	0	18	30	0	0	0	0	128	553
6:00 PM 6:15 PM	0	30	4	34	18	57	0	75	6	0	26	32	0	0	0	0	141	540
6:15 PM 6:30 PM	0	30	7	37	27	49	0	76	8	0	15	23	0	0	0	0	136	335
6:30 PM 6:45 PM	0	24	9	33	16	36	0	52	7	0	18	25	0	0	0	0	110	515
6:45 PM 7:00 PM	0	27	11	38	30	33	0	63	8	0	21	29	0	0	0	0	130	517
7:00 PM 7:15 PM	0	26	8	34	21	37	0	58	8	0	13	21	0	0	0	0	113	489
7:15 PM 7:30 PM	0	29	7	36	12	28	0	40	6	0	18	24	0	0	0	0	100	453
7:30 PM 7:45 PM	0	26	6	32	12	31	0	43	4	0	10	14	0	0	0	0	89	432
7:45 PM 8:00 PM	0	15	3	18	19	35	0	54	6	0	12	18	0	0	0	0	90	392
8:00 PM 8:15 PM	0	22	4	26	16	24	0	40	7	0	10	17	0	0	0	0	83	362
8:15 PM 8:30 PM	0	19	3	22	19	17	0	36	5	0	6	11	0	0	0	0	69	331
8:30 PM 8:45 PM	0	17	7	24	16	19	0	35	3	0	12	15	0	0	0	0	74	316
8:45 PM 9:00 PM	0	18	8	26	10	27	0	37	2	0	10	12	0	0	0	0	75	301
9:00 PM 9:15 PM	0	14	6	20	13	20	0	33	2	0	12	14	0	0	0	0	67	285
9:15 PM 9:30 PM	0	15	5	20	13	17	0	30	3	0	8	11	0	0	0	0	61	277
PM Arrivals Peak Hour Vol.	0	117	26	143	113	178	0	291	42	0	77	119	0	0	0	0	553	
Peak Hour Factor				0.87				0.86				0.90				#DIV/0!	0.90	
PM Departures Peak Hour Vol.	0	108	32	140	75	129	0	204	26	0	62	88	0	0	0	0	432	
Peak Hour Factor				0.92				0.81				0.76				#DIV/0!	0.83	
Saturday 20-Jun-09	Eastbound - Scotland Hill Road				Westbound - Scotland Hill Road				Northbound - South Pascaek Road				Southbound				Total	Last 4
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters
8:00 AM 8:15 AM	0	13	3	16	5	14	0	19	4	0	13	17	0	0	0	0	52	
8:15 AM 8:30 AM	0	12	2	14	6	12	0	18	3	0	14	17	0	0	0	0	49	
8:30 AM 8:45 AM	0	14	1	15	7	10	0	17	1	0	12	13	0	0	0	0	45	
8:45 AM 9:00 AM	0	24	3	27	17	15	0	32	1	0	20	21	0	0	0	0	80	226
9:00 AM 9:15 AM	0	20	2	22	16	15	0	31	3	0	18	21	0	0	0	0	74	248
9:15 AM 9:30 AM	0	27	2	29	10	19	0	29	2	0	25	27	0	0	0	0	85	284
9:30 AM 9:45 AM	0	33	1	34	13	23	0	36	7	0	15	22	0	0	0	0	92	331
9:45 AM 10:00 AM	0	28	7	35	14	28	0	42	3	0	21	24	0	0	0	0	101	352
10:00 AM 10:15 AM	0	33	4	37	18	21	0	39	4	0	20	24	0	0	0	0	100	378
10:15 AM 10:30 AM	0	24	2	26	23	28	0	51	5	0	18	23	0	0	0	0	100	393
10:30 AM 10:45 AM	0	37	2	39	17	35	0	52	6	0	19	25	0	0	0	0	116	417
10:45 AM 11:00 AM	0	39	4	43	16	25	0	41	4	0	18	22	0	0	0	0	106	422
11:00 AM 11:15 AM	0	36	4	40	12	34	0	46	11	0	22	33	0	0	0	0	119	441
11:15 AM 11:30 AM	0	37	5	42	16	30	0	46	6	0	21	27	0	0	0	0	115	456
11:30 AM 11:45 AM	0	24	3	27	21	44	0	65	4	0	19	23	0	0	0	0	115	455
11:45 AM 12:00 PM	0	35	4	39	19	38	0	57	6	0	18	24	0	0	0	0	120	469
SAT Arrivals Peak Hour Vol.	0	63	9	72	35	51	0	86	9	0	59	68	0	0	0	0	226	
Peak Hour Factor				0.67				0.67				0.81				#DIV/0!	0.71	
SAT Departures Peak Hour Vol.	0	133	12	145	74	109	0	183	19	0	75	94	0	0	0	0	422	
Peak Hour Factor				0.84				0.88				0.94				#DIV/0!	0.91	
Sunday 14-Jun-09	Eastbound - Scotland Hill Road				Westbound - Scotland Hill Road				Northbound - South Pascaek Road				Southbound				Total	Last 4
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters
9:00 AM 9:15 AM	0	11	3	14	4	11	0	15	2	0	10	12	0	0	0	0	41	
9:15 AM 9:30 AM	0	8	2	10	5	10	0	15	4	0	10	14	0	0	0	0	39	
9:30 AM 9:45 AM	0	17	2	19	6	18	0	24	2	0	11	13	0	0	0	0	56	
9:45 AM 10:00 AM	0	27	1	28	9	11	0	20	5	0	15	18	0	0	0	0	66	202
10:00 AM 10:15 AM	0	26	2	28	10	19	0	29	3	0	13	16	0	0	0	0	73	234
10:15 AM 10:30 AM	0	32	6	38	9	19	0	28	3	0	14	17	0	0	0	0	83	278
10:30 AM 10:45 AM	0	22	3	25	12	21	0	33	6	0	13	19	0	0	0	0	77	299
10:45 AM 11:00 AM	0	19	2	21	13	25	0	38	1	0	6	7	0	0	0	0	66	289
11:00 AM 11:15 AM	0	17	2	19	18	20	0	38	1	0	13	14	0	0	0	0	71	297
11:15 AM 11:30 AM	0	24	1	25	8	25	0	33	3	0	11	14	0	0	0	0	72	286
11:30 AM 11:45 AM	0	28	3	32	15	26	0	41	4	0	10	14	0	0	0	0	87	296
11:45 AM 12:00 PM	0	29	5	34	8	21	0	29	1	0	16	17	0	0	0	0	80	310
12:00 PM 12:15 PM	0	19	3	22	14	19	0	33	5	0	10	15	0	0	0	0	70	309
12:15 PM 12:30 PM	0	22	1	23	16	27	0	43	1	0	15	16	0	0	0	0	82	319
12:30 PM 12:45 PM	0	31	1	32	19	38	0	57	2	0	16	18	0	0	0	0	107	339
12:45 PM 1:00 PM	0	21	4	25	20	27	0	47	3	0	19	22	0	0	0	0	94	353
SUN Arrivals Peak Hour Vol.	0	63	8	71	24	50	0	74	13	0	44	57	0	0	0	0	202	
Peak Hour Factor				0.63				0.77				0.79				#DIV/0!	0.77	
SUN Departures Peak Hour Vol.	0	98	13	111	53	93	0	146	11	0	51	62	0	0	0	0	319	
Peak Hour Factor				0.82				0.85				0.91				#DIV/0!	0.92	
2:00 PM 2:15 PM	0	24	5	29	25	33	0	58	3	0	16	19	0	0	0	0	106	
2:15 PM 2:30 PM	0	37	4	41	14	36	0	50	3	0	9	14	0	0	0	0	105	
2:30 PM 2:45 PM	0	30	5	35	16	34	0	50	3	0	14	17	0	0	0	0	102	
2:45 PM 3:00 PM	0	38	7	45	20	33	0	53	8	0	20	28	0	0	0	0	126	439
3:00 PM 3:15 PM	0	28	1	29	23	39	0	62	6	0	13	19	0	0	0	0	110	443
3:15 PM 3:30 PM	0	26	8	34	20	36	0	56	5	0	17	22	0	0	0	0	112	450
3:30 PM 3:45 PM	0	33	4	37	17	25	0	42	6	0	10	16	0	0	0	0	95	443
3:45 PM 4:00 PM	0	33	5	38	23	17	0	40	7	0	25	32	0	0	0	0	110	427
4:00 PM 4:15 PM	0	34	6	40	17	39	0	56	8	0	21	29	0	0	0	0	125	442
4:15 PM 4:30 PM	0	32	3	35	18	34	0	52	2	0	15	17	0	0	0	0	104	434
4:30 PM 4:45 PM	0	26	5	31	22	35	0	37	4	0	14	18	0	0	0	0	106	445
4:45 PM 5:00 PM	0	28	6	34	20	34												

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
 FIELD DATA SUMMARY - South Pascack Road/Convent Road at Scotland Hill Road

Tuesday 16-Jun-09	Eastbound - Scotland Hill Road				Westbound				Northbound - Convent Road				Southbound - South Pascack Road				Total	Last 4 Quarters	
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
5:00 PM 5:15 PM	26	0	28	54	0	0	0	0	0	49	43	0	92	0	45	36	81	227	
5:15 PM 5:30 PM	27	0	21	48	0	0	0	0	0	37	55	0	92	0	36	41	77	217	
5:30 PM 5:45 PM	24	0	26	50	0	0	0	0	0	34	60	0	94	0	52	28	80	224	
5:45 PM 6:00 PM	21	0	21	42	0	0	0	0	0	35	53	0	88	0	44	31	75	205	873
6:00 PM 6:15 PM	30	0	26	56	0	0	0	0	0	46	48	0	94	0	39	29	68	218	864
6:15 PM 6:30 PM	24	0	21	45	0	0	0	0	0	41	33	0	74	0	40	35	75	194	841
6:30 PM 6:45 PM	26	0	16	42	0	0	0	0	0	28	36	0	64	0	33	24	57	163	780
6:45 PM 7:00 PM	23	0	25	48	0	0	0	0	0	37	32	0	69	0	29	26	55	172	747
7:00 PM 7:15 PM	18	0	21	39	0	0	0	0	0	30	39	0	69	0	34	28	62	170	699
7:15 PM 7:30 PM	30	0	17	47	0	0	0	0	0	20	34	0	54	0	37	21	58	159	664
7:30 PM 7:45 PM	19	0	16	35	0	0	0	0	0	23	30	0	53	0	32	20	52	140	641
7:45 PM 8:00 PM	16	0	12	28	0	0	0	0	0	28	27	0	55	0	27	26	53	136	605
8:00 PM 8:15 PM	15	0	17	32	0	0	0	0	0	19	29	0	48	0	29	21	50	130	565
8:15 PM 8:30 PM	14	0	11	25	0	0	0	0	0	18	21	0	39	0	14	18	32	96	502
8:30 PM 8:45 PM	13	0	16	29	0	0	0	0	0	15	29	0	44	0	17	20	37	110	472
8:45 PM 9:00 PM	17	0	11	28	0	0	0	0	0	20	27	0	47	0	21	19	40	115	451
9:00 PM 9:15 PM	11	0	15	26	0	0	0	0	0	16	22	0	38	0	18	15	33	97	418
9:15 PM 9:30 PM	12	0	11	23	0	0	0	0	0	19	17	0	36	0	13	11	24	83	405
PM Arrivals Peak Hour Vol.	98	0	96	194	0	0	0	0	0	155	211	0	366	0	177	136	313	873	
Peak Hour Factor				0.90				#DIV/0!					0.97				0.97	0.96	
PM Departures Peak Hour Vol.	90	0	79	169	0	0	0	0	0	110	135	0	245	0	132	95	227	641	
Peak Hour Factor				0.88				#DIV/0!					0.89				0.92	0.93	
Saturday 20-Jun-09	Eastbound - Scotland Hill Road				Westbound				Northbound - Convent Road				Southbound - South Pascack Road				Total	Last 4 Quarters	
Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total				
8:00 AM 8:15 AM	14	0	12	26	0	0	0	0	0	13	7	0	20	0	13	6	19	65	
8:15 AM 8:30 AM	10	0	16	26	0	0	0	0	0	7	5	0	12	0	11	11	22	60	
8:30 AM 8:45 AM	12	0	14	26	0	0	0	0	0	11	9	0	20	0	18	8	26	72	
8:45 AM 9:00 AM	27	0	17	44	0	0	0	0	0	16	13	0	29	0	9	15	24	97	294
9:00 AM 9:15 AM	15	0	24	39	0	0	0	0	0	15	21	0	36	0	13	16	29	104	333
9:15 AM 9:30 AM	26	0	26	52	0	0	0	0	0	16	25	0	41	0	22	14	36	129	402
9:30 AM 9:45 AM	23	0	25	48	0	0	0	0	0	23	13	0	36	0	13	13	26	110	440
9:45 AM 10:00 AM	26	0	24	50	0	0	0	0	0	27	21	0	48	0	23	13	36	134	477
10:00 AM 10:15 AM	25	0	25	50	0	0	0	0	0	20	22	0	42	0	20	17	37	129	502
10:15 AM 10:30 AM	22	0	20	42	0	0	0	0	0	22	28	0	50	0	25	27	52	144	517
10:30 AM 10:45 AM	27	0	28	55	0	0	0	0	0	35	24	0	59	0	23	20	43	157	564
10:45 AM 11:00 AM	26	0	31	57	0	0	0	0	0	23	24	0	47	0	28	18	46	150	580
11:00 AM 11:15 AM	26	0	32	58	0	0	0	0	0	29	21	0	50	0	17	16	33	141	592
11:15 AM 11:30 AM	29	0	30	59	0	0	0	0	0	27	29	0	56	0	21	20	41	136	604
11:30 AM 11:45 AM	20	0	22	42	0	0	0	0	0	36	23	0	59	0	24	29	53	154	601
11:45 AM 12:00 PM	22	0	31	53	0	0	0	0	0	31	27	0	58	0	19	26	45	156	607
SAT Arrivals Peak Hour Vol.	63	0	59	122	0	0	0	0	0	47	34	0	81	0	51	40	91	294	
Peak Hour Factor				0.69				#DIV/0!					0.70				0.88	0.76	
SAT Departures Peak Hour Vol.	100	0	104	204	0	0	0	0	0	100	98	0	198	0	96	82	178	580	
Peak Hour Factor				0.89				#DIV/0!					0.84				0.86	0.92	
Sunday 14-Jun-09	Eastbound - Scotland Hill Road				Westbound				Northbound - Convent Road				Southbound - South Pascack Road				Total	Last 4 Quarters	
Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total				
9:00 AM 9:15 AM	11	0	10	21	0	0	0	0	0	10	9	0	19	0	6	5	11	51	
9:15 AM 9:30 AM	8	0	10	18	0	0	0	0	0	12	6	0	18	0	4	5	9	45	
9:30 AM 9:45 AM	15	0	13	28	0	0	0	0	0	19	7	0	26	0	10	4	14	68	
9:45 AM 10:00 AM	18	0	23	41	0	0	0	0	0	11	17	0	28	0	7	7	27	96	260
10:00 AM 10:15 AM	19	0	20	39	0	0	0	0	0	20	29	0	49	0	21	9	30	118	327
10:15 AM 10:30 AM	21	0	25	46	0	0	0	0	0	17	20	0	37	0	22	11	33	116	398
10:30 AM 10:45 AM	17	0	18	35	0	0	0	0	0	20	24	0	44	0	19	14	33	112	442
10:45 AM 11:00 AM	14	0	11	25	0	0	0	0	0	24	16	0	40	0	18	14	32	97	443
11:00 AM 11:15 AM	18	0	12	30	0	0	0	0	0	26	20	0	46	0	18	12	30	106	431
11:15 AM 11:30 AM	14	0	20	34	0	0	0	0	0	23	27	0	50	0	14	10	24	108	423
11:30 AM 11:45 AM	19	0	20	39	0	0	0	0	0	17	30	0	47	0	17	24	41	127	438
11:45 AM 12:00 PM	23	0	22	45	0	0	0	0	0	20	22	0	42	0	21	8	29	116	457
12:00 PM 12:15 PM	19	0	10	29	0	0	0	0	0	13	22	0	35	0	20	21	41	105	456
12:15 PM 12:30 PM	19	0	18	37	0	0	0	0	0	24	24	0	48	0	19	19	38	123	471
12:30 PM 12:45 PM	17	0	29	46	0	0	0	0	0	30	22	0	52	0	29	26	55	153	497
12:45 PM 1:00 PM	18	0	22	40	0	0	0	0	0	24	26	0	50	0	25	23	48	138	519
SUN Arrivals Peak Hour Vol.	52	0	56	108	0	0	0	0	0	52	39	0	91	0	40	21	61	260	
Peak Hour Factor				0.66				#DIV/0!					0.81				0.56	0.68	
SUN Departures Peak Hour Vol.	80	0	70	150	0	0	0	0	0	74	98	0	172	0	77	72	149	471	
Peak Hour Factor				0.83				#DIV/0!					0.90				0.91	0.93	
2:00 PM 2:15 PM	24	0	13	37	0	0	0	0	0	31	40	0	71	0	31	27	58	166	
2:15 PM 2:30 PM	16	0	26	42	0	0	0	0	0	30	39	0	69	0	35	20	55	166	
2:30 PM 2:45 PM	18	0	25	43	0	0	0	0	0	27	23	0	50	0	43	23	66	159	
2:45 PM 3:00 PM	20	0	34	54	0	0	0	0	0	25	25	0	50	0	40	28	68	172	663
3:00 PM 3:15 PM	16	0	27	43	0	0	0	0	0	35	28	0	63	0	36	27	63	169	666
3:15 PM 3:30 PM	22	0	21	43	0	0	0	0	0	25	31	0	56	0	28	30	58	157	657
3:30 PM 3:45 PM	19	0	26	45	0	0	0	0	0	24	32	0	56	0	27	18	45	146	644
3:45 PM 4:00 PM	26	0	33	59	0	0	0	0	0	20	23	0	43	0	25	18	43	145	617
4:00 PM 4:15 PM	27	0	29	56	0	0	0	0	0	37	26	0	63	0	29	26	55	174	622
4:15 PM 4:30 PM	25	0	22	47	0	0	0	0	0	30	31	0	61	0	24	22	46	154	619
4:30 PM 4:45 PM	19	0	21	40	0	0	0	0	0	25	32	0	57	0	26	28	54	151	624
4:45 PM 5:00 PM	21	0	20	41	0	0	0	0	0	29	30	0	59	0	23	26	49	149	628
5:00 PM 5:15 PM	20	0	18	38	0	0	0	0	0	27	25	0	52	0	29	21	50	140	594
5:15 PM 5:30 PM	21	0	26	47	0	0	0	0	0	23	22	0	45	0	31	24	55	147	587
5:30 PM 5:45 PM	18	0	22	40	0	0	0	0	0	26	24	0	50	0	22	20	42	132	568
5:45 PM 6:00 PM	21	0	20	41	0	0	0	0	0	27	32	0	59	0	19	18	37	137	556
SUN Afternoon Arrivals Peak Hour	76	0	107	183	0	0	0	0	0	112	107	0	219	0	147	108	255	657	
Peak Hour Factor				0.85				#DIV/0!					0.87				0.94	0.95	
SUN Afternoon Departures Peak Hour	81	0	85	166	0	0	0	0	0	104	109	0	213	0	109	99	208	587	
Peak Hour Factor																			

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000)
FIELD DATA SUMMARY - South Pascack Road at Garden State Parkway Northbound Off-Ramp/Old Nyack Turnpike

Tuesday 27-Oct-09		Eastbound - GSP NB Off-Ramp				Westbound - Old Nyack Turnpike				Northbound - South Pascack Road				Southbound - South Pascack Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	5:15 PM	65	18	9	92	14	0	39	53	0	51	20	71	83	43	0	126	342	
5:15 PM	5:30 PM	72	24	8	104	12	0	22	34	0	55	25	80	100	57	0	157	375	
5:30 PM	5:45 PM	68	20	7	95	14	0	20	34	0	72	17	89	105	59	0	164	382	
5:45 PM	6:00 PM	68	27	6	101	15	0	15	30	0	44	19	63	89	55	0	144	338	
6:00 PM	6:15 PM	79	30	3	112	16	0	24	40	0	54	20	74	98	61	0	159	385	
6:15 PM	6:30 PM	75	19	6	100	6	0	17	23	0	42	23	65	98	52	0	150	338	
6:30 PM	6:45 PM	75	22	7	104	9	0	21	30	0	40	13	53	102	51	0	153	340	
6:45 PM	7:00 PM	82	16	10	108	7	0	20	27	0	30	21	51	87	38	0	125	311	
7:00 PM	7:15 PM	81	13	9	103	7	0	18	25	0	47	8	55	73	40	0	113	296	
7:15 PM	7:30 PM	61	8	10	79	0	0	15	15	0	31	12	43	76	46	0	122	259	
7:30 PM	7:45 PM	55	12	7	74	11	0	8	19	0	27	11	38	70	39	0	109	240	
7:45 PM	8:00 PM	53	10	2	65	9	0	12	21	0	24	12	36	56	31	0	87	209	
8:00 PM	8:15 PM	36	12	3	51	8	0	13	21	0	30	15	45	54	39	0	93	210	
8:15 PM	8:30 PM	35	9	3	47	5	0	6	11	0	16	8	24	65	30	0	95	177	
8:30 PM	8:45 PM	31	10	4	45	7	0	10	17	0	15	14	29	38	25	0	63	154	
8:45 PM	9:00 PM	43	9	3	55	10	0	7	17	0	18	6	24	42	31	0	73	169	
9:00 PM	9:15 PM	36	3	1	40	2	0	10	12	0	16	5	21	33	21	0	54	127	
9:15 PM	9:30 PM	30	12	2	44	1	0	13	14	0	16	1	17	40	15	0	55	130	
PM Arrivals Peak Hour Vol.		273	89	30	392	55	0	96	151	0	222	81	303	377	214	0	591	1,437	
Peak Hour Factor					0.94				0.71				0.85				0.90	0.94	
PM Departures Peak Hour Vol.		279	49	36	364	25	0	61	86	0	135	52	187	306	163	0	469	1,106	
Peak Hour Factor					0.84				0.80				0.85				0.94	0.89	
Saturday 31-Oct-09		Eastbound - GSP NB Off-Ramp				Westbound - Old Nyack Turnpike				Northbound - South Pascack Road				Southbound - South Pascack Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
8:00 AM	8:15 AM	8	5	2	15	2	0	6	8	0	21	8	29	45	26	0	71	123	
8:15 AM	8:30 AM	12	2	0	14	6	0	4	10	0	22	22	44	51	30	0	81	149	
8:30 AM	8:45 AM	18	10	2	30	3	0	9	12	0	20	13	33	63	15	0	78	153	
8:45 AM	9:00 AM	28	16	0	44	11	0	15	26	0	19	36	55	98	28	0	126	251	
9:00 AM	9:15 AM	15	12	3	30	1	0	9	10	0	9	13	22	53	20	0	73	135	
9:15 AM	9:30 AM	20	9	2	31	4	0	16	20	0	26	18	44	64	24	0	88	183	
9:30 AM	9:45 AM	28	14	2	44	2	0	13	15	0	28	10	38	85	30	0	115	212	
9:45 AM	10:00 AM	31	11	3	45	3	0	11	14	0	41	21	62	60	32	0	92	213	
10:00 AM	10:15 AM	23	16	1	40	3	0	7	10	0	41	17	58	57	33	0	90	198	
10:15 AM	10:30 AM	27	12	0	39	4	0	11	15	0	49	16	65	53	39	0	92	211	
10:30 AM	10:45 AM	33	12	4	49	9	0	12	21	0	33	30	63	71	38	0	109	242	
10:45 AM	11:00 AM	25	10	3	38	4	0	21	25	0	54	12	66	75	29	0	104	233	
11:00 AM	11:15 AM	33	9	4	46	3	0	14	17	0	42	12	54	67	38	0	105	222	
11:15 AM	11:30 AM	32	13	3	48	8	0	18	26	0	45	20	65	75	44	0	119	258	
11:30 AM	11:45 AM	25	11	1	37	7	0	21	28	0	37	13	50	75	36	0	111	226	
11:45 AM	12:00 PM	32	9	4	45	9	0	11	20	0	29	20	49	84	58	0	142	256	
SAT Arrivals Peak Hour Vol.		66	33	4	103	22	0	34	56	0	82	79	161	257	99	0	356	676	
Peak Hour Factor					0.59				0.54				0.73				0.71	0.67	
SAT Departures Peak Hour Vol.		108	50	8	166	20	0	51	71	0	177	75	252	256	139	0	395	884	
Peak Hour Factor					0.85				0.71				0.95				0.91	0.91	
Sunday 25-Oct-09		Eastbound - GSP NB Off-Ramp				Westbound - Old Nyack Turnpike				Northbound - South Pascack Road				Southbound - South Pascack Road				Total	Last 4 Quarters
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
9:00 AM	9:15 AM	11	6	2	19	5	0	4	9	0	25	14	39	54	19	0	73	140	
9:15 AM	9:30 AM	19	11	1	31	2	0	7	9	0	25	10	35	62	16	0	78	153	
9:30 AM	9:45 AM	25	12	2	39	3	0	6	9	0	33	18	51	69	18	0	87	186	
9:45 AM	10:00 AM	25	6	3	34	4	0	7	11	0	29	10	39	63	27	0	90	174	
10:00 AM	10:15 AM	31	11	5	47	5	0	11	16	0	28	21	49	67	7	0	74	186	
10:15 AM	10:30 AM	39	11	5	55	4	0	7	11	0	28	18	46	74	31	0	105	217	
10:30 AM	10:45 AM	33	15	2	50	2	0	8	10	0	40	14	54	81	19	0	100	214	
10:45 AM	11:00 AM	31	17	0	48	6	0	13	19	0	34	16	50	92	23	0	113	232	
11:00 AM	11:15 AM	43	12	5	60	9	0	11	20	0	40	10	50	94	25	0	119	249	
11:15 AM	11:30 AM	47	22	4	73	5	0	6	11	0	29	19	48	87	41	0	128	260	
11:30 AM	11:45 AM	40	7	3	50	3	0	5	8	0	35	16	51	90	31	0	121	230	
11:45 AM	12:00 PM	39	19	6	64	6	0	12	18	0	33	11	44	97	29	0	126	252	
12:00 PM	12:15 PM	36	20	5	61	2	0	12	14	0	32	23	55	97	40	0	137	267	
12:15 PM	12:30 PM	36	17	2	55	8	0	13	21	0	40	13	53	81	39	0	120	249	
12:30 PM	12:45 PM	40	18	1	59	5	0	15	20	0	44	19	63	91	34	0	125	267	
12:45 PM	1:00 PM	46	24	5	75	10	0	16	26	0	39	22	61	93	46	0	139	301	
SUN Arrivals Peak Hour Vol.		80	35	8	123	14	0	24	38	0	112	52	164	248	80	0	328	653	
Peak Hour Factor					0.79				0.86				0.80				0.91	0.88	
SUN Departures Peak Hour Vol.		151	63	16	230	19	0	42	61	0	140	63	203	365	139	0	504	998	
Peak Hour Factor					0.90				0.73				0.92				0.92	0.93	
2:00 PM	2:15 PM	41	22	3	66	10	0	21	31	0	35	12	47	93	57	0	150	294	
2:15 PM	2:30 PM	49	22	1	72	8	0	21	29	0	36	14	50	93	35	0	128	279	
2:30 PM	2:45 PM	43	23	7	73	7	0	25	32	0	28	19	47	96	41	0	137	289	
2:45 PM	3:00 PM	60	41	9	110	8	0	20	28	0	39	20	59	115	55	0	170	367	
3:00 PM	3:15 PM	50	62	9	121	8	0	16	24	0	51	27	78	93	41	0	134	357	
3:15 PM	3:30 PM	50	38	6	94	10	0	17	27	0	53	15	68	87	44	0	131	320	
3:30 PM	3:45 PM	64	57	7	128	6	0	16	22	0	46	25	71	86	56	0	142	363	
3:45 PM	4:00 PM	60	56	8	124	4	0	10	14	0	37	20	57	99	63	0	162	357	
4:00 PM	4:15 PM	60	59	13	132	9	0	8	17	0	42	10	52	80	38	0	118	319	
4:15 PM	4:30 PM	75	37	7	119	8	0	17	25	0	44	13	57	77	43	0	120	341	
4:30 PM	4:45 PM	54	59	8	121	3	0	15	18	0	28	15	43	84	40	0	124	306	
4:45 PM	5:00 PM	57	56	10	123	8	0	17	25	0	35	14	49	68	44	0	112	309	
5:00 PM	5:15 PM	65	65	4	134	6	0	13	19	0	32	15	48	86	43	0	129	330	
5:15 PM	5:30 PM	46	52	8	106	7	0	12	19	0	25	15	40	48	35	0	83	248	
5:30 PM	5:45 PM	71	47	7	125	9	0	12	21	0	29	18	47	90	32	0	122	315	
5:45 PM	6:00 PM	47	64	0	111	6	0	7	13	0	20	9	29	64	44	0	108	261	
SUN Afternoon Arrivals Peak Hour		203	164	31	398	33	0	78	111	0	171	81	252	391	181	0	572	1,333	
Peak Hour Factor					0.82				0.87				0.81				0.84	0.91	
SUN Afternoon Departures Peak Hour		222	232	30	484	24	0	57	81	0	121	59	180	286	162	0	448	1,193	
Peak Hour Factor					0.90				0.81				0.92				0.87	0.90	

TURNING MOVEMENT COUNTS

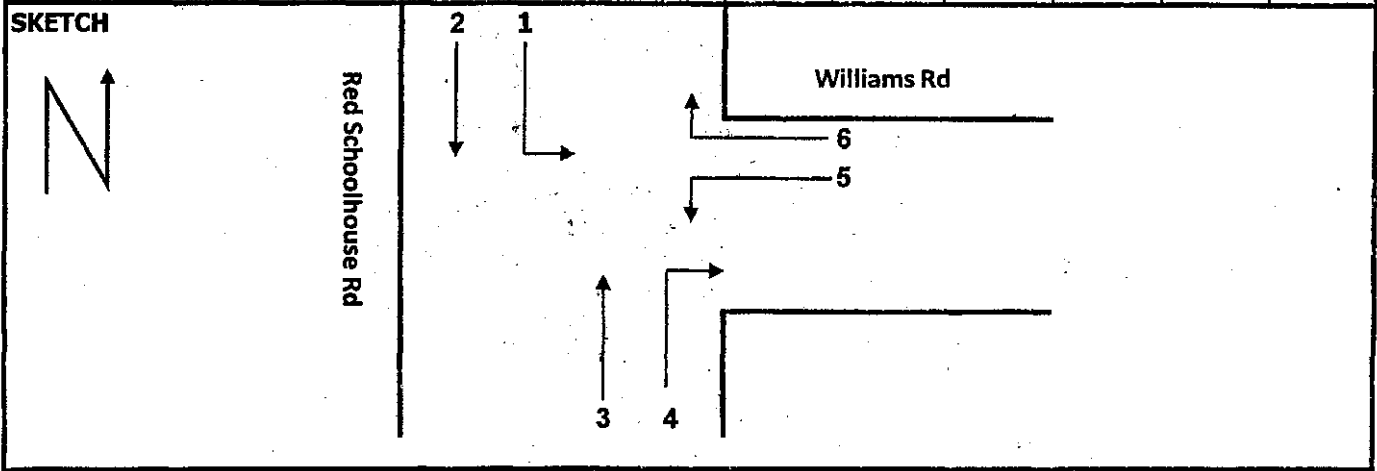
Location: 1) Red Schoolhouse Road at Williams Road

(ATI #09144)

Surveyors: SLAVA

Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	11	90	56	43	26	12						
5:30	15	97	63	37	25	19						
5:45	17	83	58	34	21	17						
6:00	12	69	50	17	23	11						
6:15	18	66	58	25	23	11						
6:30	11	61	44	19	26	18						
6:45	15	36	48	20	19	10						
7:00	13	38	45	18	18	13						
7:15	9	39	36	18	17	12						
7:30	9	36	39	17	17	10						
7:45	10	37	26	14	14	9						
8:00	7	16	31	13	8	10						
8:15	4	20	22	19	17	6						
8:30	5	16	29	15	8	6						
8:45	10	22	20	13	4	3						
9:00	4	12	20	16	12	4						
9:15	2	17	12	18	9	4						
9:30	2	17	17	13	7	5						





TURNING MOVEMENT COUNTS

Location: 1) Red Schoolhouse Road at Williams Road

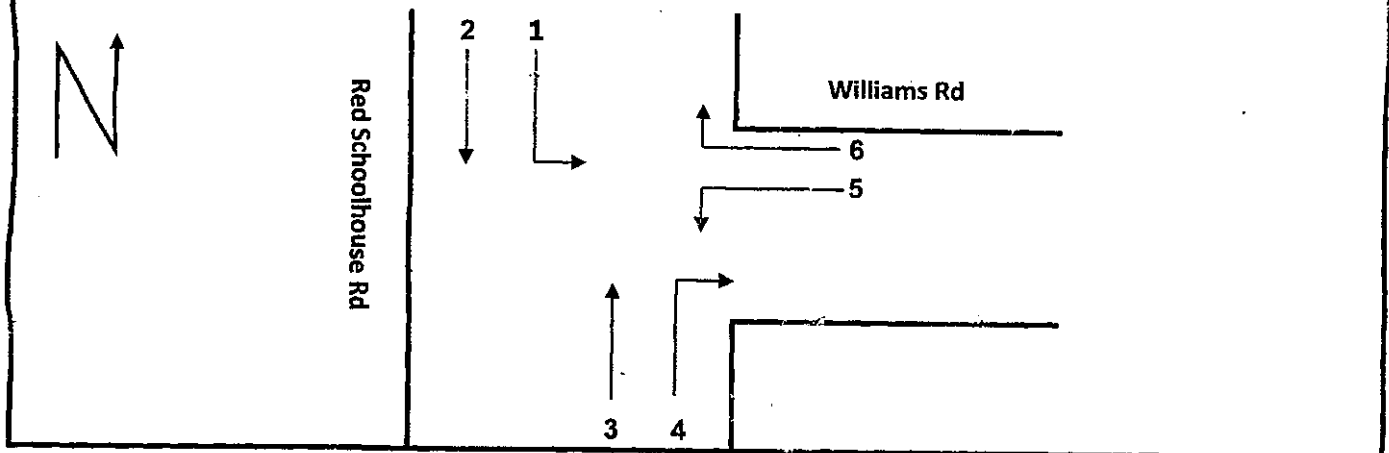
(ATI #09144)

Surveyors: _____

Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	7	22	29	4	2	9						
8:30	4	22	36	13	8	7						
8:45	6	38	28	7	7	4						
9:00	9	24	21	6	4	8						
9:15	6	26	26	12	14	17						
9:30	4	26	26	7	8	5						
9:45	6	27	24	12	10	5						
10:00	10	49	21	13	15	10						
10:15	9	39	27	4	18	11						
10:30	9	33	30	7	8	14						
10:45	9	36	33	11	11	7						
11:00	8	32	39	5	17	8						
11:15	8	35	24	14	13	9						
11:30	3	30	42	10	10	14						
11:45	7	41	47	11	15	11						
12:00	4	29	46	17	18	8						

SKETCH:





TURNING MOVEMENT COUNTS

Location: 1) Red Schoolhouse Road at Williams Road

(ATI #09144)

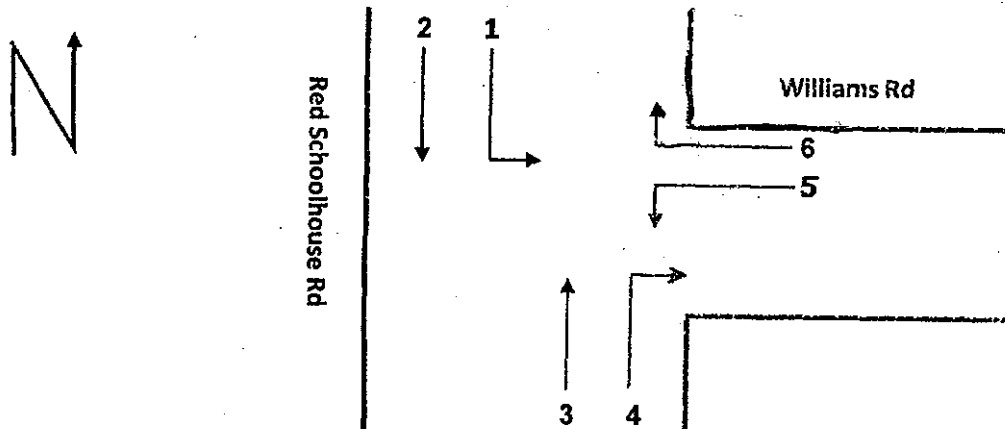
Surveyors: Volodya

Day/Date: Sunday 6/14/09

213 456

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	3	12	17	6	6	2						
9:30	2	13	15	5	6	3						
9:45	8	22	15	4	7	10						
10:00	5	11	27	14	8	9						
10:15	8	18	28	6	9	10						
10:30	9	19	35	11	7	10						
10:45	5	28	38	9	13	6						
11:00	8	22	24	7	14	13						
11:15	13	27	31	15	7	9						
11:30	10	29	16	11	10	3						
11:45	6	29	14	10	18	6						
12:00	4	24	21	14	10	7						
12:15	9	31	24	11	9	9						
12:30	2	27	29	14	21	12						
12:45	7	35	32	8	17	8						
1:00	8	25	23	17	10	8						

SKETCH





TURNING MOVEMENT COUNTS

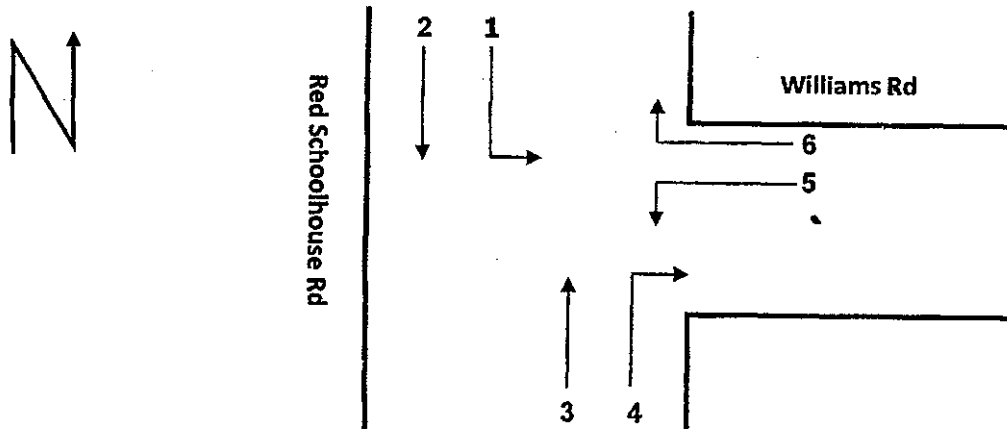
Location: 1) Red Schoolhouse Road at Williams Road

(ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	4	34	23	16	13	7						
2:30	9	33	26	22	10	6						
2:45	6	23	18	27	11	7						
3:00	5	26	26	18	9	3						
3:15	6	22	25	17	20	9						
3:30	3	28	32	11	12	9						
3:45	6	20	19	16	19	2						
4:00	8	26	30	18	11	8						
4:15	10	36	29	20	11	5						
4:30	8	30	28	10	10	8						
4:45	6	22	30	9	19	7						
5:00	8	36	32	14	13	9						
5:15	6	25	31	16	19	9						
5:30	6	28	32	16	12	4						
5:45	5	12	28	19	15	5						
6:00	4	18	22	18	15	4						

SKETCH





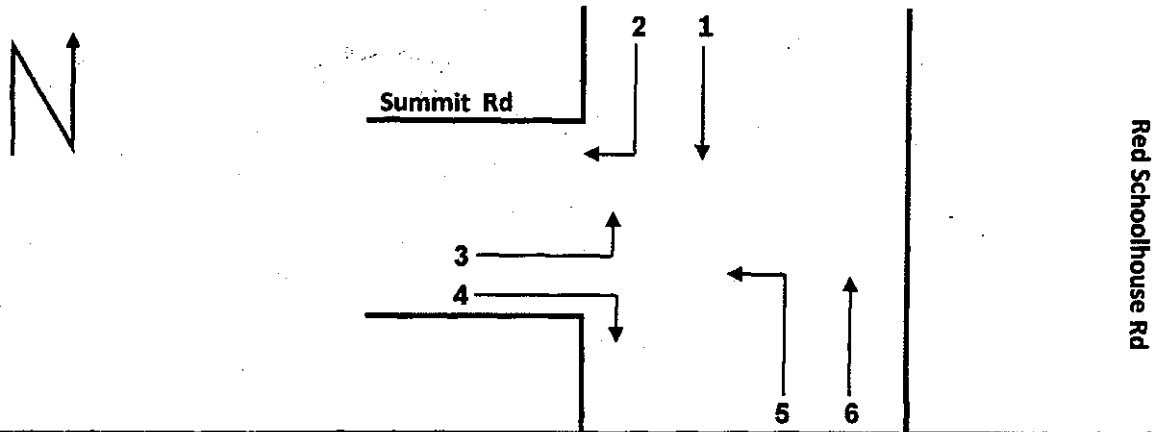
TURNING MOVEMENT COUNTS

Location: 2) Red Schoolhouse Road & Summit Road (ATI #09144)

Surveyors: _____ Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	106	12	13	14	15	87						
5:30	107	13	14	15	17	88						
5:45	93	11	12	18	16	78						
6:00	76	15	8	9	14	59						
6:15	79	12	15	12	21	69						
6:30	68	18	8	14	19	55						
6:45	49	14	7	10	17	64						
7:00	48	10	4	7	14	56						
7:15	48	8	4	11	12	48						
7:30	45	11	6	11	13	50						
7:45	42	8	8	11	15	32						
8:00	20	4	6	9	12	38						
8:15	26	10	7	9	10	34						
8:30	19	6	8	7	9	36						
8:45	23	3	4	4	13	32						
9:00	20	4	5	3	6	27						
9:15	19	6	6	4	12	24						
9:30	23	1	3	5	8	29						

SKETCH



TURNING MOVEMENT COUNTS

Location: 2) Red Schoolhouse Road at Summit Road

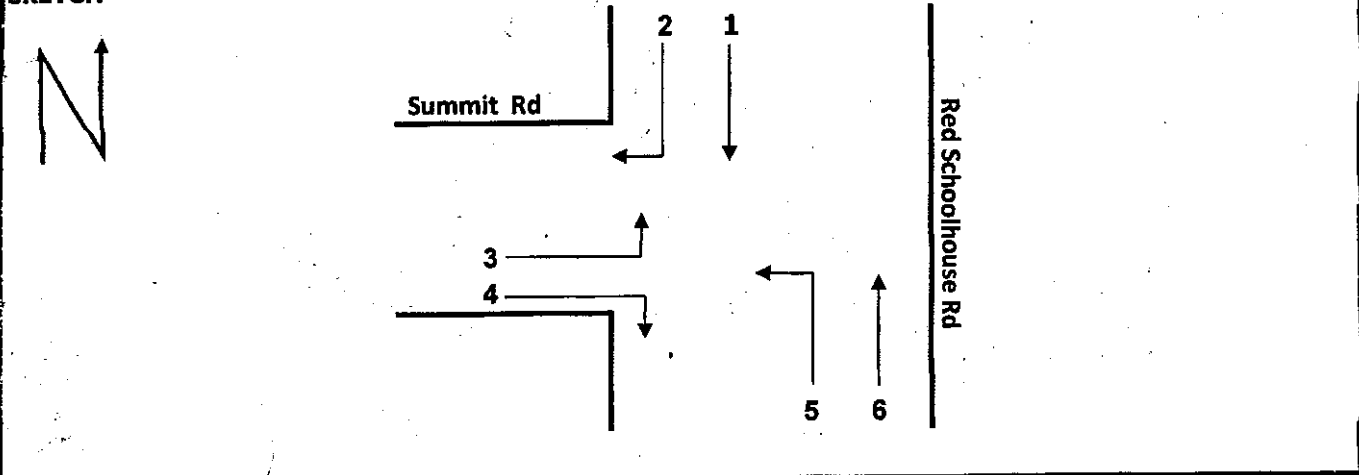
(ATI #09144)

Surveyors: _____

Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	24	1	5	9	3	30						
8:30	25	4	9	13	1	38						
8:45	42	2	3	18	4	32						
9:00	26	3	3	12	4	25						
9:15	35	5	4	10	3	34						
9:30	29	5	0	20	5	33						
9:45	27	9	8	11	3	29						
10:00	58	6	6	11	10	28						
10:15	48	9	3	9	6	28						
10:30	34	7	5	21	6	33						
10:45	39	8	5	17	6	39						
11:00	43	6	6	12	7	39						
11:15	39	10	4	14	8	33						
11:30	34	7	7	12	10	44						
11:45	48	8	1	13	6	57						
12:00	35	11	6	9	9	58						

SKETCH





TURNING MOVEMENT COUNTS

Location: 2) Red Schoolhouse Road at Summit Road

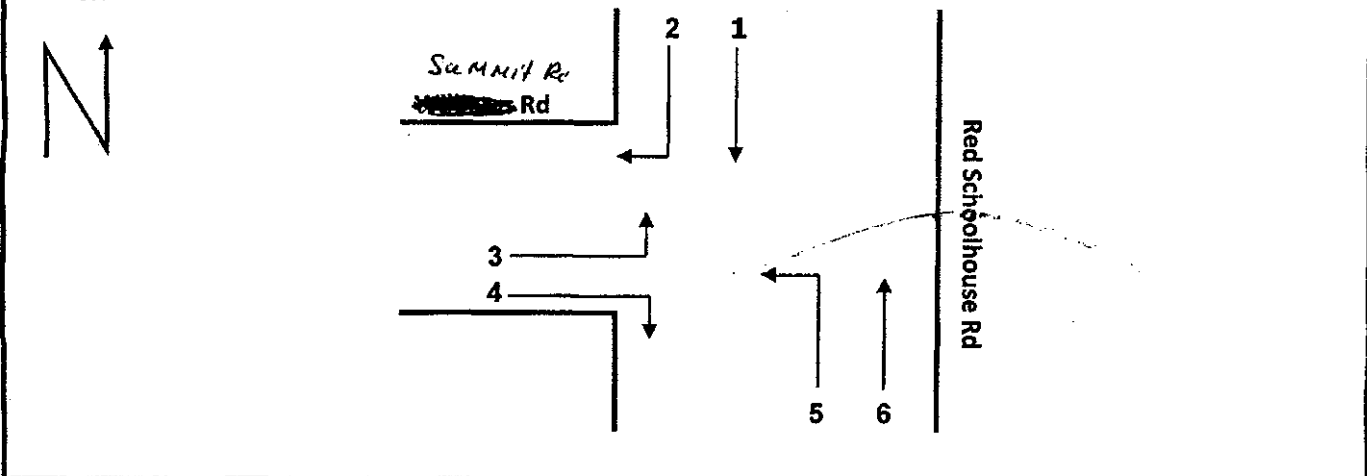
(ATI #09144)

Surveyors: _____

Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	15	2	1	6	2	22						
9:30	16	4	0	6	1	20						
9:45	28	1	1	9	9	20						
10:00	13	6	10	11	11	31						
10:15	19	8	4	10	7	29						
10:30	22	5	9	14	11	39						
10:45	32	9	6	14	5	40						
11:00	28	7	1	12	10	30						
11:15	26	6	8	7	12	37						
11:30	30	11	3	15	9	24						
11:45	38	8	5	9	10	19						
12:00	33	1	7	11	10	30						
12:15	39	1	4	12	6	30						
12:30	36	9	7	18	11	37						
12:45	43	12	4	17	13	35						
1:00	25	10	3	13	11	37						

SKETCH





TURNING MOVEMENT COUNTS

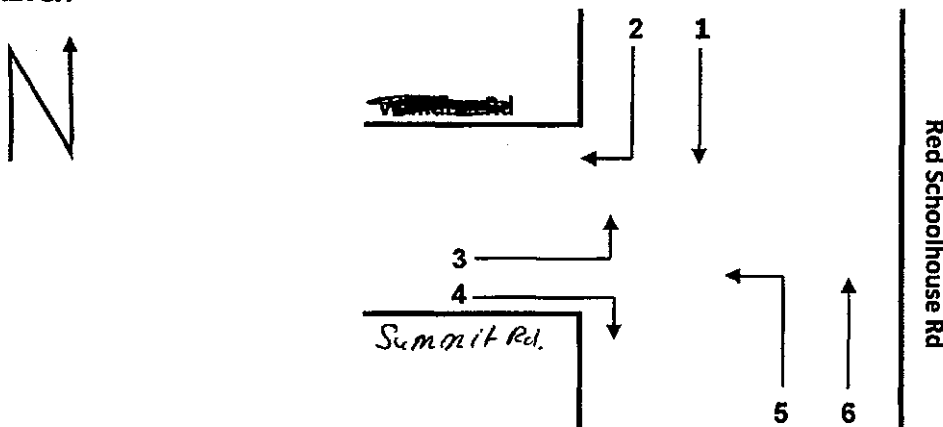
Location: 2) Red Schoolhouse Road at Summit Road

(ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	39	6	3	13	12	39						
2:30	40	5	7	9	8	40						
2:45	24	10	4	8	8	40						
3:00	28	7	7	11	15	36						
3:15	32	11	8	8	11	35						
3:30	35	4	5	15	9	37						
3:45	26	10	9	10	9	26						
4:00	37	3	7	9	11	41						
4:15	39	8	8	8	16	43						
4:30	33	7	1	5	7	36						
4:45	28	13	4	10	15	35						
5:00	39	8	10	5	12	36						
5:15	38	9	11	9	10	34						
5:30	33	5	6	8	15	40						
5:45	18	10	11	14	9	37						
6:00	26	7	9	10	11	35						

SKETCH





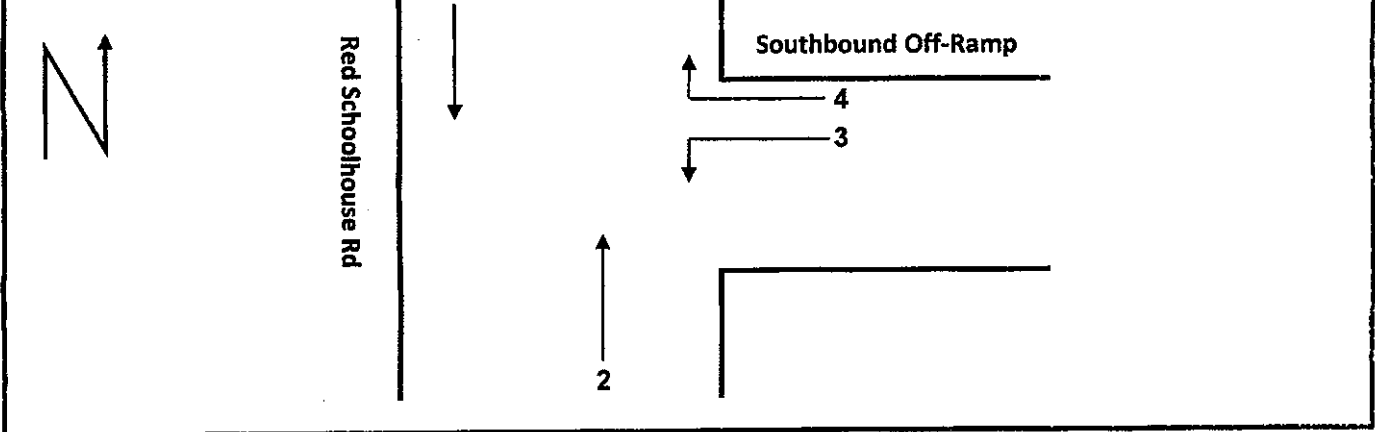
TURNING MOVEMENT COUNTS

Location: 3) Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp (ATI #09144)

Surveyors: _____ Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	122	44	81	58								
5:30	121	48	82	61								
5:45	112	40	77	52								
6:00	86	35	88	37								
6:15	91	48	89	47								
6:30	81	29	84	45								
6:45	60	39	73	44								
7:00	55	33	65	34								
7:15	59	28	66	32								
7:30	55	26	55	35								
7:45	56	19	69	28								
8:00	28	16	50	34								
8:15	37	17	48	28								
8:30	25	17	54	29								
8:45	26	16	47	29								
9:00	21	9	46	24								
9:15	24	18	40	18								
9:30	29	13	30	24								

SKETCH





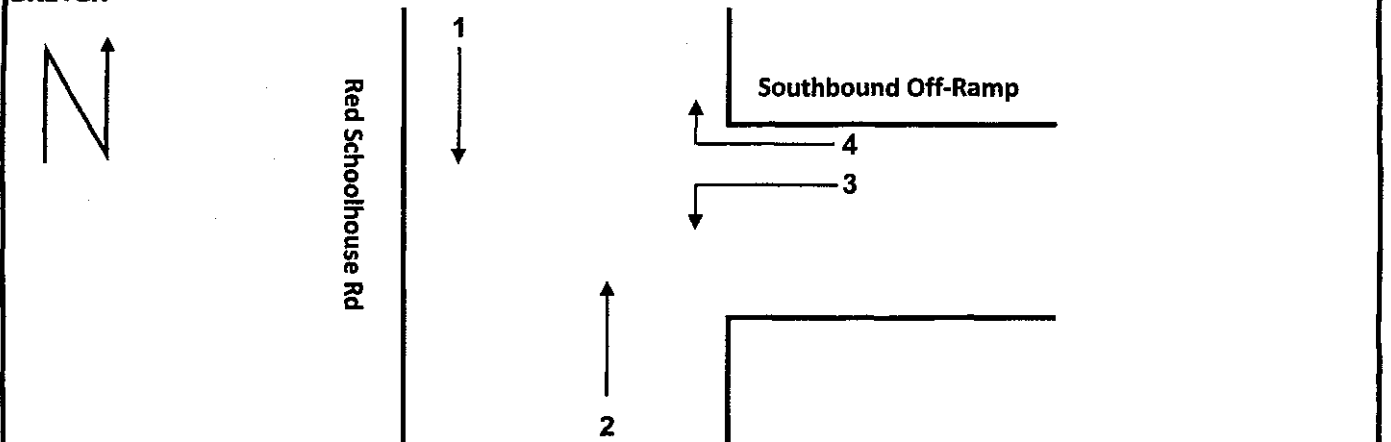
TURNING MOVEMENT COUNTS

Location: 3) Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp (ATI #09144)

Surveyors: _____ Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	32	15	37	20								
8:30	40	15	24	24								
8:45	59	15	38	21								
9:00	38	13	30	17								
9:15	45	18	36	18								
9:30	49	16	28	22								
9:45	37	13	43	19								
10:00	68	17	36	22								
10:15	58	17	38	18								
10:30	55	18	55	21								
10:45	57	20	43	25								
11:00	54	24	49	22								
11:15	53	22	45	19								
11:30	47	24	55	27								
11:45	60	24	47	39								
12:00	44	30	52	37								

SKETCH





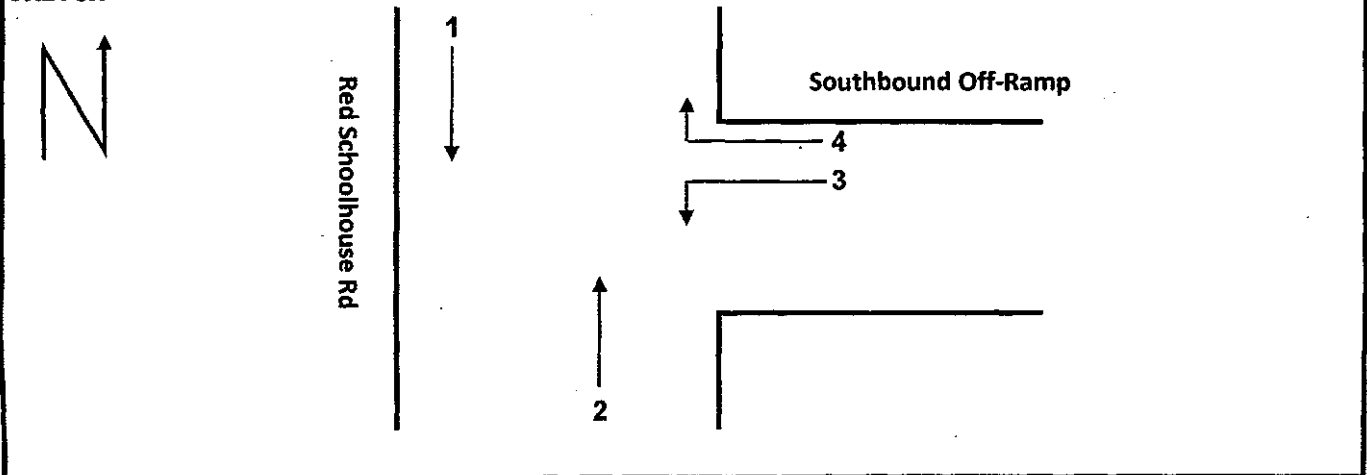
TURNING MOVEMENT COUNTS

Location: 3) Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp (ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	22	12	17	12								
9:30	23	10	20	12								
9:45	37	10	20	19								
10:00	25	15	28	27								
10:15	29	17	30	18								
10:30	34	16	35	31								
10:45	48	17	35	26								
11:00	38	10	45	33								
11:15	35	24	46	25								
11:30	45	11	47	22								
11:45	47	13	53	16								
12:00	40	18	65	24								
12:15	51	12	55	30								
12:30	57	24	58	22								
12:45	59	22	69	26								
1:00	38	21	50	27								

SKETCH





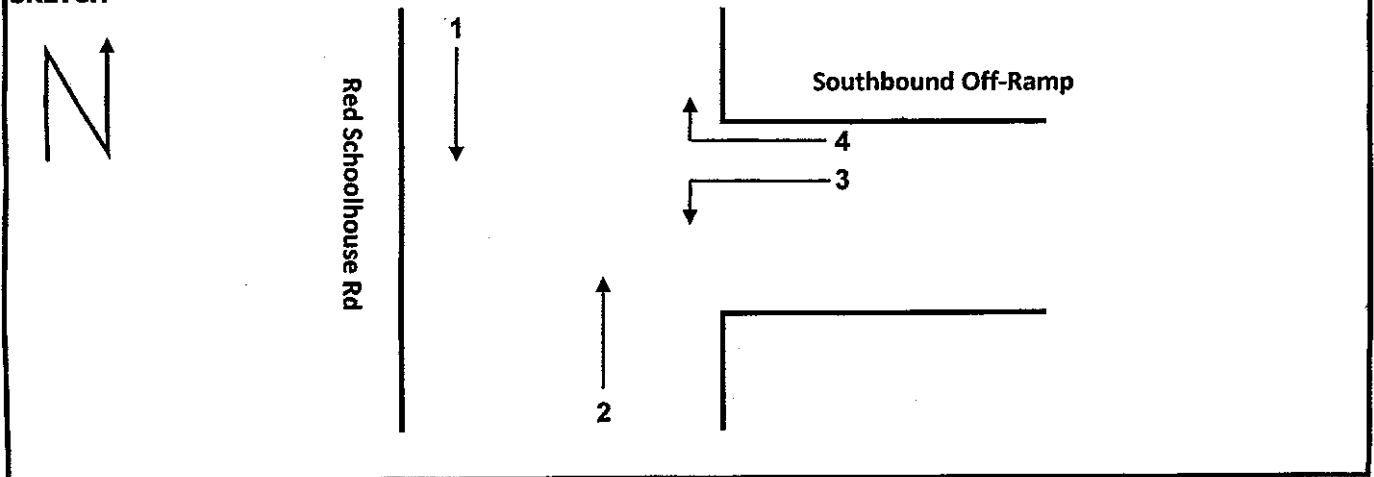
TURNING MOVEMENT COUNTS

Location: 3) Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp (ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	54	17	74	34								
2:30	51	15	62	29								
2:45	33	21	68	31								
3:00	41	20	93	30								
3:15	41	15	69	31								
3:30	49	22	71	25								
3:45	38	15	73	24								
4:00	44	24	60	28								
4:15	47	21	67	39								
4:30	40	20	81	23								
4:45	38	18	68	33								
5:00	42	15	59	30								
5:15	48	19	68	27								
5:30	43	25	62	28								
5:45	31	10	60	37								
6:00	37	18	61	31								

SKETCH





TURNING MOVEMENT COUNTS

Location: 4) Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp (ATI #09144)

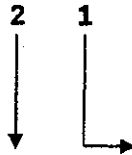
Surveyors: _____ Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	88	108	39	155								
5:30	93	102	45	179								
5:45	82	93	47	190								
6:00	79	105	39	192								
6:15	82	100	48	183								
6:30	72	96	35	186								
6:45	54	74	42	126								
7:00	53	71	36	110								
7:15	56	76	30	103								
7:30	41	62	30	81								
7:45	44	58	26	75								
8:00	36	49	21	62								
8:15	31	54	20	42								
8:30	23	51	23	30								
8:45	26	48	18	36								
9:00	17	49	13	32								
9:15	19	39	16	28								
9:30	17	42	14	36								

SKETCH



Red Schoolhouse Rd



Northbound On-Ramp





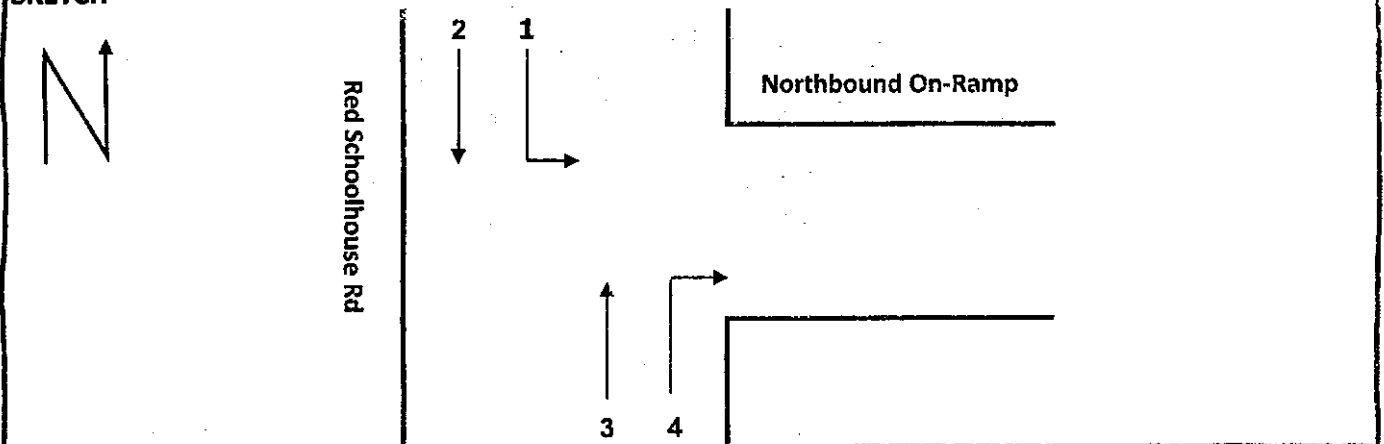
TURNING MOVEMENT COUNTS

Location: 4) Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp (ATI #09144)

Surveyors: _____ Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	32	43	21	34								
8:30	31	40	14	31								
8:45	43	52	18	41								
9:00	33	48	15	39								
9:15	31	50	19	42								
9:30	32	51	17	50								
9:45	30	55	16	54								
10:00	45	61	21	66								
10:15	42	59	18	72								
10:30	49	65	20	68								
10:45	43	65	22	74								
11:00	39	68	21	67								
11:15	36	59	23	71								
11:30	38	63	22	67								
11:45	33	66	24	63								
12:00	38	58	27	52								

SKETCH





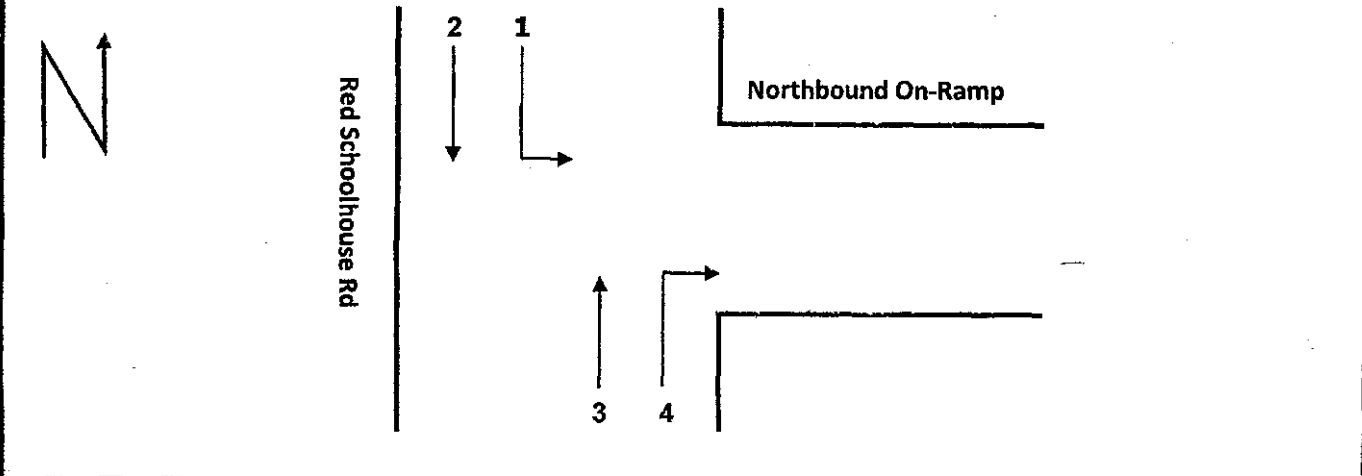
TURNING MOVEMENT COUNTS

Location: 4) Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp (ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	21	20	12	31								
9:30	19	32	10	26								
9:45	26	30	17	22								
10:00	24	32	15	40								
10:15	26	38	18	52								
10:30	28	39	20	55								
10:45	41	46	19	53								
11:00	32	51	12	48								
11:15	36	50	21	62								
11:30	41	53	14	66								
11:45	50	50	19	69								
12:00	49	64	22	76								
12:15	42	70	13	68								
12:30	44	69	24	85								
12:45	55	76	25	96								
1:00	43	58	22	76								

SKETCH





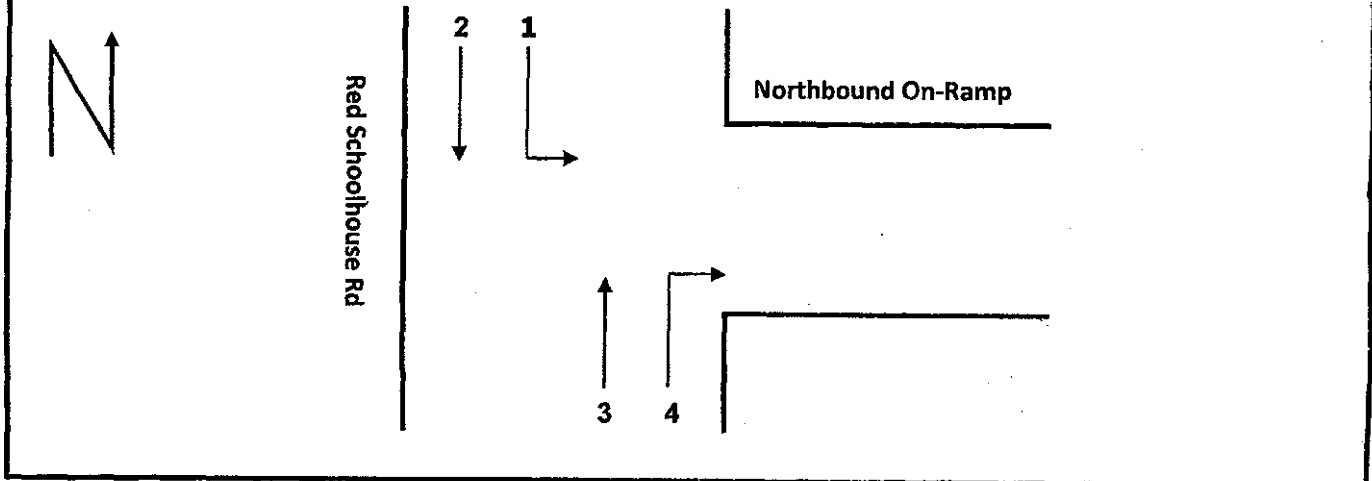
TURNING MOVEMENT COUNTS

Location: 4) Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp (ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	55	77	13	75								
2:30	45	73	23	79								
2:45	32	79	17	67								
3:00	29	93	24	55								
3:15	33	83	20	58								
3:30	40	75	23	66								
3:45	31	83	19	68								
4:00	33	68	23	54								
4:15	29	78	24	61								
4:30	35	95	23	53								
4:45	32	71	20	52								
5:00	28	75	19	63								
5:15	30	83	17	41								
5:30	29	75	27	36								
5:45	20	68	15	34								
6:00	21	69	14	28								

SKETCH





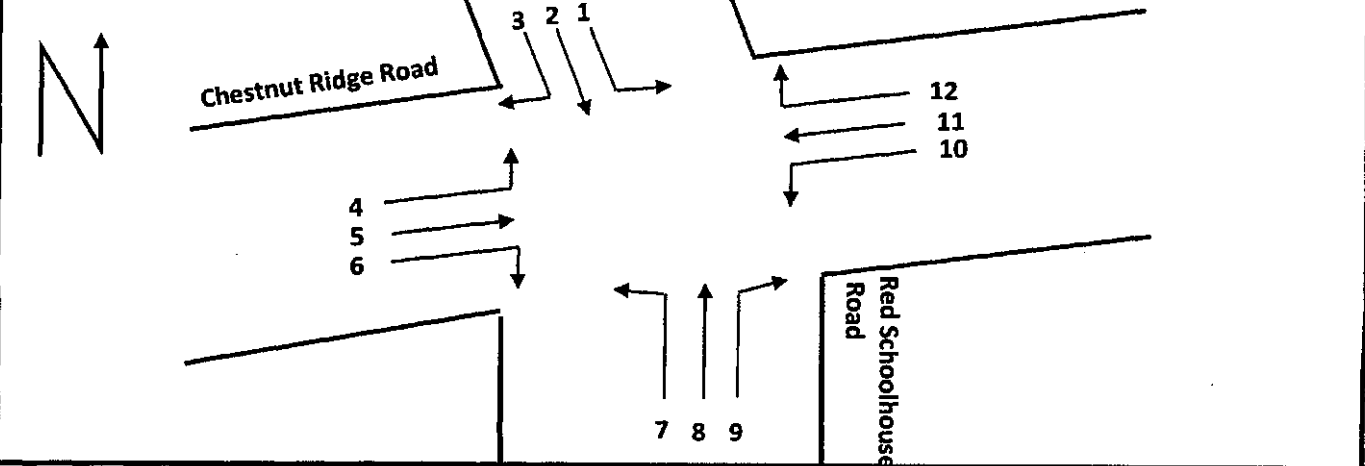
TURNING MOVEMENT COUNTS

Location: 5) Chestnut Ridge Road at Red Schoolhouse Road/Access Drive (ATI #09144)

Surveyors: _____ Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	2	1	0	1	65	25	28	0	39	67	53	0
5:30	1	1	1	1	72	33	33	2	44	62	59	0
5:45	4	4	0	0	68	29	30	2	39	59	51	0
6:00	1	3	1	1	64	27	28	0	28	56	55	1
6:15	3	2	1	0	80	26	27	1	53	46	73	1
6:30	3	4	4	0	74	29	23	0	48	39	66	1
6:45	3	3	2	1	78	22	19	1	40	28	62	1
7:00	0	2	0	1	67	16	22	0	28	24	57	1
7:15	2	1	1	0	71	24	20	0	31	28	45	0
7:30	1	0	0	0	63	18	19	0	28	29	41	1
7:45	4	1	0	0	49	19	12	1	19	30	41	1
8:00	0	1	0	0	38	11	20	1	22	17	46	0
8:15	0	0	0	0	40	7	19	1	21	15	42	0
8:30	0	0	0	0	46	4	11	0	18	16	45	0
8:45	0	0	0	0	38	6	10	0	20	25	54	0
9:00	0	0	0	0	34	8	12	0	17	21	47	0
9:15	0	0	0	1	39	6	15	0	21	13	40	0
9:30	0	0	0	0	31	9	11	0	19	15	36	0

SKETCH





TURNING MOVEMENT COUNTS

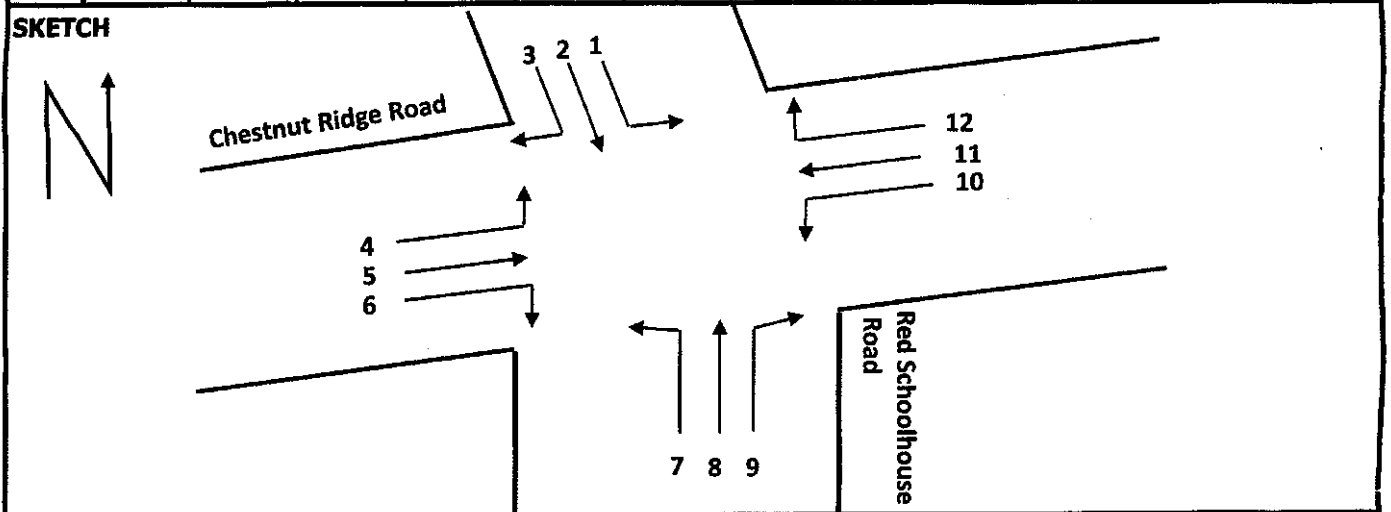
Location: 5) Chestnut Ridge Road at Red Schoolhouse Road/Access Drive

(ATI #09144)

Surveyors: _____ Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	0	1	0	1	15	5	7	1	24	21	44	0
8:30	1	0	0	1	21	9	12	1	26	25	51	1
8:45	1	1	0	3	28	13	10	4	28	30	58	2
9:00	1	0	0	1	31	12	6	2	22	23	48	1
9:15	3	3	2	0	33	19	18	4	26	24	47	2
9:30	3	4	0	0	35	9	14	1	18	21	38	3
9:45	0	0	1	0	38	12	10	0	19	24	51	0
10:00	3	2	1	0	44	19	11	1	20	36	56	2
10:15	0	3	0	0	51	8	14	1	24	25	57	0
10:30	0	1	2	0	52	27	19	0	26	24	68	1
10:45	0	0	1	1	64	20	24	0	29	22	74	1
11:00	2	4	0	1	41	18	16	2	33	26	56	1
11:15	0	1	0	1	54	19	18	0	30	21	58	0
11:30	1	0	0	1	68	22	14	0	34	17	61	1
11:45	0	2	0	0	59	19	23	1	26	28	77	1
12:00	0	0	1	0	48	20	29	1	28	18	68	1

SKETCH





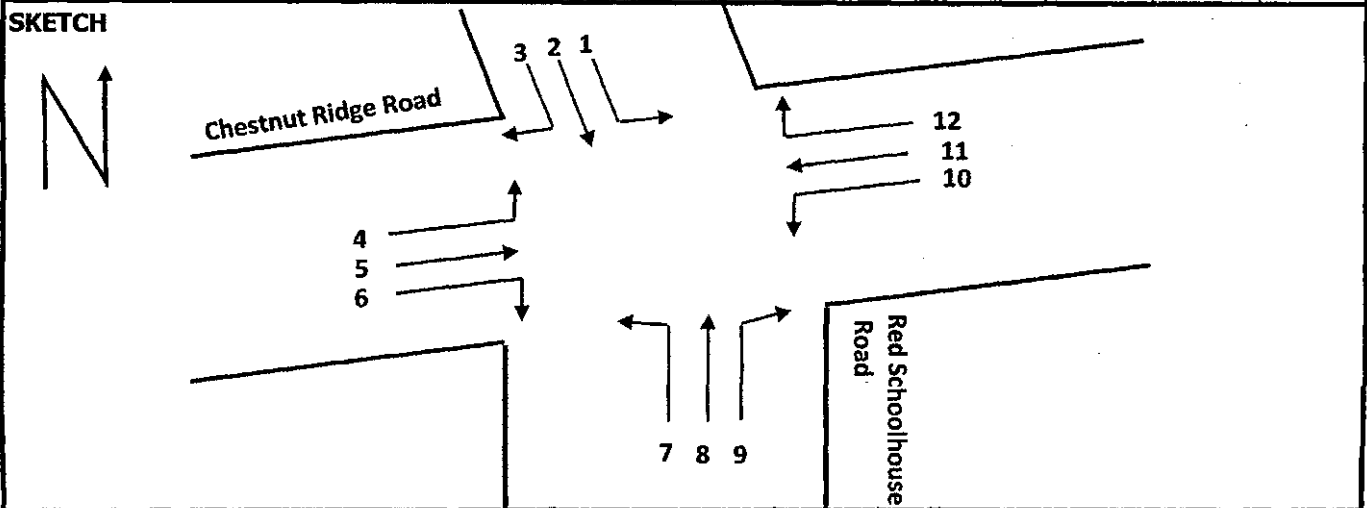
TURNING MOVEMENT COUNTS

Location: 5) Chestnut Ridge Road at Red Schoolhouse Road/Access Drive (ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	0	0	0	0	26	7	11	0	16	7	25	0
9:30	0	0	0	0	29	13	12	0	10	16	41	1
9:45	0	1	0	0	30	11	7	1	15	12	35	1
10:00	0	0	1	1	36	11	20	2	19	12	34	0
10:15	0	0	0	0	38	16	11	0	17	20	54	0
10:30	0	0	0	1	41	15	21	3	17	18	41	1
10:45	1	1	0	1	42	21	26	0	21	14	42	0
11:00	1	0	0	0	42	14	28	0	20	18	55	0
11:15	0	0	1	0	35	14	26	0	17	21	44	0
11:30	0	2	0	0	44	18	11	2	21	24	51	1
11:45	1	1	0	1	44	21	11	1	18	13	53	1
12:00	0	0	0	1	41	22	14	0	16	17	48	1
12:15	1	0	1	1	39	24	17	2	15	24	49	0
12:30	0	2	0	1	49	20	22	0	15	12	40	3
12:45	0	0	0	0	48	20	17	0	18	14	63	0
1:00	1	0	0	0	60	16	11	0	23	21	46	1

SKETCH





TURNING MOVEMENT COUNTS

Location: 5) Chestnut Ridge Road at Red Schoolhouse Road/Access Drive

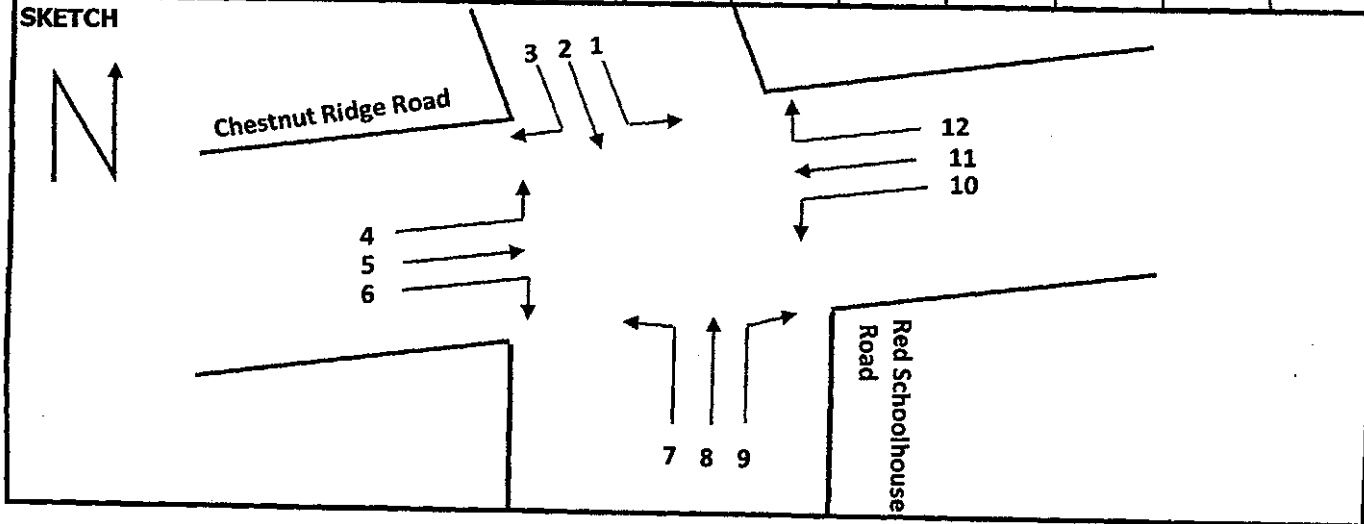
(ATI #09144)

Surveyors: _____

Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	1	0	0	0	55	15	17	1	14	27	70	0
2:30	1	1	0	0	51	19	15	0	22	24	66	0
2:45	1	0	0	0	44	12	17	1	21	10	61	0
3:00	1	0	0	3	50	14	8	0	10	15	52	2
3:15	0	0	1	0	55	4	15	1	22	17	75	2
3:30	0	0	0	0	52	4	10	0	23	24	69	1
3:45	0	0	0	0	56	7	11	0	22	20	63	0
4:00	1	0	0	0	48	4	12	0	28	26	68	1
4:15	0	0	0	0	61	11	12	2	20	14	48	0
4:30	0	0	0	0	51	12	9	1	21	17	59	0
4:45	0	0	0	0	54	17	10	0	24	16	56	1
5:00	1	1	0	0	61	15	19	0	21	19	55	0
5:15	1	0	0	0	51	12	15	1	20	15	47	0
5:30	0	0	0	0	36	12	18	0	21	15	61	0
5:45	0	0	0	0	42	9	19	0	23	13	63	0
6:00	0	0	0	0	55	11	12	0	16	16	54	0

SKETCH





TURNING MOVEMENT COUNTS

Location: 6) South Passaic Road & Williams Road

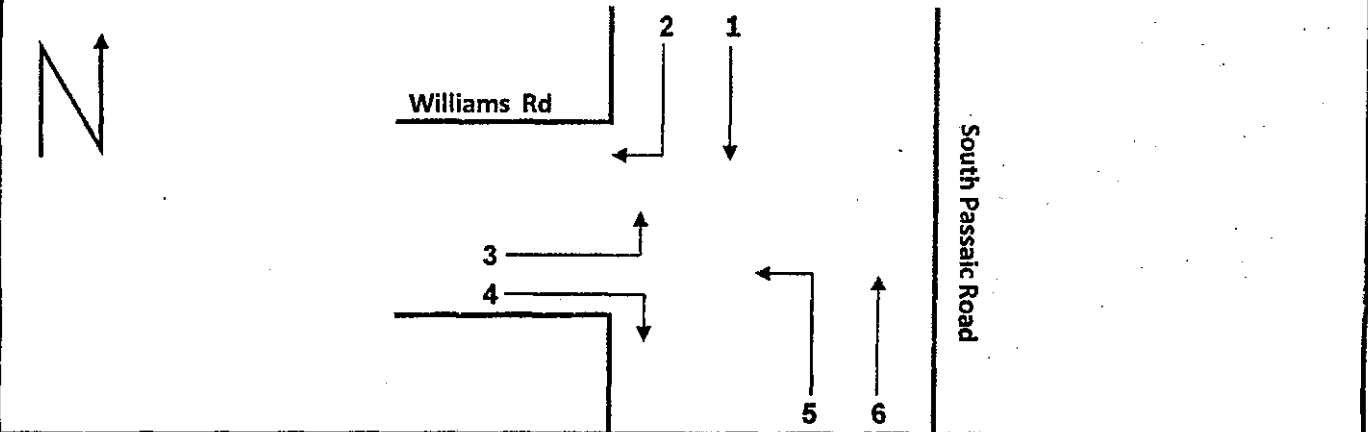
(ATI #09144)

Surveyors: _____

Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	16	18	16	38	22	15						
5:30	18	19	14	40	28	17						
5:45	13	14	16	38	24	10						
6:00	11	19	7	19	16	19						
6:15	9	12	11	30	23	16						
6:30	11	20	9	19	25	17						
6:45	13	10	11	26	15	13						
7:00	17	19	13	18	13	17						
7:15	10	15	11	14	14	8						
7:30	10	10	10	20	18	15						
7:45	9	9	5	18	14	10						
8:00	15	8	4	15	9	14						
8:15	13	6	2	21	15	13						
8:30	14	8	4	15	5	6						
8:45	18	4	6	19	5	10						
9:00	8	8	6	13	8	5						
9:15	12	6	5	14	8	9						
9:30	9	7	4	10	5	6						

SKETCH





TURNING MOVEMENT COUNTS

Location: 6) South Passaic Road & Williams Road

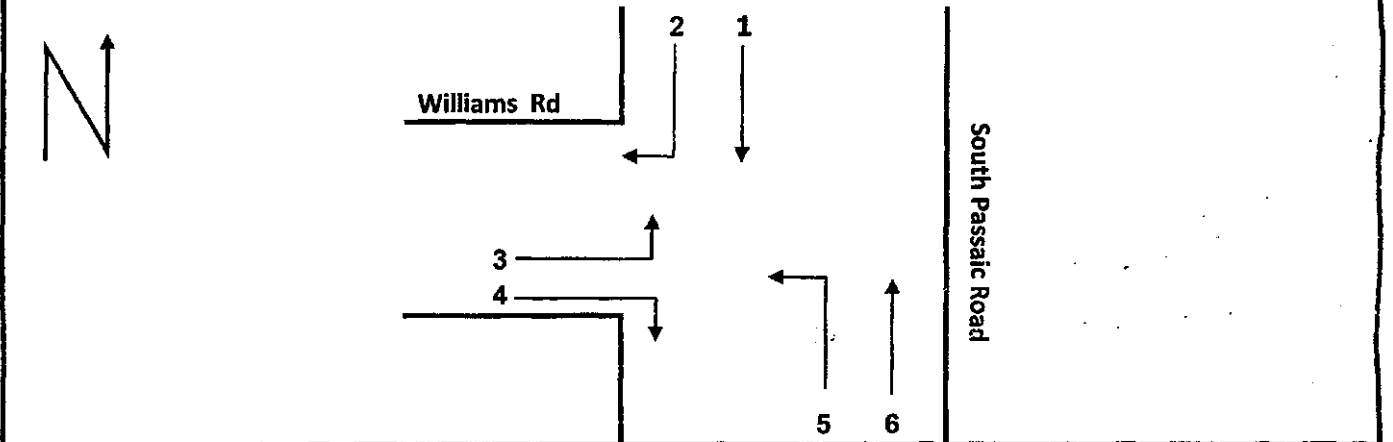
(ATI #09144)

Surveyors: _____

Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	1	6	5	7	7	6						
8:30	2	5	4	14	10	8						
8:45	4	3	1	13	8	10						
9:00	10	7	5	10	10	13						
9:15	12	11	7	10	15	10						
9:30	10	4	5	5	9	18						
9:45	8	5	8	10	9	13						
10:00	12	7	5	21	18	13						
10:15	15	11	2	11	16	15						
10:30	8	9	6	11	14	15						
10:45	11	9	5	16	14	14						
11:00	8	9	7	10	16	15						
11:15	7	8	6	11	13	23						
11:30	16	12	1	10	11	18						
11:45	10	13	5	15	14	20						
12:00	9	12	3	18	16	16						

SKETCH





TURNING MOVEMENT COUNTS

Location: 6) South Passaic Road & Williams Road

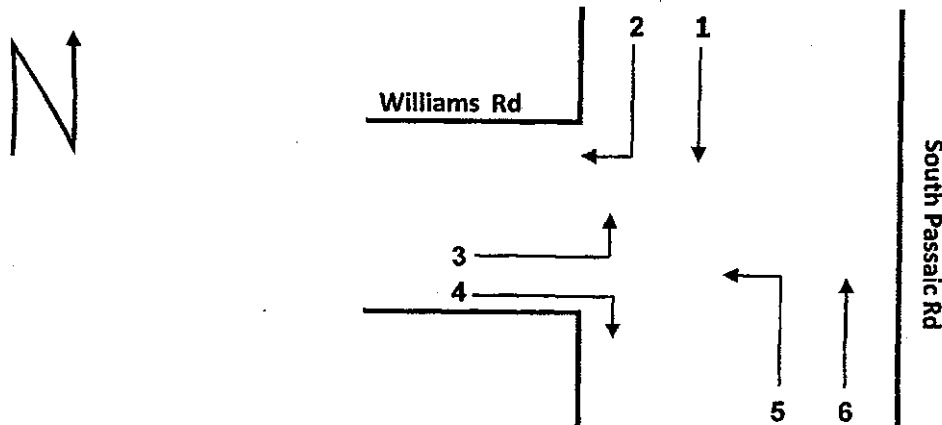
(ATI #09144)

Surveyors: _____

Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	2	3	0	7	4	10						
9:30	2	4	5	3	2	4						
9:45	2	5	2	9	10	7						
10:00	4	6	6	15	12	6						
10:15	2	6	5	6	12	7						
10:30	13	5	7	13	11	10						
10:45	7	6	5	9	13	11						
11:00	7	10	3	9	15	3						
11:15	13	6	7	18	9	4						
11:30	4	6	2	16	7	9						
11:45	10	7	3	14	20	10						
12:00	6	9	7	10	8	6						
12:15	5	10	2	14	7	10						
12:30	7	12	5	10	18	10						
12:45	16	5	5	11	19	10						
1:00	21	12	9	15	7	14						

SKETCH





TURNING MOVEMENT COUNTS

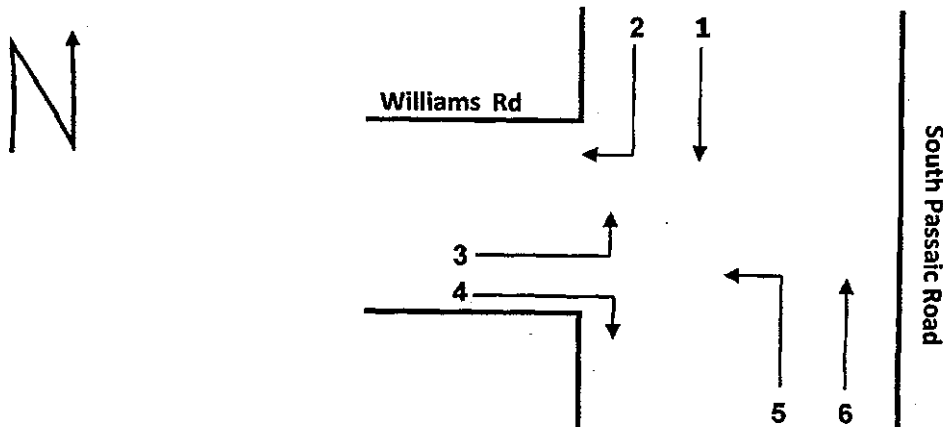
Location: 6) South Passaic Road & Williams Road

(ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	18	9	5	14	7	11						
2:30	12	4	8	18	14	5						
2:45	15	10	7	20	6	11						
3:00	18	6	10	15	9	17						
3:15	18	8	5	15	22	15						
3:30	17	6	6	11	11	14						
3:45	3	15	4	14	5	10						
4:00	21	10	7	18	8	23						
4:15	17	11	8	19	8	17						
4:30	10	6	5	13	9	11						
4:45	16	9	1	15	14	12						
5:00	9	13	2	19	8	11						
5:15	10	14	7	16	12	15						
5:30	10	6	11	14	7	10						
5:45	13	12	9	14	9	10						
6:00	15	12	10	9	7	10						

SKETCH





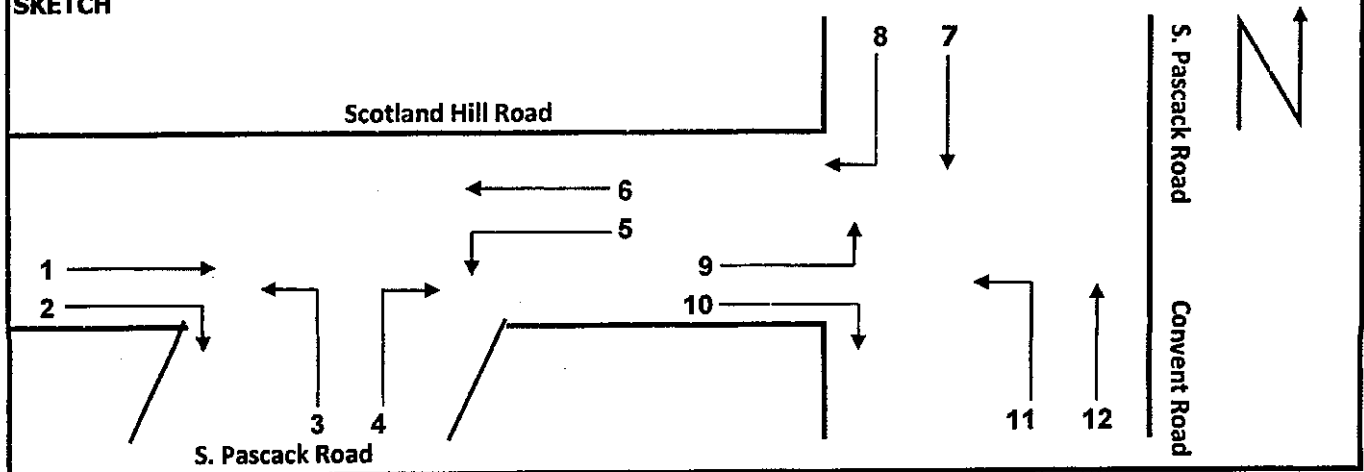
TURNING MOVEMENT COUNTS

Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road (ATI #09144)

Surveyors: _____ Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	31	5	10	23	33	52						
5:30	28	6	9	20	31	47						
5:45	34	7	11	16	23	39						
6:00	24	8	12	18	26	40						
6:15	30	4	6	26	18	57						
6:30	30	7	8	15	27	49						
6:45	24	9	7	18	16	36						
7:00	27	11	8	21	30	33						
7:15	26	8	8	13	21	37						
7:30	29	7	6	18	12	28						
7:45	26	6	4	10	12	31						
8:00	15	3	6	12	19	35						
8:15	22	4	7	10	16	24						
8:30	19	3	5	6	19	17						
8:45	17	7	3	12	16	19						
9:00	18	8	2	10	10	27						
9:15	14	6	2	12	13	20						
9:30	15	5	3	8	13	17						

SKETCH



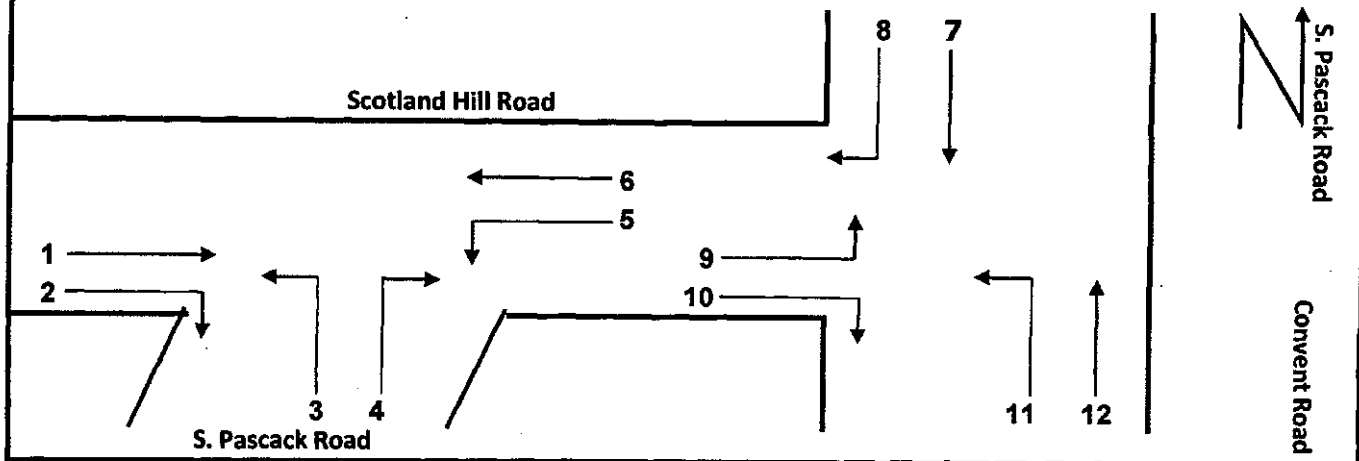
TURNING MOVEMENT COUNTS

Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road (ATI #09144)

Surveyors: _____ Day/Date: Tuesday 6/16/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15							45	36	26	28	49	43
5:30							36	41	27	21	37	55
5:45							52	28	24	26	34	60
6:00							44	31	21	21	35	53
6:15							39	29	30	26	46	48
6:30							40	35	24	21	41	33
6:45							33	24	26	16	28	36
7:00							29	26	23	25	37	32
7:15							34	28	18	21	30	39
7:30							37	21	30	17	20	34
7:45							32	20	19	16	23	30
8:00							27	26	16	12	28	27
8:15							29	21	15	17	19	29
8:30							14	18	14	11	18	21
8:45							17	20	13	16	15	29
9:00							21	19	17	11	20	27
9:15							18	15	11	15	16	22
9:30							13	11	12	11	19	17

SKETCH





TURNING MOVEMENT COUNTS

Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road

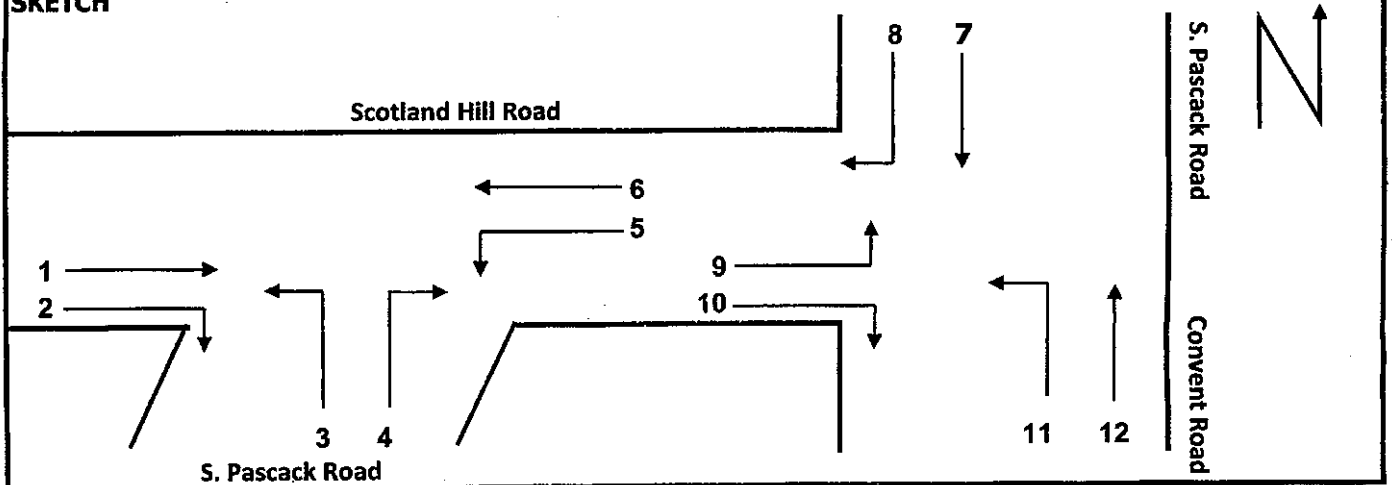
(ATI #09144)

Surveyors: _____

Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	13	3	4	13	5	14						
8:30	12	2	3	14	6	12						
8:45	14	1	1	12	7	10						
9:00	24	3	1	20	17	15						
9:15	20	2	3	18	16	15						
9:30	27	2	2	25	10	19						
9:45	33	1	7	15	13	23						
10:00	28	7	3	21	14	28						
10:15	33	4	4	20	18	21						
10:30	24	2	5	18	23	28						
10:45	37	2	6	19	17	35						
11:00	39	4	4	18	16	25						
11:15	36	4	11	22	12	34						
11:30	37	5	8	21	16	30						
11:45	24	3	4	19	21	44						
12:00	35	4	6	18	19	38						

SKETCH





TURNING MOVEMENT COUNTS

Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road

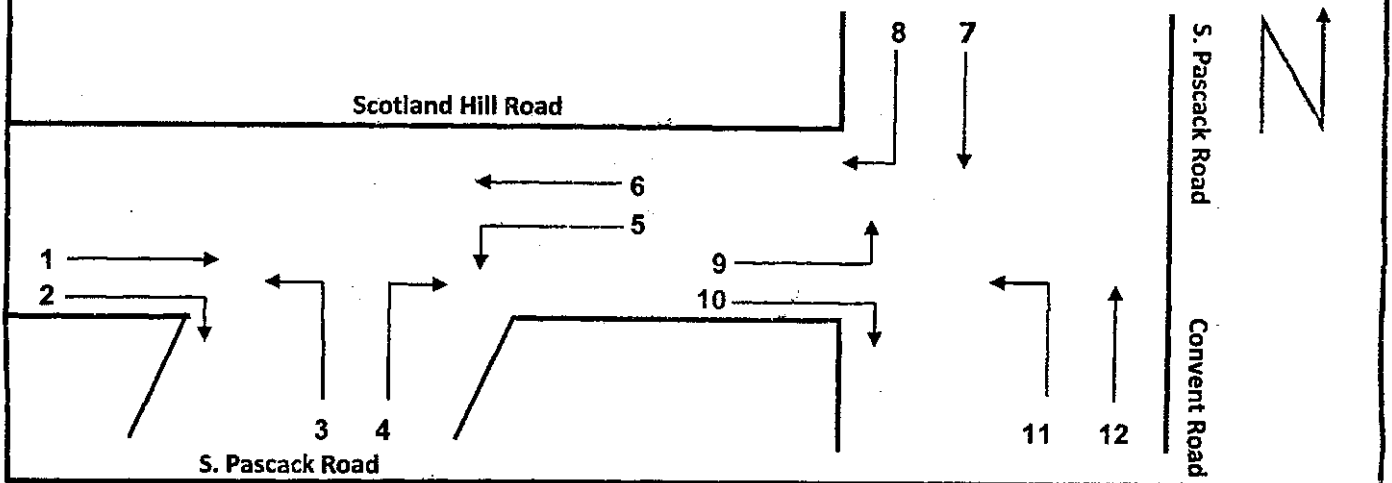
(ATI #09144)

Surveyors: _____

Day/Date: Saturday 6/20/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15							13	6	14	12	13	7
8:30							11	11	10	16	7	5
8:45							18	8	12	14	11	9
9:00							9	15	27	17	16	13
9:15							13	16	15	24	15	21
9:30							22	14	26	26	16	25
9:45							13	13	23	25	23	13
10:00							23	13	26	24	27	21
10:15							20	17	25	25	20	22
10:30							25	27	22	20	22	28
10:45							23	20	27	28	35	24
11:00							28	18	26	31	23	24
11:15							17	16	26	32	29	21
11:30							21	20	29	30	27	29
11:45							24	29	20	22	36	23
12:00							19	26	22	31	31	27

SKETCH





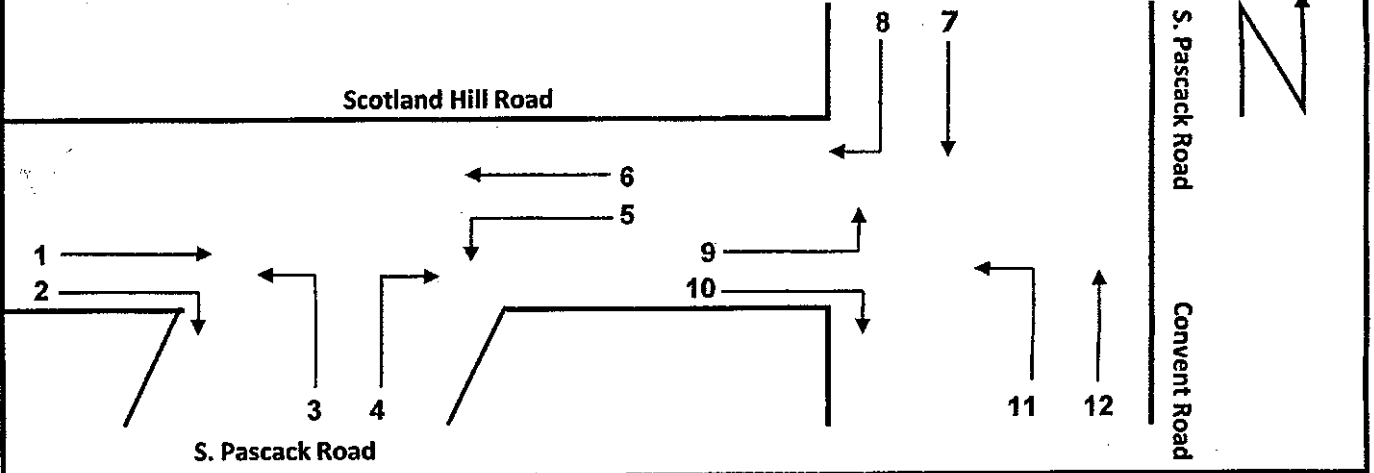
TURNING MOVEMENT COUNTS

Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road (ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	11	3	2	10	4	11						
9:30	8	2	4	10	5	10						
9:45	17	2	2	11	6	18						
10:00	27	1	5	13	9	11						
10:15	26	2	3	13	10	19						
10:30	32	6	3	14	9	19						
10:45	22	3	6	13	12	21						
11:00	19	2	1	6	13	25						
11:15	17	2	1	13	18	20						
11:30	24	1	3	11	8	25						
11:45	28	4	4	10	15	26						
12:00	29	5	1	16	8	21						
12:15	19	3	5	10	14	19						
12:30	22	1	1	15	16	27						
12:45	31	1	2	16	19	38						
1:00	21	4	3	19	20	27						

SKETCH





TURNING MOVEMENT COUNTS

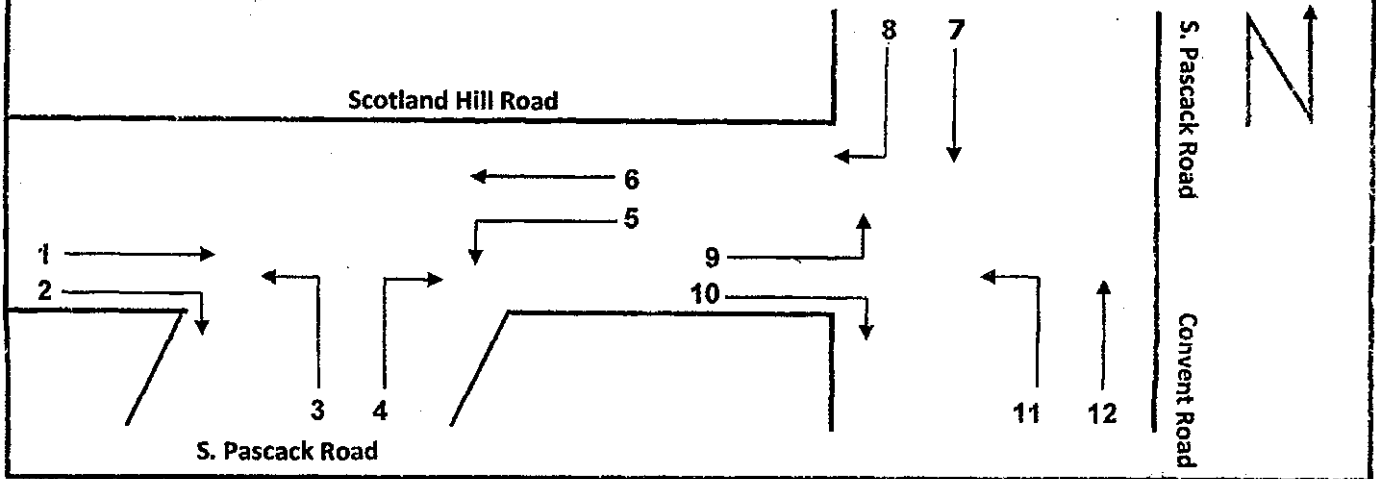
Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road

(ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15							6	5	11	10	10	9
9:30							4	5	8	10	12	6
9:45							10	4	15	13	19	7
10:00							20	7	18	23	11	17
10:15							21	9	19	20	20	29
10:30							22	11	21	25	17	20
10:45							19	14	17	18	20	24
11:00							18	14	14	11	24	16
11:15							18	12	18	12	26	20
11:30							14	10	14	20	23	27
11:45							17	24	19	20	17	30
12:00							21	8	23	22	20	22
12:15							20	21	19	10	13	22
12:30							19	19	19	18	24	24
12:45							29	26	17	29	30	22
1:00							25	23	18	22	24	26

SKETCH





TURNING MOVEMENT COUNTS

Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road

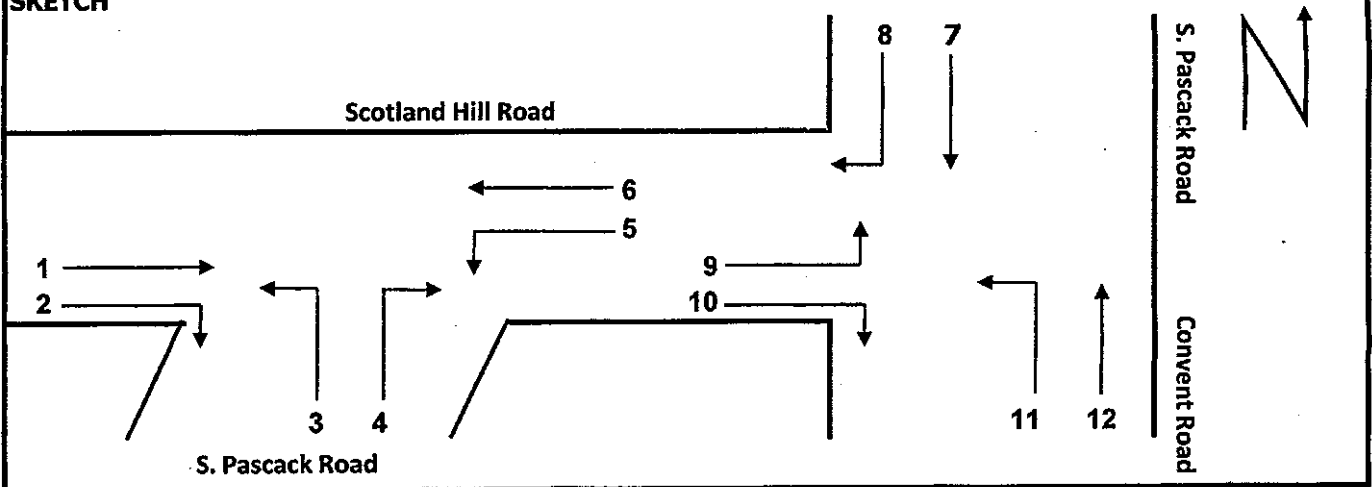
(ATI #09144)

Surveyors: _____

Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	24	5	3	16	25	33						
2:30	37	4	5	9	14	36						
2:45	30	5	3	14	16	34						
3:00	38	7	8	20	20	33						
3:15	28	1	6	13	23	39						
3:30	26	8	5	17	20	36						
3:45	33	4	6	10	17	25						
4:00	33	5	7	25	23	17						
4:15	34	6	8	21	17	39						
4:30	32	3	2	15	18	34						
4:45	26	5	4	14	22	35						
5:00	28	6	7	10	20	34						
5:15	22	4	3	19	24	22						
5:30	26	5	8	18	14	32						
5:45	18	4	6	20	18	29						
6:00	24	5	7	16	23	21						

SKETCH



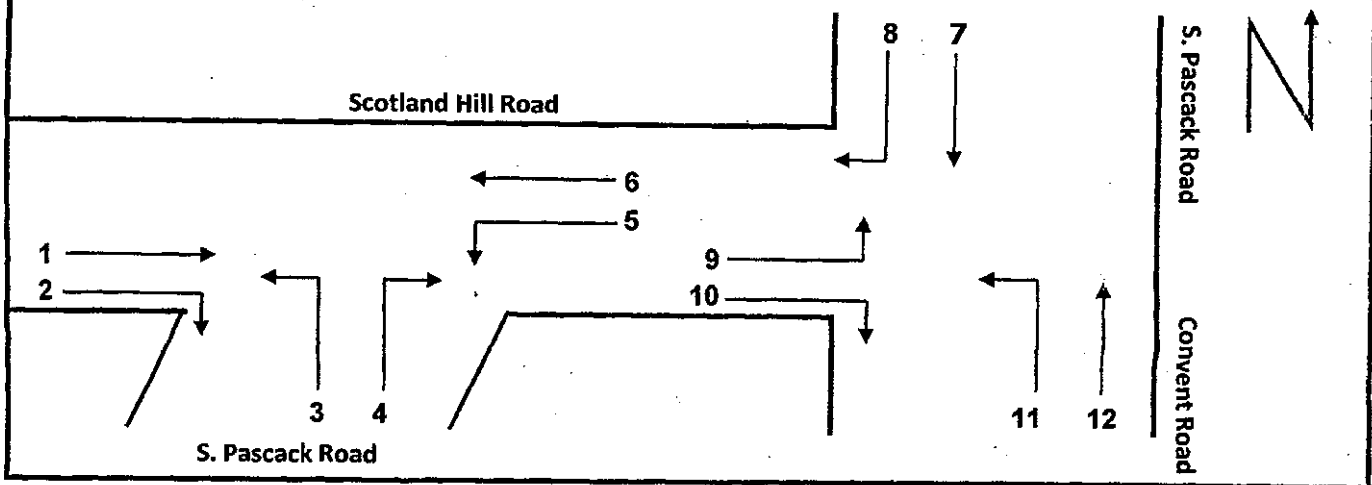
TURNING MOVEMENT COUNTS

Location: 7) & 8) Convent Road/Pascack Road at Scotland Hill Road (ATI #09144)

Surveyors: _____ Day/Date: Sunday 6/14/09

Time	Movement No.											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15							31	27	24	13	31	40
2:30							35	20	16	26	30	39
2:45							43	23	18	25	27	23
3:00							40	28	20	34	25	25
3:15							36	27	16	27	35	28
3:30							28	30	22	21	25	31
3:45							27	18	19	26	24	32
4:00							25	18	26	33	20	23
4:15							29	26	27	29	37	26
4:30							24	22	25	22	30	31
4:45							26	28	19	21	25	32
5:00							23	26	21	20	29	30
5:15							29	21	20	18	27	29
5:30							31	24	21	26	23	22
5:45							22	20	18	22	26	24
6:00							19	18	21	20	27	32

SKETCH



TURNING MOVEMENT COUNTS

Location: S. Pascoack Rd & GSP (NB) off-Ramp / Old Nyack Tpk

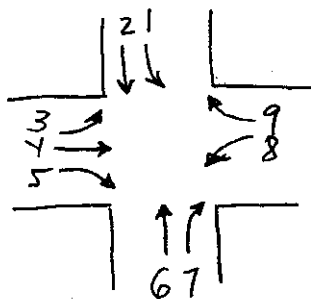
Surveyors: _____ Day/Date Tuesday 10/27/09

PM Time	Movement Number											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15	83	43	65	18	9							
5:30	100	51	72	24	8							
5:45	105	59	68	20	7							
6:00	89	55	68	27	6							
6:15	98	61	79	30	3							
6:30	98	52	75	19	6							
6:45	102	51	75	22	7							
7:00	87	38	82	16	10							
7:15	73	40	81	13	9							
7:30	76	46	61	8	10							
7:45	70	39	55	12	7							
8:00	56	31	53	10	2							
8:15	54	39	36	12	3							
8:30	65	30	35	9	3							
8:45	38	25	31	10	4							
9:00	42	31	43	9	3							
9:15	33	21	36	3	1							
9:30	40	15	30	12	2							



S. Pascoack Rd

GSP (NB)
off-ramp



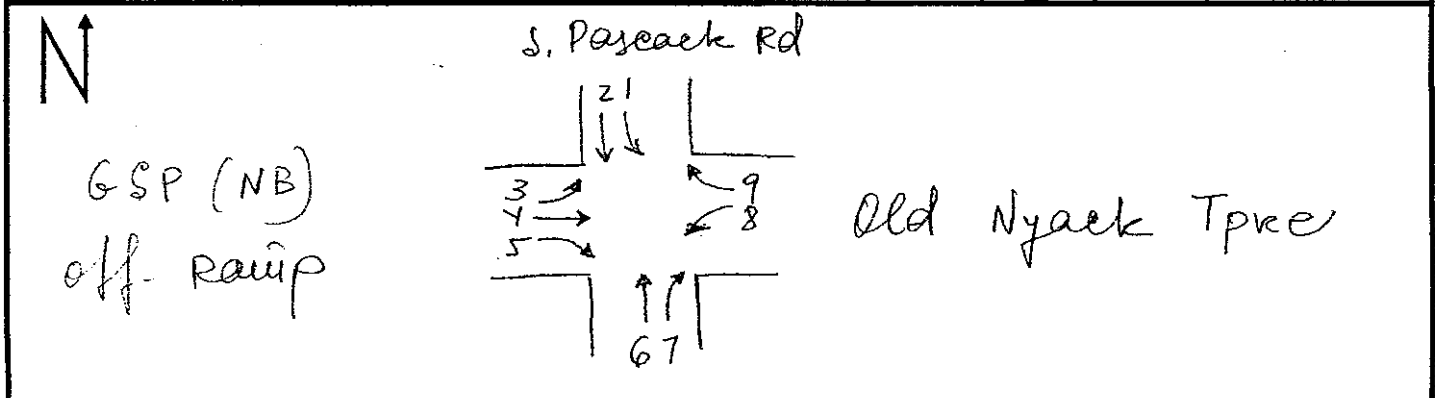
Old Nyack Tpk

TURNING MOVEMENT COUNTS

Location: S. Pascack Rd & GSP (NB) off-Ramp / Old Nyack Tpk

Surveyors: _____ Day/Date Tuesday 10/27/09

PM Time	Movement Number											
	1	2	3	4	5	6	7	8	9	10	11	12
5:15						51	20	14	39			
5:30						55	25	12	22			
5:45						72	17	14	20			
6:00						44	19	15	15			
6:15						54	20	16	24			
6:30						42	23	6	17			
6:45						40	13	9	21			
7:00						30	21	7	20			
7:15						47	8	7	18			
7:30						31	12	0	15			
7:45						27	11	11	8			
8:00						24	12	9	12			
8:15						30	15	8	13			
8:30						16	8	5	6			
8:45						15	14	7	10			
9:00						18	6	10	7			
9:15						16	5	2	10			
9:30						16	1	1	13			



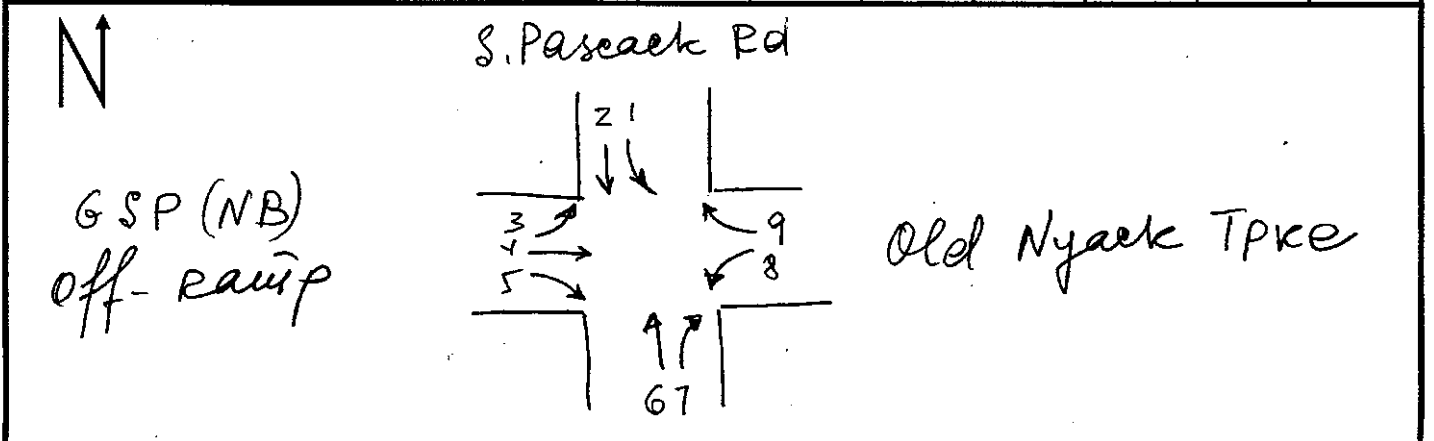


TURNING MOVEMENT COUNTS

Location: S. Passaic Rd & GSP (NB) OFF-RAMP / Old Nyack TPKE

Surveyors: _____ Day/Date Saturday 10/31/09

PM Time	Movement Number											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15	45	26	8	5	2							
8:30	51	30	12	2	0							
8:45	63	15	18	10	2							
9:00	98	28	28	16	0							
9:15	53	20	15	12	3							
9:30	64	24	20	9	2							
9:45	85	30	28	14	2							
10:00	60	32	31	11	3							
10:15	57	33	23	16	1							
10:30	53	39	27	12	0							
10:45	71	38	33	12	4							
11:00	75	29	25	10	3							
11:15	67	38	33	9	4							
11:30	75	44	32	13	3							
11:45	75	36	25	11	1							
12:00	84	58	32	9	4							





TURNING MOVEMENT COUNTS

Location: S. Passaic Rd & GSP (NB) OFF-Ramp / Old Nyack TPKE

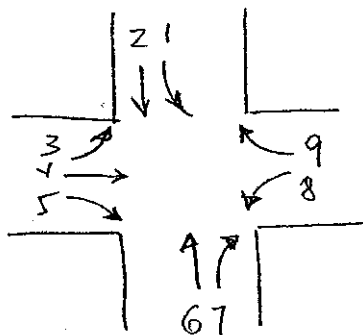
Surveyors: _____ Day/Date Saturday 10/31/09

PM Time	Movement Number											
	1	2	3	4	5	6	7	8	9	10	11	12
8:15						21	8	2	6			
8:30						22	22	6	4			
8:45						20	13	3	9			
9:00						19	36	11	15			
9:15						9	13	1	9			
9:30						26	18	4	16			
9:45						28	10	2	13			
10:00						41	21	3	11			
10:15						41	17	3	7			
10:30						49	16	4	11			
10:45						33	30	3	12			
11:00						54	12	4	21			
11:15						42	12	3	14			
11:30						45	20	8	18			
11:45						37	13	7	21			
12:00						29	20	9	11			

N ↑

S. Passaic Rd

GSP (NB)
off-ramp



Old Nyack TPKE

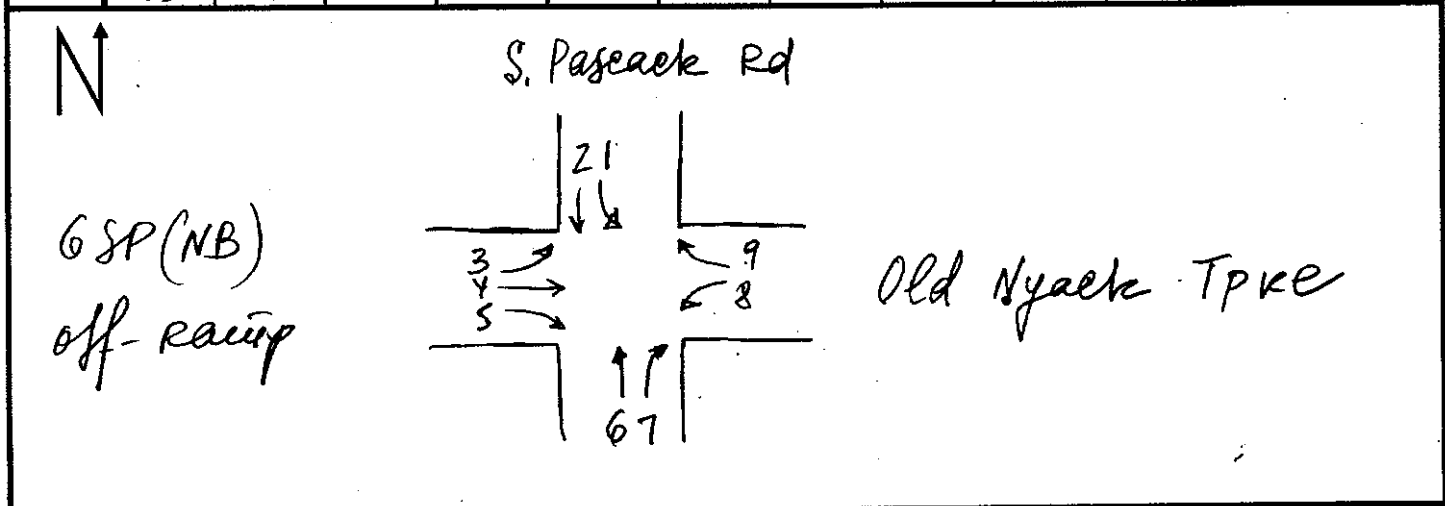


TURNING MOVEMENT COUNTS

Location: S. Passaic Rd. @ GSP (NB) off Ramp / Old Nyack Tpke

Surveyors: _____ Day/Date: Sunday 10/25/09

Time	Movement Number											
	1	2	3	4	5	6	7	8	9	10	11	12
9:15	54	19	11	6	2	25	14	5	4			
9:30	62	16	19	11	1	25	10	2	7			
9:45	69	18	25	12	2	33	18	3	6			
10:00	63	27	25	6	3	29	10	4	7			
10:15	67	7	31	11	5	28	21	5	11			
10:30	74	31	39	11	5	28	18	4	7			
10:45	81	19	33	15	2	40	14	2	8			
11:00	92	23	31	17	0	34	16	6	13			
11:15	94	25	43	12	5	40	10	9	11			
11:30	87	41	47	22	4	29	19	5	6			
11:45	90	31	40	7	3	35	16	3	15			
12:00	97	29	39	19	6	33	11	6	12			
12:15	97	40	36	20	5	32	23	2	12			
12:30	81	39	36	17	2	40	13	8	13			
12:45	91	34	40	18	1	44	19	5	15			
1:00	93	46	46	24	5	39	22	10	16			





TURNING MOVEMENT COUNTS

Location: S. Pascaek Rd & GSP (NB) off Ramp / old Nyack Tpke

Surveyors: _____ Day/Date: Sunday 10/25/09

Time	Movement Number											
	1	2	3	4	5	6	7	8	9	10	11	12
2:15	93	57	41	22	3	35	12	10	21			
2:30	93	35	49	22	1	36	14	8	21			
2:45	96	41	43	23	7	28	19	7	25			
3:00	115	55	60	41	9	39	20	8	20			
3:15	93	41	50	62	9	51	27	8	16			
3:30	87	44	50	38	6	53	15	10	17			
3:45	86	56	64	57	7	46	25	6	16			
4:00	99	63	60	56	8	37	20	4	10			
4:15	80	38	60	59	13	42	10	9	8			
4:30	77	43	75	57	7	44	13	8	17			
4:45	84	40	54	59	8	28	15	3	15			
5:00	68	44	57	56	10	35	14	8	17			
5:15	86	43	65	65	4	33	15	6	13			
5:30	48	35	46	52	8	25	15	7	12			
5:45	90	32	71	47	7	29	18	9	12			
6:00	64	44	47	64	7	20	9	6	7			

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811,000)
 FIELD DATA SUMMARY - 467 SOUTH PASCACK ROAD

TIME	Sunday, June 14, 2009			Monday, June 15, 2009			Tuesday, June 16, 2009			Wednesday, June 17, 2009			Thursday, June 18, 2009		
	NB	SB	TOT	NB	SB	TOT	NB	SB	TOT	NB	SB	TOT	NB	SB	TOT
12:00 AM															
1:00 AM	6	17	23	5	31	36	5	5	10	4	14	18	4	12	16
2:00 AM	6	17	23	0	5	5	2	3	5	1	6	7	5	6	11
3:00 AM	1	4	5	2	3	5	1	1	2	3	6	9	3	8	10
4:00 AM	1	5	6	1	1	2	1	1	2	3	4	7	3	3	6
5:00 AM	4	5	9	3	1	4	3	1	4	4	4	8	4	5	9
6:00 AM	9	9	18	7	17	24	7	17	24	11	15	26	8	10	18
7:00 AM	17	41	58	25	48	73	48	82	130	27	50	77	17	41	58
8:00 AM	58	81	139	56	82	138	73	152	225	51	85	136	40	66	106
9:00 AM	71	135	206	73	152	225	73	152	225	72	145	217	58	131	189
10:00 AM	56	71	127	55	108	163	55	108	163	77	109	186	49	82	131
11:00 AM	26	64	90	26	64	90	26	64	90	48	88	136	66	81	147
12:00 PM	86	80	166	78	123	201	83	136	219	78	114	192	60	93	153
1:00 PM	72	125	197	81	139	220	69	127	196	74	136	210	59	122	181
2:00 PM	84	120	204	81	139	220	81	139	220	87	136	223	61	102	163
3:00 PM	70	131	201	95	157	252	100	166	266	88	122	210	63	96	159
4:00 PM	78	112	190	91	151	242	96	151	247	97	142	239	85	122	207
5:00 PM	58	108	166	95	126	221	118	173	291	111	150	261	112	135	247
6:00 PM	51	93	144	73	111	184	77	123	200	114	157	271	65	157	222
7:00 PM	47	60	107	43	88	131	54	101	155	60	103	163	70	108	178
8:00 PM	38	52	90	33	59	92	47	83	130	44	78	122	45	93	138
9:00 PM	18	27	45	26	36	62	25	37	62	42	70	112	40	83	123
10:00 PM	13	27	40	8	13	21	15	35	50	13	34	47	11	24	35
11:00 PM															
TOTAL	736	1,230	1,966	1,142	1,836	2,978	1,210	1,917	3,127	1,214	1,960	3,174	1,004	1,738	2,742

TIME	Friday, June 19, 2009			Saturday, June 20, 2009			Sunday, June 21, 2009			Monday, June 22, 2009		
	NB	SB	TOT	NB	SB	TOT	NB	SB	TOT	NB	SB	TOT
12:00 AM												
1:00 AM	6	9	15	5	28	33	9	34	43	8	18	26
2:00 AM	3	10	13	7	20	27	5	10	15	6	13	19
3:00 AM	3	4	7	6	13	19	3	7	10	3	7	10
4:00 AM	2	3	5	7	10	17	4	6	10	1	8	9
5:00 AM	3	3	6	12	19	31	4	6	10	5	8	13
6:00 AM	18	50	68	15	22	37	5	10	15	9	14	23
7:00 AM	48	81	129	24	37	61	15	23	38	17	44	61
8:00 AM	71	135	206	40	74	114	23	26	49	49	95	144
9:00 AM	68	112	180	64	106	170	31	34	65	61	170	231
10:00 AM	63	97	160	78	136	214	37	77	114	60	112	172
11:00 AM	69	102	171	78	125	203	57	105	162	75	95	170
12:00 PM	84	171	255	73	135	208	70	99	169			
1:00 PM	68	158	226	80	183	263	75	139	214			
2:00 PM	114	151	265	77	120	197	84	131	215			
3:00 PM	96	150	246	85	165	250	68	120	188			
4:00 PM	102	185	287	81	145	226	63	107	170			
5:00 PM	90	190	280	83	140	223	52	129	181			
6:00 PM	115	217	332	80	155	235	60	108	168			
7:00 PM	91	159	250	46	105	151	57	107	164			
8:00 PM	65	139	204	32	61	93	47	81	128			
9:00 PM	47	113	160	38	49	87	35	66	101			
10:00 PM	38	62	100	27	62	89	26	41	67			
11:00 PM	22	58	80	16	37	53	11	30	41			
TOTAL	1,298	2,376	3,674	1,058	1,958	3,016	842	1,502	2,344	294	584	878

REFERENCE: 25018000
 LOCATION: 467 S PASCACK RD
 ATR # : 400220

FILENAME: 400220.DAT
 WEEK OF MONDAY 06/08/09

HOUR	Monday 8		Tuesday 9		Wednesday 10		Thursday 11		Friday 12		Saturday 13		Sunday 14		WEEKDAY AVERAGE
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	0	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	1	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	1	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	29	*
1:15	*	*	*	*	*	*	*	*	*	*	*	*	*	15	*
1:30	*	*	*	*	*	*	*	*	*	*	*	*	*	20	*
1:45	*	*	*	*	*	*	*	*	*	*	*	*	*	22	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	20	*
2:15	*	*	*	*	*	*	*	*	*	*	*	*	*	15	*
2:30	*	*	*	*	*	*	*	*	*	*	*	*	*	15	*
2:45	*	*	*	*	*	*	*	*	*	*	*	*	*	22	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	20	*
3:15	*	*	*	*	*	*	*	*	*	*	*	*	*	19	*
3:30	*	*	*	*	*	*	*	*	*	*	*	*	*	19	*
3:45	*	*	*	*	*	*	*	*	*	*	*	*	*	26	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	29	*
4:15	*	*	*	*	*	*	*	*	*	*	*	*	*	17	*
4:30	*	*	*	*	*	*	*	*	*	*	*	*	*	13	*
4:45	*	*	*	*	*	*	*	*	*	*	*	*	*	11	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	17	*
5:15	*	*	*	*	*	*	*	*	*	*	*	*	*	18	*
5:30	*	*	*	*	*	*	*	*	*	*	*	*	*	26	*
5:45	*	*	*	*	*	*	*	*	*	*	*	*	*	17	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	15	*
6:15	*	*	*	*	*	*	*	*	*	*	*	*	*	16	*
6:30	*	*	*	*	*	*	*	*	*	*	*	*	*	17	*
6:45	*	*	*	*	*	*	*	*	*	*	*	*	*	10	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	12	*
7:15	*	*	*	*	*	*	*	*	*	*	*	*	*	13	*
7:30	*	*	*	*	*	*	*	*	*	*	*	*	*	14	*
7:45	*	*	*	*	*	*	*	*	*	*	*	*	*	12	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	13	*
8:15	*	*	*	*	*	*	*	*	*	*	*	*	*	12	*
8:30	*	*	*	*	*	*	*	*	*	*	*	*	*	13	*
8:45	*	*	*	*	*	*	*	*	*	*	*	*	*	9	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	10	*
9:15	*	*	*	*	*	*	*	*	*	*	*	*	*	12	*
9:30	*	*	*	*	*	*	*	*	*	*	*	*	*	8	*
9:45	*	*	*	*	*	*	*	*	*	*	*	*	*	6	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	8	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	23	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	8	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	7	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	8	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	8	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	7	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	3	*
TOTALS	*	*	*	*	*	*	*	*	*	*	*	*	*	137	617
TOTALS (24)	*	*	*	*	*	*	*	*	*	*	*	*	*	754	
PEAK HR	*	*	*	*	*	*	*	*	*	*	*	*	*	9:30	3:15
VOLUME	*	*	*	*	*	*	*	*	*	*	*	*	*	59	93
PHF	*	*	*	*	*	*	*	*	*	*	*	*	*	0.64	0.80

ATT-DMS : 15 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 25018000
 LOCATION : 467 S PASCACK RD
 ATR # : 400220

FILENAME: 400220.DAT

WEEK OF MONDAY 06/15/09

WEEKDAY AVERAGE

CH1 : NB

Monday 15 Tuesday 16 Wednesday 17 Thursday 18 Friday 19 Saturday 20 Sunday 21

AM PM AM PM AM PM AM PM AM PM AM PM AM PM AM PM AM PM AM PM AM PM

1 23 2 10 3 22 2 13 4 20 2 17 2 20 2 21 1 19

2 14 3 22 0 15 1 15 1 21 0 16 0 16 0 16 0 16

1 27 0 24 1 19 0 13 0 14 0 10 0 10 0 10 0 10

2 14 0 20 0 22 0 17 0 12 0 22 0 23 1 17 0 16

2 17 0 22 0 19 0 28 2 11 2 26 3 20 0 18 1 21

1 15 0 11 0 22 3 16 0 16 0 16 1 25 0 26 1 16

3 13 0 14 1 20 0 14 0 14 0 10 3 15 0 21 1 15

0 15 0 17 0 13 0 12 0 12 0 22 0 23 1 17 0 16

0 19 2 21 1 28 2 11 2 26 2 26 3 20 0 18 1 21

0 26 0 15 0 21 0 21 0 24 0 24 0 24 0 28 0 19

1 23 0 27 1 20 0 22 0 22 0 35 0 18 0 20 0 25

0 19 0 18 1 18 0 17 0 17 0 29 2 19 1 21 0 20

0 23 0 23 1 24 0 15 0 23 0 23 1 21 0 18 0 22

0 13 0 23 1 14 0 19 0 19 0 19 0 19 0 14 0 18

1 27 0 25 0 24 1 13 2 23 2 23 3 19 0 21 1 22

0 30 0 29 1 26 1 16 0 31 3 23 0 15 0 26

1 20 1 25 0 23 0 20 0 26 1 24 1 24 2 16 0 23

1 24 0 24 1 22 1 26 2 21 2 21 4 17 0 17 1 23

1 23 0 20 2 20 2 18 0 24 0 24 6 14 0 11 1 21

1 28 2 27 1 32 1 21 1 31 1 26 2 19 1 21 28

0 19 0 27 0 25 0 28 1 27 0 21 0 21 0 11 0 25

2 19 1 35 1 20 1 32 0 23 0 23 0 15 0 16 1 26

0 29 2 29 4 35 1 25 3 30 4 28 0 15 0 2 30

7 24 4 27 6 31 6 27 8 10 8 19 1 10 6 24

2 26 3 26 2 35 1 17 3 27 7 18 2 15 2 26

2 24 7 18 3 28 1 17 3 39 0 21 3 14 3 25

4 31 5 21 6 20 4 15 2 25 5 23 2 14 4 22

9 14 10 24 16 31 11 16 10 24 3 18 1 17 11 22

6 22 10 22 12 19 10 31 9 29 2 14 2 20 9 25

16 16 9 19 6 17 5 11 12 23 4 17 4 13 10 17

15 20 12 18 10 12 10 12 7 16 7 4 3 13 11 16

21 15 25 18 23 12 15 16 20 23 11 11 6 11 21 17

21 13 21 17 18 16 14 14 23 18 6 9 5 19 19 16

21 7 16 12 18 11 21 12 17 21 15 2 9 14 19 13

20 12 18 12 21 8 12 10 13 11 8 7 4 10 17 11

9 11 18 13 15 9 11 9 18 15 11 14 5 4 14 11

20 14 19 12 22 13 15 13 17 7 14 10 9 7 19 12

19 6 13 15 19 5 8 6 17 13 16 11 7 12 15 9

8 4 12 8 19 3 13 10 15 15 17 5 4 4 13 8

12 9 11 12 17 21 13 11 19 12 17 12 11 12 14 13

12 8 12 5 9 20 13 3 13 8 16 6 6 12 9

21 8 11 2 16 5 13 15 14 13 20 9 10 9 15 9

13 4 19 10 13 8 8 21 6 15 10 19 7 11 4 15 8

21 6 11 8 15 9 19 4 21 7 23 5 7 7 17 7

24 2 15 7 13 3 15 7 18 3 19 2 12 1 17 4

6 2 18 3 18 4 10 2 16 8 17 5 18 6 14 4

2 26 5 19 4 16 1 17 5 15 5 13 1 20 3 4

11 2 24 0 13 2 8 1 18 6 27 4 14 3 15 2

TOTALS 363 779 363 847 364 850 305 699 366 932 340 718 194 648 347 823

TOTALS (24) 1142 1210 1214 1004 1298 1058 842 1170

PEAK HR 7:45 5:45 7:45 10:15 5:00 7:45 6:15 10:15 4:45 11:00 2:00 7:45 4:45

VOLUME 83 105 83 118 80 129 68 112 73 117 81 90 57 84 76 109

PHF 0.99 0.85 0.80 0.84 0.87 0.92 0.81 0.88 0.79 0.75 0.88 0.80 0.79 0.75 0.00 0.00

ATI-DMS : 15 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 25040000
 LOCATION : 467 S PASCACK RD
 ATR # : 400205

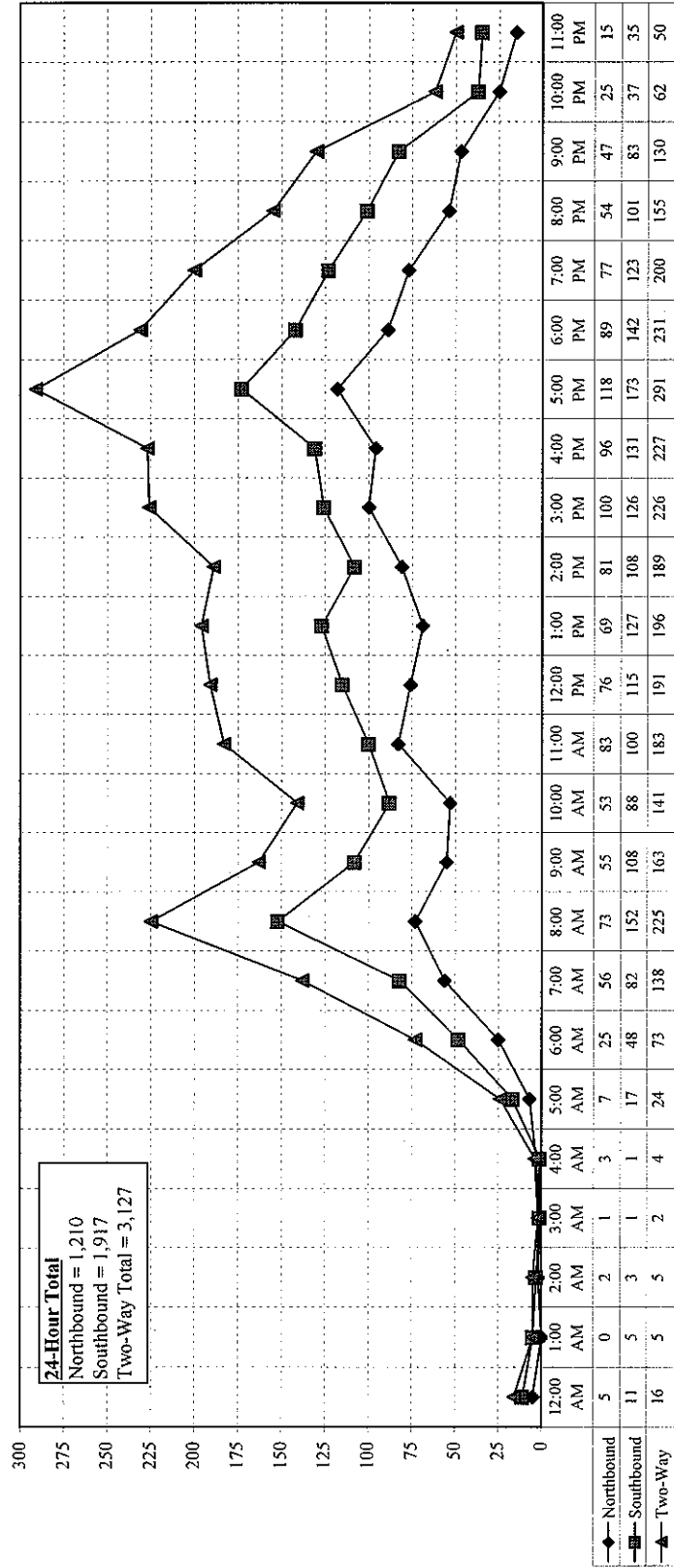
FILENAME: 400205.DAT
 WEEK OF MONDAY 06/15/09

CHI : SB

HOUR	Monday 15		Tuesday 16		Wednesday 17		Thursday 18		Friday 19		Saturday 20		Sunday 21		WEEKDAY AVERAGE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	6	26	2	27	4	27	4	21	0	33	14	44	8	29	3	27
12:15	4	32	4	29	8	27	3	22	5	29	3	39	6	28	5	28
12:30	2	29	4	33	0	29	3	24	4	44	6	21	17	23	3	32
12:45	5	22	1	26	4	31	2	26	0	65	5	31	3	19	2	34
1:00	4	20	1	37	0	32	1	21	4	49	8	58	3	33	2	32
1:15	4	33	2	33	3	39	3	30	3	42	3	54	3	31	3	35
1:30	4	23	2	17	2	30	1	34	2	31	5	39	4	38	2	27
1:45	5	32	0	40	1	35	1	37	1	36	4	32	0	37	2	36
2:00	0	29	1	26	2	25	4	29	1	25	1	32	4	29	2	27
2:15	3	34	2	25	2	42	2	19	2	32	8	30	1	30	2	30
2:30	0	28	0	31	1	34	1	27	0	48	0	29	1	40	0	34
2:45	1	28	0	26	1	35	1	27	1	46	4	29	1	32	1	32
3:00	0	36	0	37	1	31	1	27	2	38	5	45	3	33	1	31
3:15	2	25	0	34	1	28	0	24	0	33	0	42	0	26	1	29
3:30	3	36	1	40	0	27	0	25	0	36	3	38	2	37	1	33
3:45	0	42	0	29	2	36	2	20	1	43	2	40	1	24	1	34
4:00	2	42	1	37	0	42	0	30	1	43	4	35	3	23	1	39
4:15	1	39	0	32	0	26	2	24	0	36	2	40	3	26	1	31
4:30	1	37	0	30	1	40	1	31	2	51	3	33	0	33	1	38
4:45	1	39	0	32	3	34	2	37	0	55	10	37	0	25	1	39
5:00	2	50	3	46	3	37	0	31	3	53	2	29	3	32	2	43
5:15	4	33	6	47	3	38	2	30	3	43	1	40	0	29	4	38
5:30	1	32	2	44	3	29	3	36	6	32	4	33	3	33	3	35
5:45	2	36	6	36	6	46	5	38	5	62	4	38	0	35	5	44
6:00	12	23	9	39	14	34	12	47	9	31	4	43	3	30	11	35
6:15	9	33	14	36	8	40	7	45	10	63	4	42	0	20	10	43
6:30	8	35	11	33	10	33	8	26	13	68	2	42	5	22	10	41
6:45	12	35	14	34	18	42	14	39	18	55	12	38	2	36	15	41
7:00	13	31	16	42	23	32	16	31	19	37	8	37	4	23	17	35
7:15	25	26	21	32	23	31	16	39	21	35	9	25	5	36	21	33
7:30	21	20	22	22	18	25	16	23	47	21	8	24	6	22	21	26
7:45	22	34	23	27	21	15	13	22	18	40	12	19	8	26	19	28
8:00	50	27	45	32	34	22	37	23	40	40	24	20	6	26	41	29
8:15	37	23	42	28	40	22	35	30	34	25	19	16	5	25	38	26
8:30	24	27	35	18	24	30	18	32	48	23	7	9	13	29	26	26
8:45	24	11	30	23	47	16	28	22	29	26	8	18	6	17	32	20
9:00	31	21	43	21	32	20	30	23	39	35	21	9	3	10	35	24
9:15	26	17	32	22	29	20	18	19	23	35	37	12	8	12	26	23
9:30	25	11	18	27	21	13	20	23	26	23	28	21	9	22	22	19
9:45	17	10	15	13	27	17	14	18	24	20	20	7	14	22	19	16
10:00	19	10	16	13	23	22	17	16	21	16	42	22	9	14	19	15
10:15	22	10	22	7	19	35	15	11	23	13	36	17	20	16	20	15
10:30	19	6	18	6	23	8	24	16	30	19	28	10	16	7	23	11
10:45	24	10	32	11	23	13	25	9	23	14	30	13	32	4	25	11
11:00	33	5	23	11	26	12	39	7	28	12	28	9	22	7	30	9
11:15	26	3	19	12	29	4	26	8	16	17	26	13	27	12	23	9
11:30	31	1	26	6	27	11	17	7	25	18	43	11	32	8	25	9
11:45	33	4	32	6	32	7	24	2	33	11	28	4	24	3	31	6
TOTALS	620	1216	616	1301	640	1320	551	1187	623	1753	601	1357	344	1158	611	1358
TOTALS (24)	1836	1917	1917	1960	1960	1960	1738	1738	2376	1958	1502	1502	1502	1502	1502	1502
PEAK HR	8:00	4:15	8:00	5:00	8:00	5:45	8:00	5:30	8:00	5:45	10:00	1:00	10:45	1:00	8:00	5:45
VOLUME	135	165	152	173	145	161	131	166	135	224	136	183	113	139	140	163
PHF	0.68	0.83	0.84	0.92	0.77	0.88	0.89	0.88	0.84	0.82	0.81	0.79	0.88	0.91	0.80	0.90

AUTOMATIC TRAFFIC RECORDERS

TWO-WAY HOURLY TRAFFIC VOLUMES - TUESDAY, JUNE 16, 2009
467 SOUTH PASCACK ROAD
 Foster's Church
 Chestnut Ridge, New York

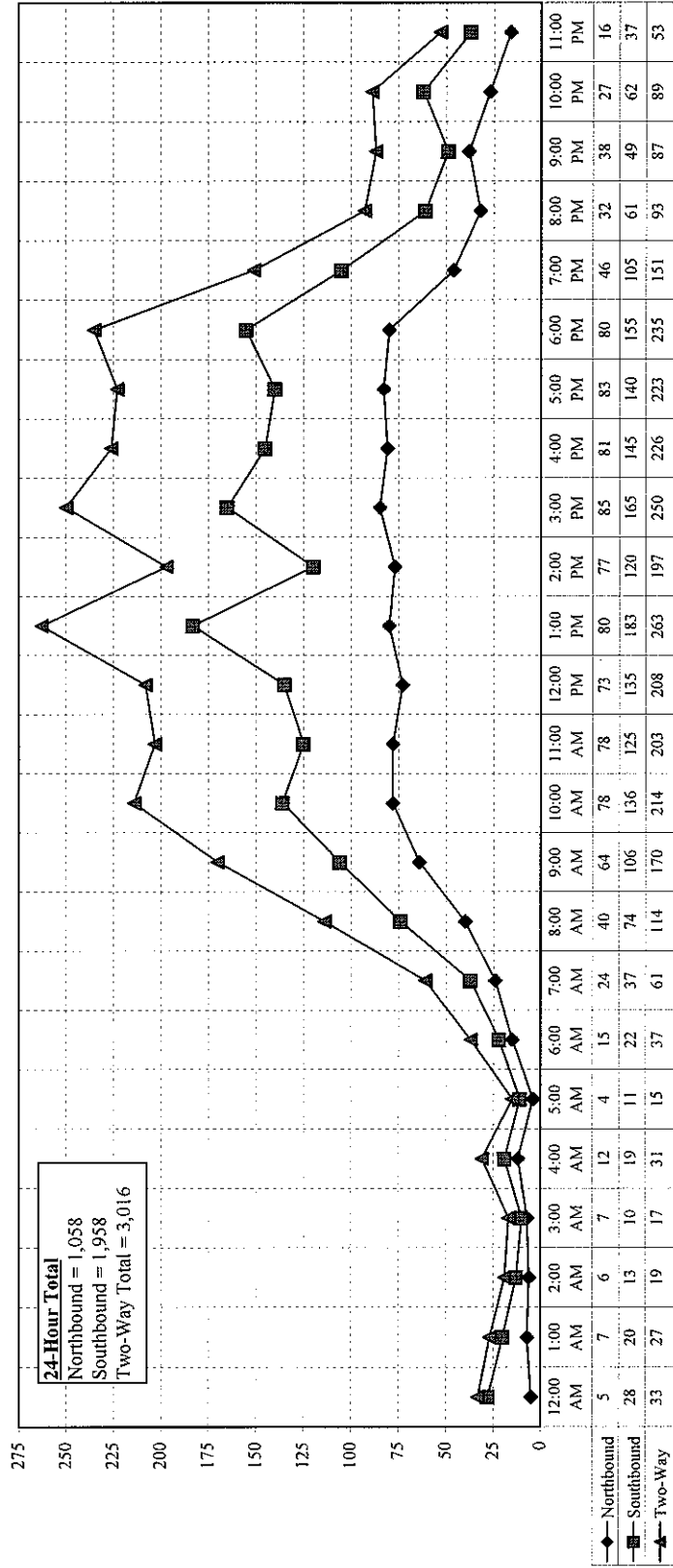


Source: Automatic Traffic Recorders conducted by Frederick P. Clark Associates, Inc. from Sunday, June 14 to Monday, June 22, 2009.

Frederick P. Clark Associates, Inc.
 July 2009

Figure A-1

TWO-WAY HOURLY TRAFFIC VOLUMES - SATURDAY, JUNE 20, 2009
467 SOUTH PASCACK ROAD
 Foster's Church
 Chestnut Ridge, New York

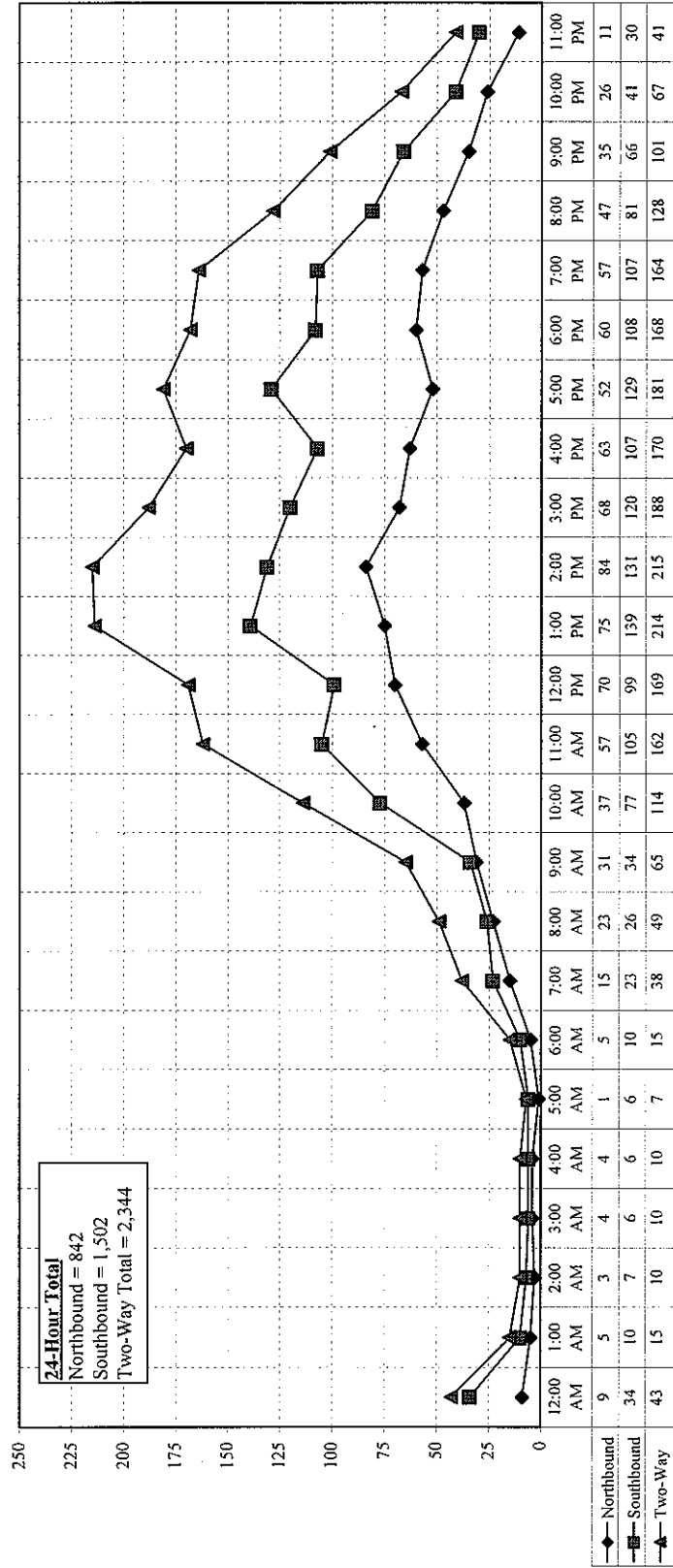


Source: Automatic Traffic Recorders conducted by Frederick P. Clark Associates, Inc. from Sunday, June 14 to Monday, June 22, 2009.

Frederick P. Clark Associates, Inc.
 July 2009

Figure A-2

TWO-WAY HOURLY TRAFFIC VOLUMES - SUNDAY, JUNE 21, 2009
467 SOUTH PASCACK ROAD
 Foster's Church
 Chestnut Ridge, New York



Source: Automatic Traffic Recorders conducted by Frederick P. Clark Associates, Inc. from Sunday, June 14 to Monday, June 22, 2009.

Frederick P. Clark Associates, Inc.
 July 2009

Figure A-3