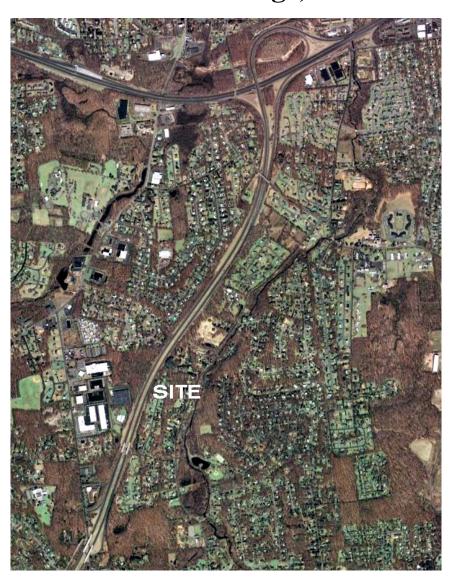


TRAFFIC ACCESS & IMPACT STUDY

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



FREDERICK P. CLARK ASSOCIATES, INC.
Rye, New York

Fairfield, Connecticut

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 Congers, New York 10920

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.

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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.

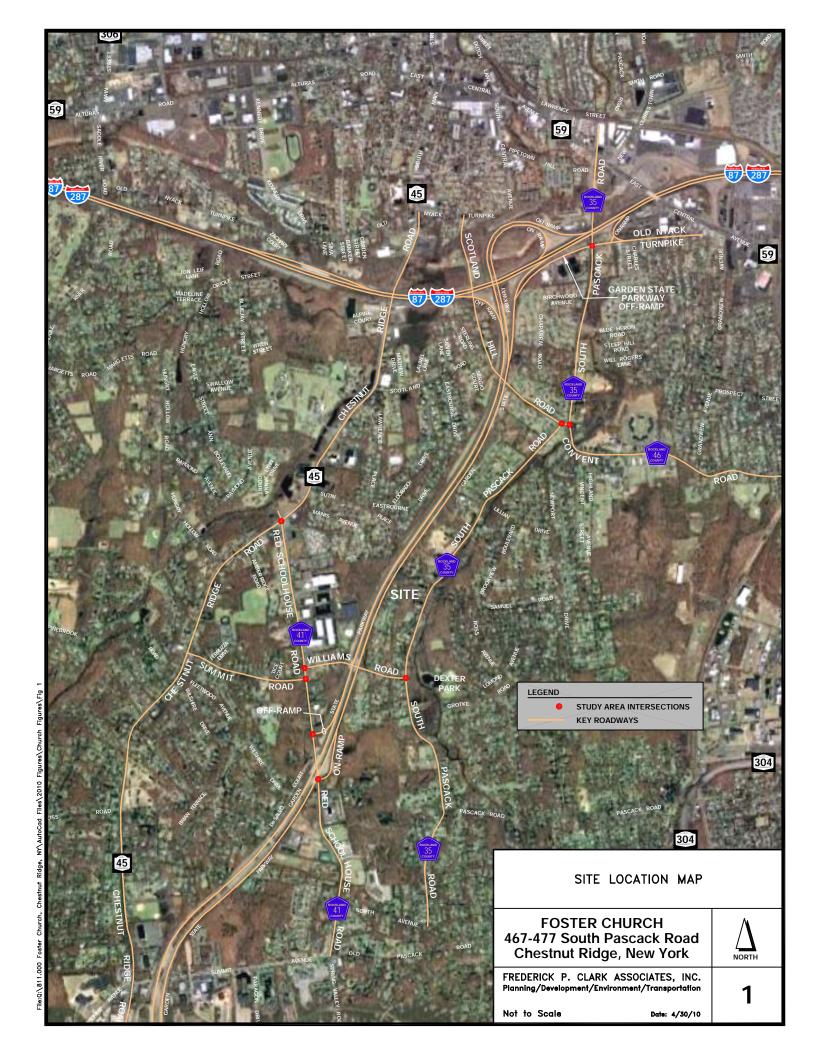
South Pascack Road continues in a northerly direction north of the New York State Thruway and terminates at Lawrence Street to the north.

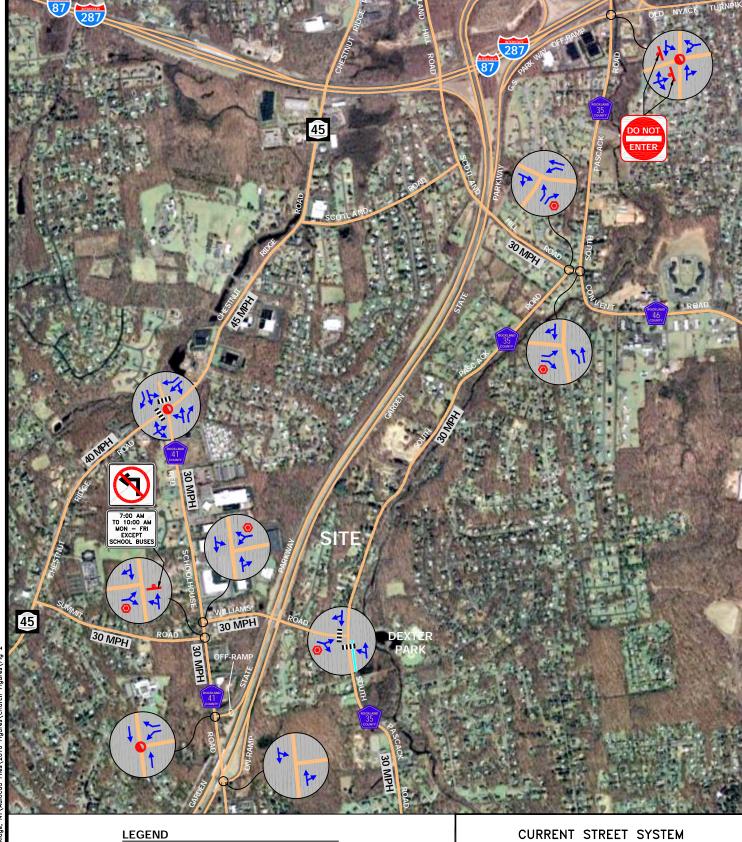
- 8. Convent Road This is generally an east-west, County-maintained roadway. It provides two travel lanes and is a continuation of South Pascack Road and Scotland Hill Road to the west and intersects and terminates to the east Old Middletown Road. This is designated Rockland County Route 46. It provides 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:





TRAFFIC LANE

TRAFFIC SIGNAL

STOP SIGN

TRAFFIC SIGN

PEDESTRIAN CROSSWALK

00 MPH 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. Planning/Development/Environment/Transportation

Not to Scale Date: 4/30/10



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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

				VE	VEHICLES			
MOLENDA	Wednesday Evening Service	Wednesday Evening Service	Typical Saturday Moming Service	Typical Saturday Morning Service	BW Sunday Mid-Morning	BW Sunday Mid- Morning	Sunday Afternoon	Sunday Afternoon
	725	592	376	Departures 614	350	Service Departmes	Service Annyais	Service Departures
Road/Access Drive		7()			000	710	2	100
Chestilut Kidge Koad, East of Ked Schoolhouse Road/Access Drive	968	199	502	229	365	200	209	575
Red Schoolhouse Road, South of Chestnut Ridge	646	378	283	366	203	287	228	27.1
Access Drive, North of Chestruit Ridge Road	27	17	23	1,0	~	18	13	٧
Red Schoolhouse Road. North of Williams Road	681	385	275	346	176	256	248	291
Red Schoolhouse Road, South of Williams Road	793	433	272	352	190	308	325	354
Williams Road, East of Red Schoolhouse Road	340	248	105	156	86	162	173	173
Red Schoolhouse Road, North of Summit Road	793	433	272	352	190	308	325	354
Red Schoolhouse Road, South of Summit Road	813	468	306	387	220	353	354	372
Summit Road, West of Red Schoolhouse Road	216	153	94	133	08	129	141	150
Red Schoolhouse Road, North of Garden State Parkway Southbound Off-Ramp	816	460	309	389	224	354	359	366
Red Schoolhouse Road, South of Garden State Parkway Southbound Off-Ramp	936	586	356	488	239	493	543	505
Garden State Parkway Southbound Off-Ramp, East of Red Schoolhouse Road	536	384	211	172	155	323	418	375
Red Schoolhouse Road, North of Garden State Parkway Northbound On-Ramp	920	583	390	512	252	516	548	506
Red Schoolhouse Road, South of Garden State Parkway Northbound On-Ramp	1,294	758	396	620	281	629	099	579
Garden State Parkway Northbound On-Ramp, East of Red Schoolhouse Road	1,058	563	284	454	209	483	380	311
South Pascack Road, North of Williams Road	242	188	06	159	89	611	183	156
South Pascack Road, South of Williams Road	338	225	133	209	66	165	234	195
Williams Road, West of South Pascack Road	342	221	115	166	93	156	167	171
Scotland Hill Road, East of South Pascack Road	363	296	209	273	182	216	307	270
Scotland Hill Road, West of South Pascack Road	485	375	133	391	135	296	407	369
South Pascack Road, South of Scotland Hill Road	258	195	112	180	89	128	186	183
South Pascack Road, North of Scotland Hill Road	622	452	188	377	153	327	439	398
Convent Road, South of Scotland Hill Road	639	457	191	402	187	319	476	407
Scotland Hill Road, West of South Pascack Road/ Convent Road	485	375	209	391	182	296	407	369

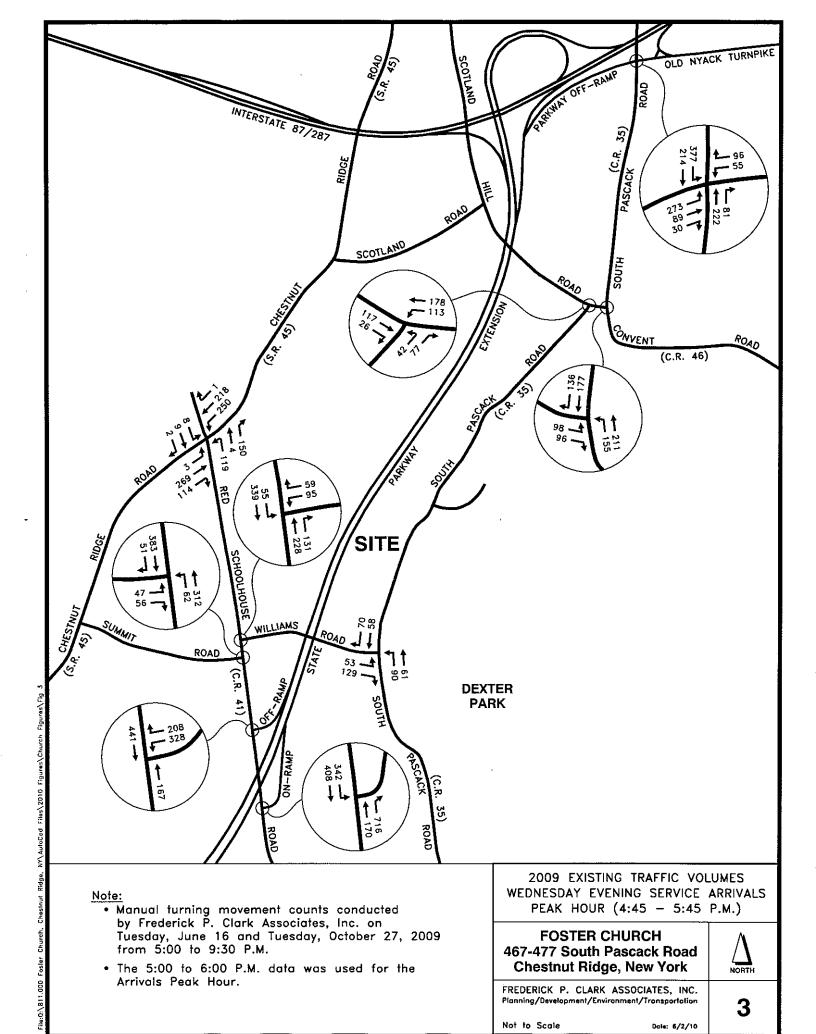
Table 1 (Cont'd)

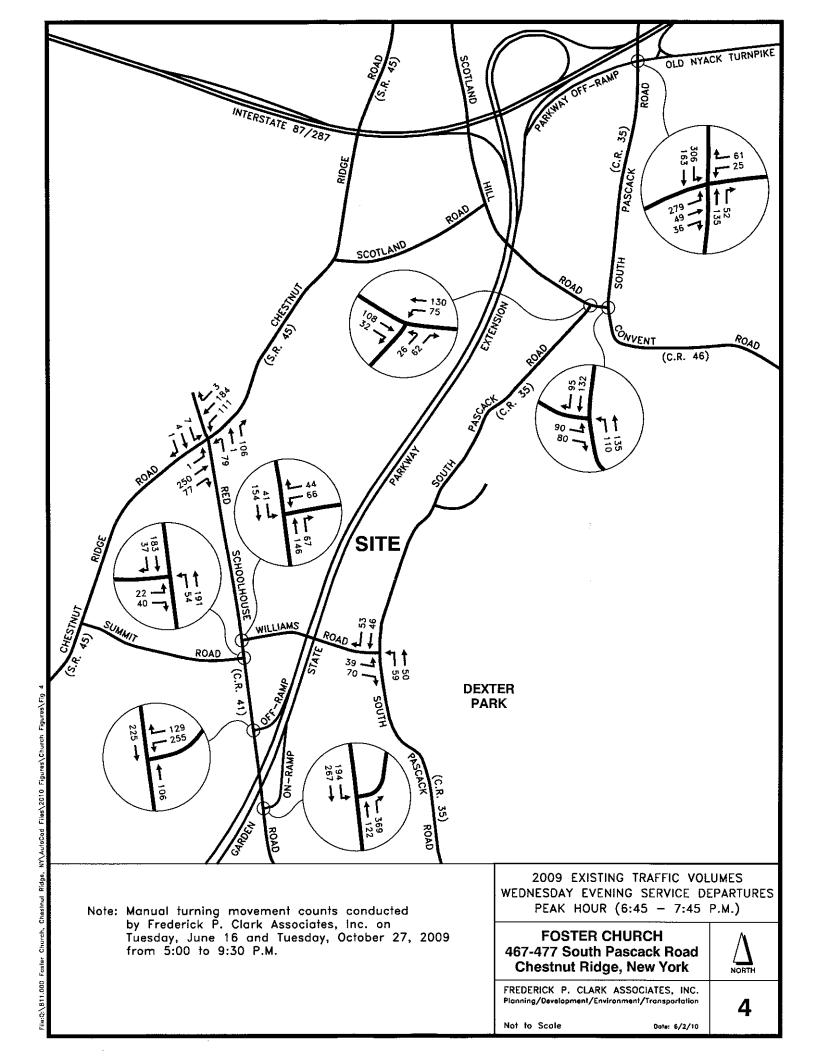
				VEI	VEHICLES			
	Wednesday	Wednesday	Typical Saturday	_	BW Sunday	BW Sunday Mid-		
	Evening Service	Evening Service	Morning Service			Morning	Sunday Afternoon	Sunday Afternoon
LOCATION	Arrivals	Departures	Arrivals		Service Arrivals	Service Departures	Service Arrivals	Service Departures
South Pascack Road, South of Garden State								
Parkway Northbound Off-Ramp/Old Nyack	602	411	286	419	566	377	497	396
Turnpike								
South Pascack Road, North of Garden State								
Parkway Northbound Off-Ramp/Old Nyack	1,182	944	538	731	544	837	1,024	848
Turnpike								
Garden State Parkway Northbound Off-Ramp,	303	V 7 E	102	771	123	730	300	707
West of South Pascack Road	276	+00	501	100	133	0.62	370	†o†
Old Nyack Turnpike, East of South Pascack Road	609	493	425	452	373	552	747	658

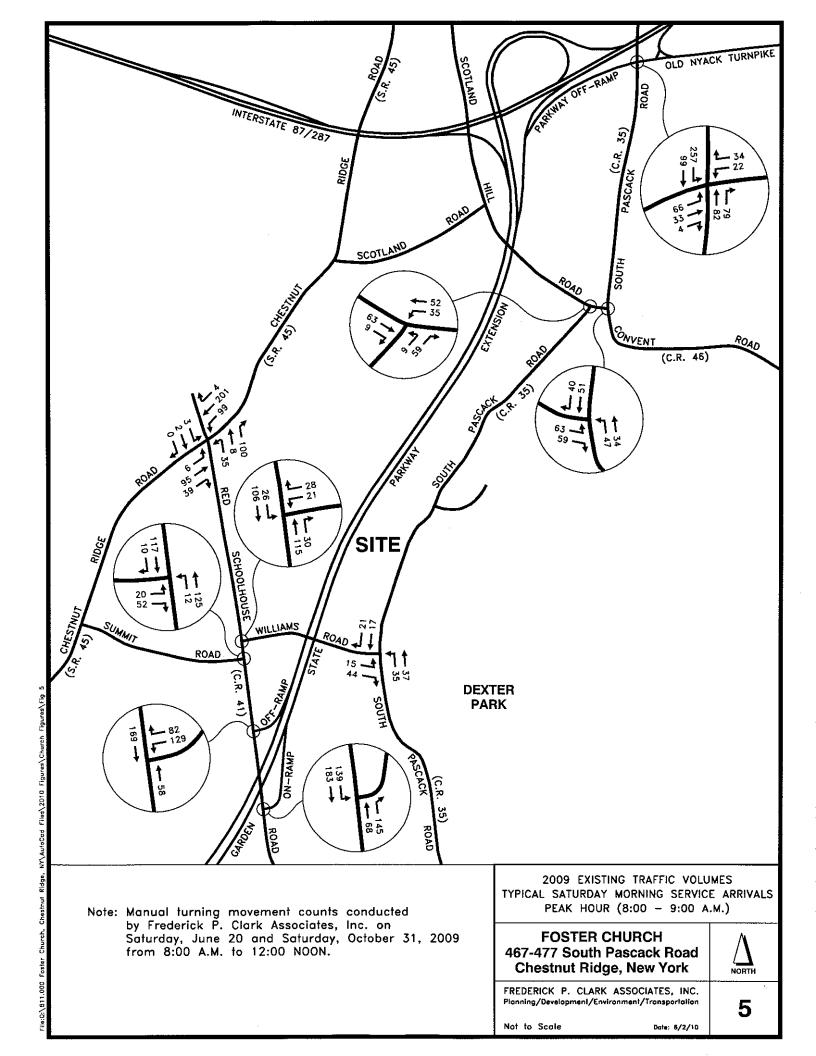
Source: Turning movement counts conducted by Frederick P. Clark Associates, Inc. on Sunday, June 14, 2009, Tuesday, June 16, 2009, Saturday, June 20, 2009, Sunday, October 25, 2009, Tuesday, October 27, 2009 and Saturday, October 31, 2009.

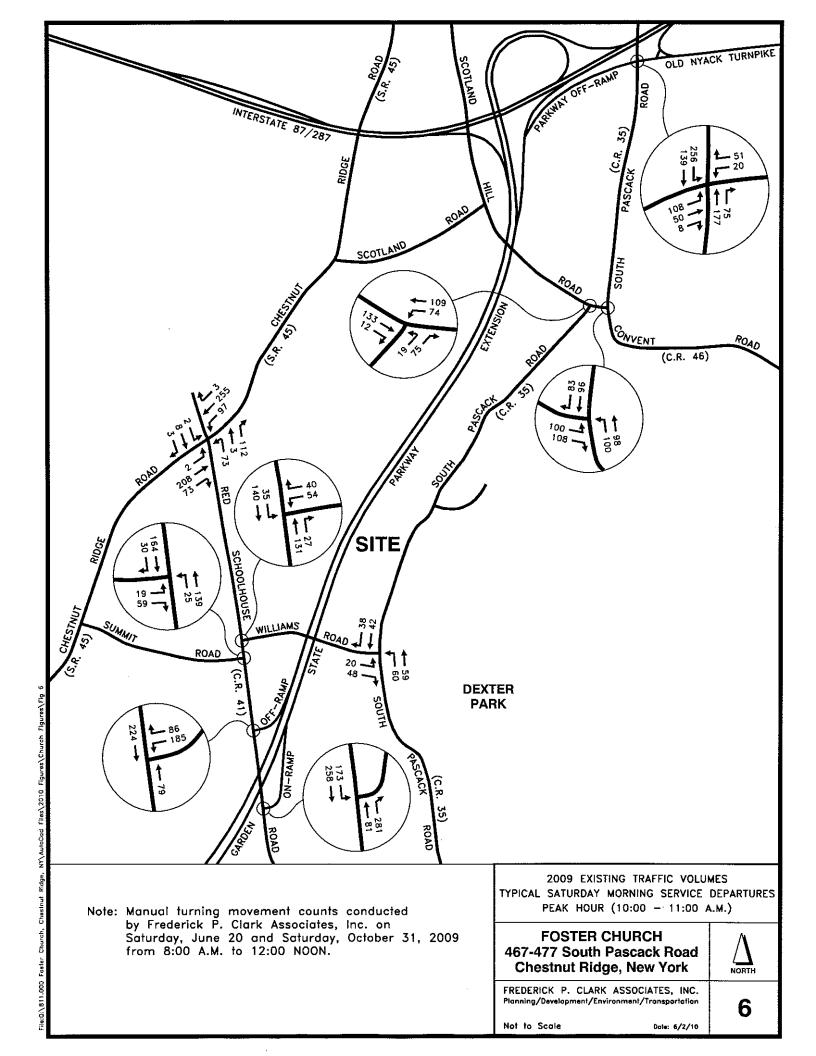
Note: BW = Bi-Weekly.

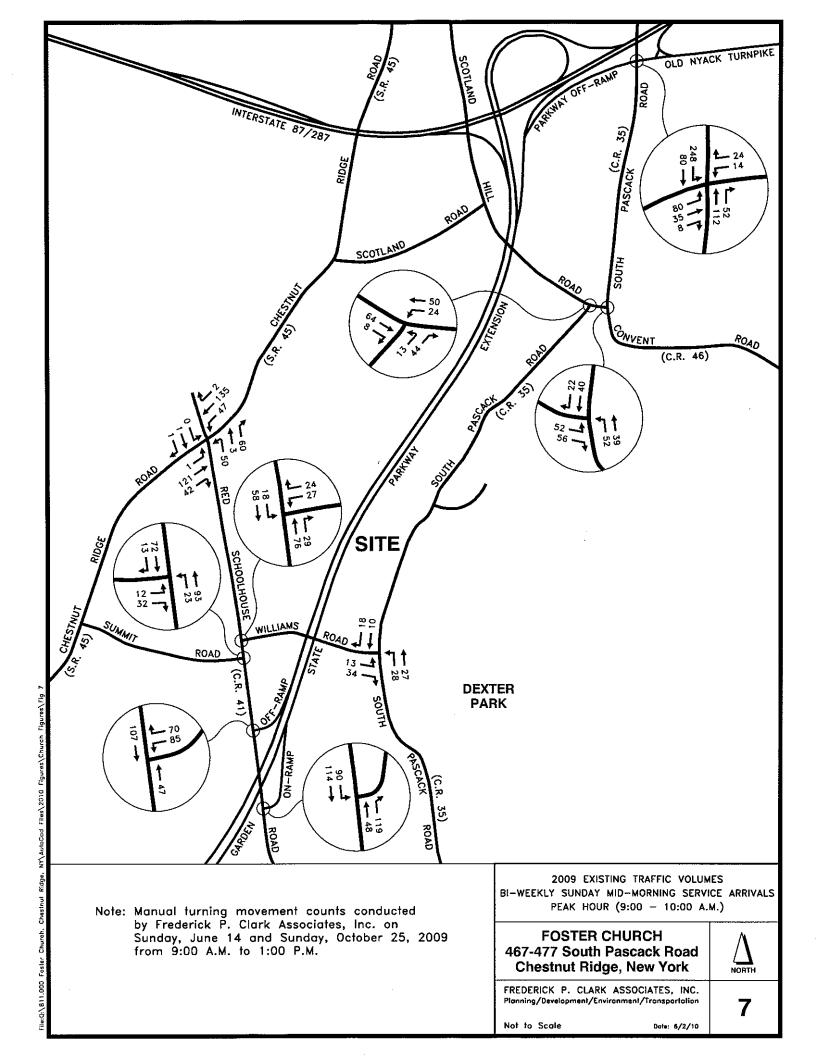
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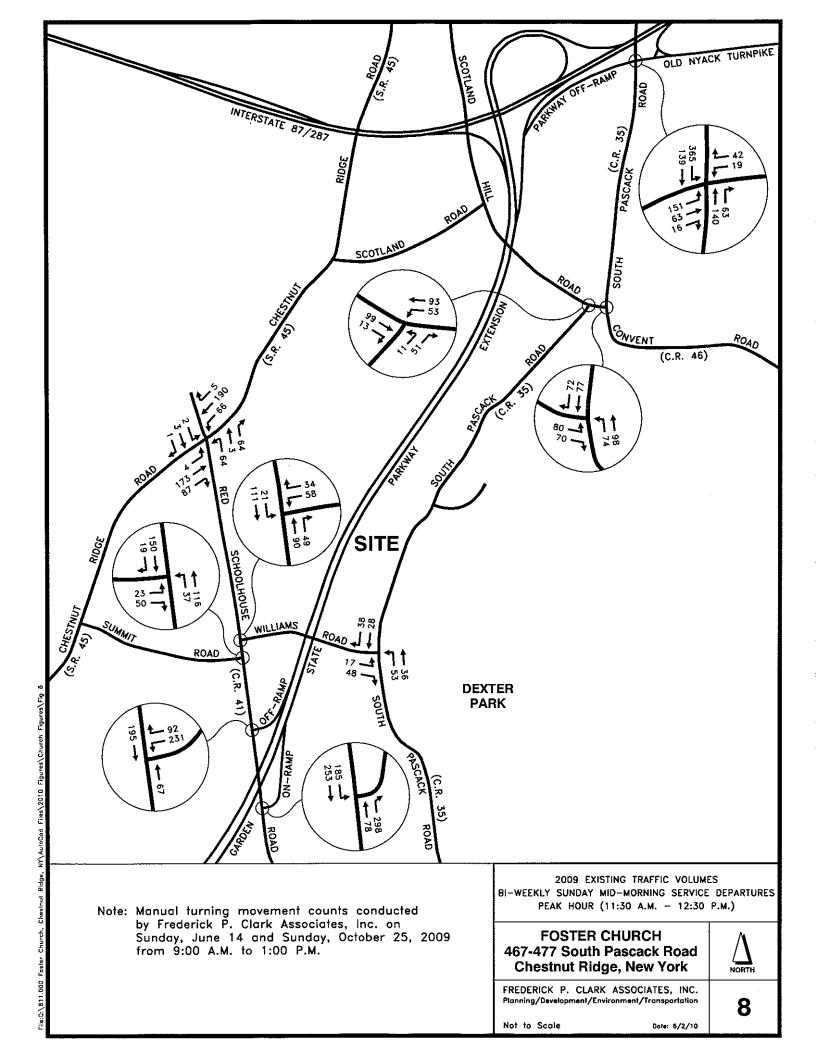


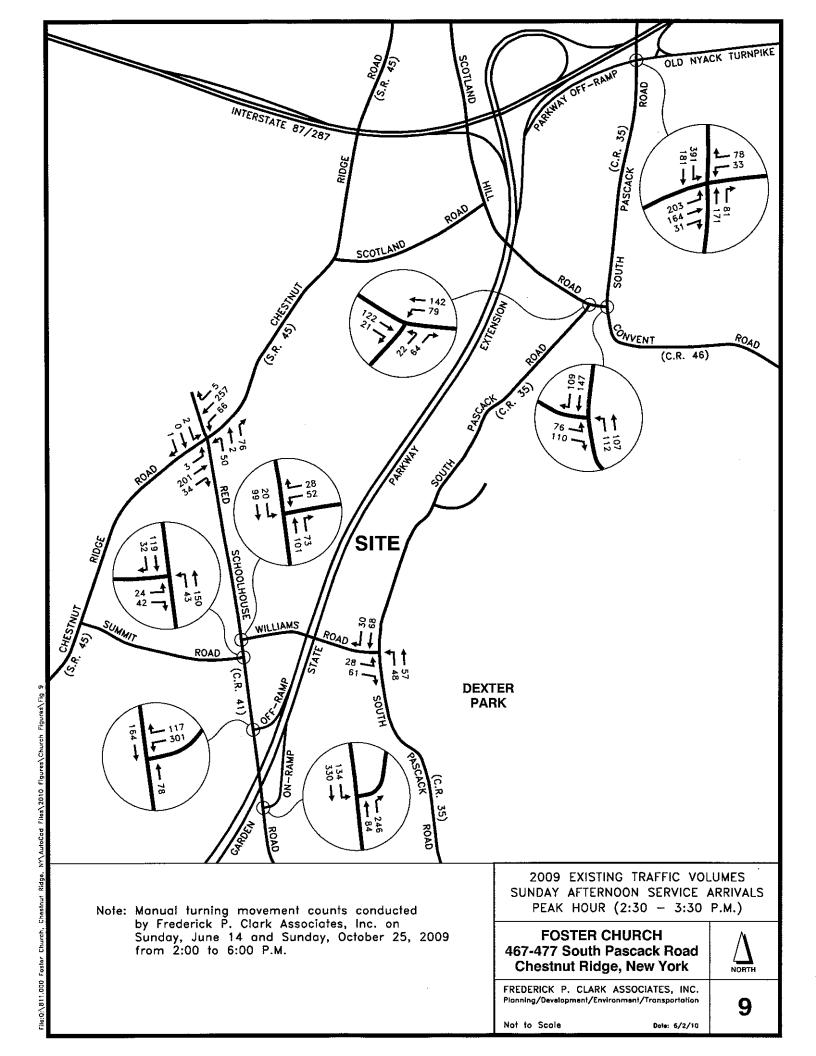


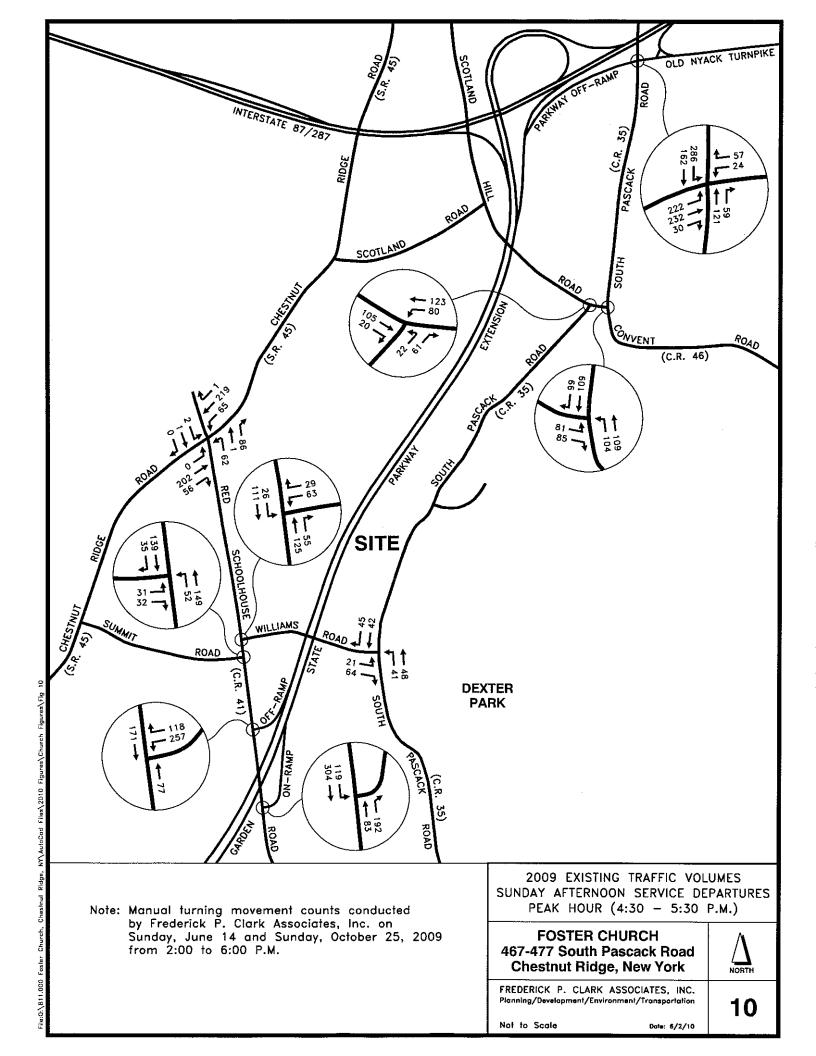












In addition to manual traffic volume surveys noted above at several intersections and different time periods in the designated Study Area, an automatic traffic recorder (ATR) was installed on South Pascack Road in the immediate vicinity of the site frontage. This ATR was installed for a period beginning 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

			SCOTLAND	SCOTLAND HILL ROAD			Š	SOUTH PASCACK ROAD	CK ROAD	
			Between South Pascack Road	Pascack Road			Between Scotland Hill Road	and Hill Road	At Old Nyack	Nyack
	At South Pascack	Pascack	West and South Pascack	th Pascack	At South Pascack Road	scack Road	and Old Nyack Turnpike/GSP	Turnpike/GSP	Tumpike/ GSP	e/GSP
ACCIDENT	Road West	West	Road East/Convent Road	nvent Road	East/Convent Road	ent Road	Northbound Off-Ramp	Off-Ramp	Northbound Off-Ramp	Off-Ramp
CHARACTERISTICS	Total	%	Total	%	Total	%	Total	%	Total	%
Year										
■ 2006	1	100	0	0	3	34	0	0	0	0
■ 2007	0	0	0	0	m	33		100	0	0
■ 2008	0	0	0	0	c	33	0	0	0	0
■ Total	-	100	0	0	6	100		100	0	0
Accident Severity										
 Property Damage 	0	0	0	0	∞	68	0	0	0	0
■ Injury		100	0	0	-	11		100	0	0
Collision Type										
■ Rear-end	0	0	0	0	_	11		100	0	0
• Left Turn	,	100	0	0	2	22	0	0	0	0
■ Angle	0	0	0	0	5	26	0	0	0	0
 Fixed Object 	0	0	0	0	_	11	0	0	0	0
Contributing Factor										
 Following Too Close 	0	0	0	0	_		1	100	0	0
 Failed To Grant ROW 	_	100	0	0	S	56	0	0	0	0
 Pavement Slippery 	0	0	0	0	2	22	0	0	0	0
 Unsafe Speed 	0	0	0	0		11	0	0	0	0
Light Condition										
 Daylight 	_	100	0	0	7	78	_	100	0	0
■ Dark Lit	0	0	0	0	-	Ξ	0	0	0	0
■ Dusk	0	0	0	0	-	11	0	0	0	0

Cont'd Table 2

			SCOTLAND HILL ROAD	HILL ROAD			Š	SOUTH PASCACK ROAD	CK ROAD	
			Between South Pascack Road	Pascack Road			Between Scotl	Between Scotland Hill Road	At Old Nyack	Nyack
	At South Pascack	Pascack	West and South Pascack	th Pascack	At South Pascack Road	cack Road	and Old Nyack Turnpike/GSP	Turnpike/GSP	Turnpike/ GSP	/ GSP
ACCIDENT	Road West	West	Road East/Convent Road	nvent Road	East/Convent Road	ent Road	Northbound	Northbound Off-Ramp	Northbound Off-Ramp	Off-Ramp
CHARACTERISTICS	Total	%	Total	%	Total	%	Total	%	Total	%
Surface Condition										
■ Dry	1	100	0	0	7	78	_	100	0	0
■ Snow/Ice	0	0	0	0	2	22	0	0	0	0
Weather Conditions										
■ Clear		100	0	0	9	29	-	100	0	0
■ Cloudy	0	0	0	0	-	=	0	0	0	0
■ Snow	0	0	0	0	2	22	0	0	0	0
	A				Processor and the second	Accession of the Contract of t			,	

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
В	10.1 to 20.0
С	20.1 to 35.0
D	35.1 to 55.0
Е	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
В	10.1 to 15.0
С	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 midmorning 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

					2009	EXISTIN	2009 EXISTING CONDITIONS	IONS		
			Wednesday	sday	Typical (Typical Saturday	BW Sunday Mid-	ay Mid-	Sunday	lay
			Evening Service	Service	Morning	Morning Service	Morning	ing	Afternoon	noon
			Arrivals	/als	Depa	Departures	Service Departures	epartures	Service Arrivals	rrivals
	CONTROL	PHYSICAL	/SOT	A/C	/SOT	N/C	/SOT	A/C	/SOT	N/C
INTERSECTION	TYPE	UNITS	Delay	Ratio	Delay	Ratio	Delay	Ratio	Delay	Ratio
Chestnut Ridge Road at	Traffic	EB LTR	A/8.5	0.34	A/9.5	0:30	A/6.4	0.21	0.7/A	0.20
Red Schoolhouse	Signal	WB LT	A/8.0	09.0	A/4.7	0.35	A/2.9	0.19	A/3.1	0.25
Road/Access Drive		×	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
		SB LT	C/23.9	90.0	B/13.2	0.03	B/13.2	0.02	B/12.5	0.01
		X	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	1
Red Schoolhouse Road at	Traffic	WB L	B/12.4	0.53	A/8.7	0.37	A/8.4	0.39	A/9.2	0.49
Garden State Parkway	Signal	껖	A/3.1	0.30	A/2.6	0.17	A/2.4	0.16	A/2.1	0.19
Extension Southbound	ı	NB T	A/7.8	0.26	A/6.5	0.09	A/7.4	0.10	A/8.7	0.10
Off-Ramp		SB T	B/14.1	69.0	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	ŀ
South Pascack Road at	Traffic	EB LTR	E/78.4	1.01	C/23.9	0.50	C/30.3	0.63	E/71.2	0.98
Garden State Parkway	Signal	WB LR	B/11.1	0.31	B/10.3	0.19	B/12.2	0.15	B/10.4	0.25
Extension Northbound		NB TR	C/28.6	0.56	B/14.9	0.48	B/10.2	0.30	B/12.5	0.31
Off-Ramp/Old Nyack		SB LT	D/39.6	0.95	A/9.0	0.54	B/13.6	69.0	D/44.8	96.0
Turnpike		Overall	D/44.9	-	B/13.6	-	B/16.6	1.	D/43.7	1
Red Schoolhouse Road at	TWSC	WB L	C/20.8	0.44	B/10.8	0.14	B/10.7	0.14	B/10.4	0.11
Williams Road		×	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

					2009	EXISTIN	2009 EXISTING CONDITIONS	IONS		
			Wednesday	esday	Typical !	Fypical Saturday	BW Sunday Mid-	ay Mid-	Sunday	lay
			Evening Service	Service	Morning Service	Service	Morning	ing	Afternoon	noon
			Arrivals	/als	Departures	tures	Service Departures	epartures	Service Arrivals	Arrivals
	CONTROL	PHYSICAL	/SOT	A/C	ros/	A/C	/SOT	N/C	LOS/	N/C
INTERSECTION	TYPE	UNITS	Delay	Ratio	Delay	Ratio	Delay	Ratio	Delay	Ratio
Red Schoolhouse Road at	TWSC	EB L	C/18.0	0.29	B/10.2	0.10	B/10.6	0.12	B/10.2	0.09
Summit Road		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	90.0	A/0.2	0.02	A/0.3	0.03	A/0.3	0.03
Garden State Parkway	TWSC	SB L	A/8.3	0.46	A/1.5	0.15	A/1.8	0.17	A/1.2	0.11
Extension Northbound										
On-Ramp at Red										
Schoolhouse Road										
South Pascack Road at	TWSC	EB L	B/11.2	0.27	A/9.4	0.08	£.6/A	80.0	8.6/A	0.12
Williams Road		*	B/11.2	0.27	A/9.4	0.08	A/9.3	0.08	8.6/A	0.12
		NB L	9.0/A	0.07	A/0.3	0.04	A/0.3	0.04	A/0.3	0.04
Scotland Hill Road at	LWSC	WB L	A/7.8	0.09	L.L.Y	90.0	9. <i>L/</i> V	0.04	N/7.7	90.0
South Pascack Road		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	90.0	A/9.4	0.08
South Pascack Road/	TWSC	EB L	C/22.3	0.33	B/14.0	0.21	B/12.2	0.15	B/14.9	0.18
Convent Road at		R	B/10.3	0.13	9.6/A	0.13	A/9.2	0.08	B/10.1	0.14
Scotland Hill Road		NB L	A/8.4	0.13	A/7.8	0.08	A/7.7	90.0	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

- Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are ITE publication for Traffic Access and impact studies for site development "A Recommended Practice" indicated that overall 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:
- Lane Group and Intersection Overall for Traffic Signal Controlled Intersections; and
 Movement for TWSC Intersections.

WB = WestboundSB = Southbound R = Right Turn EB = EastboundT = ThroughNB = Northbound L = Left 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.

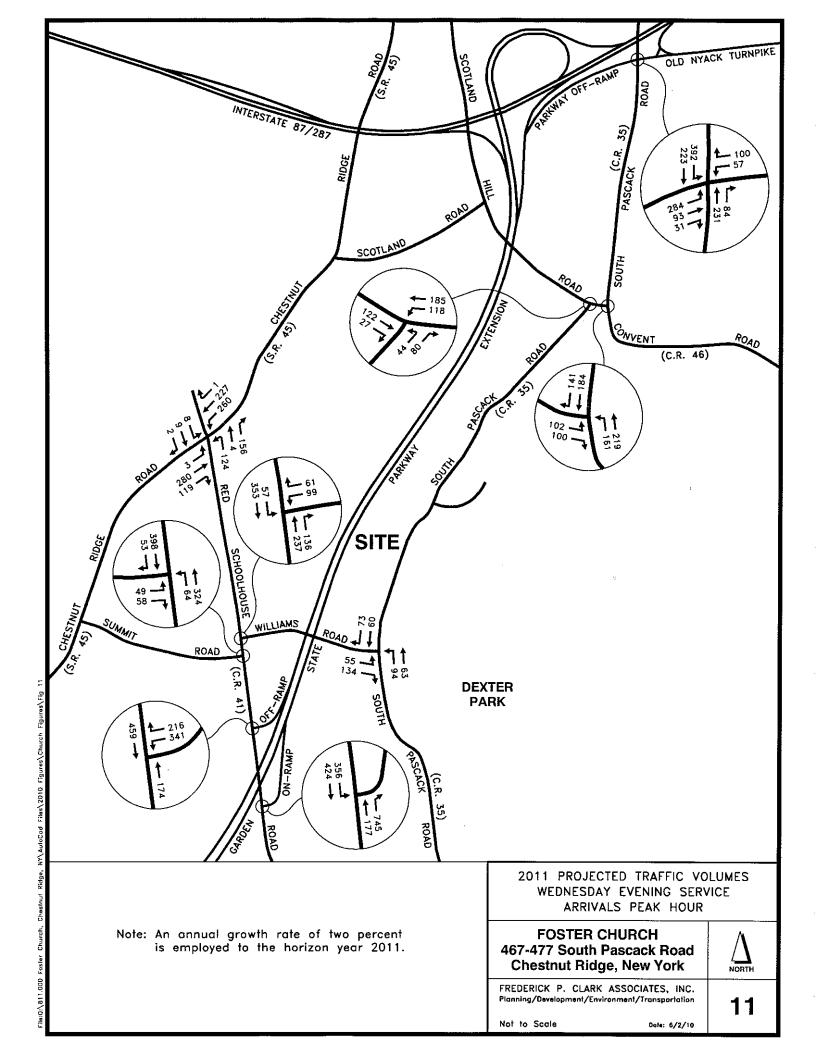
No-Build Traffic Forecast

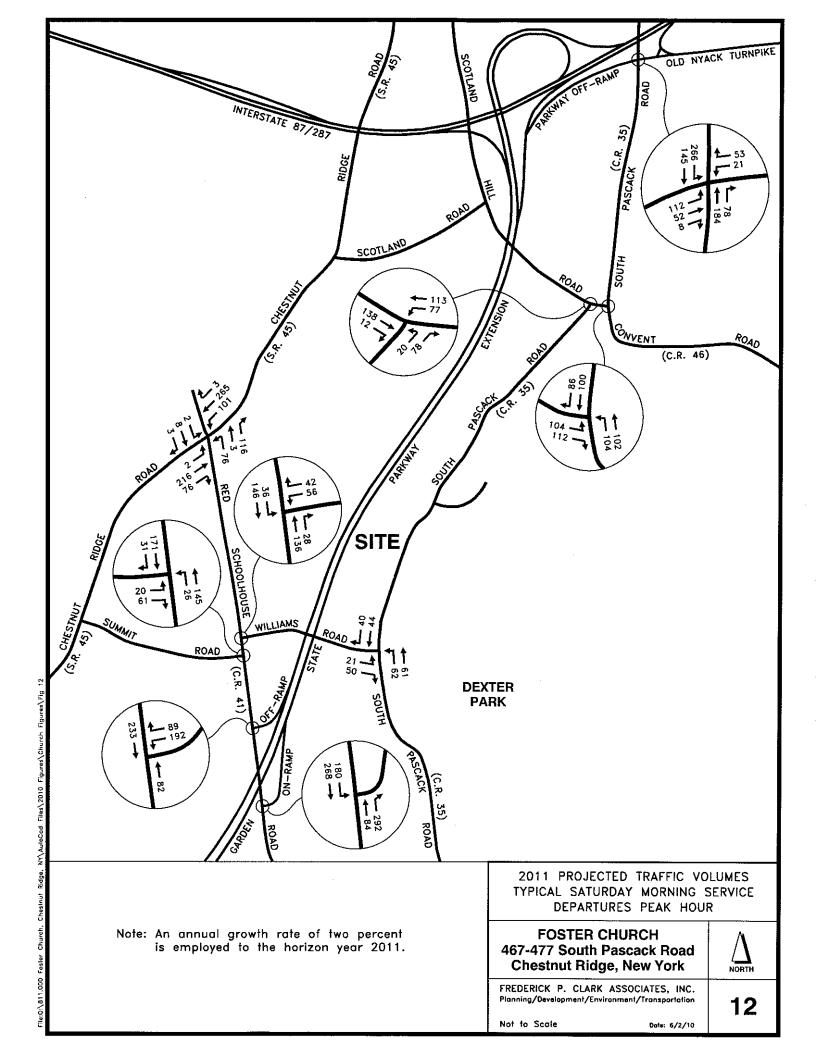
To develop a 2011 no-build traffic condition the 2009 baseline traffic volumes, which were described in a previous section of this report, were expanded to include a growth rate and traffic related to any other planned development. The anticipated growth rate for this area of Rockland County and specifically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

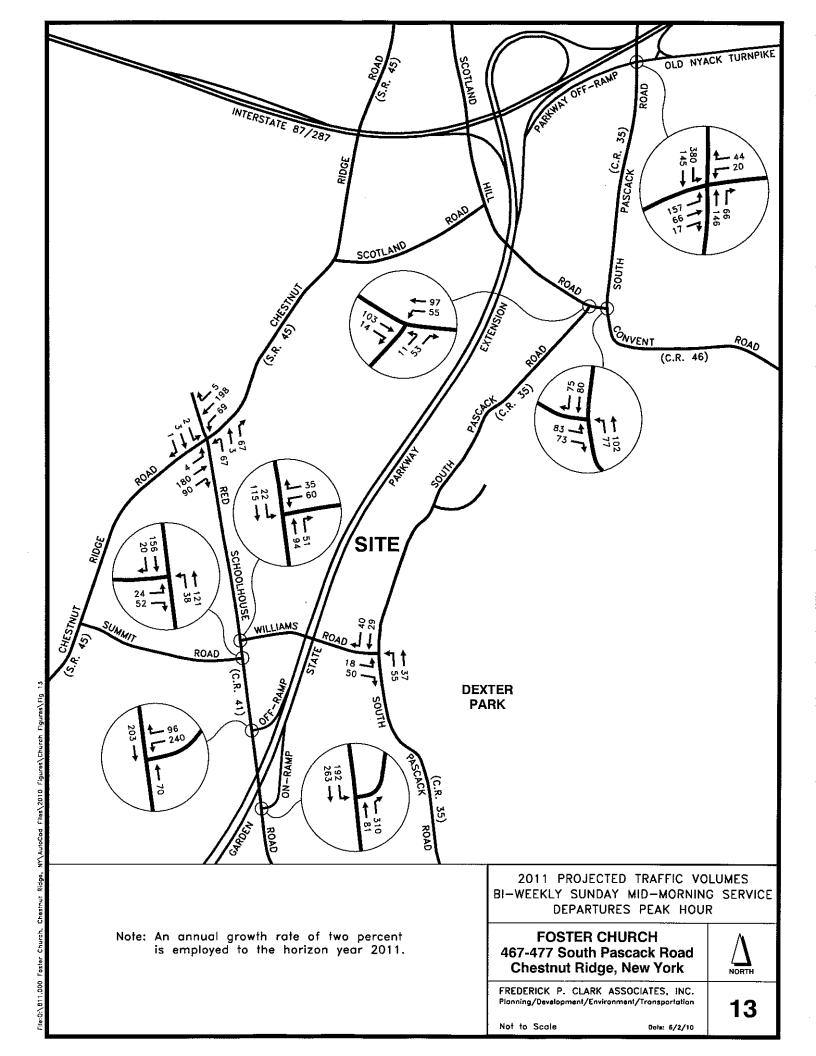
Figures 15 through 18 show traffic related to other planned or proposed developments within the designated Study Area for intersections that will have potential impact from additional traffic from these other developments.

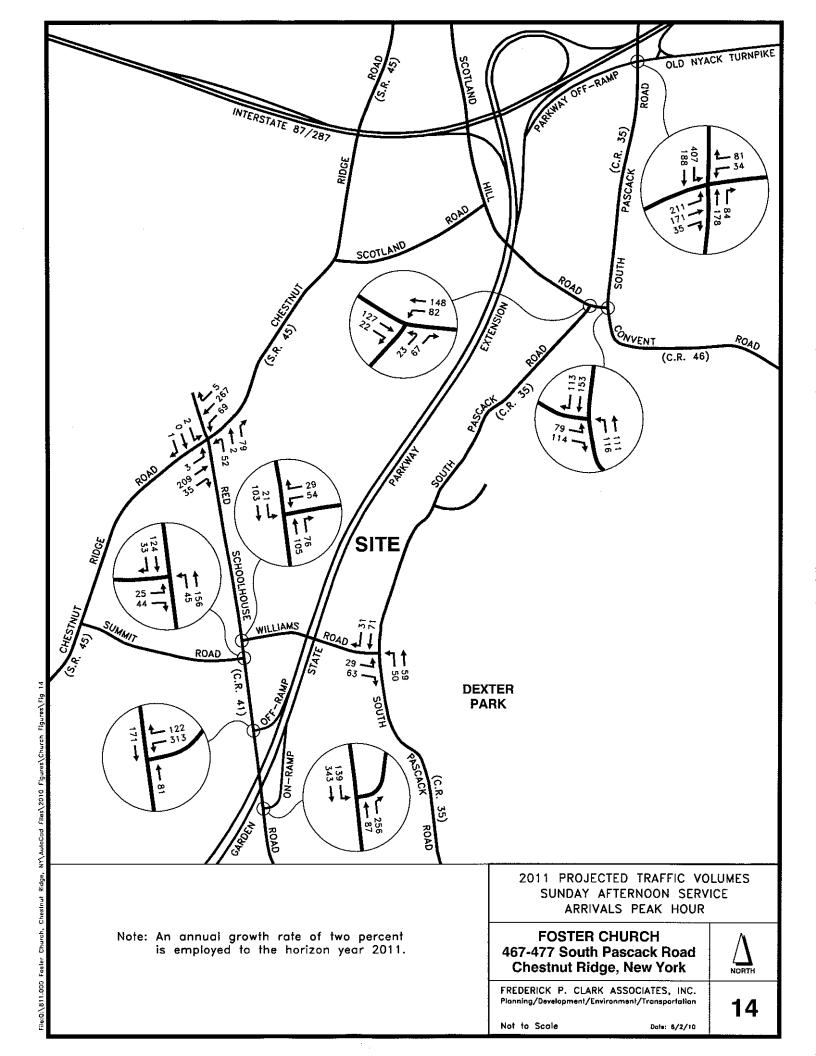
In addition to the growth rate, as noted above, traffic related to two other planned developments in the immediate vicinity of the subject property were included. There are six single-family detached homes, which would be part of a 9-lot subdivision to be located on South Pascack Road to the immediate 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.

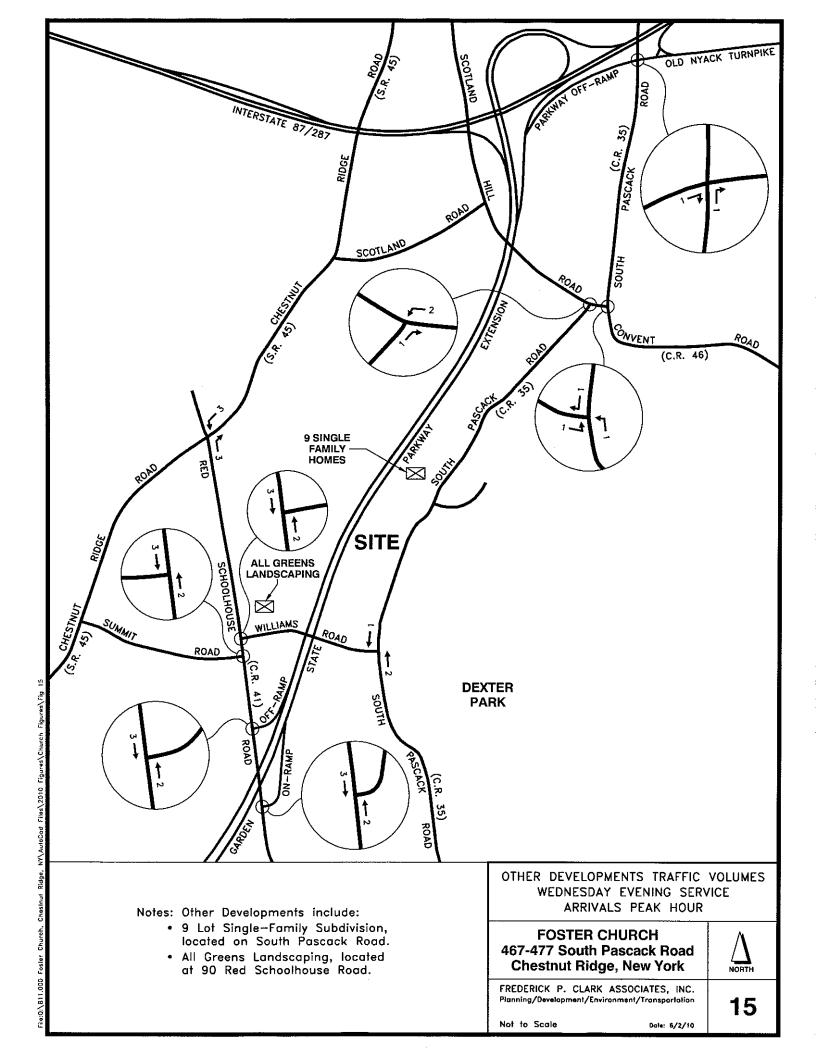
A landscaping facility will be constructed and comprise 7,000 square feet of floor area. This development, which will be located on Red Schoolhouse Road, will generate

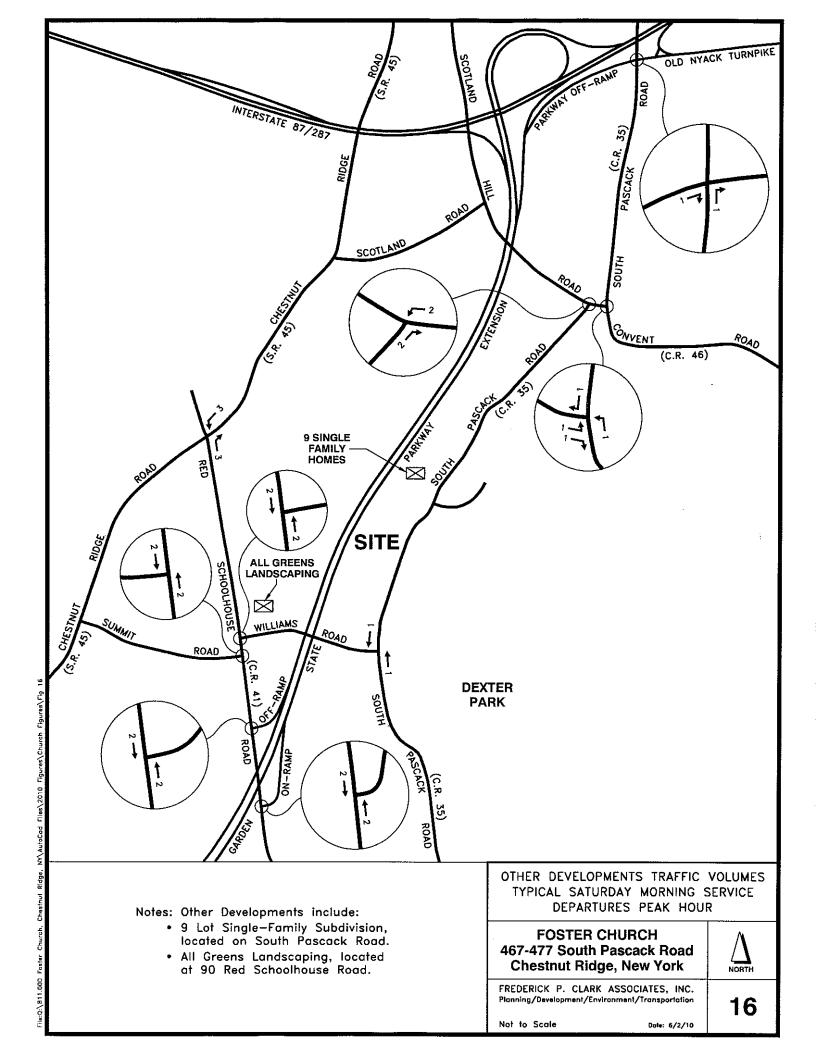


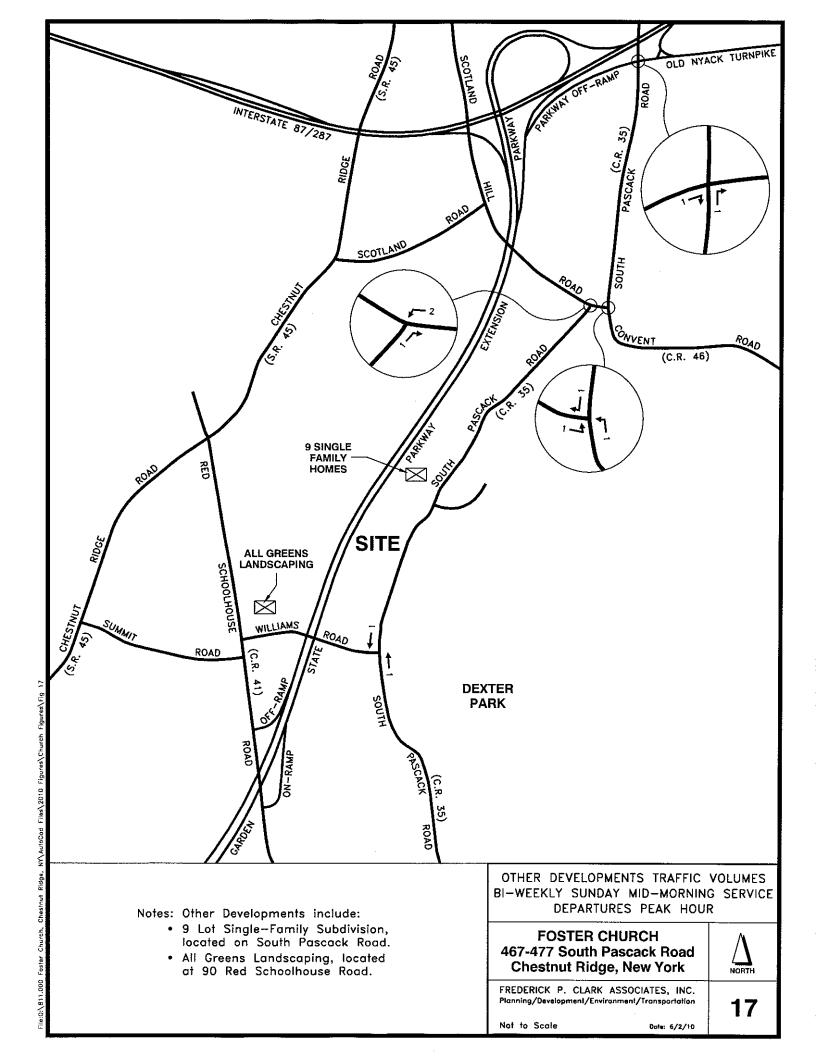


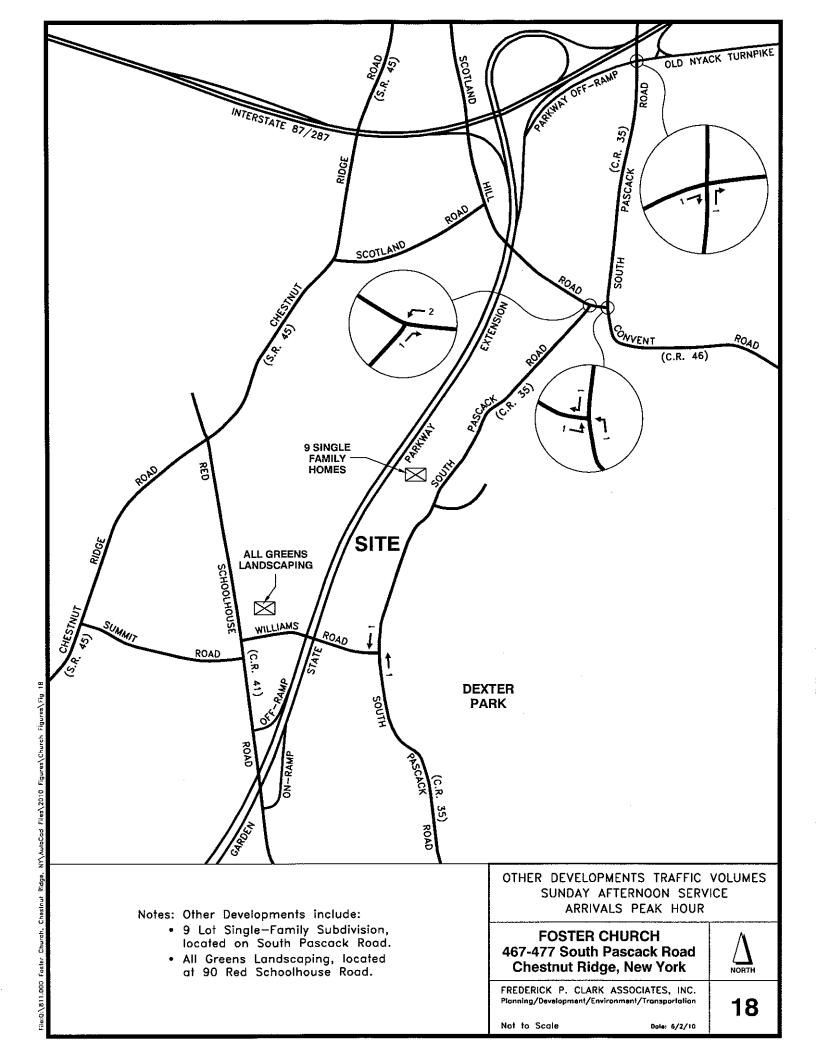












up to 11 vehicle trips ends during the weekday late afternoon and Saturday morning peak hours. However, it is anticipated that this type of development will not generate any traffic on Sundays. Overall, these two developments will generate 17, 16, 5 and 5 vehicle trip ends during the weekday evening 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 780 people. However, the Church and its services will not operate a 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

				VEHICLE	VEHICLE TRIP ENDS	
			Wednesday	Typical Saturday	BW Sunday Mid-	
		TRAFFIC	Evening Service	Morning Service	Morning	Sunday Afternoon
LAND USE	SIZE	DIRECTION	Arrivals	Departures	Service Departures	Service Arrivals
Single-Family	6 Dwelling	Enter	7	3	3	3
Detached	Units	Exit	7	ωl	2	71
Housing		Total	9	9	S	\$
All Green	7,000 S.F.	Enter	5	5	0	0
Landscaping	Building	Exit	9	SI	0	0
		Total	11	10	0	. 0
		Enter	6	8	3	3
Total		Exit	∞	&	2	71
		Total	17	16	Š	5

Source:

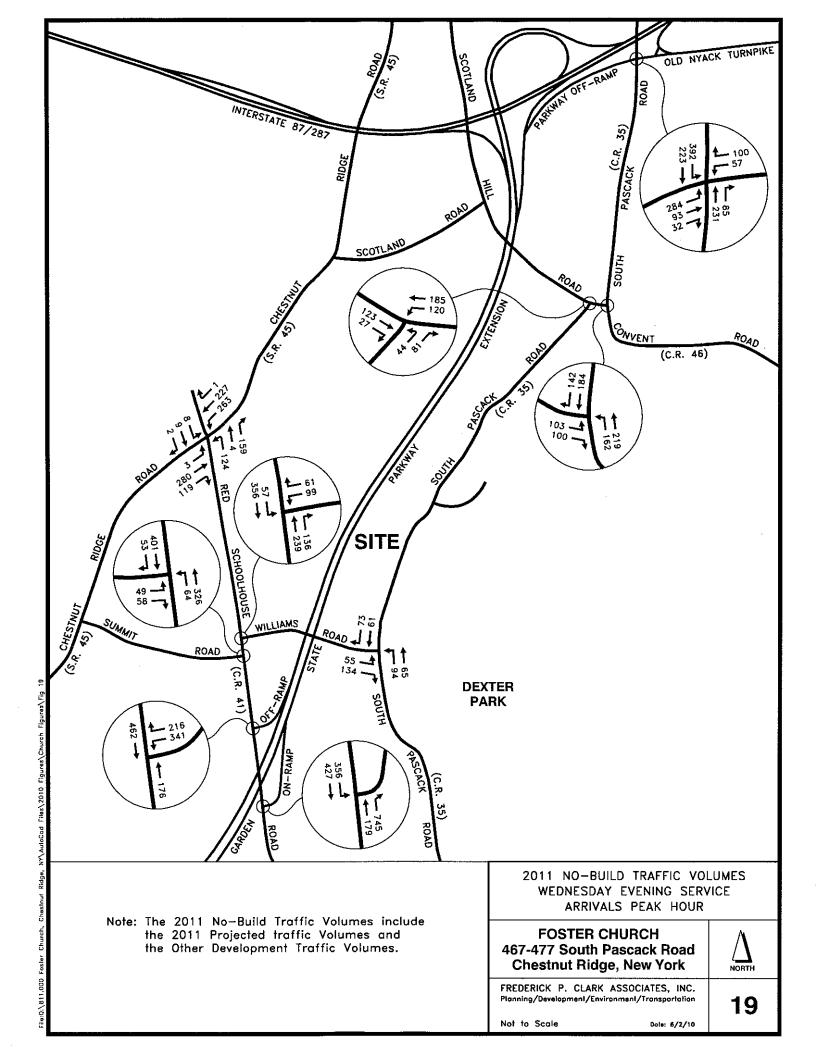
- "Trip Generation," 8th Edition, published by the Institute of Transportation Engineers (ITE) in 2008 using Single-Family Detached Housing, Code #210 Average Rates.
 - Traffic Volumes for the proposed All Green Landscaping from a similar developments traffic study conducted by Frederick P. Clark Associates, Inc. in June, 2009. 7;

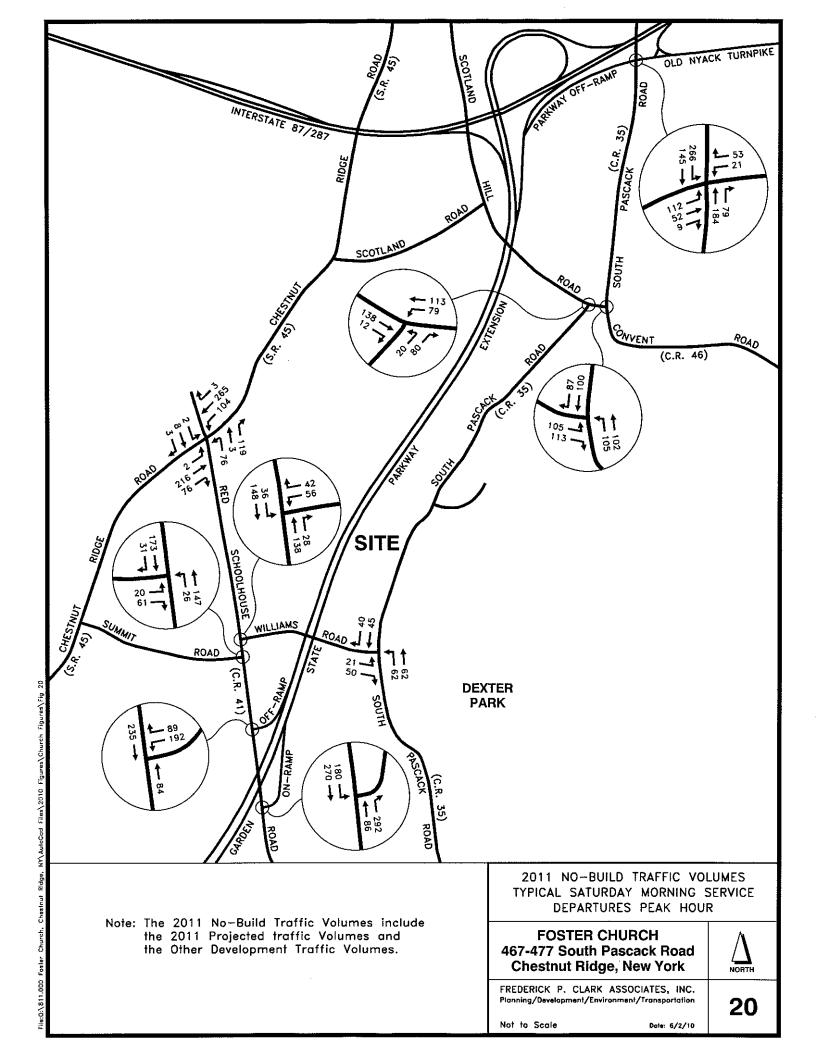
Notes:

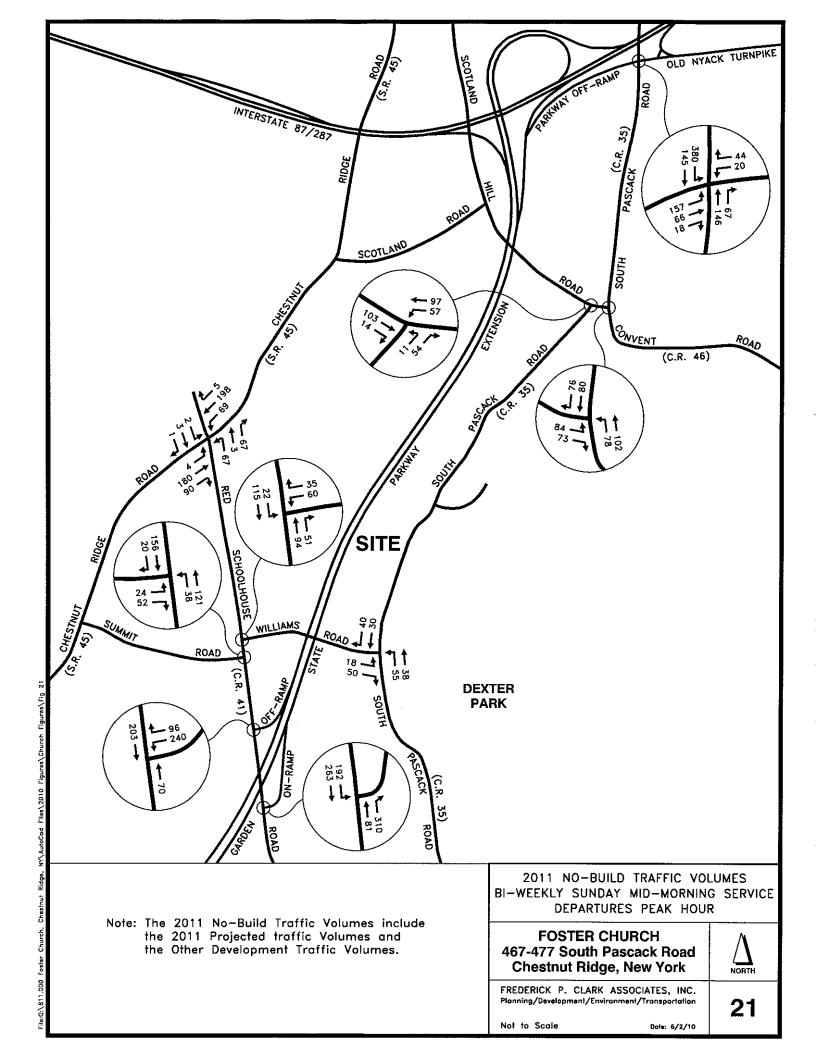
- 1. The 6 units are part of a 9 lot single family home subdivision on South Pascack Road just to the north of the site. At the time of the counts three units were built and occupied.
- 2. All Green Landscaping is located at 90 Red Schoolhouse Road.

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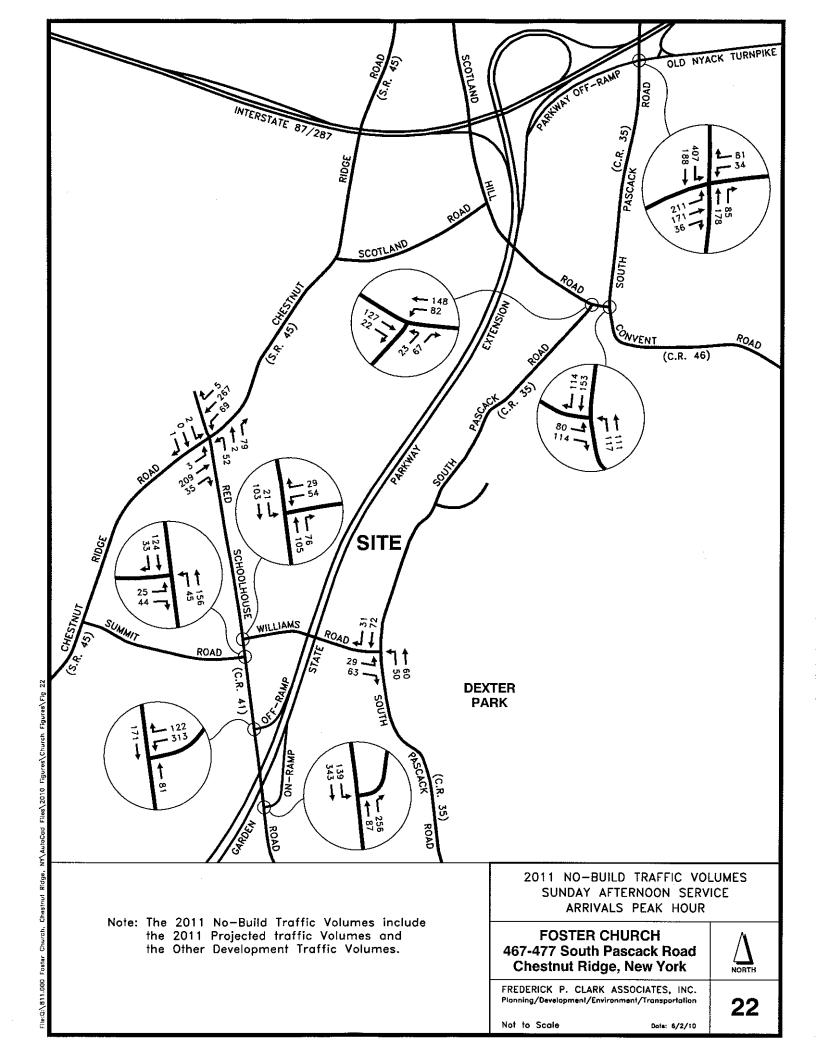


Table 5 SITE TRAFFIC GENERATION – PEAK HOURS Chestnut Ridge, New York Foster Church

					SITE TRAFFIC	SITE TRAFFIC GENERATION			
-		Wednesday	Wednesday	Typical Saturday	Typical Saturday	BW Sunday Mid	BW Sunday Mid	Sunday	Sunday Afternoon
		Evening Service	Evening Service	Morning Service	Morning Service	Morning Service	Morning Service	Afternoon	Service
		Arrivals (4:45	Departures (6:45	Arrivals (8:00	Departures (10:00	Arrivals (9:00	Departures (11:30	Service Arrivals	Departures (4:30
		P.M. to 5:45	P.M. to 7:45	A.M. to 9:00	A.M. to 11:00	A.M. to 10:00	A.M. to 12:30	(2:30 P.M. to	P.M. to 5:30
DEVELOPMENT PROGRAM	PERSONS	P.M.)	P.M.)	A.M.)	A.M.)	A.M.)	P.M.)	3:30 P.M.)	P.M.)
Monday Evening — 6:15 - 6:45 P.M.	40								
Wednesday Evening – 5:45 - 6:45 P.M	185								
Other Weekday Evening -7:00 - 8:00 P.M.	185	ζ,	<	9	•	S	c	·,	•
Typical Saturday Morning - 9:00 - 10:00A.M.	185	9	> \$	9	> \$	os S	o 8	. 45	D ;
Monthly Saturday Morning 8:00 - 9:00 A.M.	185	DI \$	\$ \$	⊃ı Ş	\$ \$	⊃ı Ş	⊋ 8	⊃ı ¦	31;
Sunday Morning – 6:00 – 7:00 A.M.	40	D +	1	5	04	80	€	45	
BW Sunday Mid Morning - 10:00 - 11:30 A.M.	325								
Sunday Afternoon - 3:30 - 4:30 P.M.	200								

Notes:

1. (BW) = Bi-Weckly.
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 Pascack 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.

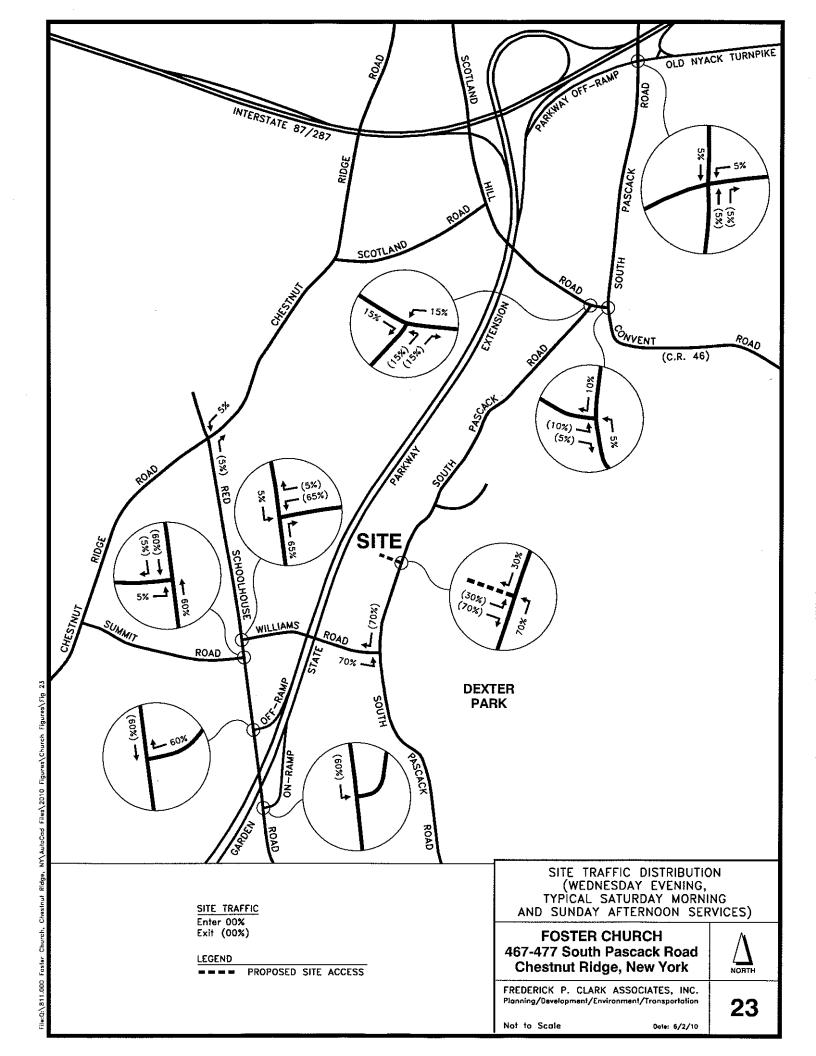
Build Traffic Volumes

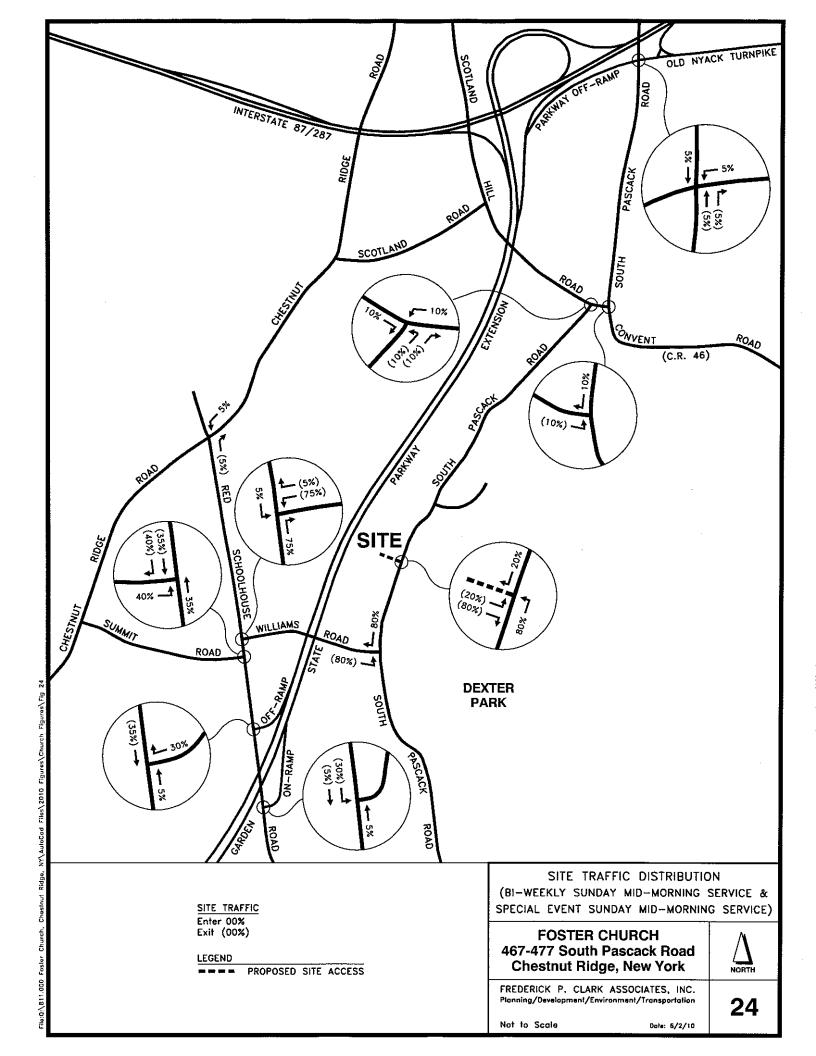
Build traffic volumes were developed by adding the site-generated traffic to the no-build traffic volumes, both which were described previously in this section of the report. Figures 29 through 32 illustrate the 2011 build traffic volumes for the four time periods specifically identified by the Village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

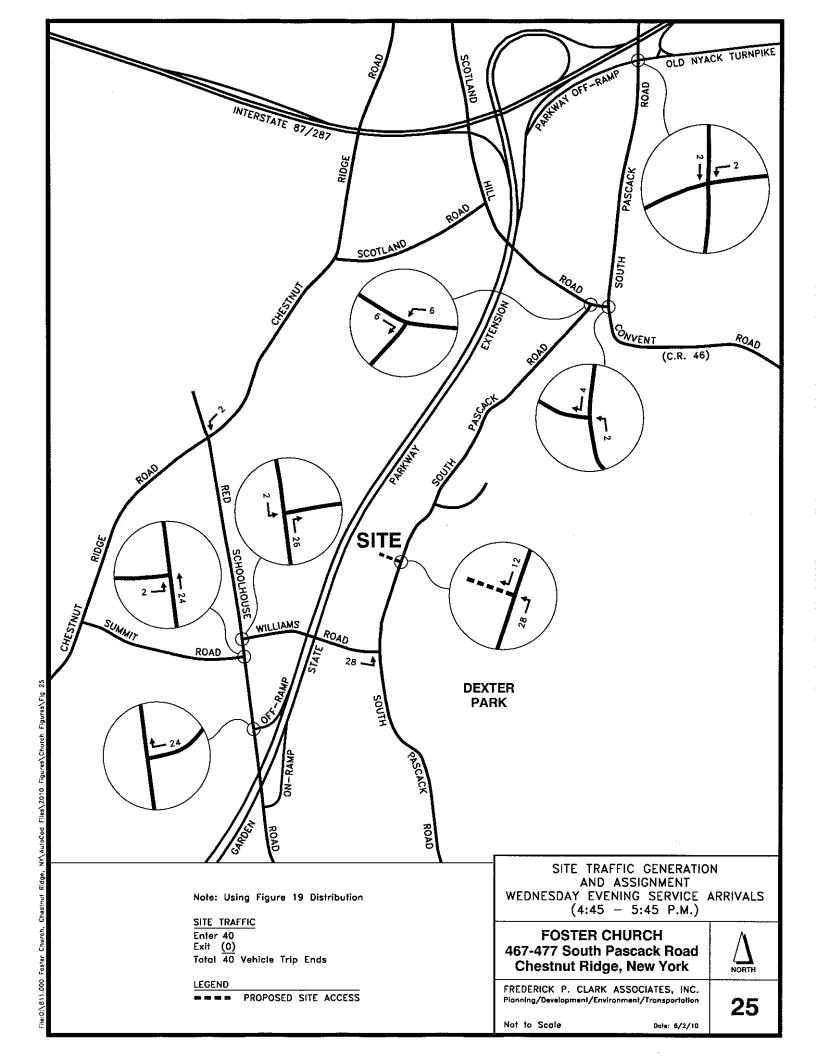
Capacity Analysis Results – No-Build and Build Conditions

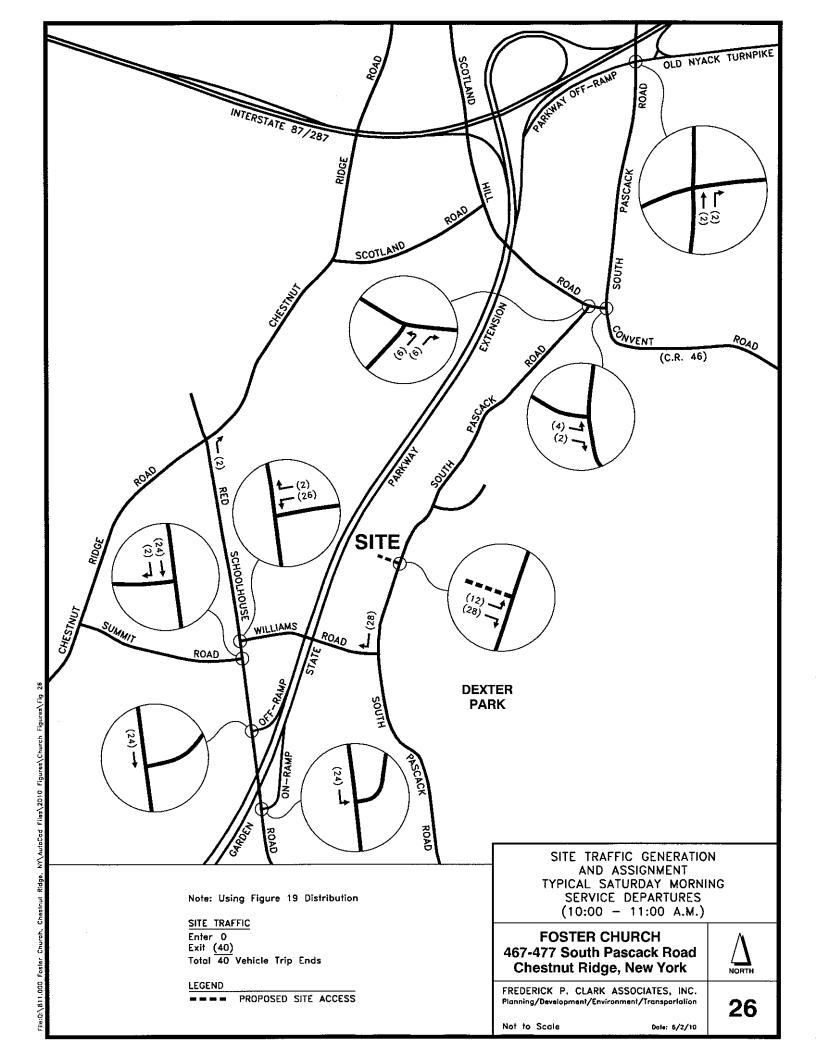
1. Chestnut Ridge Road at Red Schoolhouse Road/Access Drive

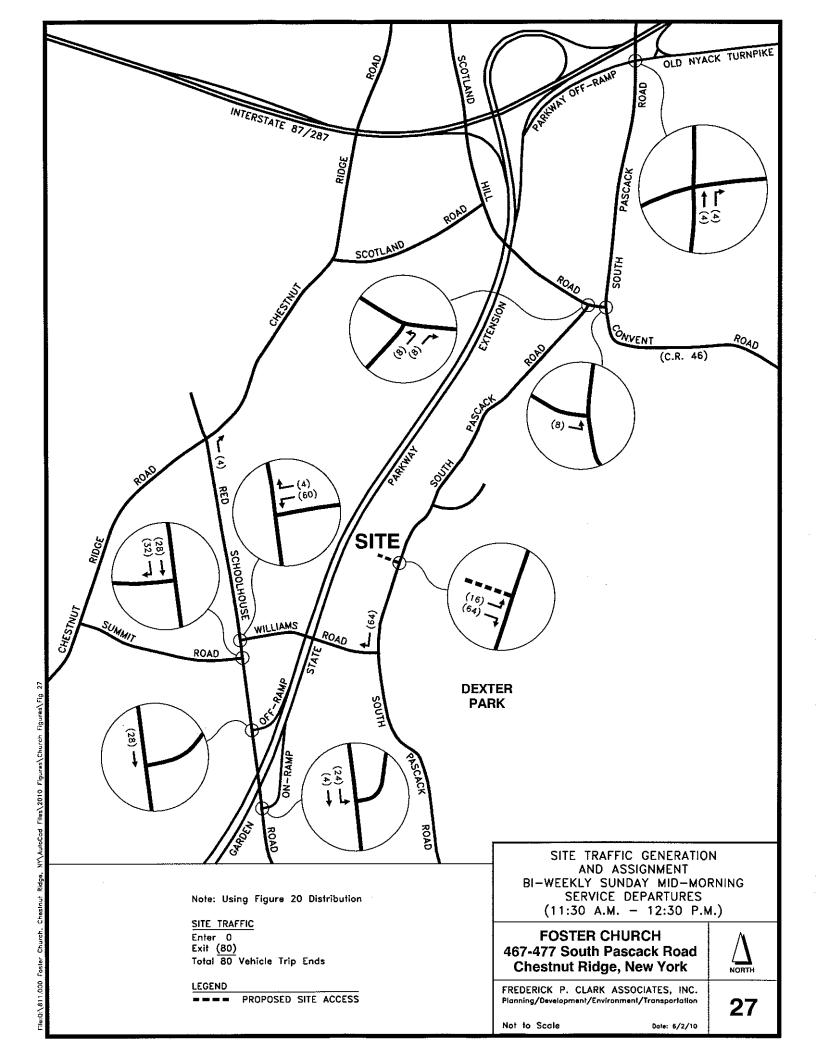
No-Build – Results of the analysis of this signalized intersection indicate it will operate at an overall Level of Service "B" or better during the four peak hours included in this analysis.

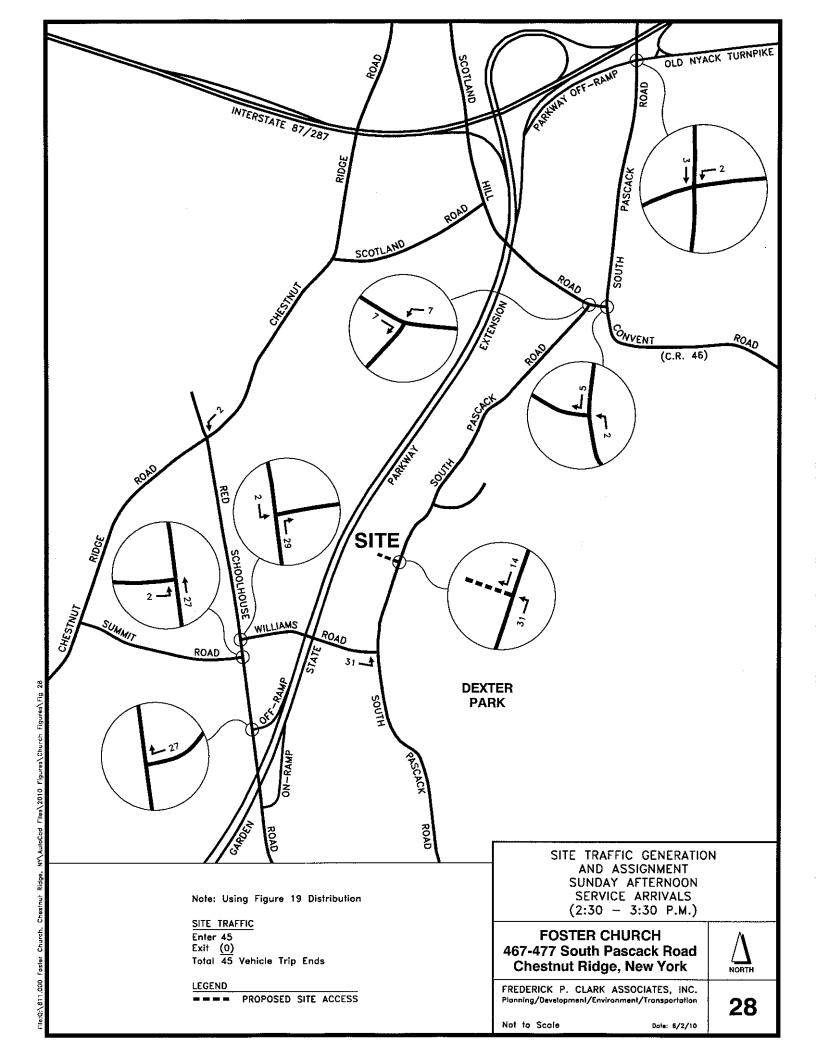


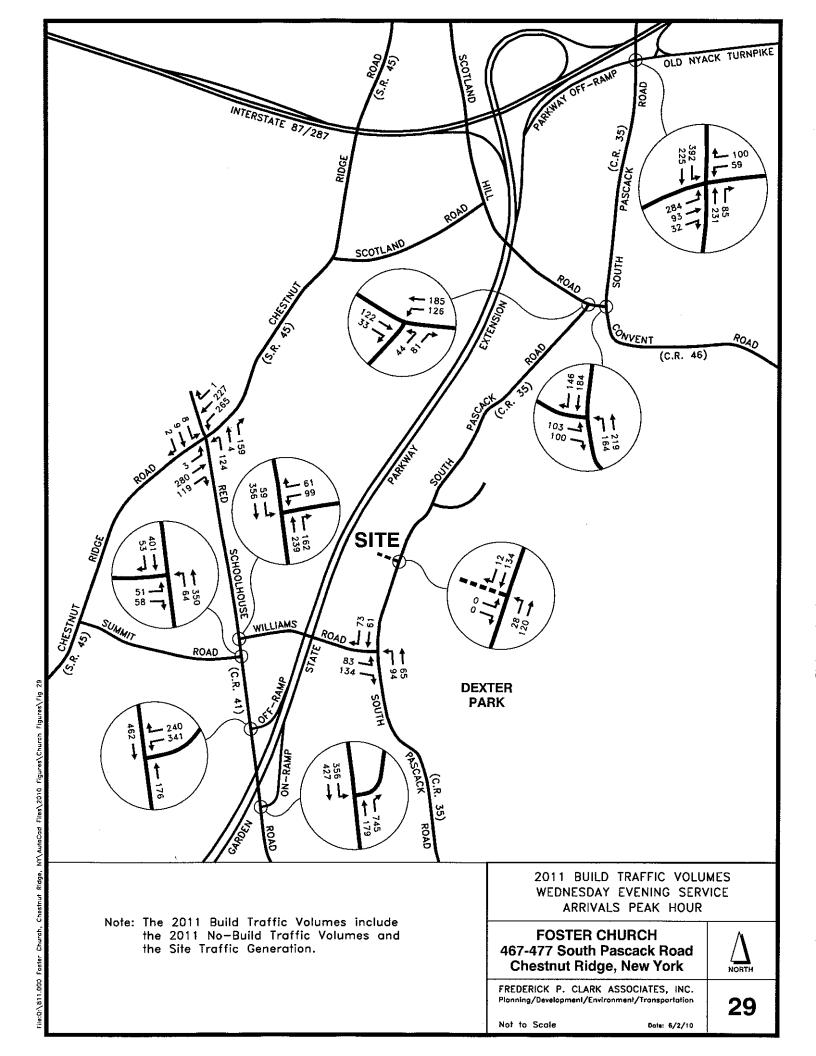


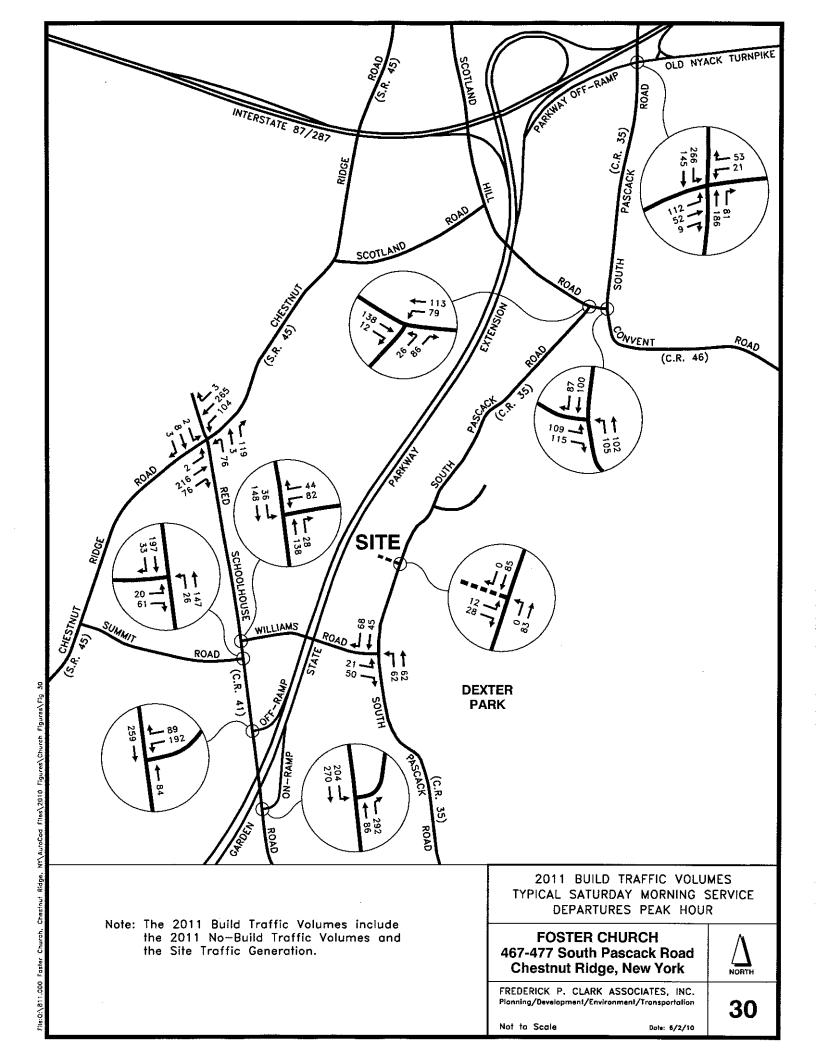


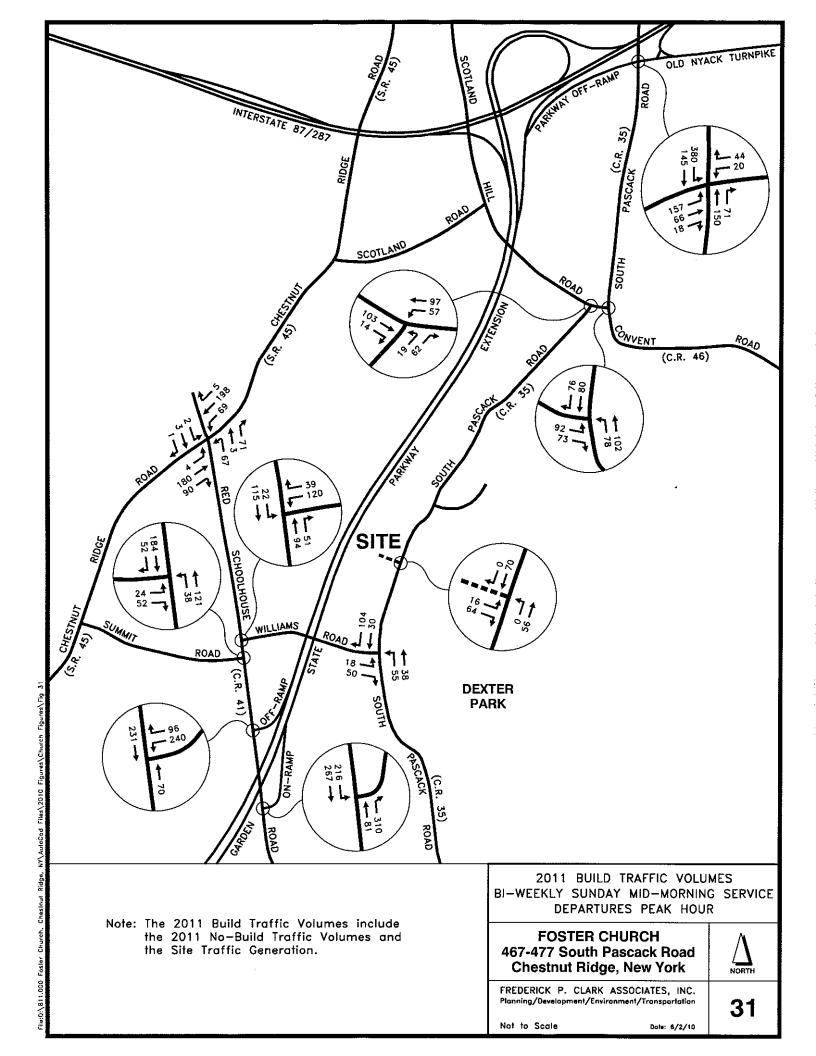


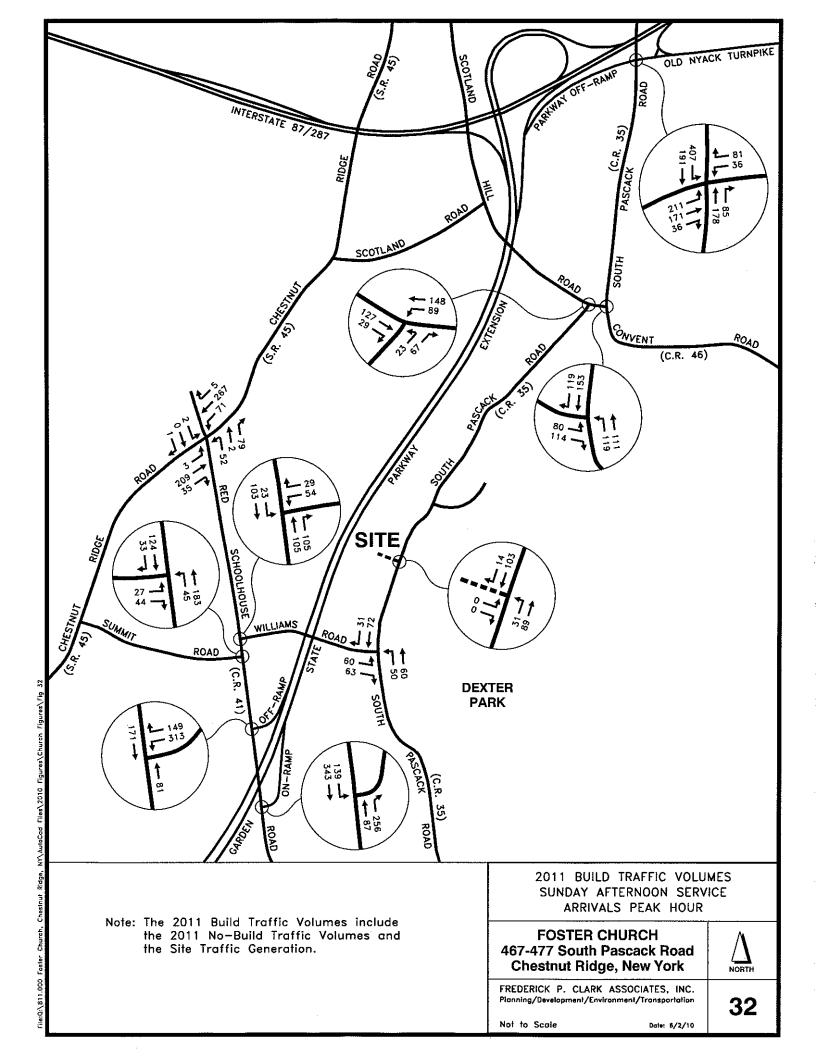












Build – Results of the analysis with site traffic added to the intersection indicate all Levels of Service will be maintained, as well as each lane group. The increase in vehicle delay due to site traffic was found to be insignificant with no impact during these time periods.

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 Pascack 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.

Table 6
2011 FUTURE CONDITIONS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
Poster Church
Chestrut Ridge, New York

					2011 NC	O-BUILD	2011 NO-BUILD CONDITIONS	SNS			2011 E	2011 BUILD CONDITIONS	NDITIO	NS			PROJECT IMPACTS	IMPACTS	
							Typica	Typical Saturday	ay				Typic	Typical Saturday	lay {	Wednesday	esday	Typical	Typical Saturday
				Wedn Sen	Wednesday Evening Service Arrivals	vening ivals	Моглі Der	Morning Service Departures	9	Wednes Servic	Wednesday Evening Service Arrivals	ning Is	Моп Ое	Morning Service Departures	<u>8</u>	Evening Service Arrivals	ning Service Arrivals	Morning Serv Departures	Morning Service Departures
		STORAGE/				Quene		ř	Quene			Queue		F	Queue	Deterio	Project	Deterio-	Project
INTERSECTION	CONTROL	LINK	PHYSICAL	LOS/	V/C	Length	LOS/	V/C	Length	LOS/	N/C	Length	ros/	V/C	Length	-ration	Delay	ration	Delay
Chestnut Ridoe Road at	Traffic	815	ER ITR	P/10.4	D 44	185	+	+	7002	B/10 A	Natio 0.43	185	A 70 A	Natio	120	+	(SDLOGINS)	SOJ N	Seconds
Red Schoolhouse	Signal	589		501/d	1 89	6 5	0.00	0.31	3 8	D/10.4	64.0	3 5	0.00	0.37	3 5	2 2	5 -	2 2	9.0
Road/Access Drive	or Gride	225	1 0	200	80.0	-		500	, c	0, 17.0 A (2.0	9 6	ţ -	7.5.0		, r	2 2	- 0	2 2	9.0
2417 65222 77100		180	N E	C/33 9	9 6	- 2	R/17.3	0.35	4 و 4	C/34 0	200		R/173	3.5	۰ 4	2 2		2 2	200
		725		A/4.6	0.27	4		0.22	28	A/4.6	0.27	4	A/2.6	0.22	2 2	2	0.0	ž	0.0
		75	SB LT	C/25.3	90:0	28		0.03	=	C/25.4	90.0		B/13.4	0.03	=	ŝ	0.1	°Z	0.0
		75	æ	B/19.5	0.01	9	B/10.3	0.01	2	B/20.0	0.01		B/10.3	0.01	5	8 2	0.5	Š,	0.0
		-	Overall	B/12.4	1	ŀ	A/7.4	;	i	B/12.5			A7.4	:	;	So.	0.1	No No	0.0
Red Schoolhouse Road at	Traffic	1,100	WB L	B/13.9	0.55	156	A/8.8	0.38	40	B/13.9	0.55	126	A/8.8	0.38	41	No	0.0	No.	0.0
Garden State Parkway	Signal	300	24	A/3.3	0.31	31		0.17	=	A/3.3	0.34		A/2.6	0.17	12	ž	0.0	%	0.0
Extension Southbound		480	NB T	A/7.7	0.27	4		0.10	23	A/7.7	0.27		A/6.6	0.10	74	ž	0.0	ž	0.0
Off-Ramp		1,055	SB T	B/14.5	0.71	127		0.27	28	B/14.5	0.71	127	A/7.5	0.30	63	ž	0.0	ž	0.2
		ţ	景	B/11.3	1	1		1	-	B/11.1	-		A/7.1		ŀ	No	0.0	No	0.1
South Pascack Road at	Traffic	2,100		E/10.9	66.0	440	C/25.8	0.52	158	E/70.9	66.0	944	C/26.0	0.52	158	%	0.0	No	0.2
Garden State Parkway	Signal	255		B/10.3	0.30	2		0.19	45	B/10.8	0.31		B/11.0	0.19	45	ž	0.5	ž	0.1
Extension Northbound		655	NB TR	D/48.4	0.81	312		0.48	131	D/48.4	0.81	312	B/14.6	0.48	133	å	0.0	ž	0.0
Off-Ramp/Old Nyack		465	SB LT	E/62.6	1.02	246		95.0	158	E/63.4	1.02		A/9.3	95.0	158	%	8.0	N _o	0.0
Tumpike		;	Overall	E/56.4	:	-	B/14.1	1	7	E/56.7	1	-	B/14.1	-	1.	No	0.3	No	0.0
Red Schoolhouse Road at	TWSC	1,380	WB L	C/22.8	0.48	62	B/11.0	0.14	13	C/23.7	0.49	65	B/11.5	0.19	18	%	6.0	No	0.5
Williams Road		1,380	~	C/22.8	0.48	62		0.14	<u> </u>	C/23.7	0.49		B/11.5	0.19	18	e S	6.0	ž	0.5
		225	SB L	A/0.6	0.06	5	A/0.2	0.03	7	A/0.7	90.0		A/0.2	0.03	2	No	0.1	No	0.0
Red Schoolhouse Road at	TWSC	820	EB L	C/19.2	0.32	34	B/10.3	0.11	6	C/20.0	0.34	36	B/10.5	0.11	10	ž	8.0	°N	0.2
Summit Road		820		C/19.2	0.32	34	B/10.3	0.11	6	C/20.0	0.34	-	B/10.5	0.11	01	2°	8.0	ž	0.2
		1,055	NB L	A/0.7	0.07	5	A/0.2	0.02	7	A/0.8	0.07	S	A/0.2	0.02	2	8	0.1	Š	0.0
Garden State Parkway	TWSC	350	SB L	A/9.7	0.49	69	9.I/A	91.0	14	A/9.7	0.49	69	4/1.9	0.18	91	2 2	0:0	No	0.3
Extension Northbound On-																			
Road												•		. .					
South Pascack Road at	TWSC	425	EB L	B/11.5	0.29	30	┼	80.0	7	B/12.4	0.35	39	├	0.09	7	£	6.0	S _N	0.1
Williams Road		425	~	B/11.5	0.29	30	A/9.5	80.0	7	B/12.4	0.35	36	9.6/A	60.0	7	ž	6.0	8 8	0.1
		1,475	NB L	A/0.6	0.08	9	ᅴ	0.04		A/0.6	80.0	9		0.04	3	- %	0.0	γŞ	0.0

					2011 NO	-BUILD	-BUILD CONDITIONS	SNC	_		2011 B	ULD CC	2011 BUILD CONDITIONS	SN			PROJECT	PROJECT IMPACTS	
							Typic	Typical Saturday	lay				Typic	Fypical Saturday	lay	Wednesday	esday	Typical	Typical Saturday
				Wedn	esday Eve	ming.	Morn	Morning Service	<u>s</u>	Wednes	Wednesday Evening	ing	Mon	Morning Service	ice	Evening Service	Service	Morning	Morning Service
				Ser	Service Arrivals	ais	De	Departures		Servic	Service Arrivals	ls	Ď	Departures		Ami	Arrivals	Depa	Departures
		STORAGE/				Onene		ĺ	Onene			Onene			Onene	Deterio	Project	Deterio-	Project
	CONTROL	LINK	PHYSICAL	ros/	A/C	Length	ros/	NC I	Length	ros/		Length	LOS/	NC I	Length	-ration	Delay	ration	Delay
INTERSECTION	TYPE	LENGTH	UNITS	Delay	Ratio	(Feet)	Delay	Ratio	(Feet)	Delay	Ratio	(Feet)	Delay	Ratio	(Feet)	in LOS ((Seconds)	in LOS	(Seconds)
Scotland Hill Road at	TWSC	135	WB L	A/7.8	60.0	∞	A/7.7	90.0	5	8/1/A	0.10	8	A/7.7	90.0	5	No	0.0	No	0.0
South Pascack Road		99	NB L	C/15.0	0.12	2	B/12.1	0.04	3	C/15.4	0.12	01	B/12.2	0.05	4	ŝ	0.4	S _N	0.1
		220	æ	A/9.5	01.0	∞	A/9.5	0.10	«	A/9.5	0.10	8	A/9.5	0.11	6	No	0.0	No	0.0
South Pascack Road/	TWSC	135	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 No	0.3	No	0.1
Convent Road at Scotland		135	2	B/10.4	0.13	21	A/9.7	0.14	12	B/10.4	0.14	12	A/9.7	0.14	12	ž	0.0	N _o	0.0
Hill Road		150	NB L	A/8.4	0.14	12	A/7.9	80.0	7	A/8.4	0.14	12	A/7.9	0.08	7	No No	0.0	No	0.0
Scotland Hill Road at Site	TWSC	100	EB L							A/0.0	00.0	0	A/9.1	0.05	4				
Access Drive		100	~	N/A	Y/A	N/A	A/X	N/A	Y Y	A/0.0	0.00	0	A/9.1	0.05	4	N/A	K/N	N/A	Y/Z
		1,265	NB L					•		A/0.2	0.02	7	A/0.0	0.00	0				

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:
- Lane Group and Intersection Overall for Traffic Signal Controlled Intersections; and
 Movement for TWSC Intersections.

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

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Table 7

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

					2011 N	2011 NO-BUILD CONDITIONS	CONDITI	ONS			2011 B	UILD CC	2011 BUILD CONDITIONS	NS			PROJECT	PROJECT IMPACTS	
				BW Sun	BW Sunday Mid-Morning Service Departmes	Morning	Sunda	Sunday Afternoon Service Arrivals		BW Sunday Mid-Morning Service Denatures	' Sunday Mid-Mom Service Departures	oming	Sunda	Sunday Afternoon Service Arrivals	noon	BW Sun Mor	BW Sunday Mid- Morning Service Departures	Sunday Afternoon	fernoon
		STORAGE/				Queue	-		Quene			Onene			Queue	Deterio	Project	Deterio-	Project
INTERSECTION	CONTROL	LINK	PHYSICAL	LOS/ Delay	V/C Ratio	Length (Feet)	LOS/ Delay	V/C Z	Length (Feet)	LOS/	V/C	Length	LOS/	V/C	Length	-ration	Delay (Seconds)	ration in I OS	Delay
Chestnut Ridge Road at	Traffic	815	EB LTR	A/6.5	0 22	97,	A/7 1	+-	95	A/6.5	+	1	A/7.1	0.20	95	N	0.0	N N	0.0
Red Schoolhouse	Signal	685		A/3.0	070	26	A/3.2		7 7	A/3.0			A/3.2	0.26	: =	ž	0.0	2	0.0
Road/Access Drive)	225		A/2.6	0.0	'n	A/2.6		: ~	A/2.6			A/2.6	0.00	. 4	2	0.0	ž	0.0
		180	NB LT	B/16.4	0.32	43	B/14.6		34	B/16.4	0.32		B14.6	0.26	34	ž	0.0	ž	0.0
		725	æ	A/3.1	0.15	15	A/2.7		15	A/3.1			A/2.7	0.18	15	Š	0.0	Š	0.0
		75	SB LT	B/13.2	0.02	7	B/12.5		4	B/13.2		-	B/12.5	0.01	4	ž	0.0	Š	0.0
		75	&	B/12.0	0.00	m	B/11.0	0.00	т	B/12.0			B/11.0	0.00	М	Š	0.0	%	0.0
		:	Overall	A/5.8	:	:	A/5.3	\dashv	i	A/5.8	!	-	A/5.3	:	:	ž	0.0	No	0.0
Red Schoolhouse Road at	Traffic	1,100	WB L	A/8.4	0.40	23	A/9.2		20	A/8.4	0.40	52	0.6/A	0.49	25	%	0.0	No	0.0
Garden State Parkway	Signal	300		A/2.4	0.16	12	A/2.1		14	A/2.4	0.16		A/2.0	0.22	15	ŝ	0.0	%	0.0
Extension Southbound		480	NB T	A/7.5	0.11	71	A/9.1	_	34	A/7.5	0.11		A/9.3	0.14	34	ŝ	0.0	ž	0.2
Off-Ramp		1,055	SB T	A/8.8	0.31	51	A/9.8	_	65	A/9.2	0.35		B/10.4	0.30	65	ŝ	0.4	A-B	9.0
		;		A/7.5	1	;	A/8.1	_	1	A/7.7	;		A/7.9	:	;	S,	0.2	å	0.0
South Pascack Road at	Traffic	2,100	EB LTR	C/33.6	0.67	217	E/61.5		444	C/34.2	0.67	Н	E/61.8	0.95	445	ž	9.0	£	0.3
Garden State Parkway	Signal	255	WB LR	B/12.8	0.16	42	A/9.3		24	B/12.9	0.16		9.6/A	0.25	55	ŝ	0.1	ž	0.3
Extension Northbound		655		B/10.1	0.30	91	C/31.4		213	B/10.1	0.30		C/31.4	0.58	213	ž	0.0	ž	0.0
Off-Ramp/Old Nyack		465	SB LT	B/14.9	0.72	214	D/41.2		461	B/15.1	0.72		D/42.3	96.0	466	ž	0.2	ž	0.1
Tumpike		ł,	Overall	B/18.1	1	:	D/42.8		1	B/18.3	;		D/43.3	1	;	ž	0.2	ž	0.5
Red Schoolhouse Road at	TWSC	1,380	WB L	B/10.8	0.15	13	B/10.5	-	10	B/11.9	0.26	┢	B/10.7	0.12	01	ž	1.1	_S	0.2
Williams Road		1,380	~	B/10.8	0.15	13	B/10.5		9	B/11.9	0.26		B/10.7	0.12	01	ž	1.1	ŝ	0.2
		225	SB L	A/0.1	0.02	1	A/0.1		_	A/0.1	0.02		A/0.2	0.02		ž	0.0	ŝ	0.1
Red Schoolhouse Road at	TWSC	850	EB L	B/10.7	0.13	11	B/10.3	60.0	8	B/11.2	0.14		B/10.4	0.10	∞	ž	0.5	શ	0.1
Summit Road		850	82	B/10.7	0.13	Ξ	B/10.3	0.09	∞	B/11.2	0.14		B/10.4	0.10	∞	°Z	0.5	2°	0.1
		1,055	NB L	A/0.3	0.03	3	A/0.3	0.03	m	A/0.3	0.04	<i>ب</i>	A/0.3	0.03	m	8 N	0.0	ž	0.0
Garden State Parkway	TWSC	350	SB L	A/1.9	0.18	17	A/1.2	0.12	10	A/2.2	0.21		A/1.2	0.12	10	Š	0.3	% N	0.0
Extension Northbound Off-																			
Road Red Schoolhouse																			
South Pascack Road at	TWSC	425	EB L	A/9.3	0.09	7	8.6/A	0.12	10	A/9.5	60'0	7	╁╴	0.17	16	å	0.2	AB	0.7
Williams Road		425	~	A/9.3	0.09	7	8.6/A	0.12	01	A/9.5	0.09	_	B/10.5	0.17	16	Ñ	0.2	A-B	0.7
		1,475	NB L	A/0.3	0.0	٣	A/0.3	0.04	۳	A/0.4	0.04	4		0.04	~	ź	0.1	ź	0.0

					2011 N(2011 NO-BUILD CONDITIONS	CONDITIC	SNC			2011 B	UILD CC	2011 BUILD CONDITIONS	NS			PROJECT	PROJECT IMPACTS	3
									- 							BW Sunday Mid-	lay Mid-		
				BW Sun	BW Sunday Mid-Moming	Morning	Sunda	Sunday Afternoon		BW Sunday Mid-Morning	/ Mid-M	oming	Sunda	Sunday Afternoon	noc	Mon	Morning	Sunday,	Sunday Afternoon
				Serv	Service Departures	nres	Servi	Service Arrivals	ıls	Service	Service Departures	res	Servi	Service Arrivals	કાર	Service Departures	epartures	Service	Service Arrivals
		STORAGE/				Queue		<u>-</u>	Onene		Ť	Quene		L	Quene	Deterio	Project	Deterio-	Project
	CONTROL	LINK	PHYSICAL	TOS/	NC V/C	Length	,'SO7	NC I	Length			Length	ros/		Length	-ration	Delay	ration	Delay
INTERSECTION	TYPE	LENGTH	UNITS	Delay	Ratio	(Feet)	Delay	Ratio	(Feet)		Ratio	(Feet)	Delay	Ratio	_	in LOS ((Seconds)	in LOS	(Seconds)
Scotland Hill Road at	TWSC	135	WB L	A/7.6	0.04	3	A/7.7	0.07	5	A/7.6	0.04	3	A/7.8	0.07	9	οÑ	0.0	S N	0.1
South Pascack Road		09	NB L	B/10.9	0.02	_	B/12.7	0.05	4	B/11.0	0.03	33	B/13.0	0.05	4	%	0.1	ŝ	0.3
		220	ж	A/9.1	90.0	Ś	A/9.4	80.0	7	A/9.2	0.07	9	A/9.4	80.0	7	ž	0.1	8	0.0
South Pascack Road/	TWSC	135	EB L	B/12.6	91.0	14	C/15.5	0.20	18	B/12.7	0.17	16	C/15.6	0.20	18	No	0.1	οŅ	0.1
Convent Road at Scotland		135	2	A/9.3	0.09	7	B/10.2	0.15	13	A/9.3	60.0	7	B/10.2	0.15	13	%	0.0	ž	0.0
Hill Road		150	NB L	A/7.7	90.0	ś	A/8.1	0.10	00	A/7.7	90.0	S	A/8.1	0.10	∞	ž	0.0	ž	0.0
Scotland Hill Road at Site	LWSC	100	EB L							A/9.1	60.0	7	A/0.0	0.00	0				
Access Drive		100	8	N/A	N/A	A/N	N/A	A/A	N/A	A/9.1	60.0	7	A/0.0	0.00	0	N/A	N/A	N/A	A/N
		1,265	NB L							A/0.0	0.00	0	A/0.2	0.02	7				

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 undestrable.

 V/C ratio indicates that the 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 $95^{\rm th}$ 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 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.

EB = Eastbound T = Through NB = Northbound

SB = Southbound WB = Westbound R = Right Turn

L = Left Turn

Frederick P. Clark Associates, Inc. QWILOOP INSTEAD TO PROPERTY TO BE SHOWN TO PROPERTY OF THE PROPERTY OF T

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

PHOTOGAPHS



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



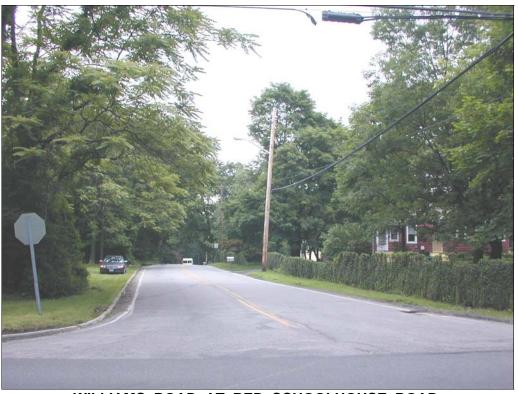
CHESTNUT RIDGE ROAD AT RED SCHOOLHOUSE ROAD/DRIVEWAY, **LOOKING EAST**



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



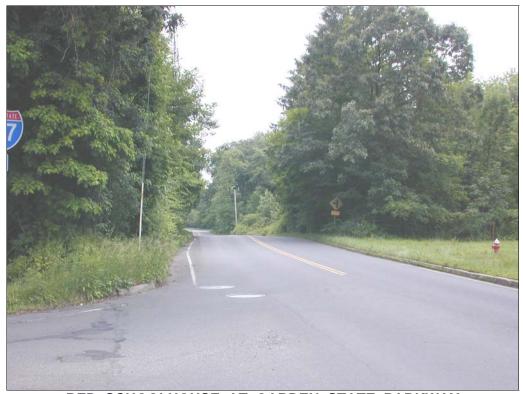
RED SCHOOLHOUSE ROAD AT GARDEN STATE PARKWAY SOUTHBOUND OFF-RAMP, LOOKING SOUTH



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

			SCOTLAND HILL ROAD	HILL ROAD			S	SOUTH PASCACK ROAD	K ROAD		WILLIAMS ROAD	ROAD
			Between South Pascack Road	Pascack Road								-
ACCIDENT	At South Pascack Road East/Convent Road	scack Road ent Road	West and South Pascack Road East/Convent Road	Pascack Road	At South Pa Wo	At South Pascack Road West	Between Scot and Willi	Between Scotland Hill Road and Williams Road	At Williams Road	ns Road	Between South Pascack Road and Red Schoolhouse Road	South Pascack Road Schoolhouse Road
CHARACTERISTICS	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Year												
- 2007	-	50	0	0	0	0	0	0	0	0	0	0
* 2008		50	0	0	0	0	2	25	0	0	0	0
• 2009	0	0	0	0	0	0	9	75	-	100	0	0
Total	2	100	0	0	0	0	8	100	-	100	0	0
Accident Severity												
 Property Damage 	2	100	0	0	0	0	7	87	,	100	0	0
• Injury	0	0	0	0	0	0		13	0	0	0	0
Collision Type												
Rear-end	0	0	0	0	0	0	0	0	0	0	0	0
• Left-Tum	0	0	0	0	0	0	0	0	-	100	0	0
Right-Tum		50	0	0	0	0	0	0	0	0	0	0
Overtaking	- -	50	0	0	0	0	-	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	-	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 	-	50	0	0	0	0	0	0	0	0	0	0
 Pavement Slippery 		50	0	0	0	0	_	12	0	0	0	0
 Unsafe Speed 	0	0	0	0	0	0	-	12	0	0	0	0
 Turning Improper 	0	0	0	0	0	0	_	13	0	0	0	0
 Driver Inattention 	0	0	0	0	0	0	-	13	-	100	0	0
 View Obstructed/Limited 	0	0	0	0	0	0	-	13	0	0	0	0
Oversize Vehicle	0	0	0	0	0	0	-	13	0	0	0	0
 Unknown 	0	0	0	0	0	0	7	24	0	0	0	0
Light Condition										:		
 Daylight 	7	100	0	0	0	0	5	62	-	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	_	13	0	0	0	0
		50	0	0	0	0	9	74	_	001	0	0
• Wet	0	0	0	0	0	0	_	13	0	0	0	0
■ Snow/Ice	1	50	0	0	0	0	,	13	0	0	0	0

			SCOTLAND HILL I	HLL ROAD			S	SOUTH PASCACK ROAD	K ROAD		WILLIAMS ROAD	ROAD
ng pangangan			Between South Pascack 1	ascack Road								
	At South Pascack Road	cack Road	West and South Pascack	ascack Road	At South Pa	At South Pascack Road	Between Scot	Between Scotland Hill Road			Between South Pascack Road	ascack Road
ACCIDENT	East/Convent Road	int Road	East/Convent Road	nt Road	W	West	and Williams Road	ams Road	At Williams Road	ns Road	and Red Schoolhouse Road	house Road
CHARACTERISTICS	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Weather Conditions												
■ Clear	0	0	0	0	0	0	4	49	-	100	0	0
■ Cloudy	,	50	0	0	0	0	က	38	0	0	0	0
• Snow	,	20	0	0	0	0	_	13	0	0	0	0

Source: Ramapo Police Department

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

Frederick P. Clark Associates, Inc. 0311.000 Foster Church, Chestual Ridge, NYWord Fites/Final Tables/foste-Church, Chestual Ridge, NYWord Fites/Final Tables/Final Fites/Final Ridge, NYWord Fites/Final Fites/Fites/Final Fites/Fites/Final Fites/

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

			Colonia de					RED S	RED SCHOOLHOUSE ROAD	HOUSE R	OAD					Contract		1
			Between	een P. J.			Between	een			Between Summit Road and Garden		At Garden State		Between Garden State Parkway Southbound	den State	At Gard	At Garden State
ACCIDENT	At Chestnut Ridge Road	ut Ridge d	Road and Williams Road	and S Road	At Will Roa	lliams ad	w Illiams Koad and Summit Road	s Koad mmit d	At Summit Road	it Road	Southbound Off- Ramp		rarkway Southbound Off- Ramp	ay nd Off-	Orr-Kamp and Northbound On- Ramp	p and nd On- p	rarkway Northbound On- Ramp	Parkway thbound On- Ramp
CHARACTERISTICS	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
	`	ì		:	,		,	,	,		,	1	-					
2007	91	9;	4,	44	7	00 0	0 0	0 (0 .		<u> </u>	50	0 (0 ;	5	67	7	50
\$008 •	, ·	54	·	12	-	0 (0	0		S :	<u> </u>	20	7	00	0	0	_	25
. 2009 Total	o "	ے د	4 0	44	- د	0 5	00	0 0	- ·	05 55	0 (0 5		0 2		33	1	\$2 5
Accident Severity	2	3		8	1		,		1	2	4		1	3		331	+	3
Property Damage	10	77	7	78	_	20	0	0	7	100	0	0	0	0	_	33	2	20
■ Injury	3	23	2	77	_	50	0	0	0	0	2	100	2	100	7	1.9	7	50
Collision Type																		
Rear-end	4	31	_	=	0	0	0	0	0	0	0	0		20	_	34	4	100
■ Left-Tum	_	∞	_	=	_	50	0	0	-	50	_	20		50	_	33	0	0
■ Right-Turn	5	38	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0
 Moving Object 	7	15	0	0	•	0	0	0	_	50	0	0	0	0	0	0	0	0
 Fixed Object 	0	0	4	45	_	20	0	0	0	0	0	0	0	0	-	33	0	0
Right Angle	-	∞	7	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
■ Head-On	0	0	-	=	0	0	0	0	0	0	-	20	0	0	0	0	0	0
Contributing Factor																		
 Following Too Close 	2	15			_	50	0	0	0	0	0	•	0	0	0	0	2	50
 Failed To Grant ROW 	7	. IS	7	23	_	20	0	0	_	20		20	0	0	_	34	0	0
 Alcohol Involvement 	0	0	_	Ξ	0	0	0	0	0	0	0	0	0	0	_	33	0	0
 Fatigue/Drowsy 	0	0	_	=	0	0	0	0	0	0	0	0	0	0	0	0	0	0
 Turning Improper 	m	23	<u></u>	=	0	0	0	0	0	0	0	0	_	50	0	0	0	0
 Driver Inattention 	7.		<	= (0	0	0	0	0	0	0	0	_	20	0	0	7	20
Animal Action	- ,	×	 -	> (-> •	_ ·		-	 -	줅.	5	-	0	0	0	0	0	0
Brakes Derective	-	× 0		> ;		0	 -> ·	0	-	-	0	-	0	0	0	0	0	0
■ Unknown	_	×	7	77	0	0	0	0	0	0	0	0	0	0		33	0	0
 Pass/Lane Use Improper 	_	∞	0	0	0	0	0	0	0	0	0	0	0	 O	0	0	0	0
 Pavement Slippery 	0	0	0	0	0	0	0	0	0	0	_	20	0	0	0	0	0	0
Light Condition																		
■ Daylight	=	85	9	29	7	001	0	0	_	20	0	0	2	100	2	29	3	75
■ Dark Lit	5	15	m	33	<u> </u>	0	0	0	0	0	0	0	0	0	0	0	0	0
■ Dark Not-Lit	0	0	0	0		0	0	0	_	20	-	50	0	0	-	33	_	25
■ Dawn	0	0	0	0	0	0	0	0	0	0	-	50	0	0	0	0	0	0

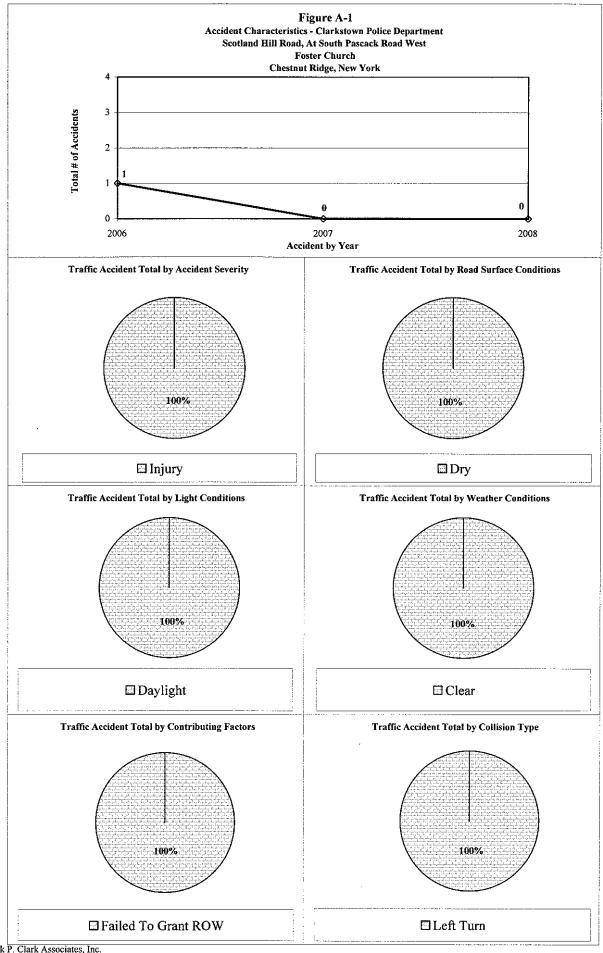
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			Between	uəə,			Between	en			Road and Garden		At Garden State		Parkway Southbound	punoqui	At Garden State	n State
			Chestnut Ridge	t Ridge			Williams Road	Road			State Parkway	kway	Parkway	ay	Off-Ramp and	o and	Parkway	vay
	At Chestnut Ridge	ut Ridge	Road	Road and	At Williams	iams	and Summit	nmit			Southbound Off-		Southbound Off-	d Off-	Northbound On-	d Op	Northbound On-	nd On-
ACCIDENT	Road	g	William	Williams Road	Road		Road		At Summit Road	it Road	Ramp	<u>e</u> .	Ramp		Ramp	_	Ramp	dı dı
CHARACTERISTICS	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
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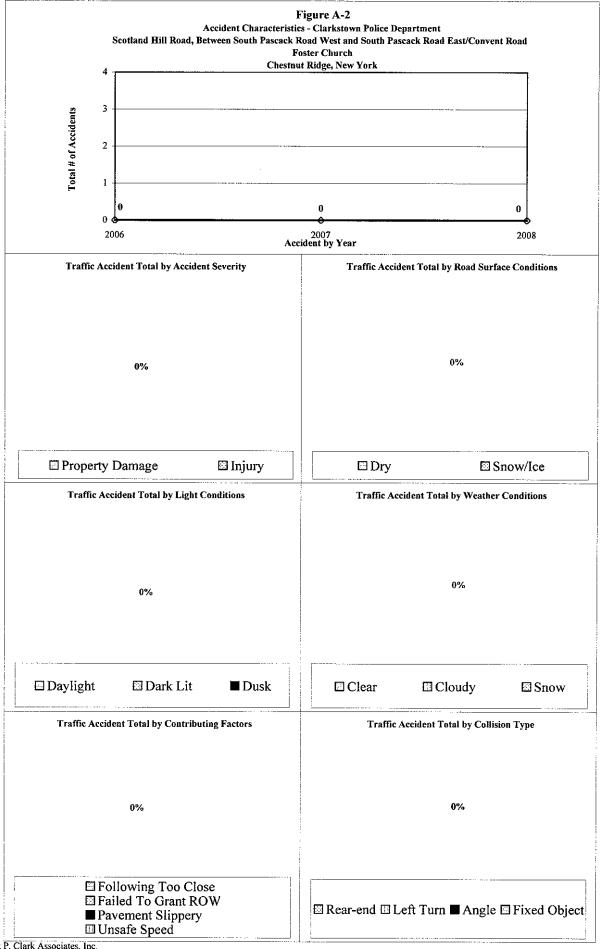
Source: Ramapo Police Department

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

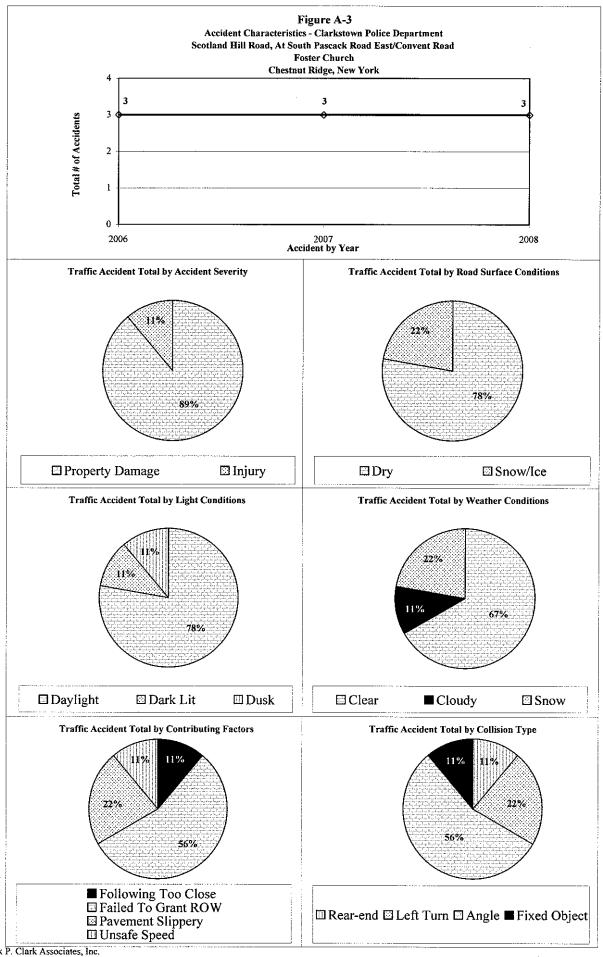
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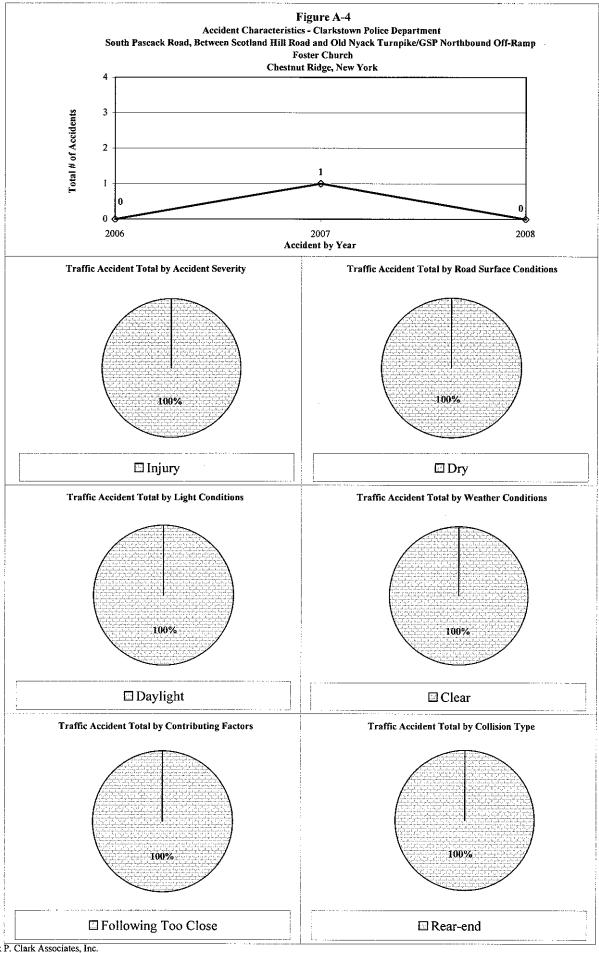
ACCIDENT FIGURES

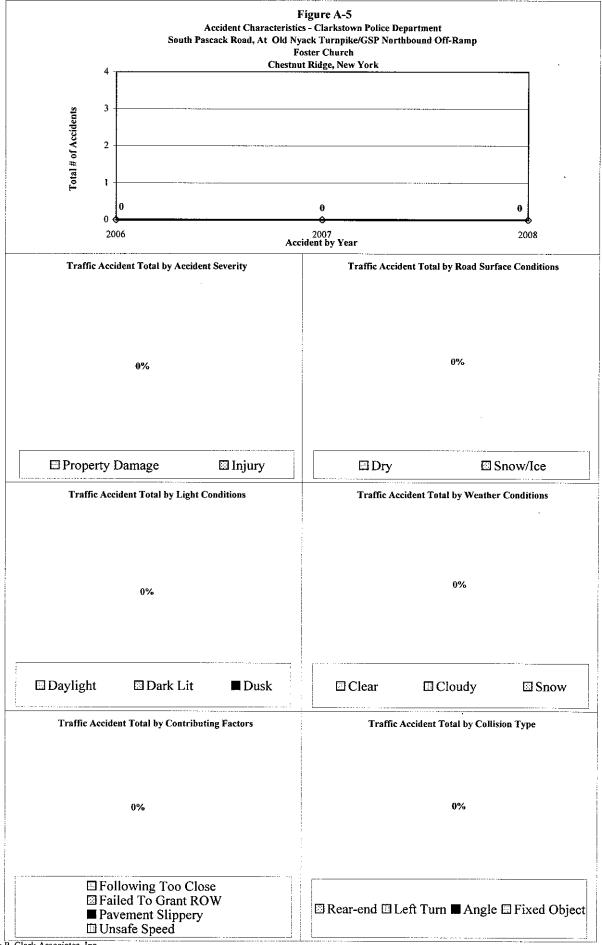


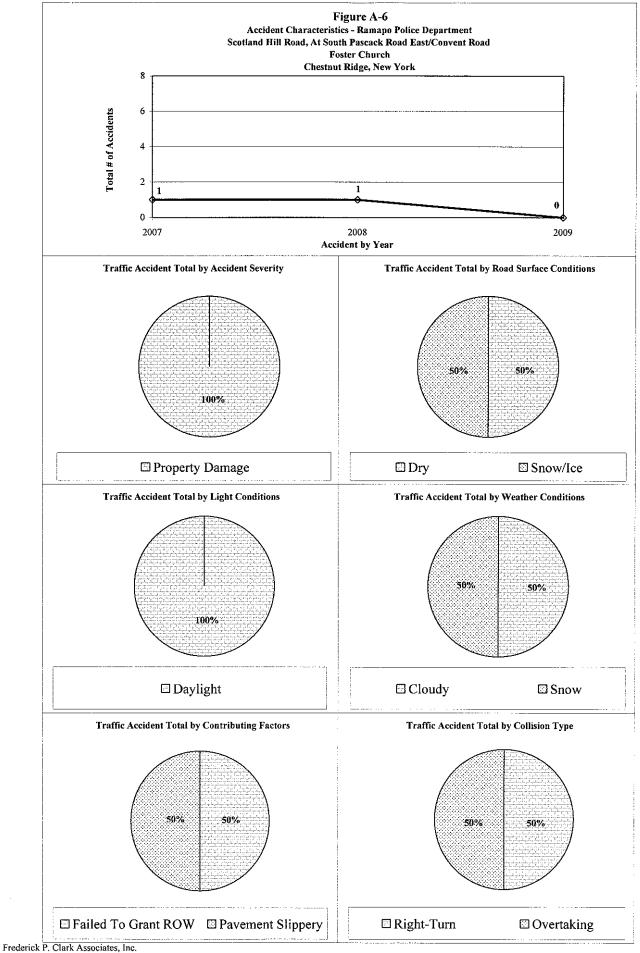


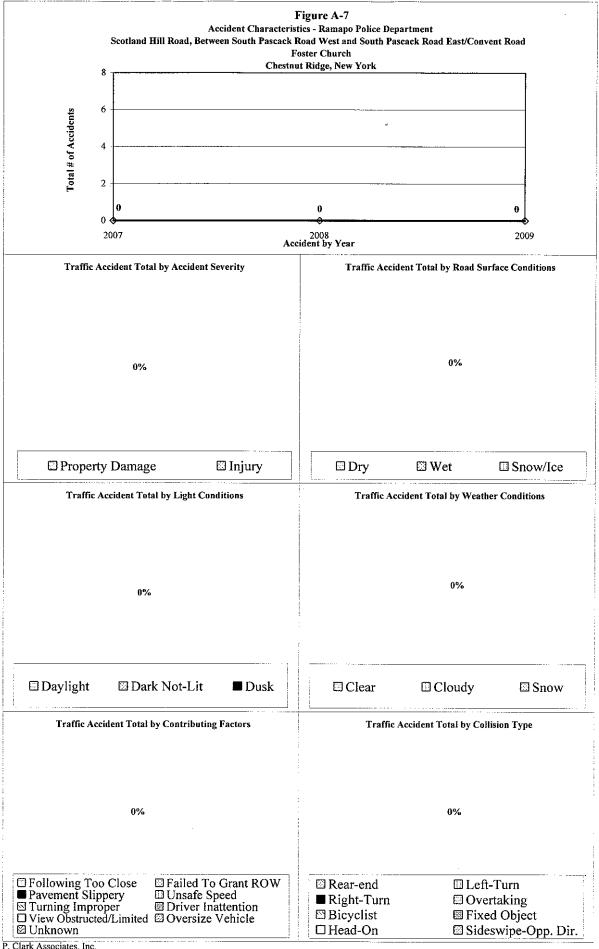
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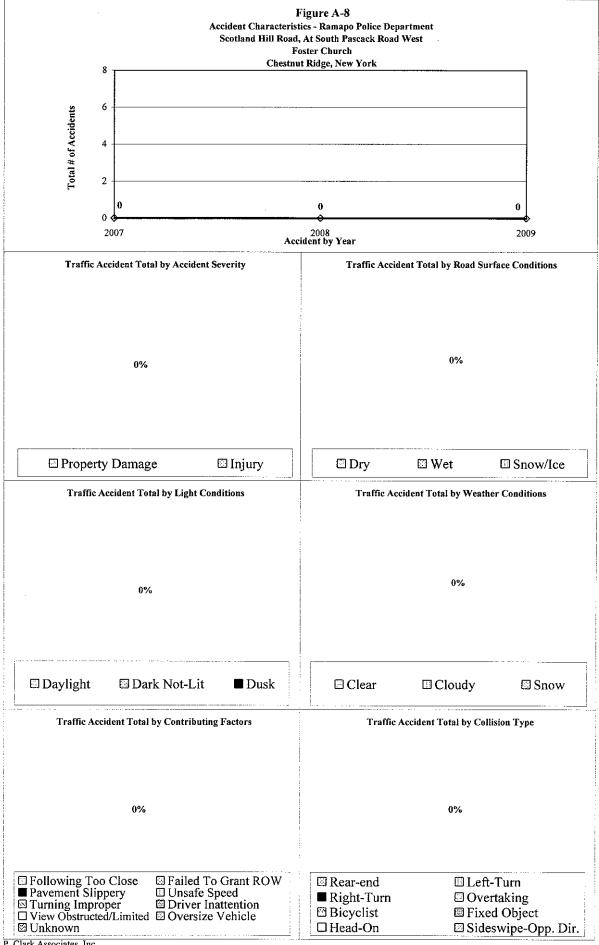




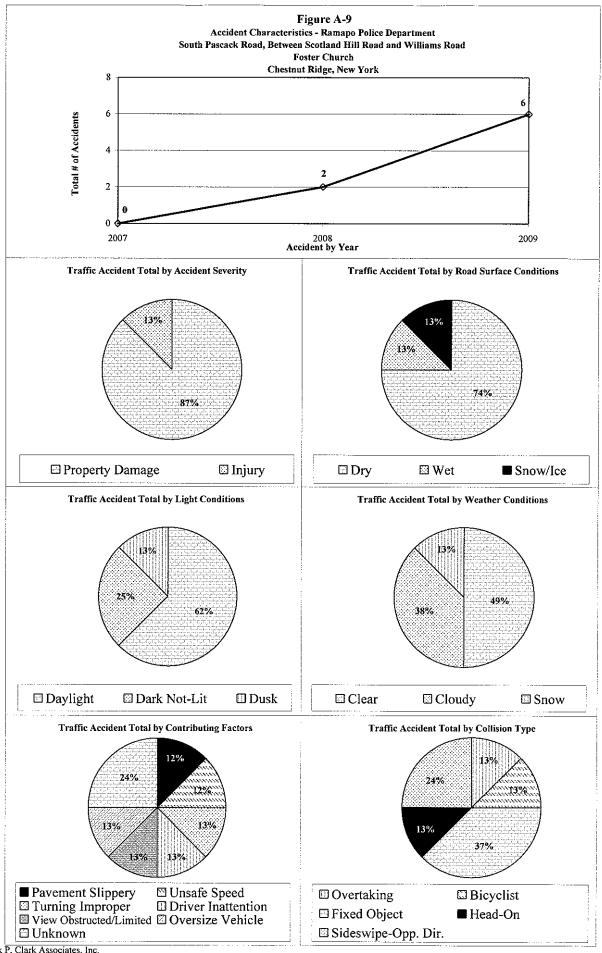




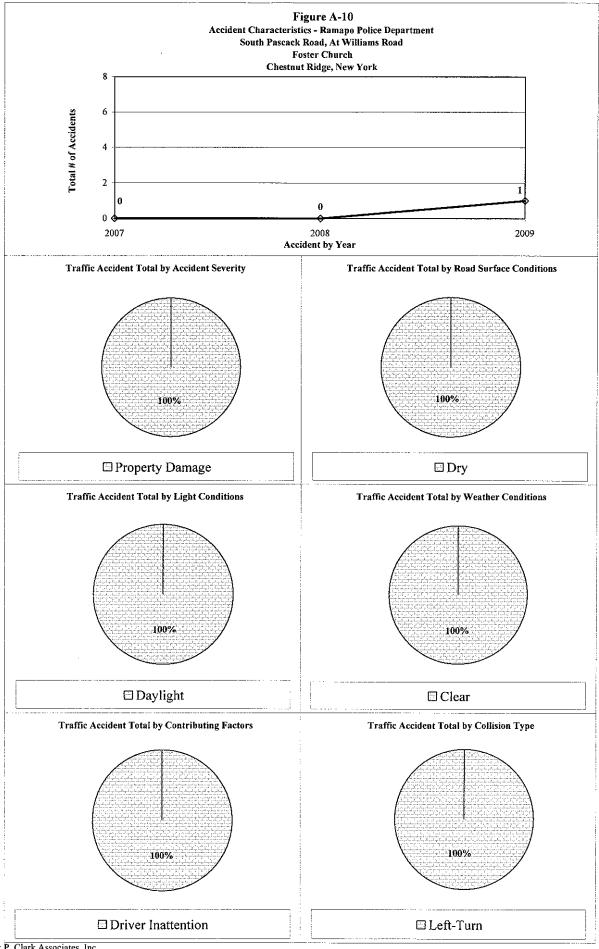
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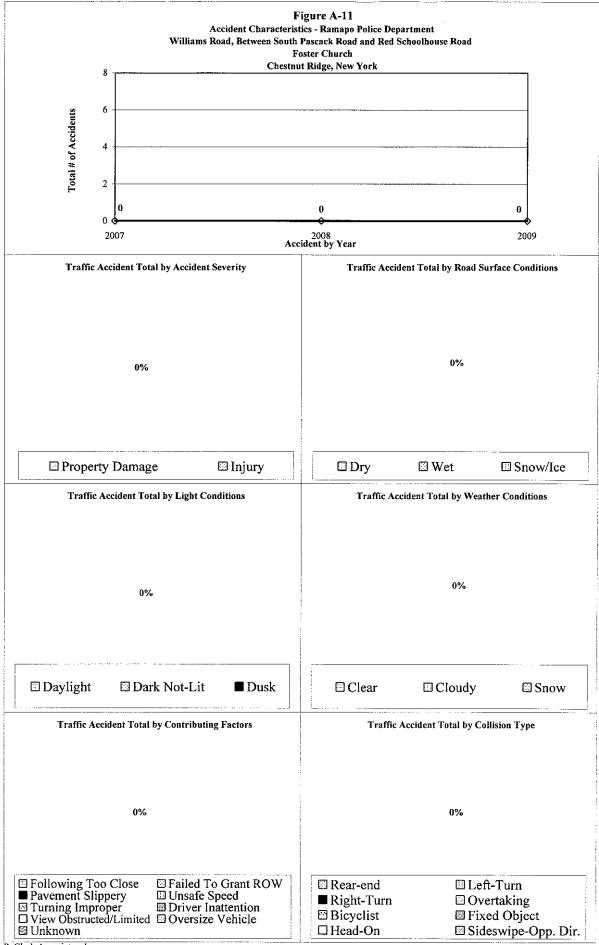


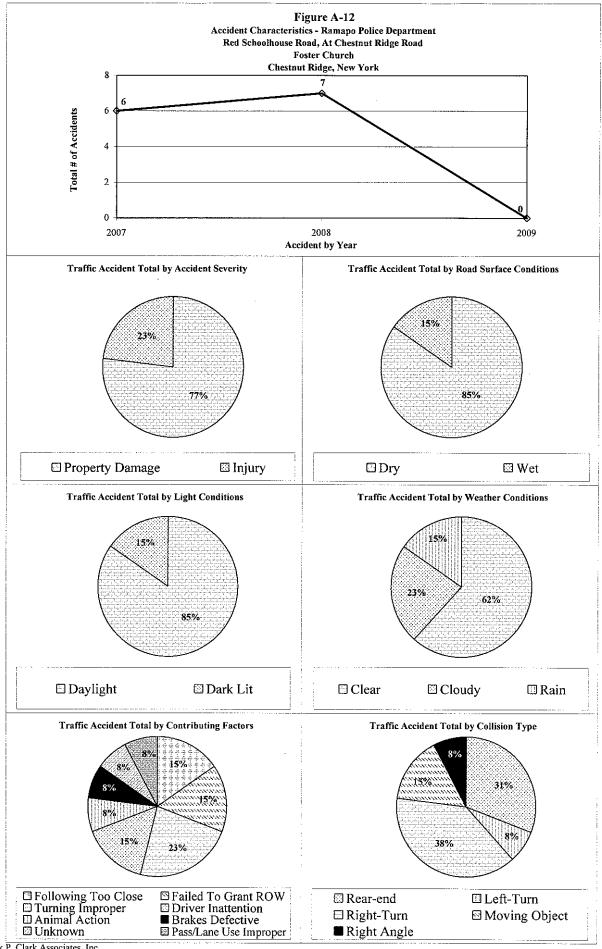
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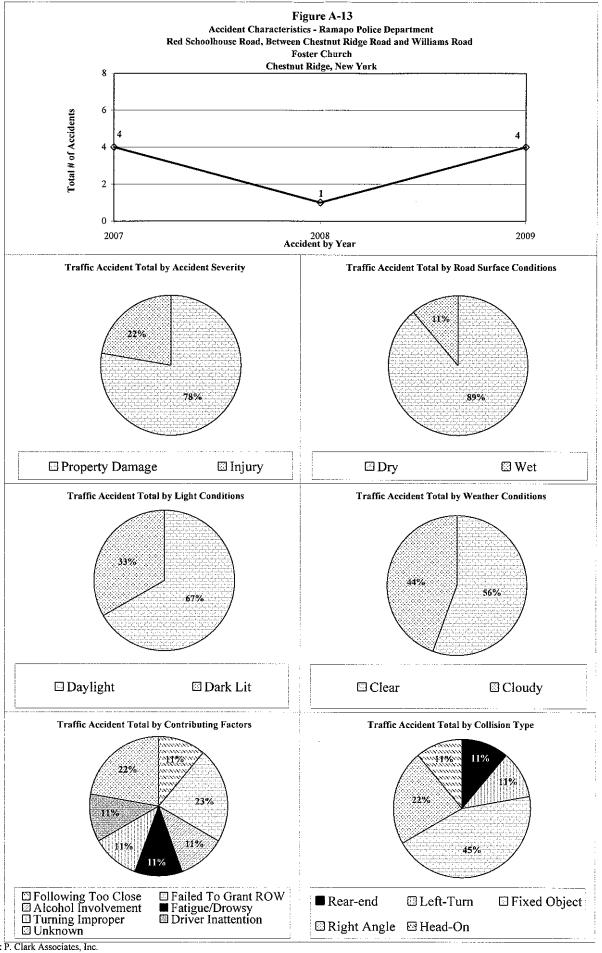
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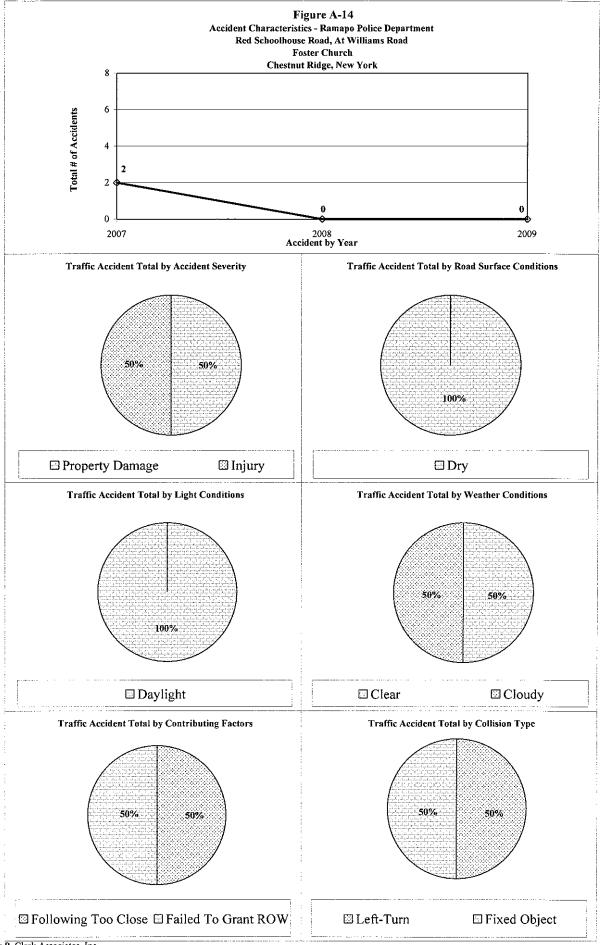


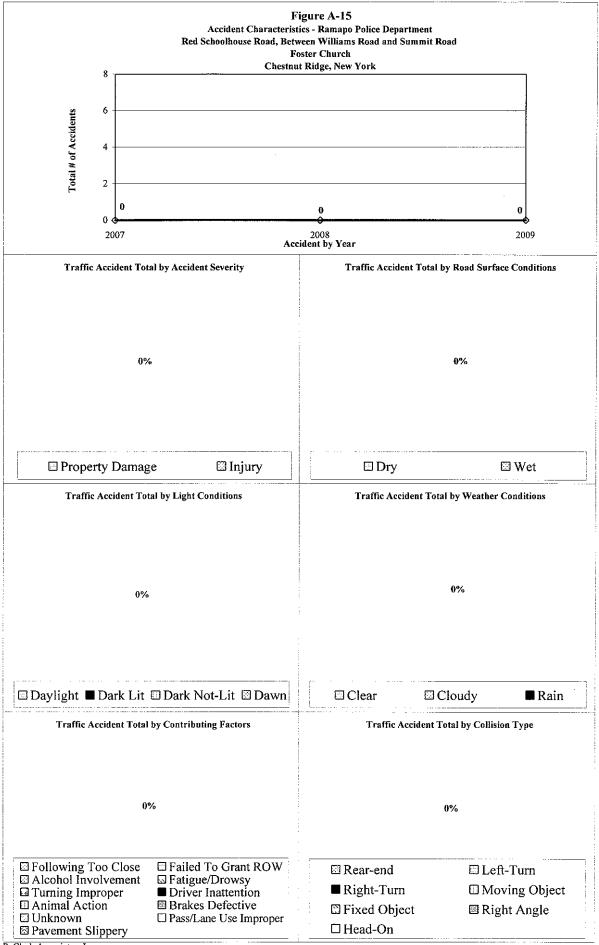


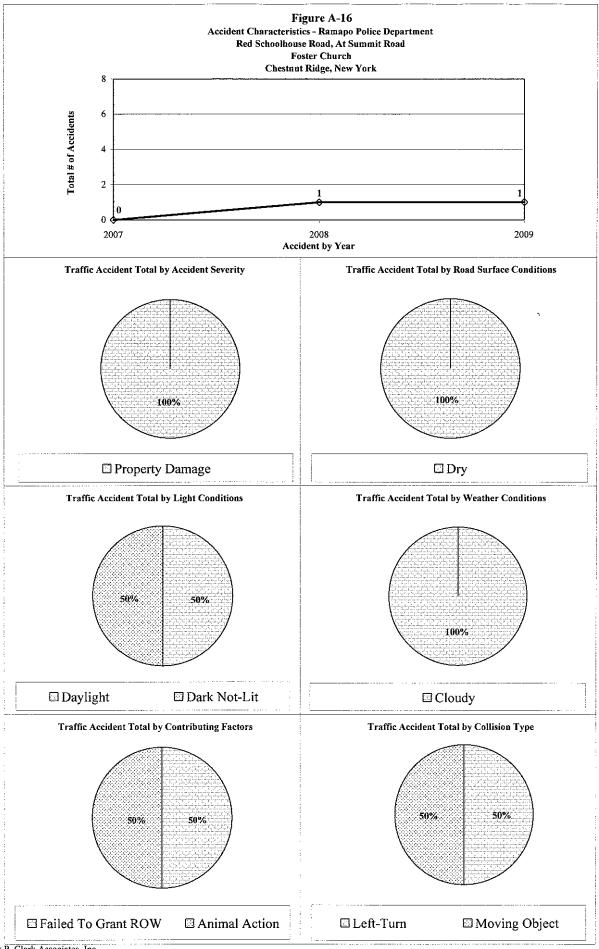


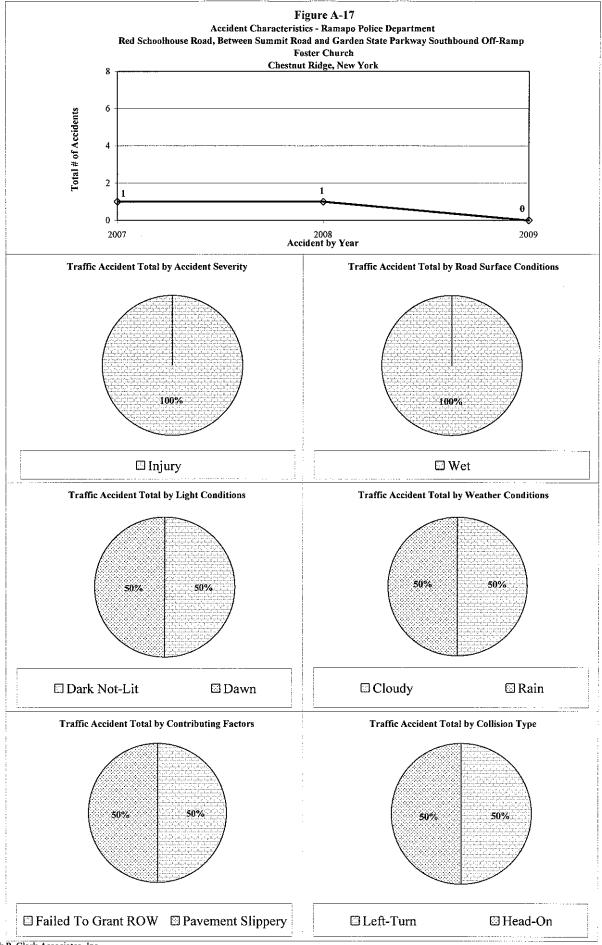
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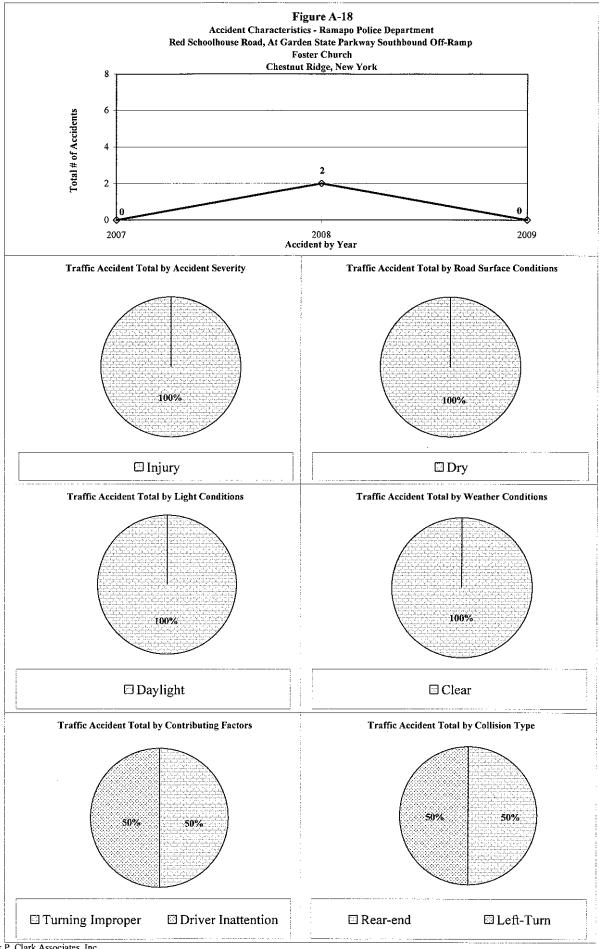


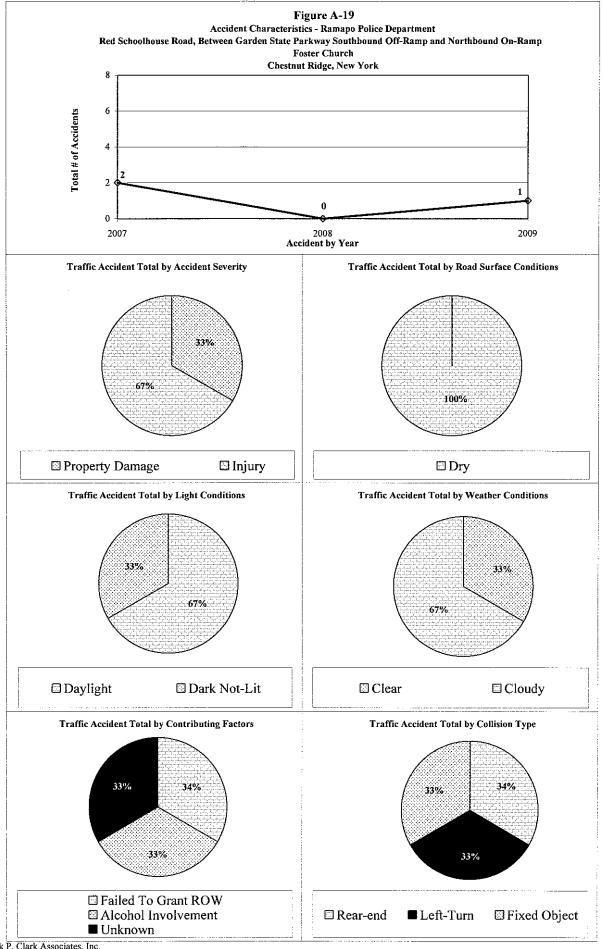


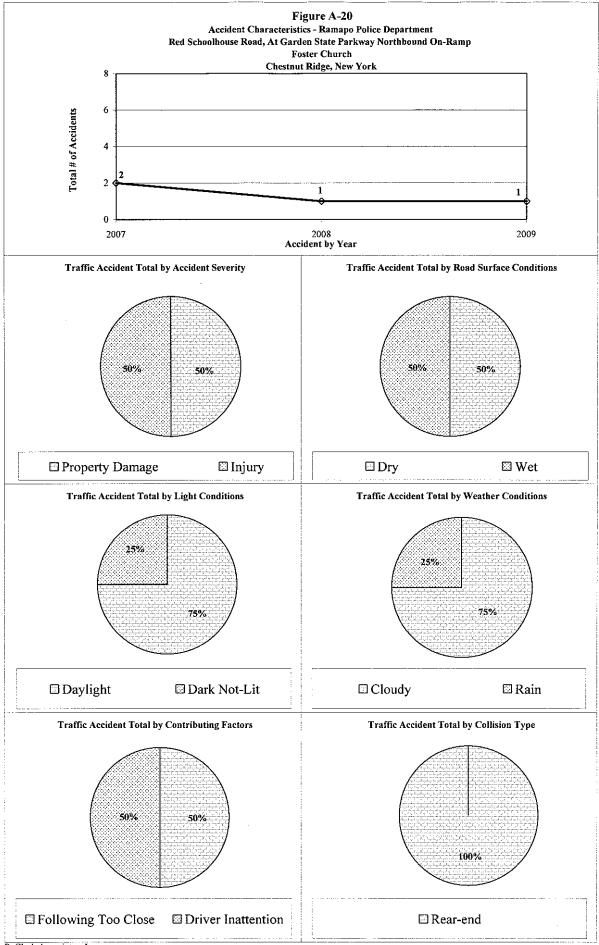












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Tuesday 16-Jun-09	Left	Eastbou Thru	Right	Total	Left	estbound - Thru	Williams Right	Road Total	North Left	bound - Re Thru	d Schoolho Right	use Road Total	Southt Left	Thru	Schoolho Right	use Road Total	Total	Last 4 Quarters
5:00 PM 5:15 PM	0	0	0	(26	0	12	38	0	56			11	90	0	101	238	Quarters
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5:30 PM 5:45 PM 5:45 PM 6:00 PM	0	0	0		21								17 12		0		230	
6:00 PM 6:15 PM	o o	0	ő										18	66	0		182 201	906 869
6:15 PM 6:30 PM	0	0	0	0				44	0	44	19	63	11	61	0	72	179	792
6:30 PM 6:45 PM 6:45 PM 7:00 PM	0	0	0										15	. 36			148	710
7:00 PM 7:15 PM	0	Đ	0										13	38 39			145 131	673 603
7:15 PM 7:30 PM	0	Ö	0	C													128	
7:30 PM 7:45 PM	0	0	0									40	10	37	0	47	110	
7:45 PM 8:00 PM 8:00 PM 8:15 PM	0	0	0	0		0									. 0		85	454
8:15 PM 8:30 PM	0	0	0	0									<u>4</u>	20 16	0		88 79	411 362
8:30 PM 8:45 PM	0	0	0	C									10	22			72	324
8:45 PM 9:00 PM	0	0	. 0	Ö						20			4	12	0		68	307
9:00 PM 9:15 PM 9:15 PM 9:30 PM	0	0	0	0				13			18		2		0		62	281
PM Arrivals Peak	-		- 0	- 0	' '	u u	5	12	<u> </u>	17	13	30	2	17	<u>D</u>	19	61	263
Hour Vol.	o	0	0		95		55	154		227	131	358	55	339	0	394	906	學學學
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PM Departures Peak Hour Vol.	٦		ام		66		44	110	١,	146	67	212	4,	170		اا		SANS
Peak Hour Factor	1939. 25 Ju	888 Š	71 × 1	#DIV/0!		1.07987	120 1 32	0.89		140	67	0.85	41	150	Description of the Control of the Co	191 0,94	514 0.89	i generalin di Uto el Signi fo
Saturday		Eastbou				estbound -			Northl	ound - Rec	l Schoolho		Southb	ound - Red	Schoolho		0.07	Last 4
20-Jun-09			Right	Total	Left	Thru	Right		Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters
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8:30 AM 8:45 AM	0	0	0	0	7	0					7		- 6	38	<u>U</u>	26 44	90	
8:45 AM 9:00 AM	0	. 0	0	0		0	8	12	. 0	21	6	27	9	24	0		72	325
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9:30 AM 9:45 AM	0	0	0	0					0	26 24	12		- 4 6	26 27	0	30 33	76 84	339
9:45 AM 10:00 AM	0	0	0	0	15	0			. 0				10	49	0		118	333 379
10:00 AM 10:15 AM	0	0	0	0			11	29	0	27	4	31	9	39	0	48	108	386
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11:30 AM 11:45 AM 11:45 AM 12:00 PM	0	0	0	0			11				11		7	41	0	48	132	453
SAT Arrivals Peak		- 0	- 7	- 0	18	0	8	26	0	46	17	63	4	29	0	33	122	466
Hour Vol.	0	0	. 0	0	21	0	28	49	0	114	30	144	26	106	0	132	325	
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Hour Vol. Peak Hour Factor Sunday	g(+7.5%) g3	Thru 0	ınd		W Left 6	estbound - Thru B	Williams F Right 2	94 0.81 Road Total 8	North! Left	129 www.iowwi ound - Red Thru 17	27 Schoolhou	156 0,89 Ise Road Total 23	35 Southb Left	ound - Red Thru 12	Schoolhau Right 0	175 0.91 ise Road Total	425 0,97 Total 46	Last 4
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Frederick P. Clark Associates. Inc. 4/26/2010 Q3811.000 Foster Church. Chestnut Ridge. NY/Excel Files/fes9-001.stc Revised 4-26-10.xls.xls

Tuesday	ľ	Castbound -	Summit R	load	1	Wes	tbound		North	bound - Re	d Schoolho	use Road	South	bound - Re	d Schnolho	use Road	<u> </u>	Last 4
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Frederick P. Clark Associates. Inc. 4/26/2010 QASI 1,000 Foster Church. Chestnut Ridge, NYVExcel Files\fos9-001.ste Revised 4-26-10.xls.xls

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Frederick P. Clark Associates, Inc. 4/26/2010 Q/811.000 Foster Church, Chestnut Ridge, NYAExcel Files\fos9-001.stc Revised 4-26-10.xts.xls

Tuesday 16-Jun-09	Easth Left	ound - Che Thru	estnut Ridg Right	e Road Total	Westh Left	ound - Ch	estnut Rids Right	e Road Total	North) Left	ound - Re Thru	d Schoolho Right	use Road Total	Left	outhbound Thru	- Access D Right	rive Total	Total	Last 4 Quarters
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Hour Vol.	3	269						469			150	273	8	9	1		1,147	
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Peak Hour Factor	ath single.	1806303	And Add-	0,86		1980 8	448.260	0.91		Marking.	Straden	0.83	10(1)4(F)0	TREESERGE	\$3000 C.	0,60		A HATTER
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Frederick P. Clark Associates, Inc. 4/26/2010
QN811.000 Foster Church, Chestuat Ridge, NY4Excel Files/fos9-001.ste Revised 4-26-10.xls.xls

	Eastbound -	Williams F	Road	1	West	bound		North	bound - Se	outh Pasca	k Road	South	abound - S	outh Pascac	ck Road	ł	Last 4
16-Jun-09	Left Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters
5:00 PM 5:15 PM	16 0								15								
5:15 PM 5:30 PM	14 C	38							17								
5:30 PM 5:45 PM 5:45 PM 6:00 PM	.,,) 19							10								
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6:30 PM 6:45 PM	11 (13								
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20-Jun-09	Left Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Last 4 Quarters
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9:15 AM 9:30 AM	5 0					0	0			0		0			14		210
9:30 AM 9:45 AM	8 0				0		0	9	13	0	22	0	8	5	13	53	224
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Frederick P. Clark Associates, Inc. 426/2010
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Frederick P. Clark Associates. Inc. 4/28/2010 QAS11,000 Foster Church, Chestnul Ridge, NYVExcel Filestios9-001.stc Revised 4-26-10.xls.xls

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Tuesday 16-Jun-09	Eas Left	tbound - Sc Thru	cotland Hill Right	Road Total	Left	West Thru	ound Right	Total	Left	Thru	- Convent I Right	Total	Left Sout	hbound - So Thru	Right	k Road Total	_Total	Last 4 Quarters
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5:15 PM 5:30 PM	27									55			- C					
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7:00 PM 7:15 PM	18			39						39			C					699
7:15 PM 7:30 PM	30									34						58		
7:30 PM 7:45 PM	19									30 27			0		20	52		
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PM Departures Peak								<u> </u>										89871231
Hour Vol.	90		79			0		0	110	-		245	- (132				
Peak Hour Factor	(株)	K100.5 (6)	144-144/9/201	0,88	orbitality.	A Green Pri	1291,72753	#DIV/0!	4-97489-74	25 miles	表 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0,89		1866	3,44,00	0.92	0,93	
Saturday 20-Jun-09	Eas Left	tbound - Sc Thru		Road Total	Left	West Thru	ound Right	Total	Left No	rthbound - Thru	Convent I Right	Road Total	Sout Left	hbound - So Thru	uth Pascac Right	k Road Total	Total	Last 4 Quarters
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9:45 AM 10:00 AM	26									21			0			36		
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SAT Departures I cak						1		Į.	l 1									
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Hour Vol. Peak Hour Factor	r garager	B. Company	Park Colors	0.89		Constant Ad		#DIV/0!		98 	O Paradayaya	198 0.84		96	82	178 0,86		
Hour Vol. Peak Hour Factor Sunday	Eas	tbound - Sc	otland Hill	0.89 Road	Salph Maria	West	ound		wyayayaya No	rthbound -	Convent I	0.84 load	South	bound - So	uth Pascac	0,86 k Road	0.92	Last 4
Hour Vol. Peak Hour Factor Sunday 14-Jun-09	Eas Left	tbound - Sc Thru	otland Hill Right	0.89 Road Total	Left	West Thru	ound Right	Total	No Left	rthbound Thru	Convent F	0.84 Road Total	South Left	bound - So Thru	$(X_i^{(k)}, f_i^{(k)} = \mathbb{T}^{(k)})^{(k+1)} \pi_i$	0,86 k Road Total	0.92 Total	27,7270000
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Hour Vol. Peak Hour Factor Sunday 14-Jun-09	Eas Left	tbound - Sc Thru 0	otland Hill Right 10	0.89 Road Total 21 18	Left 0	West Thru 0	Right 0	Total 0	No Left 10	rthbound Thru	Convent F Right 0	0.84 Coad Total 19	South Left	nbound - So Thru 6	uth Pascac	0,86 k Road Total	0.92 Total 51	Last 4
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Hour Vol. Peak Hour Factor Sunday 14-Jun-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:30 AM 9:45 AM 9:30 AM 9:45 AM 9:30 AM 9:45 AM 9:30 AM 10:45 AM 10:00 AM 10:15 AM 10:15 AM 10:30 AM 10:30 AM 10:45 AM 10:45 AM 11:00 AM 11:50 AM 11:00 AM 11:50 AM 11:00 AM 11:50 AM 11:45 AM 11:50 AM 12:00 PM 12:00 PM 12:15 PM 12:30 PM 12:30 PM 12:30 PM 12:45 PM 12:30 PM 12:30 PM 12:30 PM 12:30 PM 13:30 PM 2:30 PM 13:30 PM 2:31 PM 13:30 PM 3:31 PM 13:30 PM 3:45 PM 13:30 PM 3:	Eass Left	thound - Sc thound	700 100 100 100 100 100 100 100 100 100	0.89 Road Total 18 28 411 39 46 355 25 30 344 39 45 29 37 46 40 108 0.66 150 0.83 37 42 43 43 43 43 43 43 43 43 43 43 43 43 43	Left	Westi Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Total	No Left 10 12 12 13 13 13 13 13 13 13 13 13 13 13 13 13	rthbound- Thru Thru 100 100 100 100 100 100 100 100 100 10	Convent F Right Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.84 Oad Total 191 18 26 28 49 37 44 40 50 46 50 67 35 48 52 50 91 172 0.90 71 69 50 50 50 63 63 63 63 63 63 63 63 63 63 63 63 63	South Left	Thru	### Pascac Right	0.86 k Road Total 11 9 144 27 30 33 33 32 24 41 38 61 0.56 149 0.91 58 66 68 63 58 43 555 48 49 49 50 50 50 50 69 69 69 69 69 69 69 69 69 69 69 69 69	0.92 Total 45 45 68 96 118 116 116 108 127 116 105 123 138 260 0.68 471 0.93 166 166 165 172 174 174 174 174 174 174 174 174 177 177	260 327 328 442 443 433 431 457 519 666 67 677 644 617 622 619 624 628 594 587 556

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

Tuesday 27-Oct-09	Eas Left	tbound - G	SP NB Off- Right		West Left	bound - Ol Thru	d Nyack T	urnpike Total	Nort Left	bound - Se	uth Pascac	k Road Total	South Left	bound - So		ck Road Total	Total	Last 4 Quarters
5:00 PM 5:15 PM	65	18	9	92	14	0	39	53	- 0	51	20	71	83	43	0	126	342	Quarters
5:15 PM 5:30 PM 5:30 PM 5:45 PM																	375 382	ļ
5:45 PM 6:00 PM																	338	
6:00 PM 6:15 PM																	385	1,480
6:15 PM 6:30 PM 6:30 PM 6:45 PM													98	52 51			338 340	
6:45 PM 7:00 PM	82	16	10	108	7	0	20	27	0	30	21	51	. 87	38	0	125	311	1,374
7:00 PM 7:15 PM	81													40			296	
7:15 PM 7:30 PM 7:30 PM 7:45 PM	61 55										12			46 39			259 240	
7:45 PM 8:00 PM			2	65	9	0	12	21									209	1,004
8:00 PM 8:15 PM														39			210	
8:15 PM 8:30 PM 8:30 PM 8:45 PM											8			30 25	0		177 154	836 750
8;45 PM 9;00 PM	43				10			17			6	24		31	0	05	169	710
9:00 PM 9:15 PM	36										5	21	33	21			127	627
9:15 PM 9:30 PM PM Arrivals Peak	30	12	2	44	1	0	13	14	0	16	!	17	40	15	0	55	130	580
Hour Vol.	273	89				_	96			222	81	303		214		591	1,437	
Peak Hour Factor	All the second	PARAMA.	手を表示を	0.94	W. Sheet	#44 Kitabel	98.0.0.	0.71	WWW.	ung Menaden Tan	203141	0,85	克斯 埃特尔	Mary 1	ere fizzet jar	0.90	0.94	408943
PM Departures Peak Hour Vol.	279	49	36	364	25	o	61	86	(135	52	187	306	163	0	469	1,106	September 1
Peak Hour Factor	4 5 8 8 5 ×	多の終さ			Manager Co.	20,760,57	ga647.125			- Vikit-1-7	935,5490	0.85		群等626.	A tracket	0.94	0.89	ASSESS OF
Saturday 31-Oct-09		tbound - C		Ramp	West Left	bound - OI Thru	d Nyack T Right	rnpike Total	Norti Left		uth Pascac			bound - So			T-4-1	Last 4
8:00 AM 8:15 AM	Left 8	Thru 5	Right 2						Leit	Thru 21	Right 8	Total 29	Left 45	Thru 26	Right 0	Total 71	Total 123	Quarters
8:15 AM 8:30 AM	12	. 2		14	6	0	4	10	0	22	. 22	44	51	30	0	81	149	
8:30 AM 8:45 AM 8:45 AM 9:00 AM								12 26		20 19		33 55	63 98		0		153 251	
9:00 AM 9:15 AM	15									9		22	53				135	
9:15 AM 9:30 AM	20	9	2	31	4	0	16	20	0	26	18	44	64	24	0	88	183	722
9:30 AM 9:45 AM 9:45 AM 10:00 AM	28 31	14 11								28 41			85 60:		0		212 213	781 743
10:00 AM 10:15 AM								14			17		57	33	0		198	743 806
10:15 AM 10:30 AM								15					53	39			211	834
10:30 AM 10:45 AM 10:45 AM 11:00 AM	33 25							21	0	33 54	30 12		71 75	38 29	0		242 233	864 884
11:00 AM 11:15 AM	33			***						42			67	38			222	908
11:15 AM 11:30 AM								26		45			75	44	0		258	955
11:30 AM 11:45 AM 11:45 AM 12:00 PM	25 32	11		37				28	0	37 29	13		75 84	36 58	0		226 256	939 962
SAT Arrivals Peak	32			1				20	ļ	29	20	49	04	36	- 0	142	236	V., 38, 4.7
Hour Vol.	66	33		103			34	56		82	79		257	99	0	356	676	
Peak Hour Factor SAT Departures Peak	2.848.466.45	5890,800c	50,000,000	0.59	100 Sept. 100 100 100 100 100 100 100 100 100 10	व्याप्तिक स्वयंक्तिको	450, 220, 24	0.54	514508.0	1 selection 12	39/4 (#+%) L	0.73	iggynassy y	SEPTEMBER SOLL	3830 \$1000	0.71	0.67	foliographics of Markington
Hour Vol.	108	50		100		0	51			177	75		256	139	0	395	884	
Hour Vol. Peak Hour Factor	4.655455.0	SSEC. 1.1	1.扩充5.指统的	0.85	3000	Approximati	70000	0.71	11 (11.65)	医光线多点	250,000	0.95	心理的现在	2557.00 x 1	4214 1715	0.91	884 0,91	
Hour Vol.	4.655455.0	50 tbound - G	1.扩充5.指统的	0,85 Ramp	3000	Approximati	51 d Nyack T Right	0.71	11 (11.65)	医光线多点	75 outh Pascac Right	0.95	心理的现在		4214 1715	0.91	0,91	Last 4 Ouarters
Hour Vol. Peak Hour Factor Sunday 25-Oet-09 9:00 AM 9:15 AM	Eas Left 11	tbound - G Thru 6	SP NB Off- Right 2	0,85 Ramp Total	West Left 5	bound - Ol Thru 0	d Nyack T Right 4	0,71 rnpike Total 9	Norti Left	bound - Se Thru 25	outh Pascac Right	0.95 k Road Total 39	South Left 54	bound - So Thru 19	uth Pascac Right 0	0.91 k Road Total	0,91 Total 140	Last 4 Quarters
Hour Vol. Peak Hour Factor Sunday 25-Oet-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM	Eas Left 11	tbound - G Thru 6	SP NB Off- Right 2	0,85 Ramp Total	West Left 5	bound - Ol Thru 0	d Nyack Ti Right 4	0.71 rnpike Total 9	Norti Left 0	Thru 25 25	outh Pascac Right 14	0.95 k Road Total 39	South Left 54 62	bound - So Thru 19 16	uth Pascac Right 0	0.91 k Road Total 73 78	0,91 Total 140	
Hour Vol. Peak Hour Factor Sunday 25-Oet-09 9:00 AM 9:15 AM	Eas Left 11 19 25	thound - G Thru 6 11 12	SP NB Off- Right 2 1 2 3	0,85 Ramp Total 19 31 39 34	West Left 5 2	bound - Ol Thru 0 0	d Nyack To Right 4 7 6	0.71 rnpike Total 9 9 9	Nortl Left 0 0 0	25 25 33 29	Right 14 10 18	0.95 k Road Total 39 35 51	South Left 54 62 69 63	bound - So Thru 19 16 18	uth Pascac Right 0 0	0.91 k Road Total 73 78 87 90	0,91 Total 140	
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM	Eas: Left 11 19 25 25 31	thound - GS Thru 6 11 12 6	SP NB Off- Right 2 1 2 3	0,85 Ramp Total 19 31 39 34 47	West Left 5 2 3 4 4 5	bound - Ol Thru 0 0 0	d Nyack T Right 4 7 6 7	0.71 Trnpike Total 9 9 9 11	Nortl Left 0 0 0 0 0 0 0	25 25 33 29 28	Puth Pascac Right 14 10 18 10	0.95 k Road Total 39 35 51 39 49	South Left 54 62 69 63 67	bound - So Thru 19 16 18 27	uth Pascac Right 0 0 0	0.91 k Road Total 73 78 87 90 74	0,91 Total 140 153 186 174 186	Quarters 653 699
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:15 AM 10:15 AM 10:30 AM	Eas: Left 11 19 25 25 31 39	thound - G: Thru 6 11 12 6 11 11	SP NB Off- Right 2 1 2 3 3	0,85 Ramp Total 19 31 39 34 47	West Left 5 2 3 4 5 4	bound - Ol Thru 0 0 0 0	d Nyack Ti Right 4 7 6 7	0.71 propike Total 9 9 11 16	Nortl Left 0 0 0 0 0 0 0 0 0	bound - Se Thru 25 25 33 29 28 28	Right 14 10 18 10 21 18	0.95 k Road Total 39 35 51 39 49	South Left 54 62 69 63 67 74	bound - So Thru 19 16 18 27 7	uth Pascac Right 0 0 0 0	0.91 k Road Total 73 78 87 90 74	0,91 Total 140 153 186 174 186 217	Quarters 653 699 763
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:15 AM 10:30 AM 10:30 AM 10:45 AM 10:30 AM 10:45 AM	Eas' Left 11 19 25 25 31 39 33	thound - G Thru 6 11 12 6 11 11 12 11 11 11 11 15	SP NB Off- Right 2 1 2 3 3 5 5	0,85 Ramp Total 19 31 39 34 47 55 50 48	West Left 5 2 3 4 5 4 5 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d Nyack Ti Right 4 7 6 7 11 7 8	0.71 rnpike Total 9 9 11 16 11 10	Nortl Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 25 33 29 28 40	uth Pascac Right 14 10 18 10 21 18 14	0.95 k Road Total 39 35 51 39 49 46 54	South Left 54 62 69 63 67 74 81	bound - So Thru 19 16 18 27 7 31 19 23	uth Pascac Right 0 0 0	0.91 k Road Total 73 78 87 90 74 105	0,91 Total 140 153 186 174 186	Quarters 653 699
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:30 AM 9:34 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM	Eas: Left 11 19 25 25 31 39 33 31 43	6 11 12 6 11 11 11 11 11 11 11 11 11 11 11 11 1	SP NB Off- Right 2 1 2 3 5 5 2 0	0,85 Ramp Total 19 31 39 34 47 55 50 48 60	West Left 5 2 3 4 5 4 2 6 9	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d Nyack T Right 7 6 7 11 7 8 13	0.71 prinpike Total 9 9 11 16 11 10 19 20	Nortl Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 25 33 29 28 40 34	Duth Pascac Right 14 10 18 10 21 18 14 16	0.95 k Road Total 39 35 51 39 49 46 54 50	South Left 54 62 69 63 67 74 81 92	bound - So Thru 19 16 18 27 7 31 19 23 25	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.91 k Road Total 73 78 87 90 74 105 100 115	0,91 Total 140 153 186 174 186 217 214 232 249	653 699 763 791 849 912
Hour Vol. Peak Hour Factor Sunday 25-Oet-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:30 AM 10:30 AM 10:30 AM 10:30 AM 10:30 AM 10:45 AM 10:30 AM 11:00 AM 11:30 AM 11:13 AM	Eas: Left 11 19 25 25 31 39 33 31 43 47	6 11 12 6 11 11 11 11 15 17 12 22	SP NB Off- Right 2 1 2 3 5 5 2 0 0	0.85 Ramp Total 19 31 39 34 47 55 50 48 60 73	Westi Left 5 2 3 4 5 4 2 6 9 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d Nyack T Right 7 6 7 11 7 8 13 11 6	0.71 rnpike Total 9 9 11 16 11 10 19 20	Nortl Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 25 25 33 29 28 40 34 40 29	nuth Pascac Right 14 10 18 10 21 18 14 16 10	0.95 k Road Total 39 35 51 39 49 46 54 50 50	South Left 54 62 69 63 67 74 81 92 94	bound - So Thru 19 16 18 27 7 31 19 23 25 41	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.91 k Road Total 73 78 87 90 74 105 100 115 119	0,91 Total 140 153 186 174 186 217 214 232 249 260	653 699 763 791 849 912 955
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:30 AM 9:45 AM 9:30 AM 10:00 AM 10:15 AM 10:15 AM 10:15 AM 10:30 AM 10:30 AM 11:30 AM	Eass Left 11 19 25 25 31 39 33 31 43 47 40 39	thound - G: Thru 6 11 12 6 11 11 15 17 12 22 7	SP NB Off- Right 2 2 2 3 3 5 5 2 0 0 4 4	0,85 Ramp Total 19 31 39 34 47 55 50 48 60 73 50	West Left 5 3 4 5 4 2 6 9 5 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d Nyack T: Right 4 7 6 7 11 7 8 13 11 6 5	0.71 propike Total 9 9 11 16 11 10 19 20 11	Nortl Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 25 33 29 28 40 40 29 29	nth Pascac Right 14 10 18 10 21 18 14 16 10 19	0.95 k Road Total 39 35 51 39 49 46 54 50 50	South Left 54 62 69 63 67 74 81 92	bound - So Thru 19 16 18 27 7 31 19 23 25	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.91 k Road Total 73 87 90 74 105 100 115 119 128	0,91 Total 140 153 186 174 186 217 214 232 249	653 699 763 791 849 912
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 10:30 AM 10:45 AM 10:30 AM 11:45 AM 11:30 AM 11:15 AM 11:15 AM 11:30 AM 11:15 AM 11:30 AM 11:45 AM 11:20 AM 11:45 AM 11:20 AM 11:45 AM 11:20 AM 11:45 AM 11:30 AM	East Left 11 19 25 25 31 39 33 31 43 47 40 399 36	thound - G: Thru 6 111 12 6 11 11 12 7 12 22 7 19 20	SP NB Off- Right 2 11 22 33 55 22 00 54 43 36 66	0,85 Ramp Total 19 31 39 34 47 55 50 48 60 73 50 644 61	West Left	Dound - Ol Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d Nyack T Right 4 77 66 7 11 7 8 8 13 11 6 5 5	0.71 rnpike Total 9 9 11 16 10 19 20 11 8 188 184	North Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound - Sc Thru 25 25 33 29 28 400 34 40 29 35 33 33 33	uth Pascac Right 14 10 18 10 21 18 14 16 10 19 19	0.95 k Road Total 39 35 51 39 49 46 54 50 50 48 48 51	South Left 54 62 69 63 67 74 81 92 944 87 99 97	bound - So Thru 199 166 188 27 7 31 199 23 25 41 31 299	uth Pascace Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.91 k Road Total 73 78 87 90 74 105 100 115 128 121 126 137	0.91 Total 140 153; 186 174 186 217 214 232 249 260 252 267	912 951 991 912 913 914 915 955 971 991
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:30 AM 9:45 AM 9:30 AM 10:00 AM 10:15 AM 10:15 AM 10:15 AM 10:30 AM 10:30 AM 11:30 AM	East Left 11 19 25 25 31 39 33 31 43 47 40 39 366 366	thound - G: Thru 11 12 6 11 11 15 17 12 22 7 19 20 17	SP NB Off- Right 2 2 3 3 5 5 2 2 0 0 5 5 4 4 3 3 6 5 5 2	0.85 Ramp Total 19 31 39 34 47 55 50 48 60 73 50 64 61 555	West Left 5 2 3 4 5 4 5 6 9 9 5 3 6 2 8 8	Dound - Ol Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d Nyack Ti Right 4 7 6 6 7 11 7 8 8 13 111 6 5 5 12 12 13	0.71 propike Total 9 9 11 16 16 11 10 19 20 11 8 8 18 144 21	North Left 0	bound - Sc Thru 25.5 25.3 33.3 29 28 40 34 40 29 35.3 33.3 22 40.4	uth Pascac Right 14 10 18 10 21 18 14 16 10 19 19	0.95 k Road Total 39 35 51 39 49 46 54 50 50 48 48 51	South Left 54 62 69 63 67 74 81 92 94 87 99	bound - So Thru 19 16 18 27 7 31 19 23 23 24 41 31	uth Pascace Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.91 k Road Total 733 78 877 90 105 100 115 119 128 121 126 137 120	0,91 Total 140 1486 174 186 217 214 232 249 269 230 252	653 699 763 791 849 912 955 971
Hour Vol. Peak Hour Factor Sunday 25-Oct-09 9:00 AM 9:15 AM 9:30 AM 9:30 AM 9:34 AM 10:00 AM 10:15 AM 10:00 AM 10:30 AM 10:30 AM 10:30 AM 10:30 AM 11:35 AM 11:30 AM 11:30 AM 11:30 AM 11:35 AM	East Left 111 199 255 25 25 311 399 331 311 433 477 400 399 366 400	thound - G: Thru 6 6 11 11 12 6 11 11 15 17 12 22 22 7 7 19 19 17 18	SP NB Off- Right 2 2 3 5 5 5 6 6 6 5 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.85 Ramp Total 19 31 39 34 47 555 50 48 60 61 61 555	West Left 5 2 3 4 5 4 5 6 9 9 5 3 6 2 8 8	Dound - Ol Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d Nyack Ti Right 4 7 6 6 7 11 7 8 8 13 11 6 5 12 12 13	0.71 rnpike Total 9 9 11 16 11 20 11 8 18 14 21 20	North Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound - Se Thru 25 25 33 29 28 40 34 40 29 35 33 33 34 40 40 40 40 40 40 40 40 40 40 40 40 40	with Pascace Right 144 10 211 18 144 16 10 19 211 23 13	0.95 k Road Total 399 355 511 399 466 544 500 488 511 444 555	South Left 62 69 63 67 74 81 992 944 87 990 97 81	bound - So Thru 19 19 16 18 18 27 7 7 31 19 23 25 41 31 29 40	uth Pascace Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.91 k Road Total 73 78 87 90 74 105 115 119 128 121 126 137 120	0.91 Total 140 153: 186 174 186 217 214 232 249 260 230 252 267 249	653 699 763 791 849 912 955 971 991 1,009
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Frederick P. Clark Associates. Inc. 4/26/2010 QAS11.000 Foster Church. Chestnut Ridge. NYVExcel Files\fos9-001.stc Revised 4-26-10.xls.xls



Location:

1) Red Schoolhouse Road at Williams Road

(ATI #09144)



Location: 1) Red Schoolhouse Road at Williams Road (ATI #09144)

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Location:

1) Red Schoolhouse Road at Williams Road

(ATI #09144)

Surveyors:

VoLodya

Day/Date:

Sunday 6/14/09

213 456

						Moveme	nt No.					- ···-
Time	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		4				
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	2/	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						i
1:00	8	25	23	.17	10	8						
SKETC	H		1	2	1	ſ			•		L	



Red Schoolhouse Rd

3 4



Location:

1) Red Schoolhouse Road at Williams Road

(ATI #09144)

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

Time 1 2 3 4 5 6 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 26 18 9 3 3:15 6 22 25 17 20 9	7 8 9 10 11 12
2:15 1 37 2 10 <	
2:45 6 23 18 21 11 7 3:00 5 26 26 18 9 3	
3:00 5 26 26 18 9 3	
6 99 25 17 20 0	
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 3.6 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	

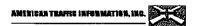


Red Schoolhouse Rd Williams Rd 6

Location: 2) Red Schoolhouse Road & Summit Road

(ATI #09144)

Day/Date: Tuesday 6/16/09 Surveyors:_ Movement No. Time 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00 \mathcal{H} 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 <u> 2</u>9 9:30 SKETCH Summit Rd Red Schoolhouse Rd



Location:

2) Red Schoolhouse Road at Summit Road

(ATI #09144)

Surveyors:

Day/Date:

Saturday 6/20/09

Surveyors: Day/Date: Saturday 6/20/09												
Time	1	. 2.	(3)	4	1.5	Moyemer 6	t No.	8	9	10	11	12
8:15	24	1	5	ġ	3	30	,					
8:30	25	4	9	13		38						
8:45	42	2	3	18	4	3.2						
9:00	26	3	3	12	4	25						
9:15	35	Ŝ	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	ſΙ.	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		·	<u> </u>			
12:00	35	[]	6	9	9	58				:		
SKETCH Summit Rd Red Schoolhouse Rd 3 4												
				• *		* .			_		•	
5		•				i	5	6				



Location:

2) Red Schoolhouse Road at Summit Road

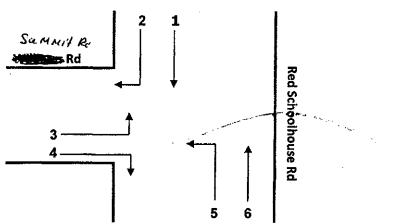
(ATI #09144)

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

	Movement No.											
Time	1	2	3	4	5	6	7	8	9	10	11	12
9:15	15	2	1	6	2	22						
9:30	16	Ч	0	6	l	20						
9:45	28	l.	1	9	9	20						
10:00	13	6	10	lι	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	1/	3.	15	9	24						
11:45	38	8	5	9	10	19						
12:00	33)	7	11)	10	30						
12:15	39	1	4	- /2	6	30		·				
12:30	36	9	7	18	11	37						
12:45	43	12	<u>,</u> 4	17	13	35						
1:00	25	10	3	13	11	37						
SKETCH												









Location:

2) Red Schoolhouse Road at Summit Road

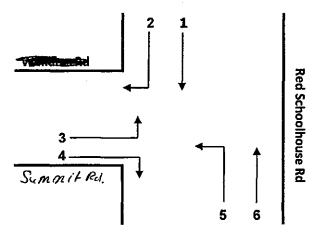
(ATI #09144)

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

Time 2:15	1	2				Movemen						
3.15			3	4	5	6	7	8	9	10	11	12
2:15	39	6	3	13	12	39						
2:30	40	2	7	9	8	40						
2:45	24 :	10	7	8	8	40	_					
3:00	28	7	7	1/-	15	36						
3:15	32	И	8	3	//	35						
3:30	35	4	4	15	9	3.7						!
3:45	26	10	9	10	9	26						
4:00	37	3	7	9	1/	41						
4:15	39.	8	8.	8	16	43						
4:30	53	7	(2	7	36						
4:45	28	13	Ч	(0)	15	- 3 5						
5:00	39	8	10	5	12	36						
5:15	38	9	//	9	10	34						
5:30	33	5	6	8	15	40						
5:45	18	10	11	14	9	37						
6:00	26.	٦	9	ID	((35						







Location: 3) Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp

(ATI #09144)

Tuesday 6/16/09 Day/Date: Surveyors: Movement No. Time 9 10 12 8 11 5:15 5:30 5:45 6:00 6:15 9 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30 SKETCH Southbound Off-Ramp Red Schoolhouse Rd 3



Location: 3) Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp (ATI #09144) 'Surveyors:_ Day/Date: Saturday 6/20/09 Movement No. Time 12 8 10 11 20 8:15 8:30 8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 SKETCH **Southbound Off-Ramp** Red Schoolhouse Rd - 4 . 3



3) Red Schoolhouse Road at Garden State Parkway Southbound Off-Ramp (ATI #09144) Location: Surveyors: Day/Date: Sunday 6/14/09 Movement No. Time 10 11 12 9:15 9:30 19 9:45 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 1:00 SKETCH **Southbound Off-Ramp** Red Schoolhouse Rd - 4 -3



Location:	3) Red :	Schoolhor	use Road	at Garde	en State P	arkway ⁽	Southbou	nd Off-Ra	mp	_(AT! #09 ²	144)
Surveyors:						ay/Date:	Sunday			_	
					Movemen	nt No.		· <u>- · </u>			
Time 1	2	3	4	5	6	7	8	9	10	11	12
2:15 54	1 17	74	34	<u> </u>			<u> </u>				
2:30 51	15	62					1				
2:45 33	21	68	31	<u></u>					-		
3:00 4/	20	93	30						<u> </u>		
3:15	1/5	69	31	Ĺ					[
3:30 49	1 22	71	25						ļ		
3:45 38		73	24								
4:00 44	24	60	28						<u></u>		
4:15 4	1 21	67	39								
4:30 4(0 20	81	23	 					ļ		
4:45 3	8/8	68	33	 							
5:00 42	2 15	59	30								
5:15	3 19	68	27								
5:30 43	3 25	62	28								
5:45 B1	10	60	37	<u> </u>							<u> </u>
6:00 37	1 18	61	31	<u>-</u> {							·
SKETCH			1 ,,		1	1		· ·	****		
		Red Schoolhouse Rd			†		Southboun	ıd Off-Ram	1p		
		Sch	+		<u> </u>		- 4				
		을 !			Ţ Ţ		-3				
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Location:

4) Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp

	Surve	yors:					Da	y/Date:	Tuesday	6/16/09)	_	: :
,	Ĭ.V	<u> </u>					Movemer	nt No.			**		78
	ne	1	2	3	4	.5	6	7	8	9	10	11	12.
	.^ \$⊧15	88	108	39	155								
	5 3 0	93	102.	45	179	,				ļ			
	5:45	82	93	47	190			<u> </u>			y ·	·	
	6:00	79	105	39	199						ļ		
	6:15	82	100	48	183								<u> </u>
	6:30	72	96	35	186								
	6:45	54	74	42	126				***			<u> </u>	ļ ,
	7:00	53	71	36	110						2	ļ	
1	7:15	56	76	30.	103			•				<u> </u>	
ŀ	7:30	41	62	30	81			3.00 S				\ <u>\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ </u>	
1	7:45	44	58	26	75			i	ুই√ু-জু-জু-				
.	8:00	36	49	21	62					:	<u> </u>		
•	8:15	31	54	20	42								
-	8:30	23	51	23	30	_	* * * * * * * * * * * * * * * * * * * *						
ŀ	8:45	26	48	18	36	<u>, </u>			,		·	<u> </u>	
ŀ	9:00	17	49	13	32			•		-	·		
-	9:15	19	39	16	28	• •							
-	9:30	17	72	17	3								
	KETC	†		Red	2 :	1 		North	bound On	ı-Ramp			
				Scho	↓ ↓			<u> </u>					ł
	1	4		olho					٠				İ
				Red Schoolhouse Rd			·						{
				"			[}
				. }									
			•	}		3	4						



Location: 4) Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp (ATI #09144) Surveyors: Day/Date: Saturday 6/20/09 Movement No. Time 10 8 11 43 8:15 8:30 51 8:45 48 9:00 9:15 9:30 9:45 66 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 66 52 12:00 SKETCH **Northbound On-Ramp** Red Schoolhouse Rd



TURNING MOVEMENT COUNTS Location: 4) Red Schoolhouse Road at Garden State Parkway Northbound On-Ramp (ATI #09144) Surveyors:_ Day/Date: Sunday 6/14/09 Movement No. Time 10 11 12 12 9:15 9:30 9:45 10:00 18 10:15 39 20 10:30 10:45 11:00 11:15 66 11:30 69 19 11:45 76 12:00 68 13 12:15 24 69 12:30 76. 12:45 58 1;00 SKETCH Red Schoolhouse Rd Northbound On-Ramp



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

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

Surve						Moveme	ay/Date:	Sunday	6/14/09			,·
Time	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	5,5								
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	9.5	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	-	<u> </u>						
	21	69	14	28			i :					
SKETC			Red Schoolhouse Rd	2	1	4	Northb	ound On-	Ramp			



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



Location:

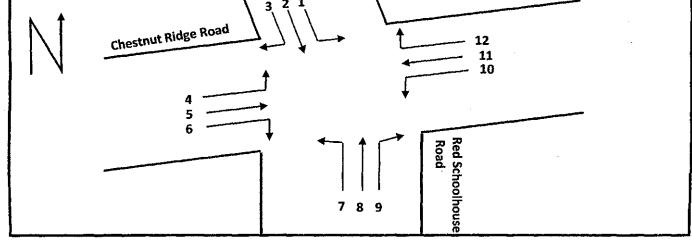
5) Chestnut Ridge Road at Red Schoolhouse Road/Access Drive

Survey	/ors:				· .	Da	y/Date:	Saturda	y 6/20/09		-	
						Movemer	nt No.			····		
Time	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	İ	1	0	3	28	13	10	¥:	28	30	5.8	2
9:00	. †	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	<u> </u>	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	25	27	19	0	26	24	68	1
10:45	0	0	1	1	64	20	24	. 0	29	22	74	1
11:00	2	7 4 .	0	-	14	18	16	2.	33	26	56	1
11:15	0	1	0	1	54	19	18	0	30	21	58	0
11:30	+	0	0	1	68	22	14	0	34	17	61	
11:45	0	2-	Ö	0	59	19	23	}	26	28	77	1
12:00	0	0	1	0	48	20	29	1	28	18	68	1
SKETC		Chestnu	t Ridge R	oad	3 2 1	7 8	9	Red Schoolhouse	12 11 10			



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

Survey	ors:					Da	y/Date:	Sunday	6/14/09		-	
						Movemer	nt No.					
Time	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	./
9:45	0	1	0	0	30	11	7	1	15	12	35	/
10:00	0	. 0	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	. [41	15	21	3	17	18	41	1
10:45	1	1	0	1	42	21	26	0	21	14	42	0
11:00		0	Ú	0	42	14	28	U	20	18	55	0
11:15	0_	0	ľ	0	35	14	26	0	/7	21	44	O
11:30	0	2	0	Ø	44	18	//	2	21	24	51	
11:45	1	1	0	1	44	21	//	1	18	/3	<i>5</i> 3	1
12:00	0	0	0		41	22	14	0	16	17	48	1
12:15	1	0	.]	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	Ø	18	14	63	0
1:00	1	0	0	0	60	16	//	0	23	21	46	1
SKETC	H			\	a 2 1	. ,						
,	†			. \	3 2 1		\					
		Chestnu	t Ridge R	oad	711		1		l2			
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Location: 5) Chestnut Ridge Road at Red Schoolhouse Road/Access Drive (ATI #09144)

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

Surve	yors:					Da	ıy/Date:	Sunday	6/14/09	· · · · ·	-	
						Moveme						
Time	11	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: 4 5		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		0	55	4	15	1	22	17	75	2
3:30	0	D	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	l	0	0	0	48	4	12	0	28	26	68	4
4:15	0	0	0	. 0	61	11	12	2	20	14	48	0
4:30	Ø	0	0	0	51	12	ĝ	/	21	17	59	0
4:45	0	0	0	0	54	17	10	0	24	16	56	1
5:00			0	0	61	15	19	0	21	19	55	0
5:15		0	0	0	51	12	15	/	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	O	23	/3	63	0
6:00	0	0	0	0	55	//	12	0	16	16	54	0
SKETC		Chestnut	4 5 6	1	3 2 1	→ ¹		Red School	2 11 10			

7 8 9

7



Location:

6) South Passaic Road & Williams Road

Surve	yors:						y/Date:	Tuesday	6/16/09)		
						Movemer	nt No.				*	
Time	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	58	17						
5:45	13	14	16	38	24	10						
6:00	11	19	7	19	16	19						
6:15	9	/2	//	30	23	16						•
6:30	11	20	9	19	25	17						
6:45	13	10	11	26	15	13						
7:00	/7	19	/3	18	13	17				- 1		
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	1.4						
8:15	13	6	2	2/	15	1/3	! !					
8:30	14	8	4	15	5	6					d ref	
8:45	18	Y	б	19	5	10						
9:00	8	8	6	13	8	5					\	
9:15	12	6	Ī	14	8	9						
9:30	d	7	4	10	5	6						٠.
SKETC	Н											
				Williams	Rd	2	1	•	Sout			
				3 -			.e.	·	South Passaic Road		•	
		•	-	4-		\neg		†	r Roac		•	
						▼			C.			
							5	6				



Location:

6) South Passaic Road & Williams Road

Survey	yors:	· · · · · · · · · · · · · · · · · · ·		-		Da	y/Date:	Saturda	y 6/20/09)	_	
						Movemer	nt No.		<u> </u>		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-
Time	1	2	3	4	5	. 6	7	ر8 ا	9	10	11	12
8:15	. (6	1	7	7	6			i			,
8:30	2	5	4	14	10	8						<u> </u>
8:45	4	3	_/	13	8	10						
9:00	10	7	5	10	10	13						
9:15	12	//	7	10	15	10						
9:30	10	4	5	5	9	18				Ţ		
9:45	8	5	8	10	9	13						
10:00	12	73	5	21	18	/3						
10:15	15	//	2	11	16	15						
10:30	8	9	6	1/	14	15	,					
10:45	11	9	5	16	14	19						
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						
SKETC	†			Williams		2	1		South Pa			
				3 4			•	;	South Passaic Road	•		



Location:

6) South Passaic Road & Williams Road

5 2 6 1 5 7 1 5 3	7 3 9 15 6 13 9	5 4 2 10 12 12 11 13	Movement 6 10 4 7 6 7 10 11		Sunday 8	9	10	11	12
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0 5 2 6 1 5 3	7 3 9 15 6 13 9	4 2 10 12 12 11 13	10 4 7 6 7 10		8	9			12
5 2 6 1 5 7 1 5 3	3 9 15 6 13 9	2 10 12 12 11 13	4 7 6 7 10						
2 6 6 1 5 6 7 1 5 9	9 15 6 13 9	10 12 12 11 13	7 6 7 10						
6 1 5 6 7 1 5 9 3 9	15 6 13 9	12 12 11 13	6 7 10						
5 7 1 5 3	6 13 9	12 11 13	7 10						
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			14						
<u> </u>				-,					
	7 2 5 9	7 10 2 14 5 10 5 11 9 15	7 10 8 2 14 7 5 10 18 5 11 19	7 10 8 6 2 14 7 10 5 10 18 10 5 11 19 10 9 15 7 14	7 10 8 6 2 14 7 10 5 10 18 10 5 11 19 10 9 15 7 14	7 10 8 6 2 14 7 10 5 10 18 10 5 11 19 10 9 15 7 14	7 10 8 6 2 14 7 10 5 10 18 10 5 11 19 10 9 15 7 14	7 10 8 6 2 14 7 10 5 10 18 10 5 11 19 10 9 15 7 14	7 10 8 6 2 14 7 10 5 10 18 10 5 11 19 10 9 15 7 14



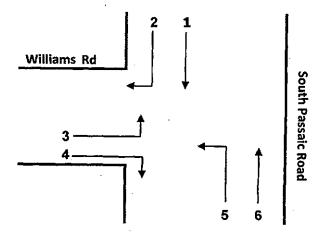
Location:

6) South Passaic Road & Williams Road

(ATI #09144)

Day/Date: Sunday 6/14/09 Surveyors:_ Movement No. Tîme 2:15 2:30 2:45 g 3:00 3:15 3:30 3:45 4:00 4:15 4:30 4:45 5:00 5:15 5:30 5:45 6:00 SKETCH

N1





Location:

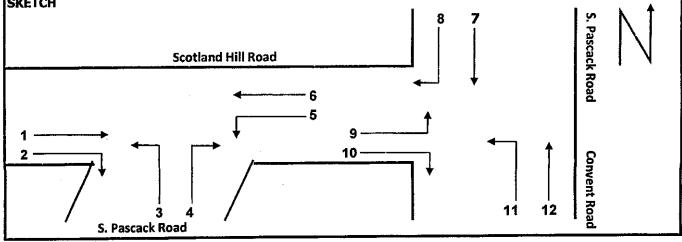
7) & 8) Convent Road/Pascack Road at Scotland Hill Road

(AT! #09144)

Surveyors:

Day/Date: Tuesday 6/16/09

						Movemen	t No.					
Time	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	51						
6:30	30	7	8	15	27	49						
6:45	24	9	7	18	16	36					:	
7:00	27	//	8	21	30	33						
7:15	26	8	8	13	21	37						
7:30	29	7	6	1.8	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						-
SKET	CH		Scotl	and Hill F	Road			8	7		S. Pascack Ro	1





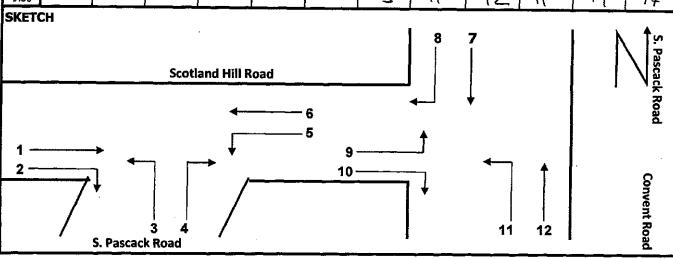
Location:

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

(ATI #09144)

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

	<u> </u>	•			 	Movemer	nt No.					
Time	11	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							OY	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 <u>:</u> 30							<u> ۲</u>	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	12	17	19	29
8:30							14	18	14	11	81	2/
8:45							17	20	13	16	15	29
9:00							21	19	17	11	20	27
9:15	·						18	12	{(12	16	22
9:30							13	1(12	1(19	17
SKETC	CH						i		_			A





S. Pascack Road

TURNING MOVEMENT COUNTS

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

Survey	yors:	•				y/Date:	Saturda	y 6/20/09		_				
						Movemen	t No.		······································					
Time	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			<u> </u>					
9:30	27	2	2	25	10	19								
9:45	33	/	7	15	13	23								
10:00	28	7	3	21	14	28		ļ						
10:15	33	4	4_	20	18	21								
10:30	24	2	5	18	23	28		<u>.</u>						
10:45	37	2	6	19	17	35			·					
11:00	39	4	4	18	16	25.								
11:15	36	4	//	22	12	34		<u> </u>						
11:30	<i>37</i>	5	6	21	16	30								
11:45	24	3	4	19	21	74	<u>-</u>	<u> </u>	_		-			
12:00	35	7	6	18	19	38			ļ <u></u>	-				
SKETO	SKETCH Scotland Hill Road													
				←		6 ·5		↓	▼		S. Pascack Road			
1 -		→ ←	- , -	→ ↓		9 10			← ¬	*				
2-	$\overline{}$	-		/		10	·	7 +		İ	C ON			
			3 4						i 11	 12	Convent Roa			



Location:

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

____(ATI #09144)

Surveyo	ors:	· · · · · · · · · · · · · · · · · · ·		<u></u>		y/Date:	Saturda	y 6/20/09		-		
						Movemer	nt No.					
Time	. 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	1/	9
9:00							9	15	27.	17	16	13
9:15		<u>-</u>				_,·	13	16	15	24	15	21
9:30							22	14	26	26	16	25
9:45							/3	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
1 2	7		Scotla	nd Hill Ro		6 5 9 - 10 -		*	7	12	S. Pascack Road Convent Road	



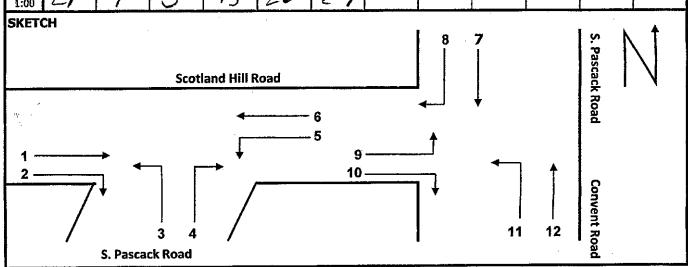
Location:

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

(ATI #09144)

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

						Movemer	nt No.					
Time	1	, 2	3	4	5	6	7	8	9	10	11	12
9:15	//	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	/3	9	1/						
10:15	26	2	3	/3	10	19						
10:30	32	6	3	14	9	19		:				
10:45	22	3	6	13	12	21						
11:00	19	2	/	6	13	25						
11:15	17	2	1	13	18	20						
11:30	24	/	3	.11	8	25						
11:45	28	4	4	10	15	26						
12:00	29	5	/	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						





Location:

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

(ATI #09144)



Location:

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

(ATI #09144)

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

							yrbate.	Sunday	6/14/09		-				
Time	1	2	3	4	5	Movemer 6	t No.	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	/	6	13	23	39									
3:30	26	8	5	17	20	3 <i>6</i>									
3:45	33	4	6	10	17	25									
4:00															
4:15	34	6	8	21	17	39			! !						
4:30·															
4:45	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	3 2									
5:45	18	4	6	20	/8	29									
6:00	27	9		16	23	6/				1					
SKETO			Scoti	and Hill R	oad			8	7		S. Pascack Road	1			
1 -	·····	→		←		6 5 9 -		<u></u>	•		oad				
2 —		S. Pascac	3 4			10 -			11	12	Convent Road	·			



Location:

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

(ATI #09144)

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

Movement No.													
Time	1	2	3	4	5	6	7	8	9	10	11	12	
2:15							31	27	24	13	31	40	
2;30				ļ			35	20	16	26	30	39	
2:45		. ,	<u> </u>				43	23	18	25	27	23	
3:00							40	28	20	34	25	25	
3:15				<u> </u>			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	<i>33</i>	20	23	
4:15						· · · · ·	29	26	27	29	<i>3</i> 7	26	
4:30		· · · · · · · · · · · · · · · · · · ·					24	22	25	22	30	31	
4:45						·-	26	28	19	21	25	32	
5:00	<u> </u>		-		· .		23	26	21	20	29	30	
5:15							29	21	20	18	27	25	
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 Scotland Hill Road S. Pascack Road Convent Road S. Pascack Road													

TURNING MOVEMENT COUNTS

Location: S. Pascack Rd & GSP(NB) off-Rainp/Old Nyach TPRE

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

PM	·····									-		
Time	1	2	3	4 4	ovement Nu 5	mber 6	7	8	9	10	11	12
5:15	83	73	65	18	9				<u> </u>			
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	5	75	22	7							
7:00	87	38	82	16	01							-
7:15	7%	40	81	13	9							
7:30	76	46	61	8	10							
7:45	70	3 9	55	12	7							
8:00	56	3[53	10	2							
8:15	54	39	36	12	3					·		
8:30	65	30	35	9	3							
8:45	38	25	31	D	Y							_
9:00	42	31	43	9	3							
9:15	33	2[36	3		,						
9:30	40.	15	30	12	2							
N					s. Pase	eack	Rd					
1λ					ادر		•				,	

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TURNING MOVEMENT COUNTS

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

Day/Date Tuesday 10/27/09 Surveyors:

PM				Mo	vement N	umber						
Time	1	2	3	4	5	<u></u>	A.	\8∕	وما	10	11	12
5:15			,	,		51	20	14	39			
5:30	•					55	25	12	22			
5:45						72	17	14	20			
5:00						44	19	15	15			
5:15						54	20	16	24			
5:30						42	23	6	17			
						40	13	9	21	•		
5:45						30	21	7	20			
7:00						47	8	7	18			
7:15					· · ·	31	12	0	15			
7:30						27	1	 	,		•	
7:45						 	11	11	8			ļ
8:00	,					24	12	9	12			
8:15						30	15	8	13			
B:30						16	8	5	6			
8:45						15	14	4	10			
9:00						18	6	10	7			
9:15	:					16	5	2	10			
9:30						16	1	1	13			

GSP (NB)
off-Ramp

32 28 Old Nyack Tpre



	_			VENIENI COUNTS	
Location:	S. Paseack	Rd \$	GSP/NB.	OFF-Pain p/Old Nyack T	PKE

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

PM	Movement Number											
Time	1	2	3	4	vement Nu	mber 6	7	8	9		1	1
8:15	45	26	8	5	2			8	<u> </u>	10	11	12
8:30	51	30	12	2	0							
8:45	63	15	18	10	Z							
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	. 17	Z		,					
10:00	60	32	31	11	3							
10:15	57	33	23	16	l			-				
10:30	53	39	21	12	0							
10:45	71	38	33	12	7						=	
11:00	75	29	25	10	3	·		-				
11:15	67	38	33	G	7							
11:30	75	77	32	13	3			·				
11:45	15	36	25	IJ								
12:00	84	58	32	9	7	_		:				

M

S. Paseack Pd

GSP (NB) off-racing 3 7 9 8

Old Nyack TPKE



TURNING MOVEMENT COUNTS

Location: S. Paseack Rd & GSP/NB) OFF-Pairp/Old Nyack TPKE

Surveyors: ______Day/Date Saturday 10/31/09

PM				Mo	vement N					··		
Time	1	2	3	4	5	√6	7/	8./	9/	10	11	12
8:15				y		21	8	2	6			
8:30			<u>.</u>		<u> </u>	22	22	6	4			
8:45						20	13	3	9.			
9:00						19	36	1/	15	•		
9:15				٠		9	13	1	9			
9:30						26	18	Y	16			
9:45						28	10	2	13			
10:00						4/	21	3	1/			·
10:15						71	17	3	7			
10:30						49	16	4	u,			
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	2/			
12:00						29	20	9	<i>u</i>			

M

S. Pascack Pd

GSP (NB) off-ramp $\frac{1}{3}$

Old Nyack TPKE

TURNING MOVEMENT COUNTS

Location: S. Paseack Rd & GSP(NB) off Rainp/Old Nyach TPRE

Surveyors: Day/Date: Sunday 10/25/0

				Мо	vement Nur	nber						,
Time	1	2	3	4	5	6	7	8	9	10	11	12
9:15	57	19	11	6	Z	25	17	5	1			
9:30	62	16	19	[[[万	10	Z	7			
9:45	69	18	25	12	Z	3 3	18	3	6			
10:00	63	21	25	6	3	29	10	7	٦			
10:15	67	7	3	11	5	28	2	5	1/			
10:30	74	<u>~</u>	39	. [[5	Z8	18	4				
10:45	8	19	33	15	Z	40	14	2	8	_		
11:00	92	23	31	17	Q	34	9	6	13			
11:15	94	ZŠ	43	12	5	40	01	9				
11:30	87	71	47	22	7	29	19	5	6			
11:45	90	3	40	7	3	35	160	3	15		<u>.</u>	
12:00	91	29	39	19	6	33	. []	6	12			
12:15	97	40	36	20	5	32	23	Z	12			
12:30	81	39	36	17	Z	40	13	8	13			
12:45	91	34	40	(8)		44	[9	5	15			
1:00	93	46.	46	24	5	39	22	10	16			

S. Paseack Rd

S. Paseack Rd

21

32

6 SP (NB)

32

53

6 SP (NB)

Old Nyaek TPKE

TURNING MOVEMENT COUNTS

Location: S. Pascacke Rd & GSP (NB) off Rawip fold Nyacke Tpre

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

				Mo	vement Nu	mber						
Time	1	2	3	4	5	6	7	8	9	10	11	12
2:15	93	57	7	22	3	35	12	10	2			
2:30	93	35	49	22	1	36	14	8	2			
2:45	96	71	43	23	7	28	19	7	25			
3:00	115	55	60	11	9	39	20	8	20	_		
3:15	93	41	50	62	9	21	27	8	16			
3:30	87	44	50	38	6	23	15	10	17			
3:45	86	56	64	57	7	46	25	6	16			
4:00	99	63	60	56	8	37	20	7	10	-		
4:15	80	38	60	59	13	42	lΟ	9	8			
4:30	77	43	75	57	7	44	13	8	17			
4:45	84	10	21	59	8	28	[5]	3	15			
5:00	68	44	57	56	[O]	35	14	2	17			
5:15	86	43	65	65	7	33	الحا	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	g	6	7		:	

FOSTER'S CHURCH, CHESTNUT RIDGE, NEW YORK - (#811.000) FIELD DATA SUMMARY - 467 SOUTH PASCACK ROAD

-			т	r-		-	_	_	_		_		т.	г									_		_	
2009	TOT	16	Ξ	01	9	6	18	58	106	189	131	147	155	153	181	163	159	207	247	222	178	138	123	08	35	2,742
Thursday, June 18, 2009	SB	12	9	8	3	5	10	41	99	131	82	81	106	93	122	102	96	122	135	157	108	93	83	52	24	1,738
Thurs	NB	4	5	2	3	4	8	17	40	58	49	99	49	99	59	61	63	85	112	65	70	45	40	28	11	1,004
2009	TOT	18	7	6	7	∞	26	77	136	217	186	136	177	192	210	223	210	239	261	271	163	122	112	120	47	3,174
Wednesday, June 17, 2009	SB	14	9	9	4	4	15	50	85	145	601	88	114	114	136	981	122	142	150	157	103	78	70	78	34	1,960
Wednes	NB	4	-	3	3	4	11	27	51	72	77	48	63	78	74	28	88	26	111	114	09	44	42	42	13	1,214
6003	TOT	9	s	ç	2	7	24	73	138	225	163	Harris III	183	161	1961	189	226	227	162	231	200	155	130	62	- 20	3,127
Tuesday, June 16, 2009	SB	T	\$	3			1 2	48	82	152	108	88	100	SII	127	108	126	131	173	142	123	101	83	2.5	35	1,917
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day, June 15, 2009	SB	17	17	4	. 5	5	6	41	81	135	66	84	123	109	108	119	139	157	151	126	111	88	59	36	13	1,836
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600	TOT										65	127	122	102	166	197	204	201	190	166	144	107	06	45	40	1,966
Sunday, June 14, 2009	SB										28	7.1	96	100	80	125	120	131	112	108	93	09	52	27	27	1,230
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	TIME	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	TOTAL
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Frederick P. Clark Associates, Inc. 7/9/2009 Q:811.000 Foster's Church, Chestnut Ridge, NY/Excel Files/fos9-001.stc.xls

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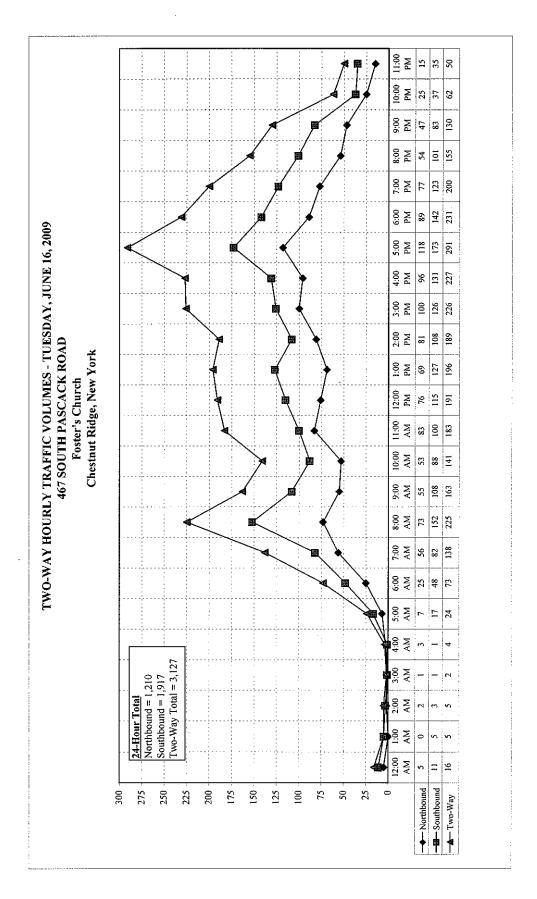
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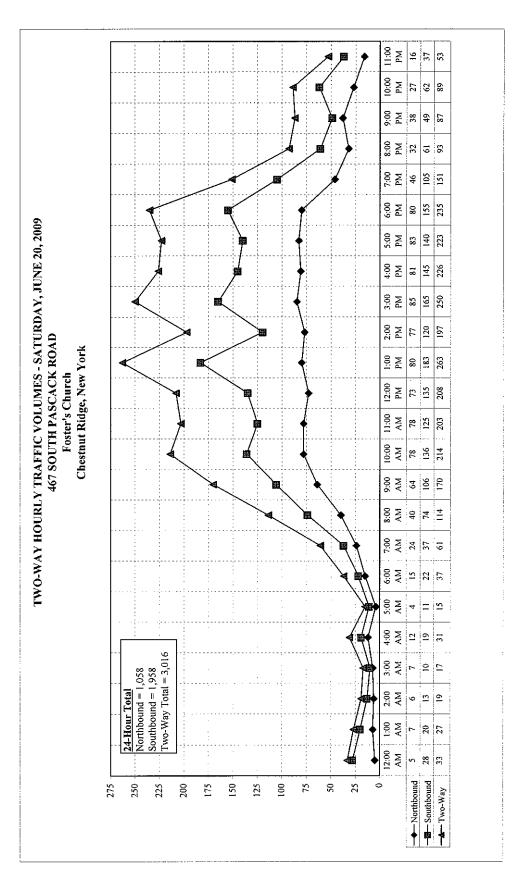
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AUTOMATIC TRAFFIC RECORDERS



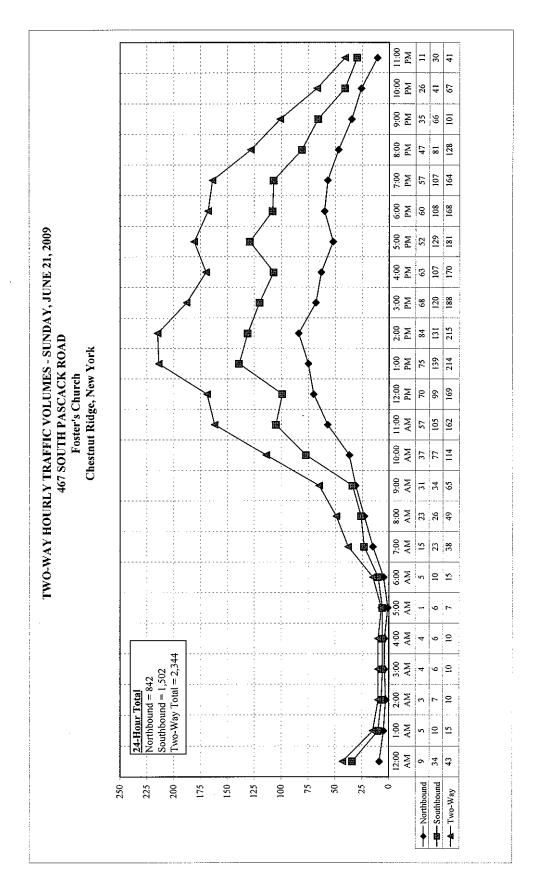
Source: Automatic Traffic Recorders conducted by Frederick P. Clark Associates, Inc. from Sunday, June 14 to Monday, June 22, 2009.

Frederick P. Clark Associates, Inc. July 2009



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Frederick P. Clark Associates, Inc. July 2009