

AUG 2 8 2020

TOWN OF DEERPARK

Town Clerk

TRAFFIC IMPACT STUDY

RIVENDALE SD

Neversink Drive Town of Deerpark Orange County, New York

February 26, 2020



Stephan A. Maffia, P.E.

The purpose of this Traffic Impact Study is to identify potential adverse traffic issues that may result due to the development of a residential subdivision on property located on Neversink Drive and Route 209 in the Town of Deerpark, New York. The proposed project would be a total of 20 single family homes. The home sites will have access from a new driveway from Neversink Drive. There will be no access from Route 209, which is under the jurisdiction of the New York State Department of Transportation (DOT). Neversink Drive is a designated County Road – CR-80. The project build-out is estimated to be about two years, i.e. completed and occupied in 2022.

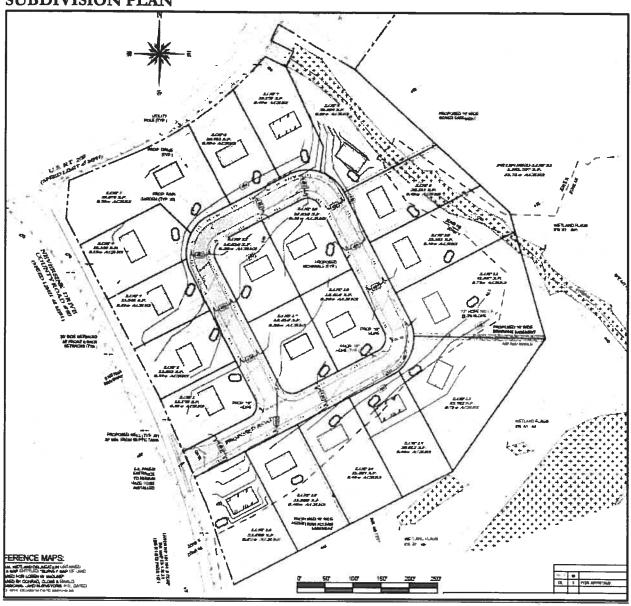
The site and its environs are shown in the map and plan – an aerial map showing the approximate boundaries of the site and the grading plan from the subdivision plan set prepared by John D. Fuller, P.E., P.C.:

SITE LOCATION MAP



Source: Google Earth

SUBDIVISION PLAN



Source: John D. Fuller, P.E., P.C

Existing Conditions

The following is a description of existing travel conditions near the site of the proposed Rivendale Subdivision:

Roadways

Route 209 is a two-lane generally north/south major arterial running through the Town and just west of the Project site. Route 209 directly serves both residential and commercial uses – including a large developed property (possibly a film studio), located at the same Route 209/Neversink Drive intersection as the Project Site. Some residential uses have direct access

to Route 209 and in the vicinity of the site there are several intersecting side roads – including Hanger Drive to the south in Deerpark. Hanger Drive provides partial access to a large residential trailer park property known as the Huguenot.

There is no on-street parking on Route 209 and the pavement is in good condition. There are two different posted speed limits - 45 mph at the Project Site starting north of the Huguenot property and continuing northward, and 40 mph to the south through Deerpark and past Hanger Drive. At the intersections of Route 209 with Neversink and Hanger Drives, traffic on the side roads is controlled by a Stop sign while Route 209 traffic is free flowing. Travel lanes are 12 feet in width and there are 5-foot wide shoulders on both sides.

Neversink Drive is a two-lane County Road (CR-80) that intersects Route 209 at the Project Site. Its alignment at Route 209 is generally east/west, however, farther south, Neversink Drive curves to a more north/south alignment. It serves primarily residential land uses and accommodates the entrance to the large development site across Neversink Drive from the Rivendale site. The pavement is in good condition and the posted speed limit is 45 mph.

At one time, the speed limit on Neversink Drive was 55 mph and was the subject of a 2015 resolution from the Town Council to the Orange County DPW to review speeds and safety conditions that residents and the Town felt were excessive. We assume that study led to the reduction of the limit to the now posted 45 mph and a number of curve warning signs accompanied by lower advisory speed limits.

Parking is not prohibited on Neversink Drive; however, street parking is rare as virtually all abutting properties have driveways and off-street parking spaces. The roadway width is 22 to 24 feet near the approach to Route 209.

Traffic Volumes

As proposed, the development will include 20 single family homes. To evaluate the potential "worst-case" impacts of this type of development, manual turning movement counts were conducted at two key intersections on typical weekday (i.e., non-holiday/recess, school in session) mornings and evenings. The times were 7:00 to 9:00 AM and 4:00 to 6:00 PM on February 19, 2020. The counted intersections were as follows:

- 1. Route 209 and Neversink Drive
- 2. Route 209 and Hanger Drive

The AM and PM peak hour volumes (i.e., the highest 60-minute periods) were reduced from the collected 2-hour volumes. Since the counts were conducted in February, which is typically a lower volume month when compared to other non-winter periods, the counts were increased by 9% as suggested in the NY State DOT's database for seasonal volume variations. Those volumes are shown graphically in Figures 1 and 2 in **Appendix A** for the AM and PM peak hours, respectively.

Level of Service Analysis - Existing Conditions

The 2016 Highway Capacity Manual -6^{th} Edition (HCM), published by the Transportation Research Board, defines Level of Service (LOS) for signalized and unsignalized intersections as a function of the average vehicle control delay. LOS may be calculated per movement or per approach for any intersection configuration, but LOS for the intersection as a whole is only defined for signalized and all-way stop configurations. In this analysis, the study locations are both two-way Stop controlled intersections with "T" shaped configurations.

Delay is defined in the HCM 2016 as "the additional travel time experienced by a driver, passenger, bicyclist, or pedestrian beyond that which is required to travel at the desired speed."

For unsignalized intersections (i.e. stop sign controlled), the major road has free through movements while movements from the minor road are controlled by a stop sign. The movements that are subject to control delays are rated on a scale of "A" to "F", with LOS "A" exhibiting very short delays – 10 seconds or less on average – and LOS "F" exhibiting much longer delays – 50 seconds or more per vehicle on average. The relationship of LOS to delay times is shown in the following table:

TABLE 1: LEVEL OF SERVICE VS. DELAY TIMES STOP/YIELD SIGN CONTROLLED INTERSECTIONS

LOS (Unsignalized Intersections)	Average Control Delay (sec/vehicle)
A	≤10 sec
В	>10–15 sec
C	>15–25 sec
D	>25–35 sec
E	>35–50 sec
F	>50 sec

In the two-way Stop controlled Level of Service analyses, the through movements on the major road and right turns from the major road are assumed to have no delay. LOS for those movements is not an integral part of the analysis, because LOS is determined by control delay, and for these "free" movements, the control delay is zero.

Movements that are subject to small to moderate control delays include left turns from the major road, through movements on the minor road and right turns from the minor road. Movements that are most affected by control delay include left turns from the minor road.

Generally accepted software (Synchro) was used to compute control delays and Levels of Service. Synchro uses the methodologies published in the Highway Capacity Manual and

requires input from the user specific to the intersections being studied. Among other items, that input information includes the following:

- 1. Traffic Volumes from the manual counts noted above.
- 2. Speeds from field observations as noted above.
- 3. Lane Configuration and Width from field measurements.
- 4. Traffic Control from field observations that included Stop/Yield control or timings and phasing if signal controlled.
- 5. Peak Hour Factor from the manual counts noted above.
- 6. Vehicle Mix/Classification from NYSDOT counts, which indicate 7% heavy trucks/buses on Route 209 and 5% heavy vehicles on Neversink Drive.
- 7. Buses from field observations indicating no route buses with stops on Route 209 or Neversink Drive.
- 8. Pedestrians/Bicycles from field observations indicating few if any pedestrians and bicycles.

The Levels of Service and corresponding control delays for the study locations are summarized in the following Table for the AM and PM peak hours. The detailed LOS summary reports are contained in **Appendix B**.

TABLE 2: LEVEL OF SERVICE SUMMARY – EXISTING CONDITIONS

			EXIS	TING	
INTERSECTION	MVMT.	A	M	P	M
INTERSECTION	IVI V IVI I .	DELAY (SEC)	LOS	DELAY (SEC)	LOS
Route 209 at Neversink Dr	WB	9.6	A	10.2	В
(stop sign control)	SB Left	7.6	A	7.7	A
Route 209 at Hanger Dr	EB	10.0	A	11.0	В
(stop sign control)	NB Left	7.5	Α	7.7	A
Neversink Dr at Site Dr	EB Left	n,	/a	n,	/a
(stop sign control)	SB	n,	/a	n,	/a

Upon review of the summary table for existing LOS at the key intersection, it is noted that control delays are low – all below 11 seconds with all Levels of Service A and B. These results are indicative of very good operating levels with little or no delay at the intersections.

Future Traffic Conditions

Background Traffic

As noted above, the project is scheduled to be completed and occupied by the year 2022 – about two years from now. We would expect that general background traffic growth would occur to account for some minor increases in traffic volumes. This study included a background growth factor, increasing all existing traffic volumes by 4.0 percent.

The resulting traffic volumes – projected future traffic without the proposed project – are shown in Figures 3 and 4 in **Appendix A** for the AM and PM peak hours, respectively. This study refers to this future condition as the "No Build" scenario.

The Proposed Project

The site is proposed to have 20 single family homes.

The industry standard trip generation reference (*The Trip Generation Manual – 10th Edition*) from the Institute of Transportation Engineers (ITE) was referenced to estimate traffic for the proposed project. The ITE Land Use #210: Single-Family Detached Housing was the data source used in this analysis.

The results of the ITE data and the application of that information as used in this study, with the trip volumes used in the subsequent analyses at two key study intersection, are summarized as follows:

TABLE 3: TRIP GENERATION

	210 – Single		Trip Generation	n – 20 Homes	
Family Det	ached Housing	Ra	ite	Vol	ume
Day	Time	Enter	Exit	Enter	Exit
AM	Peak Hour of Generator	0.20	0.56	4	11
PM	Peak Hour of Generator	0.64	0.36	13	7

Traffic from the proposed development was distributed to the surrounding street network generally in accordance with the existing travel patterns exhibited in the recent manual counts. The resulting trip volume distributions are shown in Figures 5 and 6 of **Appendix A** for the AM and PM peak times, respectively.

The traffic generated by the site was then added to the above-described No Build traffic scenario resulting in the Build scenario – the future traffic volumes with both other background growth traffic and traffic from the proposed development. The resulting Build traffic is shown in Figures 7 and 8 in **Appendix A** for the AM and PM peak hours, respectively.

Level of Service (LOS) analyses were run for the No Build and Build traffic scenarios, using the same methodology as used for the existing condition analysis. The results are summarized in the following table:

TABLE 4: LEVEL OF SERVICE SUMMARY - NO BUILD TO BUILD COMPARISON

			NO I	BUILD			BU	JILD	
TA PETER CEL CATION	MODE	Al	M	P	M	Al	M	Pl	M
INTERSECTION	MVMT.	DELAY (SEC)	LOS	DELAY (SEC)	LOS	DELAY (SEC)	LOS	DELAY (SEC)	LOS
Route 209 at Neversink Dr	WB	9.7	A	10.3	В	9.8	Α	10.4	В
(stop sign control)	SB Left	7.6	A	7.7	Α	7.6	Α	7.7	A
Route 209 at Hanger Dr	EB	10.1	В	11.2	В	10.2	В	11.2	В
(stop sign control)	NB Left	7.5	A	7.7	Α	7.5	A	7.7	_ A
Neversink Dr at Site Dr	EB Left	n/	′a	n/	'a	7.4	Α	7.4	A
(stop sign control)	SB	n/	′a	n/	'a	8.9	A	8.9	A

The Build scenario shows no change in Level of Service from the No Build condition at the key study intersections for any peak hour. In fact, the associated delay times increase by no more than one tenth of a second or not at all. Therefore, with such minimal changes in delay time, the impacts at the study intersections would not be noticeable in terms of LOS. This is an indication that traffic related impacts for the proposed development will be minimal.

Traffic Impacts During Construction

Impacts due to construction traffic will be temporary in nature, lasting for the duration of the on-going building program at the site. Traffic would consist of occasional heavy trucks delivering building materials to the project site and daily traffic from vehicles belonging to construction workers. Typically, large pieces of construction equipment such as bulldozers and excavators are brought to the site (if needed) at the beginning of the project and kept on-site until no longer needed. Construction may also require the temporary, short-term closure of traffic lanes and flagging to direct traffic during the closure. This will be coordinated with the local Police Department if required. Construction workers' vehicles would be parked on-site.

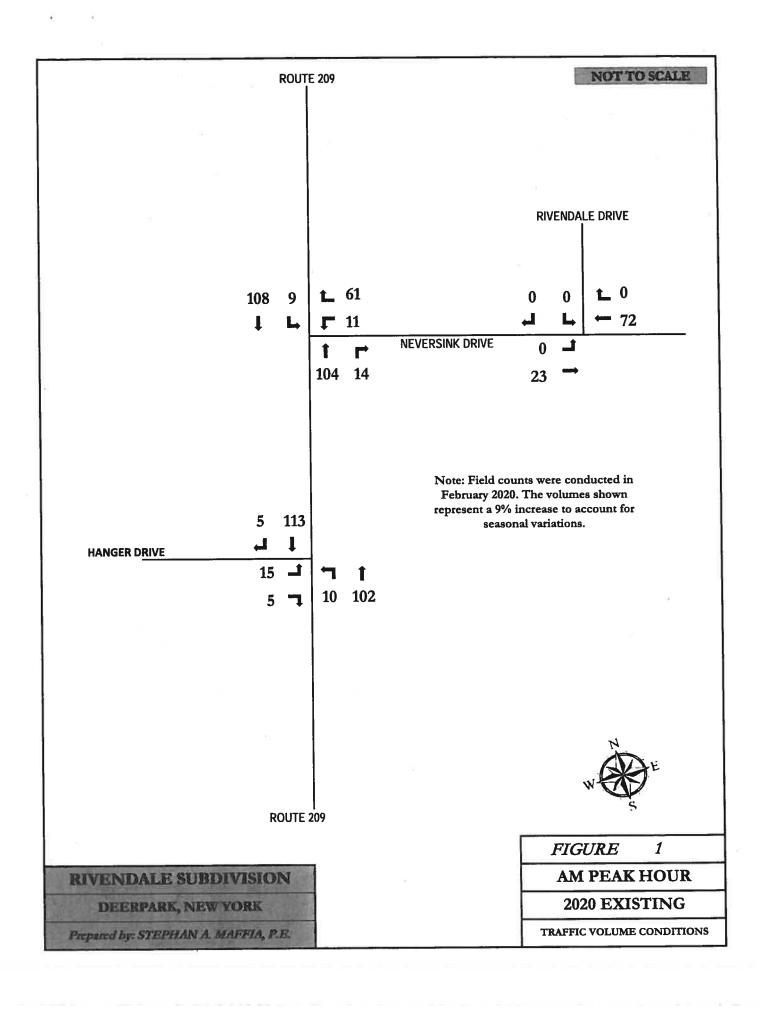
Conclusions

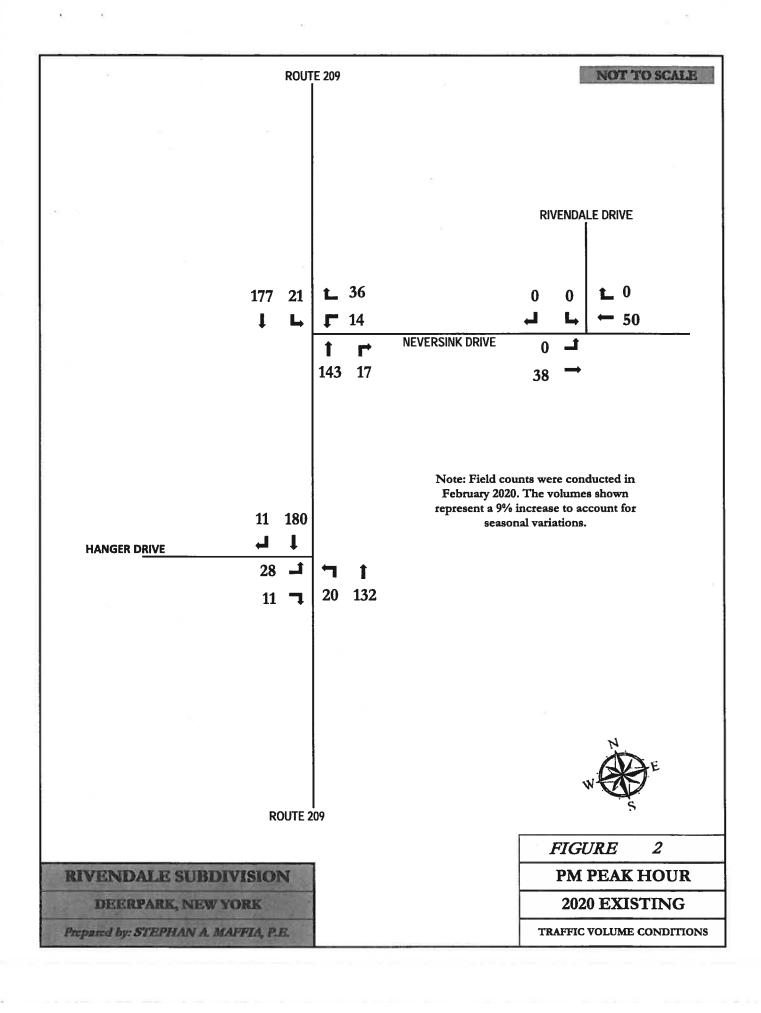
This Traffic Impact Study and, in particular, the Level of Service analysis summarized above indicate that, while there will be very minor increases in traffic volumes on the adjacent streets and control delay times at key intersections, traffic flows and Levels of Service would not be negatively impacted. It is concluded that the proposed project will not adversely impact traffic conditions on the adjacent streets and at intersections in the study area. Therefore, no mitigation is required.

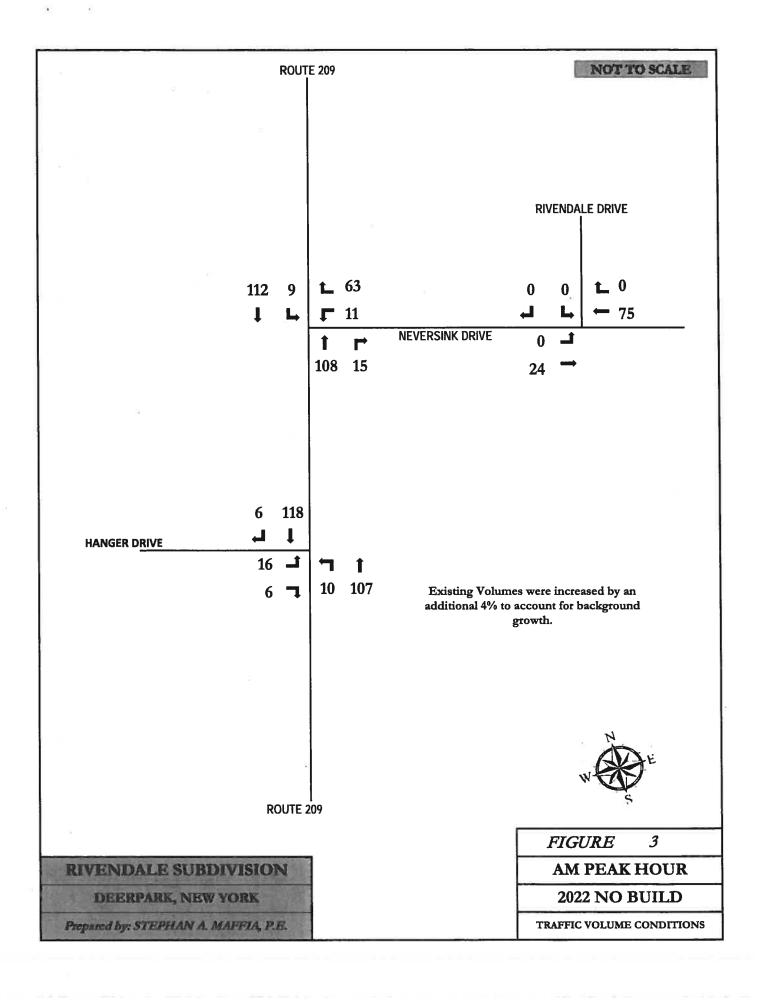
APPENDIX A

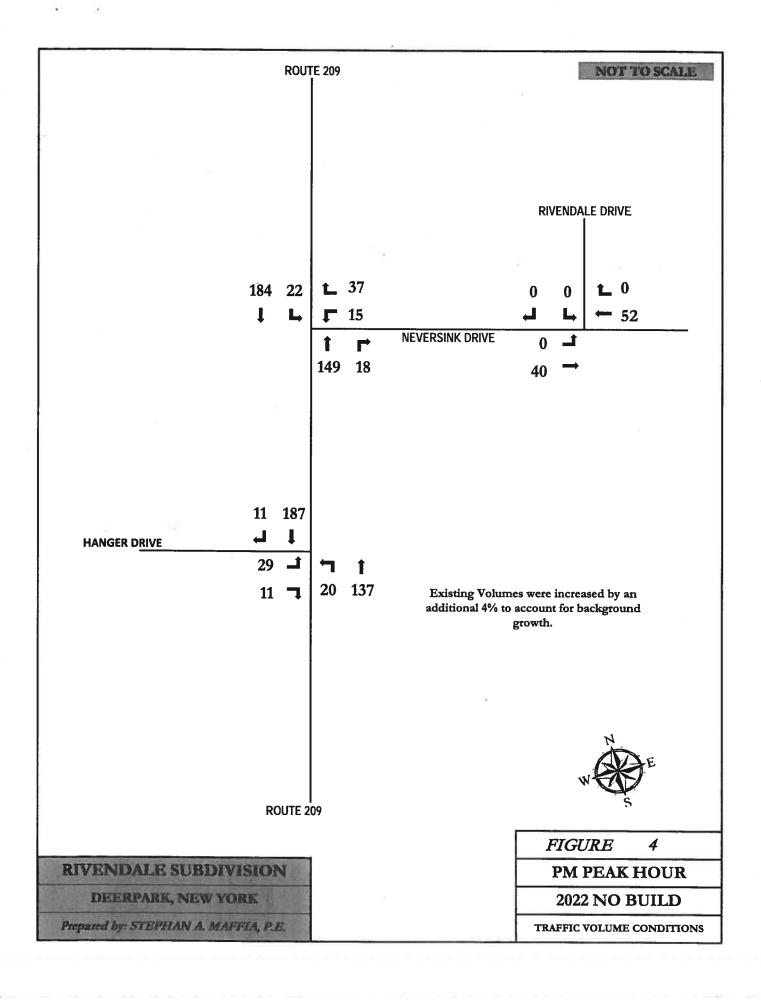
TRAFFIC VOLUME DIAGRAMS

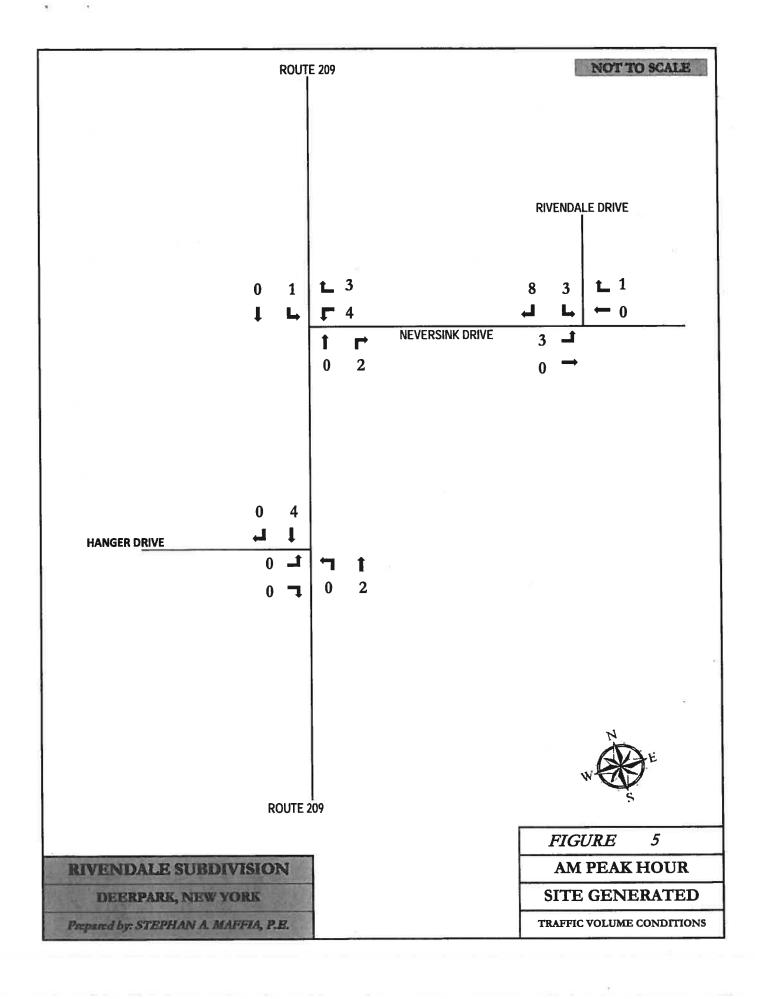
FIGURE		TITLE
1	AM Peak Hour	2020 Existing Volumes
2	PM Peak Hour	2020 Existing Volumes
3	AM Peak Hour	2022 No Build Volumes
4	PM Peak Hour	2022 No Build Volumes
5	AM Peak Hour	Site Generated Traffic Volumes
6	PM Peak Hour	Site Generated Traffic Volumes
7	AM Peak Hour	2022 Build Volumes
8	PM Peak Hour	2022 Build Volumes

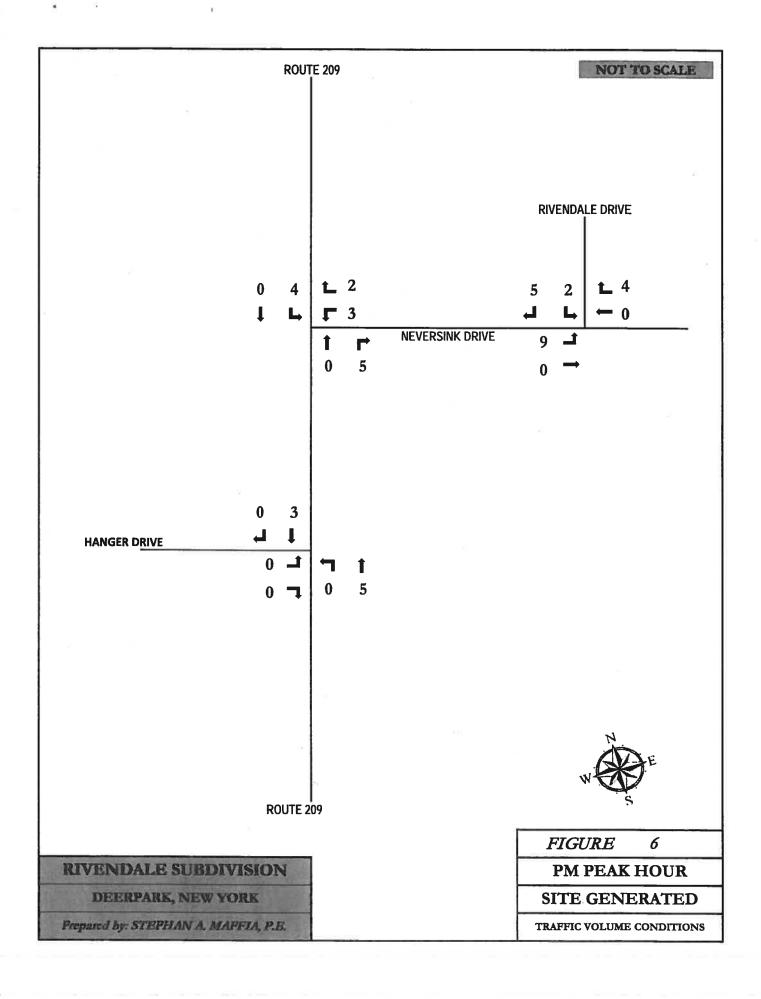


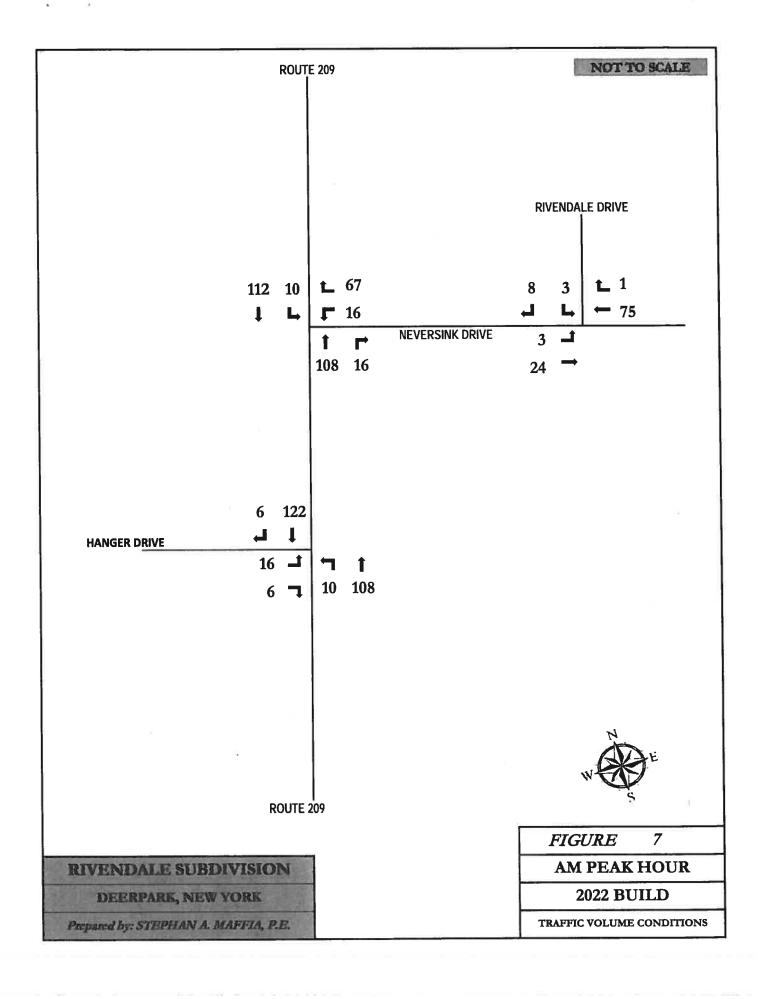


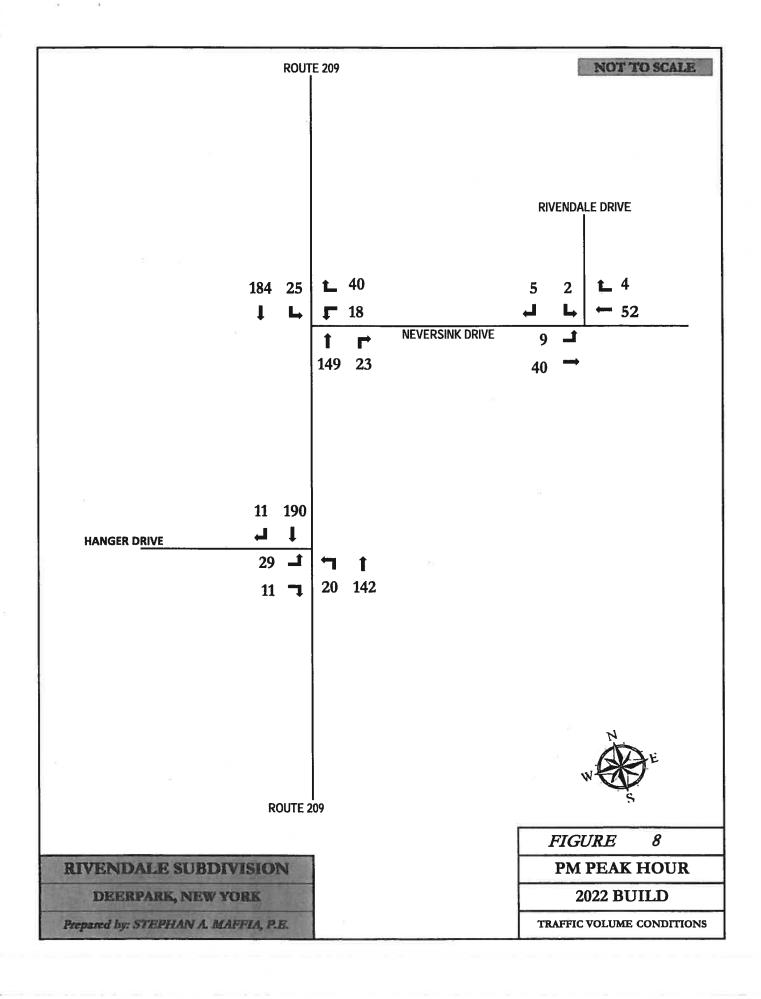












APPENDIX B

DETAILED LEVEL OF SERVICE SUMMARIES

Intersection	1/60	THE P				
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		P			स
Traffic Vol, veh/h	11	61	104	14	9	108
Future Vol, veh/h	11	61	104	14	9	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Jiop	None	1100	None	1100	77000000
Storage Length	0	110110	-	140110	_	-
Veh in Median Storage			0		10/10/	0
Grade, %	0	•	0			0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	7	5	5	7
Mymt Flow	13	74	127	17	11	132
MINISTER FIGHE	13	14	121			132
Major/Minor	Vinor1	119n	/ajor1	NIFE OF	Vajor2	102
Conflicting Flow All	290	136	0	0	144	0
Stage 1	136		35	TEN		7502
Stage 2	154		-		-	
Critical Howy	6.45	6.25	THE WALL	. 33 -	4,15	
Critical Hdwy Stg 1	5.45	0120	-		1,10	1 (102)
Critical Howy Stg 2	5.45		ZIV	District of	10 (15	A A TOTAL
Follow-up Hdwy	3.545	A	14	-	2.245	Call Call
Pot Cap-1 Maneuver	694	905	1000		1420	
	883	700			1420	
Stage 1					(*)	
Stage 2	867				•	
Platoon blocked, %	MOTEV-		-		-1791	
Mov Cap-1 Maneuver	688	905			1420	
Mov Cap-2 Maneuver	688		-		-	•
Stage 1	883				110-	é
Stage 2	860	-	-			
	7300	NE SW	100	5151	Select Control	93.4
Acceptant	38479		B.105			
Approach	WB		NR		SB	
HCM Control Delay, s	9,6	20	0	4	0.6	Luci
HCM LOS	A		Ϋ́			
				1.10		
Minor Lane ARajor Store		MINT	MIDEN	VBLn1	CDI	COT
Minor Lane/Major Myrr		NBT	NDK		SBL	SBT
Capacity (veh/h)	Hayl		-	863	1420	
HCM Lane V/C Ratio				0.102		
HCM Control Delay (s)	E PER		100	9.6	7.6	0
HCM Lane LOS		-	in.	Α	Α	Α
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intersection	limit.		115	E. O.	80/20	1231
Int Delay, s/veh	1.6					
Movement /	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		1>			4
Traffic Vol, veh/h	14	36	143	17	21	177
Future Vol, veh/h	14	36	143	17	21	177
Conflicting Peds, #/hr	0	0	0		0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-		-	-	-
Veh in Median Storage	# 0		0		9.	0
Grade, %	0	_	0		-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	7	5	5	7
Mvmt Flow	16	41	163	19	24	201
Majer/Minor I	Minor1	0	Najor1		Major2	Sales West
Conflicting Flow All	422	173	0		182	0
Stage 1	173	1/3			102	0
Stage 2	249					
Critical Hdwy	6.45	6.25	CO IN		4.15	
Critical Hdwy Stg 1	5.45	AILU			4,10	
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Follow-up Hdwy		3.345		THE RESERVE OF THE PARTY OF THE	2.245	
Pot Cap-1 Maneuver	583	863	,		1375	To a
Stage 1	850	000	•		1010	
Stage 2	785	4	1000	District.	No.	
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Stage 2	769				-	
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HCM Control Delay (s)	ETS/III	4				0
HCM Lane LOS			-	В	A	A
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int Delay, s/veh	1.5					
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Lane Configurations	Y			4	1	
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Future Vol, veh/h	28	11	20	132	180	11
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Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	35.70	None		THE PERSON NAMED IN	ik kiya	None
Storage Length	0	- Indiana	•	UNIC#AMSINI	•	and Albaniana
Veh in Median Storage				0	0	1011
Grade, %	0	-	•	0	0	A1,000
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	7	2
Mymt Flow	32	13	23	150	205	13
	-				-	
Major/Minor I	Minor2		Major1		fajor2	0.02000
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Conflicting Flow All	408	212	218	0		
Stage 1	212	•	7			
Stage 2	196	4 22	4 12	100000000000000000000000000000000000000	m00554	ener-i
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Follow-up Hdwy	3.518			Barrier St. V	anothica	m.:5950-3
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Stage 2	837	1				
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Mov Cap-2 Maneuver	588		-		-	
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Stage 2	837		-	-	-	Sidential Co
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HCM 95th %tile O(veh		0.1	THE PAR	0.2		<u> </u>

ane Configurations Fraffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length /eh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % //wmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 82 5 13 Minor1 300 141 159	None	NBT 108 108 0 Free - 0 0 82 7 132		9 9 0 Free 82 5 11	\$BT 112 112 0 Free None 0 0 82 7 137
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Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Crifical Hdwy	11 11 0 Stop - 0 e, # 0 0 82 5 13 Minor1 300 141	63 0 Stop None - - - 82 5 77	108 108 0 Free 0 0 82 7 132	15 0 Free None - - - 82 5	9 0 Free - - - - 82 5 11	112 112 0 Free None 0 0 82 7
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Criffcal Hdwy	11 9 Stop 0 e, # 0 0 82 5 13 Minor 1 300 141 159	63 0 Stop None - - - 82 5 77	108 0 Free 0 0 82 7 132	15 0 Free None - - - 82 5	9 0 Free - - - - 82 5 11	112 0 Free None 0 0 82 7
Conflicting Peds, #hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Criffical Hdwy	0 Stop 0 e, # 0 0 82 5 13 Minor1 300 141 159	0 Stop None - - - - - - - - - - - - - - - - - - -	0 Free 0 0 82 7 132	0 Free None - - - - 82 5 18	0 Free - - - 82 5 11	0 Free None 0 0 82 7
Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mumt Flow Major/Mirror Conflicting Flow All Stage 1 Stage 2 Critical Howy	Stop 0 0 82 5 13 Minor1 300 141 159	Stop None - - - - - - - - - - - - - - - - - - -	Free	Free None 82 5 18	Free	Free None - 0 0 82 7
RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 e, # 0 0 82 5 13 Minor1 300 141 159	None	0 0 82 7 132	None	- - 82 5	None 0 0 82 7
Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 e, # 0 0 82 5 13 Minor 1 300 141 159	- 82 5 77	0 0 82 7 132 Major1	82 5 18	82 5 11	0 0 82 7
Veh In Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	e,# 0 0 82 5 13 Minor1 300 141 159	82 5 77	0 82 7 132 Vajor1	82 5 18	82 5 11	0 82 7
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 82 5 13 Minor1 300 141 159	82 5 77	0 82 7 132 Vajor1	82 5 18	82 5 11	0 82 7
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	82 5 13 Minor 1 300 141 159	82 5 77 141	82 7 132 Wajor1	82 5 18	82 5 11	82 7
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	5 13 Minor1 300 141 159	5 77 141	7 132 Vajor1	5 18	5 11	7
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	13 Minor1 300 141 159	77 141	132 Vajor1	18	, 11	
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	Minor1 300 141 159	141	Vlajor1	# 27 D		137
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	300 141 159	141	-		Major2	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	300 141 159	141	-		Major2	-
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	300 141 159	141	-		THE PARTY OF	
Stage 1 Stage 2 Critical Hdwy	141 159		U	Λ	150	0
Stage 2 Critical Hdwy	159	B 500		0		
Critical Helwy						•
	A AT	100		-	4.46	
	6.45	6.25	ty ė	年1月·	4.15	
Critical Hdwy Stg 1	5.45	-		-	-	•
Critical Howy Stg 2	5.45			To de	This is	10 6
Follow-up Hdwy	3.545				2.245	36
Pot Cap-1 Maneuver	685	899			1413	
Stage 1	879	-	-		-	•
Stage 2	862		V=	+	(to the second	
Platoon blocked, %						•
Mov Cap-1 Maneuver	680	899	15 90	3 1 2	1413	
Mov Cap-2 Maneuver	680	•	18		-	
Stage 1	879	BOLL !			(4)	2885
Stage 2	855	-	- 4	-		
Chemina Language	000	ENERGY ST	C III	THE REAL PROPERTY.	250 30	SUSTAN
				A-11-11-11		S. HALLOW
Approach	WB		MB	1,111	SB	
HCM Control Delay, s	9.7		0	0.12	0.6	to branch
HCM LOS	Α					
	1990	(8)	18 18 3	FISK	PERM	
Vlinor Lane/Major Myn	nt	NBT	NBRW	IDI na	SBL	SBT
	11		_	Name and Address of the Owner, where	_	
Capacity (veh/h)	The second				1413	
HCM Lane V/C Ratio			-	0.105		
HCM Control Delay (s	No its	ATTE S		9.7	7.6	0
HCM Lane LOS			-	Α	Α	Α
HCM 95th %tile O(veh	1	•	•	0,4	0	

ntersection	0		1			
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			स	1>	
Traffic Vol. veh/h	16	6	10	107	118	6
Future Vol, veh/h	16	6	10	107	118	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	•	-		STEED STATES OF THE STATES
Storage Length	0	•		-	-	-
Veh in Median Storage	# 0	10 11		0	0	•
Grade, %	0			0	0	Affection provided frames — so account
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	7	7	2
Mymt Flow	20	7	12	130	144	7
					and the case	
Mater Minne	Aimor's		Valori		Anior?	
	Vinor2	_	-		/lajor2	
Conflicting Flow All	302	148	151	0		0
Stage 1	148	12.00		10	Marco e	
Stage 2	154	* 86	4 40	-		
Critical Howy	6.42	6.22	4.12		•	THE .
Critical Hdwy Stg 1	5.42	-	nestress	_		ELLIN BENEFA O
Critical Howy Stg 2	5.42	Verifical Control				
Follow-up Hdwy	3.518	3.318				
Pot Cap-1 Maneuver	690	899	1430			
Stage 1	880					
Stage 2	874					
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	684	899	1430			
Mov Cap-2 Maneuver	684		•	-		
Stage 1	872			LANCE.		even e
Stage 2	874			•	: - : : : : : : : : : : : : : : : : : :	
Approach	FR	1500	NB		SB	
HCM Control Delay, s		105000000	0.6	Shellock .	0	Name and Address of the Owner, where
	10.1		U.O		U	
HCM LOS	В	NAME OF STREET	SPECIAL SECTION	S BAST THE SAME		LI MARIN
Contract Contract	- 1156		5,7/6	Sales of	Ser. Ser.	
Minor Lane/Major Mvn	11	NBL	NBT	EBLni	SBT	SBR
Capacity (veh/h)	TO LAS	1430		732		٠.
HCM Lane V/C Ratio		0.009	-	0.037		-
HCM Control Delay (s)	1000	7.5	0			
HCM Lane LOS		Α	Α			
HCM 95th 96tile O(véh		0		0,1		
					er kant i kalkanina (

ntersection		Links	DIA I			
int Delay, s/veh	1.6					
Viovement	WBL	WBR	NBT	NBR	SBL	SBT
Marine A. C. Company of the Company				NOK	JDL	
Lane Configurations	W	07	740	40	200	4
Traffic Vol, veh/h	15	37	149	18	22	184
Future Vol, veh/h	15	37	149	18	22	184
Conflicting Peds, #Ihr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0				-	
Veh in Median Storage			0	WALL !		0
Grade, %	0	-	0		-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	- 5	5	7	5	5	7
Mymt Flow	17	42	169	20	25	209
			/	-	20	
the state of the s	Minor1		Major1	1	Major2	12 1
Conflicting Flow All	438	179	0	0	189	0
Stage 1	179					
Stage 2	259	-			-	
Critical Hdwy	6.45	6.25		0.2	4.15	
Critical Hdwy Stg 1	5.45				-	
Critical Howy Stg 2	5.45	All.			5 h 10 -	75000
Follow-up Hdwy	3.545	A POST OFFI	-		2.245	
Pot Cap-1 Maneuver	570	856		-	1367	
	845	000	-		A STATE OF THE STA	
Stage 1				-		
Stage 2	777				Ť.	
Platoon blocked, %			•	-		
Mov Cap-1 Maneuver	558	856			1367	10 .
Mov Cap-2 Maneuver	558					
Stage 1	845		-1/2		SEE :	
Stage 2	761	-				(i+)
		A SECTION	Supplied to	SE S	in sale	
	2410		170			100000
Approach	WB		AB		SB	-
HCM Control Delay, s	10.3		0		0.8	
HCM LOS	В					
	(4)	1	420	100	11-4	1000
Minor Law Division No.	48	BUTT	Allaga	17530 - d	cint	PRE
Minor Lane/Major Mvn	II.	NBT	NBRV	-	SBL	SBT
Capacity (veh/h)	250	- 1 Ec	9 19	742	1367	
HCM Lane V/C Ratio			-		0.018	-
HCM Control Delay (s)		2/4		10.3	7.7	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh				0.3	0.1	
The second secon				-	-	

Int Delay, s/veh	ntersection					D. B	
Traffic Vol, veh/h 29	Int Delay, s/veh	1.5					
Traffic Vol, velvh 29	Movement	FRI	FRR	NRI	NRT	SAT	SRD
Traffic Vol, velvh 29			CON	THUL		-	JUN .
Future Vol, veh/h Conflicting Peds, #/hr O Sign Control Stop Stop Stop Free Free Free Free Free Free Free Fre			11	20			03144
Conflicting Peds, #/hr O O O O O O O O Sign Control Stop Stop Free							
Stop Stop Free Free Free Free Free RT Channelized - None - None - None - None Storage Length 0 - - 0 0 0 - 0 0 0							
RT Channelized					The state of the s		fall colleged to contin
Storage Length		THE RESERVE		-		the same of the same	manufactured water
Veh In Median Storage, # 0 - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 88 80 62 62 4,12 -			The state of the s	Calleton .	None		None
Grade, % 0 - - 0 0 -				-		-	
Peak Hour Factor					The same of the sa		
Heavy Vehicles, % 2 2 2 7 7 7 2							-
Major/Minor Minor2 Major1 Major2 Conflicting Flow All 422 220 226 0 0 Stage 1 220 - - - - Stage 2 202 - - - - Critical Howy 6.42 6.22 4.12 - - Critical Howy Stg 1 5.42 - - - - Critical Howy Stg 2 5.42 - - - - - Follow-up Hotwy 3.518 3.318 2.218 - - - - Follow-up Hotwy 3.518 3.318 2.218 - <td< td=""><td></td><td>T. Name China</td><td></td><td></td><td>88</td><td>88</td><td></td></td<>		T. Name China			88	88	
Major/Minor Minor2 Major1 Major2 Conflicting Flow All 422 220 226 0 0 Stage 1 220 - - - - Stage 2 202 - - - - Critical Howy 6.42 6.22 4.12 - - Critical Howy Stg 1 5.42 - - - - Critical Howy Stg 2 5.42 - - - - - Follow-up Hotwy 3.518 3.318 2.218 - - - - Follow-up Hotwy 3.518 3.318 2.218 - <td< td=""><td>Heavy Vehicles, %</td><td>2</td><td>2</td><td>2</td><td>7</td><td>7</td><td>2</td></td<>	Heavy Vehicles, %	2	2	2	7	7	2
Major/Minor Minor2 Major1 Major2			13	23	156	213	13
Stage 1	and the latest and th	7.5		7.7			PER 1000
Stage 1	Malay II flans	film out		Antes		(faters)	
Stage 1				THE RESERVE AND ADDRESS OF THE PERSON NAMED IN		najutz	
Stage 2 202							
Critical Howy Stg 1 5.42			north and the	OF THE			•
Critical Howy Stg 1 5.42			-		((€)		
Critical Howy Stg 2 5.42		6.42	6,22	4,12		die	
Follow-up Hdwy 3.518 3.318 2.218	Critical Hdwy Stg 1	5.42	•	-	1727	4	
Follow-up Hdwy 3.518 3.318 2.218		5.42	Table 9	3.97 B	TO THE		
Stage 1			3.318	2.218			2000
Stage 1 817 -					SUC.	Barrier S	品店がく
Stage 2 832			T.T.	-	-	-	RIVERTIN
Platoon blocked, % Mov Cap-1 Maneuver 577 820 1342			N 8 35 H	SELLING WATER	E MINE	ACCESS:	25: - 1
Mov Cap-1 Maneuver 577 820 1342		032			7		194.6-E
Stage 1		E77	020	1240		2000/A766	EMESTON
Stage 1 801 - - - - - - - - -			620	1342		line is	cort.
Stage 2 832 -			-	-			
Approach EB NB SB HCM Control Delay, s 11.2 1 0 HCM LOS B				mail a	W40.25		•
HCM Control Delay, s 11.2 1 0	Stage 2	832		-	-		
HCM Control Delay, s 11.2 1 0				STATE OF			
HCM Control Delay, s 11.2 1 0	Annmach	FR		MR		SR	TE I
Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR	the Particular of the last of	- Commone	-		-	-	-
Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1342 - 628 HCM Lane V/C Ratio 0.017 - 0.072 HCM Control Delay (s) 7.7 0 11.2 HCM Lane LOS A A B				1		U	
Capacity (veh/h) 1342 - 628 - - HCM Lane V/C Ratio 0.017 - 0.072 - - HCM Control Delay (s) 7.7 0 11.2 - - HCM Lane LOS A A B -	HCM LOS	В			CONTRACTOR OF	neno con	ATTENDED NO.
Capacity (veh/h) 1342 - 628 HCM Lane V/C Ratio 0.017 - 0.072 HCM Control Delay (s) 7.7 0 11.2 HCM Lane LOS A A B			19 501		8.10		
Capacity (veh/h) 1342 - 628 HCM Lane V/C Ratio 0.017 - 0.072 HCM Control Delay (s) 7.7 0 11.2 HCM Lane LOS A A B	Minor Lane/Major Mym	100000	NBI	NBT	EBI n1	SBT	SBR
HCM Lane V/C Ratio 0.017 - 0.072 HCM Control Delay (s) 7.7 0 11.2 HCM Lane LOS A A B		u Freih		-	and the last of th	VI. 20 1 1 1 1	0.000
HCM Control Delay (s) 7.7 0 11.2 HCM Lane LOS A A B	HCM Lang VIC Datio	EN HICE					P 100
HCM Lane LOS A A B							
		Balley and					
HEM USIN SAME (MUCH) BY 1							
TOTAL YORK OLD CLASSIFF OF THE COLUMN THE CO	HE THE UKIN SETTION CHICAN	30	0.1	-	0,2	111111	
	LICIAL ADMI NAME CALACIT						-

niersection	100	1 130				Water State
Int Delay, s/veh	2.7	1, 2				
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		4			स
Fraffic Vol, veh/h	16	67	108	16	10	112
Future Vol, veh/h	16	67	108	16	10	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		THE RESIDENCE		None		None
Storage Length	0	merican distributions		•	-	-
Veh in Median Storage	# 0		0			0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	7	5	5	7
Mvmt Flow	20	82	132	20	12	137
Vlajor/Minor	Minor1		Viajori		Vlajor2	CONTRACT OF THE PARTY OF
Conflicting Flow All	303	142	0	0	152	0
Stage 1	142	142	4	U	102	THE STATE OF
Stage 2	161			CONTRACT.	MEAL	
Critical Howy	6.45	6.25		Dies.	4.15	
Critical Hdwy Stg 1	5.45	0.20			4.15	
Critical Howy Stg 2	5.45		F1884	MALSE.		MAR.
Follow-up Hdwy		3.345	-	-	2.245	(06) 65-21
Pot Cap-1 Maneuver	682	898		2 T.	A 2 2 2 2	
Stage 1	878	070			-171	
Stage 2	861			4		-
Platoon blocked, %	UUI					72
Mov Cap-1 Maneuver	676	898	13000	E E	1411	18093
Mov Cap-2 Maneuver	676	070			1-41	
Stage 1	878			Test,	Vite.	
Stage 2	853			M		
Jiaye Z	000	A COLUMN	35 000			
	-					Ci-Clarity
Approach	WB		NB		SB	12 12 1
HCM Control Delay, s	9.8		0	The part	0.6	
HCM LOS	A					
			Traff.			1
Minor Lane/Major Mym	1	NBT	NBRU	VBLn1	SBL	SBT
Capacity (veh/h)	Teans			ARCHITICAL PROPERTY.	14111	001
HCM Lane V/C Ratio			-		0.009	
HCM Control Delay (s)	NO SEC	VIE II		9.8	7,6	0
HCM Lane LOS			-	A	A	A
HCM 95th %tile Q(veh	100			0.4	0	

intersection					10 CO 10	
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			स	1>	
Traffic Vol., veh/h	16	6	10	108	122	6
Future Vol, veh/h	16	6	10	108	122	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stup	None	rice	None	1166	None
Storage Length	0	MONG		FACILIC		HUNE
Veh in Median Storag		CALL IN		0	0	Dalawa
Grade, %	The second second	- T T. 32		-		**************************************
	0	- 02		0	0	100 AA
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	7	7	2
Mvmt Flow	20	7	12	132	149	7
Major/Minor	Minor2	1	Valori	A	Aajor2	1 3
Conflicting Flow All	309	153	156	0		0
Stage 1	153					baea (a
Stage 2	156	-			-	
Critical Howy	6.42	6.22	4,12	Valle C		
Critical Hdwy Stg 1	5.42	U.ZZ	4:12		1040000	
		100		RANDONS	4608.6	militario
Critical Hdwy Stg 2	5.42	2 240	0.010	- 45		
Follow-up Hdwy	3.518					
Pot Cap-1 Maneuver	683	893	1424			
Stage 1	875	-	-	-		
Stage 2	872	-	-			-
Platoon blocked, %				21	86	-
Mov Cap-1 Maneuver	677	893	1424	TO BE	lines :	
Mov Cap-2 Maneuver		-	-			-
Stage 1	867	34 TO 4	W.			
Stage 2	872	-	-	-		each arthr
REVOKE NATIONAL	STATE OF	BV05 324	E 1250	WHE 256	ank or	96696/3
San Arriva					SHEET ST	EST PO
Approach	FB		NB		SB	
HCM Control Delay, s	10.2		0.6		0	
HCM LOS	В					
	PE PA		1500			
Minor Lane/Major My	and the	NBL	MOT	EBLn1	SBT	SBR
AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO			C 10 / 10 10			
Capacity (veh/h)		1424	-			
HCM Lane V/C Ratio	•	0.009		0.037	-	12
HCM Control Delay (s		7.5		-	HERE'S	
HCM Lane LOS		Α	Α	В	-	
HCM 95th %tile Q(ve	h)	0		0.1		

ntersection	1137	-	SAH	Land Land		973
Int Delay, s/veh	1					
Movement	EBL	ERT	WET	WBR	SBL	SBR
Lane Configurations	- The same	स	7>	THE REAL PROPERTY.	Tyl.	SIDIL
Traffic Vol. veh/h	3	24	75	f	3	8
Future Vol, veh/h	3	24	75	The second second	-	
	0	24		1	3	8
Conflicting Peds, #/hr			0	The second second	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	()	None
Storage Length	-	-		_	0	
Veh in Median Storage	# +	0	0		0	•
Grade, %		0	0	-	0	
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	4	29	91	1	4	10
Madayl Alman	Roland .		101000		Man of	
A STATE OF THE PARTY OF THE PAR	Najor1		Valor2		Minor2	
Conflicting Flow All	92	0	-	0	129	92
Stage 1				Charles .	92	- C. C.
Stage 2	-				37	-
Critical Howy	4.12				6.42	6.22
Critical Hdwy Stg 1		-		-	5.42	-
Critical Howy Stg 2	abzat a		197		5,42	
Follow-up Hdwy	2.218	-		-	3.518	3.318
Pot Cap-1 Maneuver	1503				865	965
Stage 1	-	-		-	932	
Stage 2	4	1731-41	THE PARTY	1	985	(800 E)
Platoon blocked, %	No.		-		700	
Mov Cap-1 Maneuver	1503				862	965
		-	-			900
Mov Cap-2 Maneuver	To the last of		- 4	-	862	-
Stage 1			Tall E		929	
Stage 2	-		-	-	985	
		200	3.0	100		30
Approach	EB		WB	AFT - IS	SB	
HCM Control Delay, s	0,8		0		8.9	
HCM LOS	0,0		U		Α	
TICIVI LOS	Day-		1000		A STATE OF THE STA	
		SESTION IN	13		V	
		EBL	EBT	WBT	WBR	SBLn1
Minor Lane/Major Mvm		To be die			106	
Capacity (veh/h)		1503	•			
Capacity (veh/h) HCM Lane V/C Ratio		1503 0.002	-	-	-	0.014
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		1503 0.002 7.4	0		-	0.014 8.9
Capacity (veh/h) HCM Lane V/C Ratio	in the second	1503 0.002	-	•	-	0.014 8.9 A

		MAK !	A June	gigilea.	to de la constitución de la cons
1.8					
WRI	WRR	NRT	NRP	SRI	SBT
	HON		(ML)IV	- July	4
	AD.		22	2E	184
	The state of the s	and the same of the same			184
					184
	-		-	the agency of the same	
100000000000000000000000000000000000000		No. of Concession, Name of Street, or other Designation, or other		entransista per	Free
	None	1	and the same of	e out	None
			ation and	-	tomano na Calomera.
	*			MAN.	0,
	-		-	-	0
and the second	the same of the same of	The State of the S	the state of the s	to a great from the	88
		7			7
20	45	169	26	28	209
Ainor1	1	Mainri	1	Valor?	
-		-		A DESCRIPTION OF THE PERSON NAMED IN	0
		-		170	
	5276	70 (1) 16		1000	ARRANGE.
	/ OF		-	8.40	PERSONAL PROPERTY.
	0.25		000115	4.15	
	-	-	- 15.74 at	TOTAL PRODUCT	DOMESTIC OF
	Committee of the Commit				
		-			Marine Committee
	853			1360	40.825
	-	-		-	
772					•
				and the second second	
551	853		Mari	1360	
551		*	-		
842		10 844	11.14		William .
754		-	-	-	2.0
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HUSSELHOH	20,200	7.3		2 10,00		0.03	
Int Delay, s/veh	1.5						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	¥			4	4		
Traffic Vol., veh/h	29	11	20	142	190	11	
Future Vol, veh/h	29	11	20	142	190	11	
Conflicting Peds, #/tvr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		THE RESIDENCE OF THE PARTY OF T	Tol-	W Tonnerson		None	
Storage Length	0		-			-	
Veh in Median Storage				0	0		
Grade, %	0	-	-	0	0	_	
Peak Hour Factor	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	7	7	2	
Mymt Flow	33	13	23	161	216	13	
					2,10		
	Minor2		Major1		Najor2		
Conflicting Flow All	430	223	229	0		0	
Stage 1	223	10 4				+	
Stage 2	207	-	-	14	2	2	
Orlfical Howy	6.42	6.22	4.12		-		
Critical Hdwy Stg 1	5.42	-	-	-	•	9	
Critical Howy Stg 2	5.42	+	The second second		100		
Follow-up Hdwy		3.318		-			
Pot Cap-1 Maneuver	582	817	1339	- 4			
Stage 1	814	-					
Stage 2	828		140	00084	10.00	•	
Platoon blocked, %				=	-	12	
Mov Cap-1 Maneuver	671	817	1339	•	÷	-	
Mov Cap-2 Maneuver	571	-		•	à		
Stage 1	799			J. P. Pay		-	
Stage 2	828						
	Man.	No see	"Hall	1	1.155	1134	
Approach	EB		NB	12 31/3	SB		
HCM Control Delay, s	The second secon	DATE:				1	
HCM LOS		10-10-	1		0	165	
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Minor Lane/Major Mvn	OR TOWN	NBL	NBT	EBLn1	SBT	SBR	TO THE RESIDENCE OF THE PARTY O
Capacity (veh/h)		1339			Mis-		STATE OF THE PARTY
HCM Lane V/C Ratio	-	0.017		0.073	-		
HCM Control Delay (s)		7.7	0	11.2	4	200	
HCM Control Delay (s) HCM Lane LOS		7.7 A		11.2 B		Viget.	
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile O(veh		7.7 A 0.1	0 A	В			

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No. of Concession, Name of Street, or other Designation, or other	14	U		SHAW.	A STATE OF THE PARTY OF THE
		A			
	Α	A		Carrier Street, or other Park	
	9 9 0 Free	# - 0	# - 0 0 **Ree Free Free Free - None	# - 0 0 - None -	## Page 18