

September 28, 2021

Mr. Thomas LaPerch, Chairman
Town of Southeast Planning Board
1360 Route 22
Brewster, NY 10509

Stateline Subaru
Town of Southeast, New York
Colliers Engineering & Design Project No. 19005587B

Dear Chairman LaPerch and Members of the Planning Board:

The following items are in response to comments in the AKRF memorandum, dated September 7, 2021. The items are numbered according to their review comments and our responses are indicated in italics.

Traffic Impact Study

1. This TIS states that for the development of the Existing traffic volumes for the Saturday peak hour, data from the 2008 DEIS for the site was referenced. This data is far beyond the generally accepted 3-year window of data collection. The TIS should provide a more detailed explanation of how the Existing traffic volumes were developed for the Saturday peak hour. The discussion should also provide more detail on how the Existing traffic volumes were developed for the Weekday AM and Weekday PM peak hours from the 2018, 2019, and NYSDOT AADT data (Section II.B).

Response: The traffic data included previous traffic counts from 2018 and 2020 as well as additional counts collected in 2021. The recent counts in comparison to the other historical traffic counts indicated some higher volumes than the previous Saturday traffic count data from 2008 and the existing volumes have been updated to reflect this. Considering the New York State Department of Transportation (NYSDOT) and ConnDOT (for area of Route 6 east of study area) historical data along this corridor (Attachment 1), this also indicated that the counts from 2018 and 2019 for the Weekday AM and PM peak hours (pre-pandemic) are still representative of current conditions. Note that the historical growth along the Route 6 corridor has been relatively low and in the period between September 2013 (8,800 vpd) and October 2019 (9,400 vpd), the corridor experienced a growth of approximately 1% per year based on the ConnDOT data for the area of Route 6 east of the site. Also, the NYSDOT data in Attachment 1 indicates no increase in the AADT from 2017 to 2019.

The 2019 data adjusted to 2021 based on recent data are now representative of existing conditions as depicted on the revised Existing Traffic Volume Figures (see further discussion on traffic growth projections in Item 4 below). (Attachment 2)

AKRF Conclusion: Comment partially addressed. Please confirm the validity of the statement “Also, the NYSDOT data in Attachment 1 indicates no increase in the AADT from 2017 to 2019”. It appears that this statement is based on a comparison of the 2019 Estimated and 2019 Actual AADT (both 11,874) rather than a comparison of the 2019 (11,874) and 2017 (8,872) AADT, which would yield an increase in AADT notably higher than 1% per year between those two years (see Attachment A).

Response: This reference to the AADT from 2017 is correct, however based on the referenced ConnDOT data (Attachment 1) and our 2021 manual turning movement traffic count at the U.S. Route 6 and Starr Ridge Road/I-684 NB Ramp intersection (Attachment 1), it appears that the latest data supports the growth rate utilized in our report and that our existing volumes are representative of existing conditions in the field.

2. The 2021 Existing volumes are identical to the 2019 Existing volumes from the Restaurant Depot TIS, which were recently reviewed by AKRF. Please adjust these volumes to reflect 2021 (non- pandemic) Existing volumes and provide a methodology of how these volumes are developed.

Response: The (2021) Existing Traffic Volumes have now been adjusted to reflect non-pandemic conditions. The various counts were reviewed and compared to NYSDOT data. Also, the use of the 1% growth factor in projecting the existing traffic to the future 2024 design year would account for any variations in base traffic conditions as well as any miscellaneous background growth. Additionally, the other developments as described in Response 4 below have been included in the 2024 No-Build traffic projections. (Attachment 2)

AKRF Conclusion: Comment addressed.

Response: No further response necessary.

3. The default Peak Hour Factors (PHF) and percent Heavy Vehicle (percent HV) values have been utilized in the Synchro analyses at several of the intersections/conditions analyzed. Please provide the counts to justify the use of the default values.

Response: The peak hour factors and heavy vehicle percentages were based on the most recent counts available from 2018, 2019, and 2021. A copy of the available data and in some cases use of the default values for the analysis comparison of Existing, No-Build, and Build conditions is consistent. The highest observed turning movements were utilized to reflect the Existing Conditions, even in cases if the more recent counts were somewhat lower. (Attachment 2)

AKRF Conclusion: Comment partially addressed. Please provide the count data which shows the PHFs and percent HV so that the PHFs and percent HV values utilized in the Synchro analyses can be verified.

Response: *The count data showing the peak hour factors and percent heavy vehicles utilized in our analysis are now shown in Attachment 1. It should be noted that the peak hour factors and percent heavy vehicles found in our analysis for the Saturday Peak Hour scenario were taken from the original Restaurant Deport report.*

<u>Int:</u>	<u>AM</u>	<u>PM</u>	<u>SAT</u>
1)	6/14/18	5/30/18	Original DEIS Traffic Report
2)	6/14/18	5/30/18	Original DEIS Traffic Report
3)	6/14/18	5/30/18	Original DEIS Traffic Report
4)	1/22/20	11/26/19	Original DEIS Traffic Report

4. A list of the No Build projects considered in the development of the No Build traffic volumes should be provided, including the project locations and anticipated number of trips generated by each project.

Response: The No Build projects categorized as Other Development in our study include the Restaurant Depot, the balance of the Starr Ridge Road Development, and the Interior Rock Inc. project located at 3903 Danbury Road, east of Dingle Ridge Road. The other development traffic considered in the No-Build conditions are summarized on Figures No. 8, 9, and 10. (Attachment 2)

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

5. The No Build project traffic increments depicted in Figures 9 (Weekday PM) and 10 (Saturday) are identical. Please verify that these volumes are indeed identical for both peak hours.

Response: Because trip generation estimates were not available for the Saturday Peak Hour for some of the other developments, we utilized the Weekday Peak PM Hour estimates for the Saturday Peak Hour. (Attachment 2)

AKRF Conclusion: Comment partially addressed. The trip generation table from the Restaurant Depot TIS shows that the Saturday peak hour trips for that project exceed both the Weekday AM and PM estimates (see Attachment A). At a minimum, the Saturday No Build project traffic increments should be adjusted to reflect the ratio between the Saturday and Weekday PM trip generation estimates from the Restaurant Depot TIS.

Response: *As referenced in the previous comment, our Other Developments category is composed of an assortment of projects of varying land uses and sizes. While the Restaurant Depot land use generates slightly higher volumes during the Saturday Peak Hour, and these were used in our analysis for the other No-Build projects. The Saturday traffic would be less.*

6. A majority of the No Build volumes presented in Figures 11 through 13 appear to be inconsistent with the volumes utilized in the No Build Synchro analyses. While the discrepancies are typically less than 10 vehicles per movement, the cumulative effect of the discrepancies at each intersection could affect the overall LOS/delay results. Please verify and correct as needed.

Response: The traffic volumes shown on Figures No. 11 through 13 have now been coordinated with those on the No-Build Synchro Analysis. Adjustments have been made as necessary and the Synchro files updated accordingly. No overall change in Levels of Service have been identified and the table summarizes the expected delays including with signal timing improvements. (Attachment 2)

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

7. Please include the criteria for identifying traffic impacts in the TIS.

Response: The criteria for determining any potential traffic impact was either a drop in the overall Level of Service grade or a greater than 5 second increase in overall average vehicle delay at an intersection. (Attachment 2)

AKRF Conclusion: Comment partially addressed. NYSDOT generally considers impact criteria to be applicable to lane groups/movements, rather than the overall intersection. Drops in Level of Service from LOS D or better to LOS E or F, or from LOS E to LOS F are generally considered as impacts by NYSDOT. Please also clarify if the 5 second increase in delay criteria applies only to movements/lane groups already operating at LOS F under No Build conditions. Please see Attachment A for a markup of Table 2 with impacted locations highlighted based on the impact criteria described here.

Response: *The 5 second increase in delay criteria applies to lane groups/movements as well as the overall intersection and mitigation has been identified as indicated in the LOS Summary Table. See response 8 below for mitigation discussion at the U.S. Route 6 and Starr Ridge Road intersection.*

8. In the Level of Service (LOS) Service Table (Table 2), there are declines in LOS/delay from No Build to Build conditions for the following intersection movements/lane groups that need to be clearly identified as traffic impacts and mitigation provided in the TIS:
- Rt. 6 & I-84 NB Off-Ramp/Starr Ridge Road – Southeastbound approach (declines from LOS D to LOS E during the Weekday PM peak hour); Southbound approach (declines from LOS C to LOS E during the Weekday PM peak hour);

Response: The southeastbound approach dropped from a Level of Service “D” to “E” and the southbound approach from “C” to “E” during the PM peak hour. These drops were without any traffic signal timing adjustments. The table has been revised to reflect those both with and without the signal timing modifications. (Attachment 2) Adaptive traffic signal control is proposed under the Build Condition to mitigate any traffic increases and improve the overall efficiency of the traffic signal operation at the intersection.

AKRF Conclusion: Comment partially addressed. See Comment 7 above.

Response: The traffic signal upgrades including Adaptive Traffic Signal Control is proposed as project mitigation at this location to offset any delay increases.

- Rt. 6 & Rt. 121 – The northbound left-turn lane group (continues to operate at LOS F with an increase in delay in excess of 10% during the Weekday AM peak hour, declines from LOS E to F during the Weekday PM peak hour, and declines from LOS C to E during the Saturday peak hour).

Response: The Level of Service drops during the AM, PM, and Saturday peak hours are without mitigation. The potential improvement would include the provision of a traffic signal at this location to improve the Levels of Service. The intersection will continue to be monitored to determine if such signalization will be warranted in the future. It should also be noted that the installation of a new traffic signal at the Route 6/Farrington Road intersection will likely provide some additional vehicle gaps in the traffic stream, which would help improve the operation of the left turn at this location. (Attachment 2)

AKRF Conclusion: Comment addressed.

Response: No further response necessary.

9. Table 2 should be expanded to include the 2024 Build with Improvements condition results for the Rt. 6 & I-84 NB Off-Ramp/Starr Ridge Road intersection.

Response: The 2024 Build conditions analysis with the traffic signal timing improvements and the proposed adaptive traffic signal control for this condition for the I-84 NB Off-Ramp has been included in the revised LOS tables. (Attachment 2)

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

10. A discussion of vehicular and pedestrian on-site circulation should be provided in the TIS. This discussion should describe auto carrier truck loading and unloading operations of vehicles at the dealership.

Response: The onsite vehicular and pedestrian activities include some sidewalks adjacent to the buildings. The main internal intersections will be controlled by stop-signs and signing as per the Layout & Landscape Plan prepared by Insite Engineering, Surveying & Landscape Architecture, P.C. It is anticipated that the auto carrier truck loading and unloading operations will occur along the designated area shown on the Vehicular Maneuvering Plan from the Site Plan set which will be submitted under separate cover by the Site Engineer. These would be typical for this type of development and this would not significantly impact through traffic along the internal circulation routes.

AKRF Conclusion: Comment partially addressed. Drawing SP-1 ("Proposed Layout & Landscape Plan") as provided by the Site Engineer shows the locations of traffic signage, however these signs (e.g., stop signs, yield signs) are not labeled on the drawing. The signs should be labeled on the drawing and a sign schedule should be provided which provides the specifications for each sign type (e.g., MUTCD sign number, quantity, etc.). Drawing VMP-1, "Vehicle Maneuvering Plan") as provided by the Site Engineer shows the auto carrier trucks maneuvering in the opposite lane of travel along the westbound travel lane of the roadway north of the Main Dealership Building (see Attachment A for a depiction of this location). If this is an unloading area, it is close to one of the internal roadway intersections and could present a safety hazard.

Response: *Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.*

11. A review of the trip generation presented Table 1-SMP shows that the ITE Adjacent Street Traffic rates/equations were generally utilized to develop the trip generation numbers based on ITE. While the trip generation values were generally comparable to the ITE Peak Hour of Generator rates/equations, the number of trips generated for the retail use were substantially higher than those for the Adjacent Street Traffic rates/equations for the Weekday AM peak hour. A sensitivity analysis for the Weekday AM peak hour should be performed utilizing these higher rates/equations.

Response: As requested, a sensitivity analysis for the AM peak hour utilizing the ITE adjacent street traffic equations for the trip estimation was completed and can be found in Attachment 4. The Level of Service Summary Table No. 2 also includes the results for the Sensitivity Analysis.

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

12. The use of a 25 percent pass-by credit is logical for the bank and retail trip generation, as presented in Table 1-SMP, but questionable for the auto dealership. Use of the 25 percent pass-by credit for the auto dealership should be justified.

Response: A separate analysis update included not using the pass-by credit for the auto dealership (Attachment 4). Although, on a corridor like this, it is likely that there may be some pass-by trips/diverted link trips during peak hours.

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

13. Please modify the lane configuration coding in the Synchro files for the NB approach at the Route 6/Route 121 intersection to a shared left/right lane with Channelized right turn (currently this approach coded as two separate lanes).

Response: The lane configuration reflects the existing large channelized right-turn on this approach (the take off point of the right lane is over 275' south of the connection with Route 6/202) and this effectively operates as a two-lane approach as opposed to at an intersection with a minor channelization island. The Synchro file now reflects the channelization. (Attachment 2)

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

14. Please review and verify the intersection approach lane configuration descriptions for the Rt. 6 & Dingle Ridge Road—the eastbound and westbound approaches should be described as each providing one shared left/through lane and one shared through/right lane (page 10 of the TIS).

Response: The text on Page 10 has been updated to reflect the shared left/through and shared through/right on the Route 6 approaches and the analysis coordinated accordingly for the Route 6 and Dingle Ridge Road intersection.

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

15. The traffic memo should provide schematic drawings which show the existing and future configurations of the Rt. 6 and Farrington Road intersection.

Response: The attached aerial and traffic signal/stripping plan shows the configuration of the existing and future configuration at the Route 6/Farrington Road/Site Access (Restaurant Depot Access) intersection, respectively. (Attachment 3)

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

16. The TIS states that a copy of the Traffic Signal Warrant Analysis for the intersection of Rt. 6 and Farrington Road/Main Site Access is included in the appendix. Please provide a copy of the warrant analysis in the appendix.

Response: A copy of the traffic signal warrant analysis is attached for the main site access intersection with Route 6/202 (Attachment 5). A copy of the Preliminary Traffic Signal Plan is also attached (Attachment 3).

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

17. The most recent three years of accident/crash data should be obtained from the New York State Department of Transportation (NYSDOT) and summarized to assess safety conditions in the study area.

Response: Accident data has been obtained from NYSDOT. The most recent data has been summarized and is attached in Table A. (Attachment 6)

AKRF Conclusion: Comment partially addressed. Please supplement the summary tables with a brief text summary describing any accident trends identified from the data.

Response: Based on a review of the summarized data, it appears that the majority of accidents in the vicinity of the study area are rear-end collisions. We believe that the re-alignment of Farrington Road opposite the proposed Site Access with future signalization and the installation of backplates will play a significant role in reducing accident rates on U.S. Route 6.

Additionally, regardless of the proposed project, upgrades at the U.S. Route 6 and I-684 NB Off-Ramp/Starr Ridge Road intersection such as timing changes and the installation of backplates should be completed as they will help improve efficiency and safety operations.

As for the U.S. Route 6 and NYS Route 121 (Peach Lake Road) intersection, it is anticipated that the installation of a traffic signal at the U.S. Route 6 and Site Access/Farrington Road intersection, will help provide some additional gaps in the Route 6 traffic stream that may help ease the ability for vehicles making left turning movements at this intersection. However, going forward this intersection should continue to be monitored for potential future signalization.

18. Provide a discussion that describes on-site parking, including designated areas for employees, customers, and auto dealership inventory. The discussion should also demonstrate that there is sufficient parking supply to accommodate the proposed use based on both the Town Code and the latest ITE Parking Generation Handbook

Response: Information on parking, including the Town Code requirements and the ITE Parking Generation Handbook, are attached. (Attachment 7) For the plan indicating the areas designated for employees and/or visitors see the submission under separate cover by the Site Engineer.

AKRF Conclusion: Comment partially addressed. The Town Code parking requirements have been provided in Drawing SMP-1 ("Site Master Plan") from the Site Engineer and the ITE Parking Generation Handbook data has been provided in Attachment 7. Please supplement the above information with a brief text summary describing there is sufficient parking supply to accommodate the proposed use based on both the Town Code and ITE. Please provide a separate version of Drawing AO-1 "Overlay Plan" from the

Site Engineer which shows the parking areas designated employees and/or visitors for Stateline Subaru in its own separate layer (without the Restaurant Depot layer shown). With both the Stateline Subaru and Restaurant Depot layouts superimposed on the same drawing, it is more difficult for the designated parking areas for Stateline Subaru to be identified on the drawing.

Response: *Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.*

19. The TIS appendix should include the following:

- The referenced count data/volumes utilized in the development of the Existing traffic volumes.
- The Synchro output reports for the intersection of Route 6 & Old Nichols Road.
- The 2011 DEIS tables, # 3.9-13 and 3.9-15 referenced in the TIS.
- Traffic Signal Timing Plans and Physical Inventories (for verification of Synchro inputs).
- Electronic versions of the Synchro analysis files.
- Traffic Signal Warrant study for the Rt. 6 & Farrington Road/Main Site Access intersection (see comment 16 above).

Response: The traffic appendix has been updated to include the traffic volume counts, Synchro outputs for Route 6 and Old Nichols Road, the 2011 DEIS tables (Attachment 8) referenced in the TIS, traffic signal timing plans (Attachment 3), electronic copies of the Synchro analysis (Attachment 2), and the traffic signal warrant study (Attachment 6) for the Main Site Access.

AKRF Conclusion: Comment partially addressed. Please provide the traffic volumes counts (see Comment 3). While the Synchro output reports have been provided in Attachment 2, please also provide the original electronic Synchro files (.syn files).

Response: *The traffic volumes counts can be found in Attachment 1 and the original electronic Synchro files can be found on the attached submission CD.*

20. Pavement markings, including directional traffic flow striping, stop bars, and crosswalks should be included on the site plan.

Response: The site plan is being updated to reflect the additional traffic control signing and striping. (See submission under separate cover by Site Engineer.)

AKRF Conclusion: Comment addressed.

Response: *No further response necessary.*

21. A signage plan which shows the location and specifications for traffic signage should be included as part of the site plan.

Response: The site plan package now includes signing and striping. (See submission under separate cover by Site Engineer.)

AKRF Conclusion: Comment partially addressed. Drawing SP-1 (“Proposed Layout & Landscape Plan”) as provided by the Site Engineer shows the locations of traffic signage, however these signs (e.g., stop signs, yield signs) are not labeled on the drawing. The signs should be labeled on the drawing and a sign schedule should be provided which provides the specifications for each sign type (e.g., MUTCD sign number, quantity, etc.). See Comment 10.

Response: *Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.*

22. Provide drawings that show the truck turning maneuvers/paths entering, exiting and circulating on-site for the auto carrier trucks and/or for the largest anticipated trucks (including fire truck) expected on site.

Response: Truck turning diagrams are now included in the site plan set. (See submission under separate cover by Site Engineer.)

AKRF Conclusion: Comment partially addressed. All requested diagrams have been provided in the site plan set provided by the Site Engineer (Drawing VMP-1, “Vehicle Maneuvering Plan”). The drawing shows the auto carrier trucks maneuvering in the opposite lane of travel along the westbound travel lane of the roadway north of the Main Dealership Building (see Attachment A for a depiction of this location). See Comment 10.

Response: *Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.*

23. Provide drawings that show the garbage truck turning maneuvers/paths entering, exiting and on-site. Also, denote the location(s) of the trash enclosure(s) and what type of gate is to be installed at the trash enclosure area(s).

Response: The site plans now depict the trash enclosure locations and the turning track diagrams for the garbage trucks. (See submission under separate cover by Site Engineer.)

AKRF Conclusion: Comment partially addressed. Please specify what type of gate is to be installed at the trash enclosure area.

Response: Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.

24. Show where snow storage would be located on the site plan.

Response: Various snow storage locations are shown on the site plan drawings. (See submission under separate cover by Site Engineer.)

AKRF Conclusion: Comment addressed.

Response: No further response necessary.

Sincerely,

Colliers Engineering & Design CT, P.C.



Philip Grealy, Ph.D., P.E.
Geographic Discipline Leader

Stateline Subaru

Attachment 1 | NYSDOT & Conn DOT Historical Traffic Volumes

Route 6

Station	County		End Mile Point	Section Length	Road Name	Beginning Description	End Description	2019 Estimate			Previous Counts						
	FC	Order						AA	% Trucks	YEAR	AA	YEAR	AA	YEAR	AA	YEAR	AA
84_0039	14	04	0049	0049	West/Putnam Co Line	MILLER RD	17926	5.2	2017	18056	2011	18342	2007	16843	2004	20925	
84_0040	14	04	0245	0196	MILLER RD	RT 6N MAHOPAC	14813	3.5	2017	14920	2011	15338	2007	16544	2004	18210	
84_0004	14	04	0470	0225	RT 6N MAHOPAC	CRANE RD	14811	4.9	2018	14864	2014	15936	2011	14726	2008	15439	
84_0041	14	04	0764	0294	CRANE RD	RT 52 CARMEL	12382	5	2017	12472	2012	12997	2009	12973	2003	14056	
84_0042	14	04	0845	0081	RT 52 CARMEL	CR 35 STONELEIGH AVE	15601	3.6	2018	15657	2015	17498	2009	16518	2006	16974	
84_0020	14	04	0995	0150	CR 35 STONELEIGH AVE	RT 312	14276	3.9	2017	14379	2011	14470	2007	14755	2004	16421	
84_0047	14	04	1121	0126	RT 312	CR 36 DREWVILLE RD	8902	3.8	2017	8967	2011	9341	2006	8299	2003	9688	
84_0043	14	04	1291	0170	CR 36 DREWVILLE RD	START 6/22/202 OLAP	9741	3.4	2017	9812	2011	10241	2007	10892	2004	12376	
84_0197	14	04	1335	0044	START 6/22/202 OLAP	CR 50	14974	3.9	2017	15083	2012	15633	2006	16942	2003	16114	
84_0009	14	04	1383	0048	CR 50	END 6/22/202 OLAP	17852	5.9	2019	17852	2011	16916	2008	17782	2005	16465	
84_0045	16	04	1461	0078	END 6/22/202 OLAP	RT 121	17061	3.7	2019	17061	2017	13166	2008	11933	2005	13264	
84_0046	16	04	1686	0225	RT 121	CONN STATE LINE	11874	3.7	2019	11874	2017	8872	2008	8029	2005	7955	
Route NY6N		County 119 Westchester			Region 08												
87_0047	16	01	0032	0032	RT 6 JEFFERSON VALLEY	E MAIN ST	3112	5.7	2016	3125	2013	2830					
87_0041	16	01	0069	0037	E MAIN ST	West/Putnam Co Line	9754	3.1	2015	9809	2013	8467	2009	9598	2005	11102	
Route NY6N		County 079 Putnam			Region 08												
84_0001	16	02	0194	0194	West/Putnam Co Line	CR 30 LAKE SECOR RD	7788	1.8	2019	7788	2015	8534	2009	8108	2005	8437	
84_0003	16	02	0439	0245	CR 30 LAKE SECOR RD	RT 6 MAHOPAC END RT 6N	11007	3.8	2018	11023	2014	10394	2011	12074	2007	11577	
Route NY7		County 007 Broome			Region 09												
91_0082	17	01	0125	0125	PA STATE LINE	RT 7A CORBETTSVILLE	2642	10.3	2019	2642	2015	2420	2012	2910	2009	2467	
91_0002	17	01	0282	0157	RT 7A CORBETTSVILLE	CR 20 CONKLIN FORKS RD	3684	4.2	2016	3786	2013	4432	2010	4615	2007	5303	
91_0376	16	01	0497	0215	CR 20 CONKLIN FORKS RD	CR 161 POWERS RD	3233	10.5	2015	3342	2012	3191	2009	3426	2006	4064	
91_0364	16	01	0760	0263	CR 161 POWERS RD	CR 177 CONKLIN KIRKWOOD DR	8216	5.9	2018	8284	2014	8372	2011	8693	2007	9658	
91_0003	16	01	0911	0151	CR 177 CONKLIN KIRKWOOD DR	BINGHAMTON C/L	6896	7.6	2019	6896	2014	6934	2011	6928	2010	6641	
91_0148	16	01	1053	0142	CONKLIN AVE	BINGHAMTON C/L	10558	3.7	2017	10734	2007	12131	2004	12347	2001	11326	
91_0004	16	01	1108	0055	TOMPKINS ST	TOMPKINS ST & CONKLIN AVE	11926	3.7	2017	12124	2012	7997	2011	9223	2008	9145	
91_0092	16	01	1141	0033	BRANDYWINE AVE	RT 11 COURT ST	8652	5.2	2018	8723	2014	9347	2011	9325	2008	9626	
91_0093	16	01	1163	0022	ROBINSON ST	RT 363 NORTH SHORE DRIVE	9511	8.5	2014	9916	2011	11905	2008	13206	2005	13324	
91_0012	12	01	1171	0008	RT 363 NORTH SHORE DRIVE	FREDERICK ST	34339	6.6	2010	35148	2005	37587					
91_0011	12	01	1199	0028	BRANDYWINE HWY	FREDERICK ST	36141	6.4	2009	37089	2005	45195	2001	34179			

Station	Func. Class	End Mile Point	Section Length	Road Name	Beginning Description	End Description	2019 Estimate		-----		<<< Previous Counts >>>				-----	
							AADT	% Trucks	YEAR	AADT--	YEAR	AADT	YEAR	AADT	YEAR	AADT
84_5214	19	0047	0047	BIRCH HILL RD	NY 22	ALLVIEW AVE	307	5	2016	309						
84_2201	19	0068	0068	BLACKBERRY DR	CR 58	SCOTT PL		5								
84_1210	17	0248	0248	BREWSTER HILL R	SODOM RD	NY 312	2121	3.6	2019	2121	2015	2526	2009	2767		
84_7001	19	0057	0032	BREWSTER REST A	PARKING AREA	I-684 NB (ON)	1441	25	2019	1441						
84_7000	19	0025	0025	BREWSTER REST A	I-684 NB (OFF)	PARKING AREA	1325	25.1	2019	1325						
84_2203	19	0076	0076	CARRIAGE HILL R	CR 51	ALLVIEW AVE		5								
84_5215	19	0013	0013	ELIZABETH CT	WELFARE RD	END LOOP	36	5	2015	36						
84_5216	19	0121	0121	FEDERAL HILL RD	CR 54	CT S/L	1186	5	2015	1197						
84_6032	19	0052	0052	FIELDS CORNER R	PUGSLEY RD	PATTERSON T/L	82	2.5	2019	82						
84_5217	19	0159	0159	GUINEA RD	CR 55	WESTCHESTER C/L	492	5	2016	496						
84_5218	19	0031	0031	HILLSIDE PARK	VIL LINE	DEAD END	40	5	2016	40						
84_5219	19	0065	0065	ICE POND RD	NY 312	PATTERSON T/L	459	5	2015	463						
84_5220	19	0048	0048	LAKE VIEW DR	SHORE DR	BREWSTER HLL R	230	5	2015	232						
84_6033	19	0136	0136	LOWER MINE RD	NY 22	CARMEL T/L	432	1.3	2019	432	2014	388				
84_5243	19	0020	0020	MAPLE DR	BREWSTER RD	SUNSET DR	121	5	2015	122						
84_5221	19	0023	0023	MEOLA DR	DAISY LA	END LOOP	142	5	2016	143						
84_5222	19	0016	0016	MERRICK CT	WETHERILL RD	END LOOP	108	5	2015	109						
84_5223	19	0021	0021	MILLFARM LA	CR 65	END LOOP	124	5	2015	125						
84_2208	19	0079	0079	MINOR RD	NY 312	BREWSTER HILL RD		5								
84_5224	19	0018	0018	MOSS DR	MINOR RD	END LOOP	102	5	2015	103						
84_5225	19	0042	0042	PADDOCK FARM RD	CR 54	BALTIC PL	120	5	2015	121						
84_6034	17	0113	0113	PROSPECT HILL R	CR 53	NY 312	751	3.6	2016	752						
84_6035	19	0111	0111	RESERVOIR RD	CR 36	LOWER MINE RD	329	5	2019	329	2014	330				
84_2210	19	0091	0091	SEVEN OAKS LA	7 OAKS LA	7 OAKS LA		5								
84_1211	17	0085	0085	SHERWOOD HILL R	MILLTOWN RD	OLD DOANSBURG RD	1098	3.5	2019	1098	2015	950	2009	874		
84_5226	19	0122	0122	SHORE DR	DEAD END	MERIDIAN DR	295	5	2015	298						
84_6036	17	0065	0065	SODOM RD	DEAD END	NY 22	2980	3.7	2015	2985	2012	3100	2009	2893		
84_6042	17	0219	0087	STARR RIDGE RD	COBB RD	US 6	2019 3291	4.1	2015	3297	2012	3076	2009	3308		
84_1212	17	0132	0132	STARR RIDGE RD	STARR LEA RD	COBB RD	3650	3.3	2015	3657	2009	3068				
84_5227	19	0016	0016	TAMARIX DR	SYCAMORE RD	END LOOP	120	5	2015	121						
84_5228	19	0030	0030	TULIP DR	CR 58	BREWSTER HILL RD	120	5	2016	121						

Status: OK

East

Combined

West

Class

Speed

DANB-056 - West

Route 6 - 0.02 mi At New York State Line

Town.....	02-Oct	03-Oct	04-Oct	05-Oct	06-Oct	07-Oct	
Danbury	Wed	Thu	Fri	Sat	Sun	Mon	
Station.....56		13	19	26	21	8	
Location..... 41.390274,-73.54241	12:00am	4	5	7	13	5	
2015-Minor Arterial 4.....2015-Urban	01:00am	6	10	6	12	4	
Start Report.....02-Oct-2019 12:00PM	02:00am	9	6	6	3	11	
End Report.....07-Oct-2019 11:00AM	03:00am	32	32	68	19	20	
Annualized AADT.....5800	04:00am	119	139	36	28	142	
24-Hour Count.... 5784 * G4(0.95) = 5494.8	05:00am	1008	892	104	44	1015	
Day 1.....+ 5485 * G4(0.95) = 10705.5	06:00am	1199	990	166	67	1253	
Day 2.....+ 6077 * G4(0.86) = 15931.8	07:00am	514	426	193	97	484	
Day 3.....+ 4284 * G4(1.05) = 20430.0	08:00am	242	246	217	161	246	
Day 4.....+ 6220 * G4(1.16) = 27645.2	09:00am	178	212	251	209	220	
UnRounded AADT.....27645.2 / 5 = 5529.0	10:00am	188	241	332	257	x	
OK * 2019 Wed 02-Oct -this report-...9400	11:00am	250	294	306	318		
REV * 2013 Mon 16-Sep8800	12:00pm	256	201	384	450		
REV 2013 Tue 30-Jul12300	01:00pm	280	198	308	336	698	
OK 2007 Mon 23-Jul8100	02:00pm	234	266	414	360	902	
	03:00pm	266	257	331	324	917	
	04:00pm	286	254	360	311	721	
	05:00pm	245	182	275	270	749	
	06:00pm	163	136	198	211	353	
	07:00pm	119	104	149	162	86	
	08:00pm	97	65	133	103	43	
	09:00pm	51	46	70	62	35	
	10:00pm	25	23	30	43	17	
	11:00pm	2272	5485	6077	4284	6220	3408
Totals							

Status: OK

East

Combined

West

Class

Speed

DANB-056 - East

Route 6 - 0.02 mi At New York State Line

Town.....	Station.....	Location.....	2015-Minor Arterial	Start Report.....	End Report.....	24-Hour Count....	Day 1.....	Day 2.....	Day 3.....	Day 4.....	UnRounded AADT.....	OK	REV	REV	OK	02-Oct	03-Oct	04-Oct	05-Oct	06-Oct	07-Oct
Danbury	56	41.390274,-73.54241	4	02-Oct-2019 12:00PM	07-Oct-2019 11:00AM	4023 * G4(0.95) = 3821.8	+ 3397 * G4(0.95) = 7049.0	+ 5268 * G4(0.86) = 11579.5	+ 3737 * G4(1.05) = 15503.3	+ 3228 * G4(1.16) = 19247.8	19247.8 / 5 = 3849.6	2019 Wed 02-Oct -this report-...9400	2013 Mon 16-Sep8800	2013 Tue 30-Jul12300	2007 Mon 23-Jul8100	Wed	Thu	Fri	Sat	Sun	Mon
				12:00am	01:00am											68	58	92	17	11	
				01:00am	02:00am											9	7	17	11	8	
				02:00am	03:00am											21	17	5	9	4	
				03:00am	04:00am											2	6	3	3	3	
				04:00am	05:00am											7	6	18	5	7	
				05:00am	06:00am											33	38	15	13	26	
				06:00am	07:00am											80	75	27	14	77	
				07:00am	08:00am											157	132	70	42	161	
				08:00am	09:00am											162	164	120	83	181	
				09:00am	10:00am											145	182	212	128	168	
				10:00am	11:00am											145	217	284	207	167	
				11:00am	12:00pm											x	190	233	316	284	x
				12:00pm	01:00pm											252	167	279	362	270	
				01:00pm	02:00pm											221	138	284	370	306	
				02:00pm	03:00pm											209	136	331	322	330	
				03:00pm	04:00pm											251	286	627	275	403	
				04:00pm	05:00pm											497	396	613	298	350	
				05:00pm	06:00pm											638	298	649	240	260	
				06:00pm	07:00pm											491	357	621	213	191	
				07:00pm	08:00pm											212	435	338	171	115	
				08:00pm	09:00pm											105	72	181	94	65	
				09:00pm	10:00pm											80	40	110	71	50	
				10:00pm	11:00pm											34	36	70	109	52	
				11:00pm	Totals											14	17	30	33	20	
				Totals												3004	3397	5268	3737	3228	813

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Starr Ridge Road
 DATE Wednesday, May 30, 2018
 TIME 4:30 PM to 7:30 PM

TIM MILLER ASSOCIATES, INC.

15 Minute Traffic

START TIME	END TIME	I-684 SB				Rt 6 & 202 EB				Starr Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total	
04:30 PM	04:45 PM	64	23	53	140	37	102	16	155	37	21	8	66	2	97	26	125	486
04:45 PM	05:00 PM	47	17	46	110	40	102	26	168	40	29	10	79	8	119	22	149	506
05:00 PM	05:15 PM	54	15	47	116	50	124	20	194	38	23	10	71	3	118	20	141	522
05:15 PM	05:30 PM	55	10	57	122	46	125	22	193	36	22	10	68	9	124	32	165	548
05:30 PM	05:45 PM	45	12	52	109	40	119	17	176	33	17	5	55	7	95	28	130	470
05:45 PM	06:00 PM	58	13	45	116	47	124	22	193	34	13	6	53	4	104	23	131	493
06:00 PM	06:15 PM	57	6	59	122	40	104	15	159	32	20	3	55	9	93	15	117	453
06:15 PM	06:30 PM	65	11	50	126	46	105	20	171	38	18	6	62	9	76	11	96	455
06:30 PM	06:45 PM	75	12	58	145	38	103	20	161	28	14	4	46	4	76	19	99	451
06:45 PM	07:00 PM	83	7	45	135	44	102	22	168	16	15	1	32	2	66	12	80	415
07:00 PM	07:15 PM	52	11	36	99	20	82	17	119	18	7	0	25	4	55	19	78	321
07:15 PM	07:30 PM	26	7	38	71	40	102	17	159	16	13	2	31	2	62	19	83	344
TOTAL		681	144	586	1411	488	1294	234	2016	366	212	65	643	63	1085	246	1394	5464

U-turns treated as left turns

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Starr Ridge Road
 DATE Wednesday, May 30, 2018
 TIME 4:30 PM to 7:30 PM

TIM MILLER ASSOCIATES, INC.

HOURLY SUMMARY

START TIME	END TIME	I-684 SB				Rt 6 & 202 EB				Starr Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total	
04:30 PM	05:30 PM	220	65	203	488	173	453	84	710	151	95	38	284	22	458	100	580	2062
04:45 PM	05:45 PM	201	54	202	457	176	470	85	731	147	91	35	273	27	456	102	585	2046
05:00 PM	06:00 PM	212	50	201	463	183	492	81	756	141	75	31	247	23	441	103	567	2033
05:15 PM	06:15 PM	215	41	213	469	173	472	76	721	135	72	24	231	29	416	98	543	1964
05:30 PM	06:30 PM	225	42	206	473	173	452	74	699	137	68	20	225	29	368	77	474	1871
05:45 PM	06:45 PM	255	42	212	509	171	436	77	684	132	65	19	216	26	349	68	443	1852
06:00 PM	07:00 PM	280	36	212	528	168	414	77	659	114	67	14	195	24	311	57	392	1774
06:15 PM	07:15 PM	275	41	189	505	148	392	79	619	100	54	11	165	19	273	61	353	1642
06:30 PM	07:30 PM	236	37	177	450	142	389	76	607	78	49	7	134	12	259	69	340	1531
04:30 PM	05:30 PM	220	65	203	488	173	453	84	710	151	95	38	284	22	458	100	580	2062
Peak 15 Minutes																		548
Peak Hour Factor																		0.94
Peak hour Trucks		8	1	4		2	9	2		3	1	1		0	11	2		
Percent Trucks		4%	2%	2%		1%	2%	2%		2%	1%	3%		0%	2%	2%		

WEEKEND PEAK 15 MINUTE COUNTS

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Peach Lake Road Rt 121
 DATE Wednesday, May 30, 2018
 TIME 4:30 PM to 7:30 PM

TIM MILLER ASSOCIATES, INC.

15 Minute Traffic

START TIME	END TIME	Rt 6 EB		Rt 121 NB		Rt 6 WB			GRAND TOTAL
		Thru 1	Total	Left 3	Total	Left 5	Thru 6	Total	
04:30 PM	04:45 PM	117	117	48	48	7	81	88	253
04:45 PM	05:00 PM	114	114	54	54	10	84	94	262
05:00 PM	05:15 PM	138	138	54	54	6	98	104	296
05:15 PM	05:30 PM	139	139	58	58	5	91	96	293
05:30 PM	05:45 PM	126	126	45	45	7	78	85	256
05:45 PM	06:00 PM	147	147	56	56	10	74	84	287
06:00 PM	06:15 PM	120	120	42	42	9	62	71	233
06:15 PM	06:30 PM	135	135	36	36	5	48	53	224
06:30 PM	06:45 PM	137	137	37	37	5	57	62	236
06:45 PM	07:00 PM	127	127	32	32	4	59	63	222
07:00 PM	07:15 PM	89	89	43	43	9	34	43	175
07:15 PM	07:30 PM	82	82	39	39	8	39	47	168
TOTAL		1471	1471	544	544	85	805	890	2905

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Peach Lake Road Rt 121
 DATE Wednesday, May 30, 2018
 TIME 4:30 PM to 7:30 PM

TIM MILLER ASSOCIATES, INC.

HOURLY SUMMARY

START TIME	END TIME	Rt 6 EB		Rt 121 NB		Rt 6 WB			GRAND TOTAL
		Thru 1	Total	Left 3	Total	Left 5	Thru 6	Total	
04:30 PM	05:30 PM	508	508	214	214	28	354	382	1104
04:45 PM	05:45 PM	517	517	211	211	28	351	379	1107
05:00 PM	06:00 PM	550	550	213	213	28	341	369	1132
05:15 PM	06:15 PM	532	532	201	201	31	305	336	1069
05:30 PM	06:30 PM	528	528	179	179	31	262	293	1000
05:45 PM	06:45 PM	539	539	171	171	29	241	270	980
06:00 PM	07:00 PM	519	519	147	147	23	226	249	915
06:15 PM	07:15 PM	488	488	148	148	23	198	221	857
06:30 PM	07:30 PM	435	435	151	151	26	189	215	801
05:00 PM	06:00 PM	550	550	213	213	28	341	369	1132
Peak 15 Minutes									296
Peak Hour Factor									0.96
Peak hour Trucks		12		2		1	8		
Percent Trucks		2%		1%		4%	2%		

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202, Dingle Ridge Road & Bush Hollow Road
 DATE Wednesday, May 30, 2018
 TIME 4:30 PM to 7:30 PM

TIM MILLER ASSOCIATES, INC.

15 Minute Traffic

START TIME	END TIME	Bush Hollow Road SB				Rt 6 & 202 EB				Dingle Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total	
04:30 PM	04:45 PM	0	0	0	0	0	113	13	126	11	0	5	16	9	85	0	94	236
04:45 PM	05:00 PM	0	0	0	0	0	109	8	117	9	0	9	18	6	84	0	90	225
05:00 PM	05:15 PM	1	0	0	1	1	148	9	158	10	0	7	17	4	70	0	74	250
05:15 PM	05:30 PM	0	0	2	2	1	137	9	147	10	0	6	16	8	92	1	101	266
05:30 PM	05:45 PM	1	0	0	1	0	131	6	137	11	0	4	15	4	71	0	75	228
05:45 PM	06:00 PM	1	0	0	1	1	150	8	159	11	0	11	22	4	83	0	87	269
06:00 PM	06:15 PM	0	0	0	0	0	124	6	130	9	0	5	14	7	59	0	66	210
06:15 PM	06:30 PM	0	0	0	0	0	129	9	138	3	0	5	8	7	49	0	56	202
06:30 PM	06:45 PM	0	0	0	0	1	142	8	151	5	0	4	9	3	60	0	63	223
06:45 PM	07:00 PM	0	0	0	0	0	127	3	130	3	0	5	8	5	52	0	57	195
07:00 PM	07:15 PM	0	0	0	0	0	88	4	92	7	0	7	14	4	47	0	51	157
07:15 PM	07:30 PM	0	0	0	0	0	86	8	94	3	0	6	9	10	48	0	58	161
TOTAL		3	0	2	5	4	1484	91	1579	92	0	74	166	71	800	1	872	2622

U-turns included as left turns

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202, Dingle Ridge Road & Bush Hollow Road
 DATE Wednesday, May 30, 2018
 TIME 4:30 PM to 7:30 PM

TIM MILLER ASSOCIATES, INC.

HOURLY SUMMARY

START TIME	END TIME	Bush Hollow Road SB				Rt 6 & 202 EB				Dingle Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL	
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total		
04:30 PM	05:30 PM	1	0	2	3	2	507	39	548	40	0	27	67	27	331	1	359	977	
04:45 PM	05:45 PM	2	0	2	4	2	525	32	559	40	0	26	66	22	317	1	340	969	
05:00 PM	06:00 PM	3	0	2	5	3	566	32	601	42	0	28	70	20	316	1	337	1013	
05:15 PM	06:15 PM	2	0	2	4	2	542	29	573	41	0	26	67	23	305	1	329	973	
05:30 PM	06:30 PM	2	0	0	2	1	534	29	564	34	0	25	59	22	262	0	284	909	
05:45 PM	06:45 PM	1	0	0	1	2	545	31	578	28	0	25	53	21	251	0	272	904	
06:00 PM	07:00 PM	0	0	0	0	1	522	26	549	20	0	19	39	22	220	0	242	830	
06:15 PM	07:15 PM	0	0	0	0	1	486	24	511	18	0	21	39	19	208	0	227	777	
06:30 PM	07:30 PM	0	0	0	0	1	443	23	467	18	0	22	40	22	207	0	229	736	
05:00 PM	06:00 PM	3	0	2	5	3	566	32	601	42	0	28	70	20	316	1	337	1013	
Peak 15 Minutes																			269
Peak Hour Factor																			0.94
Peak hour Trucks		1	0	0		0	8	0		1	0	0		0	8	0			
Percent Trucks		33%	0%	0%		0%	1%	0%		2%	0%	0%		0%	3%	0%			

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Starr Ridge Road
 DATE thursday June 14, 2018
 TIME 6:00 AM to 9:00 AM

TIM MILLER ASSOCIATES, INC.

15 Minute Traffic

START TIME	END TIME	I-684 SB				Rt 6 & 202 EB				Starr Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total	
06:00 AM	06:15 AM	10	10	15	35	9	32	7	48	9	0	1	10	4	74	9	87	180
06:15 AM	06:30 AM	10	9	22	41	15	36	13	64	14	3	1	18	5	141	15	161	284
06:30 AM	06:45 AM	15	12	30	57	18	53	10	81	20	3	0	23	10	167	14	191	352
06:45 AM	07:00 AM	27	34	36	97	19	59	27	105	21	2	0	23	15	172	11	198	423
07:00 AM	07:15 AM	24	27	18	69	13	76	36	125	16	1	0	17	16	201	16	233	444
07:15 AM	07:30 AM	18	22	17	57	24	88	27	139	29	3	0	32	9	236	15	260	488
07:30 AM	07:45 AM	26	34	26	86	29	92	34	155	22	10	3	35	10	163	22	195	471
07:45 AM	08:00 AM	29	35	28	92	36	100	43	179	29	8	4	41	13	126	24	163	475
08:00 AM	08:15 AM	26	46	32	104	21	103	37	161	13	10	1	24	13	141	11	165	454
08:15 AM	08:30 AM	23	29	24	76	22	109	48	179	23	14	2	39	14	108	23	145	439
08:30 AM	08:45 AM	26	23	30	79	45	94	31	170	20	5	5	30	14	69	18	101	380
08:45 AM	09:00 AM	15	15	32	62	37	110	28	175	23	10	1	34	10	87	17	114	385
TOTAL		249	296	310	855	288	952	341	1581	239	69	18	326	133	1685	195	2013	4775

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Starr Ridge Road
 DATE thursday June 14, 2018
 TIME 6:00 AM to 9:00 AM

TIM MILLER ASSOCIATES, INC.

HOURLY SUMMARY

START TIME	END TIME	I-684 SB				Rt 6 & 202 EB				Starr Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total	
06:00 AM	07:00 AM	62	65	103	230	61	180	57	298	64	8	2	74	34	554	49	637	1239
06:15 AM	07:15 AM	76	82	106	264	65	224	86	375	71	9	1	81	46	681	56	783	1503
06:30 AM	07:30 AM	84	95	101	280	74	276	100	450	86	9	0	95	50	776	56	882	1707
06:45 AM	07:45 AM	95	117	97	309	85	315	124	524	88	16	3	107	50	772	64	886	1826
07:00 AM	08:00 AM	97	118	89	304	102	356	140	598	96	22	7	125	48	726	77	851	1878
07:15 AM	08:15 AM	99	137	103	339	110	383	141	634	93	31	8	132	45	666	72	783	1888
07:30 AM	08:30 AM	104	144	110	358	108	404	162	674	87	42	10	139	50	538	80	668	1839
07:45 AM	08:45 AM	104	133	114	351	124	406	159	689	85	37	12	134	54	444	76	574	1748
08:00 AM	09:00 AM	90	113	118	321	125	416	144	685	79	39	9	127	51	405	69	525	1658
07:15 AM	08:15 AM	99	137	103	339	110	383	141	634	93	31	8	132	45	666	72	783	1888
Peak 15 Minutes																		488
Peak Hour Factor																		0.97
Trucks																		
07:00 AM	08:00 AM	3	3	9		5	20	8		3	1	1		4	24	3		
Percent Trucks		3%	2%	9%		5%	5%	6%		3%	3%	13%		9%	4%	4%		

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Peach Lake Road Rt 121
 DATE Thursday June 14, 2018
 TIME 6:00 AM to 9:00 AM

TIM MILLER ASSOCIATES, INC.

15 Minute Traffic

START TIME	END TIME	Rt 6 EB		Rt 121 NB			Rt 6 WB			GRAND TOTAL
		Thru 1	Total	Left 3	right 4	Total	Left 5	Thru 6	Total	
06:00 AM	06:15 AM	18	18	28	1	29	8	66	74	121
06:15 AM	06:30 AM	26	26	29	0	29	9	136	145	200
06:30 AM	06:45 AM	29	29	24	0	24	26	171	197	250
06:45 AM	07:00 AM	34	34	27	0	27	37	185	222	283
07:00 AM	07:15 AM	35	35	44	0	44	51	189	240	319
07:15 AM	07:30 AM	45	45	51	0	51	71	214	285	381
07:30 AM	07:45 AM	44	44	29	0	29	81	158	239	312
07:45 AM	08:00 AM	49	49	34	0	34	110	123	233	316
08:00 AM	08:15 AM	47	47	39	0	39	111	130	241	327
08:15 AM	08:30 AM	59	59	41	0	41	115	104	219	319
08:30 AM	08:45 AM	53	53	25	0	25	46	74	120	198
08:45 AM	09:00 AM	66	66	44	0	44	19	70	89	199
TOTAL		505	505	415	1	416	684	1620	2304	3225

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202 & Peach Lake Road Rt 121
 DATE Thursday June 14, 2018
 TIME 6:00 AM to 9:00 AM

TIM MILLER ASSOCIATES, INC.

HOURLY SUMMARY

START TIME	END TIME	Rt 6 EB		Rt 121 NB			Rt 6 WB			GRAND TOTAL
		Thru 1	Total	Left 3	right 4	Total	Left 5	Thru 6	Total	
06:00 AM	07:00 AM	107	107	108	0	108	80	558	638	853
06:15 AM	07:15 AM	124	124	124	0	124	123	681	804	1052
06:30 AM	07:30 AM	143	143	146	0	146	185	759	944	1233
06:45 AM	07:45 AM	158	158	151	0	151	240	746	986	1295
07:00 AM	08:00 AM	173	173	158	0	158	313	684	997	1328
07:15 AM	08:15 AM	185	185	153	0	153	373	625	998	1336
07:30 AM	08:30 AM	199	199	143	0	143	417	515	932	1274
07:45 AM	08:45 AM	208	208	139	0	139	382	431	813	1160
08:00 AM	09:00 AM	225	225	149	0	149	291	378	669	1043
<hr/>										
<hr/>										
<hr/>										
07:15 AM	08:15 AM	185	185	153	0	153	373	625	998	1336
Peak 15 Minutes										381
Peak Hour Factor										0.88
<hr/>										
Trucks	Trucks									
07:15 AM	08:15 AM	13		5	0		2	18		
Percent Trucks		7%		3%	0%		1%	3%		

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202, Dingle Ridge Road & Bush Hollow Road
 DATE Thursday, June 14, 2018
 TIME 6:00 AM to 9:00 AM

TIM MILLER ASSOCIATES, INC.

15 Minute Traffic

START TIME	END TIME	Bush Hollow Road SB				Rt 6 & 202 EB				Dingle Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total	
06:00 AM	06:15 AM	0	0	0	0	0	12	1	13	4	0	0	4	3	70	1	74	91
06:15 AM	06:30 AM	0	0	0	0	2	18	3	23	5	0	1	6	2	146	0	148	177
06:30 AM	06:45 AM	0	0	0	0	0	32	4	36	5	0	4	9	3	181	4	188	233
06:45 AM	07:00 AM	0	0	0	0	0	30	2	32	8	0	2	10	2	207	1	210	252
07:00 AM	07:15 AM	0	0	0	0	0	29	3	32	7	0	3	10	8	232	0	240	282
07:15 AM	07:30 AM	0	0	0	0	0	36	6	42	6	0	5	11	12	268	0	280	333
07:30 AM	07:45 AM	0	0	0	0	0	39	4	43	3	0	1	4	12	230	0	242	289
07:45 AM	08:00 AM	0	0	0	0	0	50	5	55	6	0	2	8	12	219	0	231	294
08:00 AM	08:15 AM	0	0	0	0	0	40	8	48	10	0	2	12	12	227	0	239	299
08:15 AM	08:30 AM	0	0	0	0	2	44	12	58	6	0	6	12	13	185	0	198	268
08:30 AM	08:45 AM	0	0	0	0	0	47	7	54	11	0	9	20	14	96	0	110	184
08:45 AM	09:00 AM	0	0	0	0	0	57	3	60	7	0	8	15	7	79	0	86	161
TOTAL		0	0	0	0	4	434	58	496	78	0	43	121	100	2140	6	2246	2863

U-Turns treated as left turns

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT Stateline Retail
 LOCATION Danbury Road Rt 6 & 202, Dingle Ridge Road & Bush Hollow Road
 DATE Thursday, June 14, 2018
 TIME 6:00 AM to 9:00 AM

TIM MILLER ASSOCIATES, INC.

HOURLY SUMMARY

START TIME	END TIME	Bush Hollow Road SB				Rt 6 & 202 EB				Dingle Ridge Road NB				Rt 6 & 202 WB				GRAND TOTAL
		Left 1	Thru 2	Right 3	Total	Left 4	Thru 5	Right 6	Total	Left 7	Thru 8	Right 9	Total	Left 10	Thru 11	Right 12	Total	
06:00 AM	07:00 AM	0	0	0	0	2	92	10	104	22	0	7	29	10	604	6	620	753
06:15 AM	07:15 AM	0	0	0	0	2	109	12	123	25	0	10	35	15	766	5	786	944
06:30 AM	07:30 AM	0	0	0	0	0	127	15	142	26	0	14	40	25	888	5	918	1100
06:45 AM	07:45 AM	0	0	0	0	0	134	15	149	24	0	11	35	34	937	1	972	1156
07:00 AM	08:00 AM	0	0	0	0	0	154	18	172	22	0	11	33	44	949	0	993	1198
07:15 AM	08:15 AM	0	0	0	0	0	165	23	188	25	0	10	35	48	944	0	992	1215
07:30 AM	08:30 AM	0	0	0	0	2	173	29	204	25	0	11	36	49	861	0	910	1150
07:45 AM	08:45 AM	0	0	0	0	2	181	32	215	33	0	19	52	51	727	0	778	1045
08:00 AM	09:00 AM	0	0	0	0	2	188	30	220	34	0	25	59	46	587	0	633	912
07:00 AM	08:00 AM	0	0	0	0	0	154	18	172	22	0	11	33	41	949	0	990	1195
Peak 15 Minutes																		333
Peak Hour Factor																		0.90
Trucks																		
07:00 AM	08:00 AM	0	0	0		0	11	0		2	0	1		1	18	0		
Percent Trucks		0%	0%	0%		0%	7%	0%		9%	0%	9%		2%	2%	0%		

LOCATION: ROUTE 202 & FARRINGTON ROAD PROJECT: CAMARDA STATE LINE SO. EA.
 DATE OF COUNT: 11/26/19 DAY: TUESDAY JCE JOB #: 12100008A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND				
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	
03:30 PM	03:45 PM	0	222			134	0				0		3	359	A
03:45 PM	04:00 PM	0	205			98	0				0		0	303	A
04:00 PM	04:15 PM	0	226			120	1				0		2	349	A
04:15 PM	04:30 PM	0	261			96	1				0		1	359	X 1370
04:30 PM	04:45 PM	0	278			100	0				0		5	383	X 1394
04:45 PM	05:00 PM	0	281			97	1				0		2	381	X 1472
05:00 PM	05:15 PM	0	244			90	0				0		2	336	X 1459
05:15 PM	05:30 PM	0	249			95	0				0		2	346	A 1446
05:30 PM	05:45 PM	0	230			92	0				0		0	322	A 1385
05:45 PM	06:00 PM	0	175			110	2				0		1	288	A 1292
06:00 PM	06:15 PM													0	A 956
06:15 PM	06:30 PM													0	A 610
06:30 PM	06:45 PM													0	A 288
06:45 PM	07:00 PM													0	A 0
07:00 PM	07:15 PM													0	A 0
07:15 PM	07:30 PM													0	A 0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	04:30 PM	0	261	0	0	96	1	0	0	0	0	0	1	359	
04:30 PM	04:45 PM	0	278	0	0	100	0	0	0	0	0	0	5	383	
04:45 PM	05:00 PM	0	281	0	0	97	1	0	0	0	0	0	2	381	
05:00 PM	05:15 PM	0	244	0	0	90	0	0	0	0	0	0	2	336	
05:15 PM	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	

10	0	0	^	6	2
12	11	10	<	5	383
<	v	>	v	4	0
0	1	^	<	^	>
1064	2	>	7	8	9
0	3	v	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:15 PM 05:15 PM	0	1064	0	0	383	2	0	0	0	0	0	10	1459	0.95235
PHF BY MOVEMENT	#DIV/0!	0.95	#DIV/0!	#DIV/0!	0.96	0.50	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.50		
PHF BY APPROACH		0.95			0.96			#DIV/0!				0.50		

LOCATION: ROUTE 202 & FARRINGTON ROAD PROJECT: CAMARDA STATE LINE SO. EA.
 DATE OF COUNT: 01/22/20 DAY: WEDNESDAY JCE JOB #: 12100008A START TIME: 07:00 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

AM PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
07:00 AM 07:15 AM	3	31			205	0				0		1	240	X	
07:15 AM 07:30 AM	0	48			213	0				0		1	262	X	
07:30 AM 07:45 AM	1	53			203	0				1		0	258	X	
07:45 AM 08:00 AM	0	46			186	0				0		0	232	X	992
08:00 AM 08:15 AM	0	48			158	0				0		0	206	A	958
08:15 AM 08:30 AM	1	50			100	0				0		0	151	A	847
08:30 AM 08:45 AM	0	50			114	0				0		0	164	A	753
08:45 AM 09:00 AM	0	43			84	0				0		0	127	A	648
09:00 AM 09:15 AM													0	A	442
09:15 AM 09:30 AM													0	A	291
09:30 AM 09:45 AM													0	A	127
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0
10:45 AM 11:00 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

07:00 AM 07:15 AM	3	31	0	0	205	0	0	0	0	0	0	1	240
07:15 AM 07:30 AM	0	48	0	0	213	0	0	0	0	0	0	1	262
07:30 AM 07:45 AM	1	53	0	0	203	0	0	0	0	1	0	0	258
07:45 AM 08:00 AM	0	46	0	0	186	0	0	0	0	0	0	0	232
08:00 AM 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	CALCULATED PEAK HOUR VOLUMES												total	PHF
	1	2	3	4	5	6	7	8	9	10	11	12		
07:00 AM 08:00 AM	4	178	0	0	807	0	0	0	0	1	0	2	992	0.946565
PHF BY MOVEMENT	0.33	0.84	#DIV/0!	#DIV/0!	0.95	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.50		
PHF BY APPROACH		0.84			0.95			#DIV/0!			0.75			

2	0	1	^	6	0
12	11	10	<	5	807
<	v	>	v	4	0
4	1	^	<	^	>
178	2	>	7	8	9
0	3	v	0	0	0

LOCATION: ROUTE 6 & STARR RIDGE RD/I-684 NB RAMP PROJECT: STATELINE DEVELOPMENT
 DATE OF COUNT: 07/28/21 DAY: WEDNESDAY JCE JOB #: 19005587B START TIME : 07:00 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND				
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	
07:00 AM	07:15 AM	18	50	28	18	171	12	29	8	2	18	17	15	386	A
07:15 AM	07:30 AM	19	63	24	14	162	20	17	8	7	20	21	18	393	A
07:30 AM	07:45 AM	16	61	24	17	143	17	27	9	6	20	25	21	386	A
07:45 AM	08:00 AM	20	50	32	12	140	13	34	10	5	40	45	38	439	X 1604
08:00 AM	08:15 AM	22	74	29	21	122	17	35	12	10	21	29	22	414	X 1632
08:15 AM	08:30 AM	11	67	36	25	199	25	44	14	10	13	17	21	482	X 1721
08:30 AM	08:45 AM	30	57	30	17	144	20	35	16	4	21	14	15	403	X 1738
08:45 AM	09:00 AM	13	49	30	24	167	21	25	8	7	16	12	21	393	A 1692
09:00 AM	09:15 AM													0	A 1278
09:15 AM	09:30 AM													0	A 796
09:30 AM	09:45 AM													0	A 393
09:45 AM	10:00 AM													0	A 0
10:00 AM	10:15 AM													0	A 0
10:15 AM	10:30 AM													0	A 0
10:30 AM	10:45 AM													0	A 0
10:45 AM	11:00 AM													0	A 0

CALCULATED PEAK 15-MINUTE VOLUMES

07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	20	50	32	12	140	13	34	10	5	40	45	38	439	
08:00 AM	08:15 AM	22	74	29	21	122	17	35	12	10	21	29	22	414	
08:15 AM	08:30 AM	11	67	36	25	199	25	44	14	10	13	17	21	482	
08:30 AM	08:45 AM	30	57	30	17	144	20	35	16	4	21	14	15	403	
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:45 AM	08:45 AM	83	248	127	75	605	75	148	52	29	95	105	96	1738	0.901452
PHF BY MOVEMENT		0.69	0.84	0.88	0.75	0.76	0.75	0.84	0.81	0.73	0.59	0.58	0.63		
PHF BY APPROACH		0.92			0.76			0.84			0.60				

96	105	95	^	6	75
12	11	10	<	5	605
<	v	>	v	4	75
83	1	^	<	^	>
248	2	>	7	8	9
127	3	v	148	52	29

LOCATION: ROUTE 6 & STARR RIDGE RD/I-684 NB RAMP PROJECT: STATELINE DEVELOPMENT
 DATE OF COUNT: 07/27/21 DAY: TUESDAY JCE JOB #: 19005587B START TIME : 16:15 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND				
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	
04:15 PM	04:30 PM	46	88	28	11	97	23	36	19	11	47	11	38	455	A
04:30 PM	04:45 PM	55	103	22	13	100	30	20	31	10	61	9	42	496	X
04:45 PM	05:00 PM	55	112	32	7	86	17	45	24	7	94	15	49	543	X
05:00 PM	05:15 PM	45	112	21	4	77	20	34	26	5	83	8	35	470	X 1964
05:15 PM	05:30 PM	49	115	27	9	97	26	34	19	20	165	23	71	655	X 2164
05:30 PM	05:45 PM	24	101	24	8	64	24	28	21	15	94	10	34	447	A 2115
05:45 PM	06:00 PM	52	112	16	6	87	16	26	20	15	118	14	32	514	A 2086
06:00 PM	06:15 PM	48	107	27	6	57	12	14	23	8	116	12	35	465	A 2081
06:15 PM	06:30 PM													0	A 1426
06:30 PM	06:45 PM													0	A 979
06:45 PM	07:00 PM													0	A 465
07:00 PM	07:15 PM													0	A 0
07:15 PM	07:30 PM													0	A 0
07:30 PM	07:45 PM													0	A 0
07:45 PM	08:00 PM													0	A 0
08:00 PM	08:15 PM													0	A 0

CALCULATED PEAK 15-MINUTE VOLUMES

04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	04:45 PM	55	103	22	13	100	30	20	31	10	61	9	42	496	
04:45 PM	05:00 PM	55	112	32	7	86	17	45	24	7	94	15	49	543	
05:00 PM	05:15 PM	45	112	21	4	77	20	34	26	5	83	8	35	470	
05:15 PM	05:30 PM	49	115	27	9	97	26	34	19	20	165	23	71	655	
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:30 PM	05:30 PM	204	442	102	33	360	93	133	100	42	403	55	197	2164	0.825954
PHF BY MOVEMENT		0.93	0.96	0.80	0.63	0.90	0.78	0.74	0.81	0.53	0.61	0.60	0.69		
PHF BY APPROACH		0.94			0.85			0.90			0.63				

197	55	403	^	6	93
12	11	10	<	5	360
<	v	>	v	4	33
204	1	^	<	^	>
442	2	>	7	8	9
102	3	v	133	100	42