



October 25, 2024

Ref: 20578.01

Town of Marlborough Planning Board
Town of Marlborough Town Hall
21 Milton Park Drive, Suite 200
Milton, New York 12547
Attention: Ms. Jen Flynn, Planning Board Secretary

Re: Site Plan Application for 103-137 Dock Road
Orchards on Hudson Residential Development
Section 109.1, Block 3, Lot 13, 14, 14.200, 15 & 29.100

Dear Chairman Brand and Members of the Town of Marlborough Planning Board:

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is in receipt of the technical review comments prepared by MHE Engineering dated August 16, 2024. We have reviewed all comments, and our responses are as follows. Additionally, VHB has reviewed the transcript from the Town's Planning Board Public Hearing on August 19, 2024, and has provided responses to relevant comments as they pertain to the proposed project.

MHE Engineering Technical Review Comments, dated August 16, 2024

Comment No. 1: The Planning Board is now in receipt of an application for the subject project. The Planning Board should declare its intent for Lead Agency and circulate the appropriate notice of intent to all interested and involved agencies.

Response: Acknowledged.

Comment No. 2: A drainage report has been submitted for the project. The project will require a Stormwater Pollution Prevention Plan, one component of which will be the drainage report.

Response: A Stormwater Pollution Prevention Plan has been prepared and is included in this submission.

Comment No. 3: A traffic study should be submitted for the Board's use in reviewing potential impacts. The traffic study should be submitted to NYSDOT as the project is in immediate proximity of the Route 9W/Dock Road intersection.

Response: The traffic evaluation was submitted as part of the prior submission package. The same evaluation was submitted to NYSDOT for review and comment. The Applicant has been in consistent communication with NYSDOT to address comments.

Comment No. 5: The EAF submitted lacks the last two pages which are populated with information from the NYSDEC's database.

Response: The EAF package has been updated and was resubmitted to the Village on August 20, 2024, to include the pages from the NYSDEC EAF mapper.

Comment No. 6: It is noted that the project access drive is now directed to NYS Route 9W, just North of Dock Road. Previous versions of the project utilized Dock Road for both access points. The access drive contains a gate to restrict access to the community. This gate should be coordinated with Jurisdictional Emergency Services.

Response: The Applicant will coordinate with the Jurisdictional Emergency Services as necessary to ensure proper access to the Project Site.

Comment No. 7: The bulk table should be revised to identify the side yard setbacks one and both.

Response: In accordance with direction provided by the Town, the zoning table has been revised to indicate the required zoning for multiple dwellings. In addition, the setbacks have been revised on the layout and materials plans to match.

Comment No. 8: The building height should be further clarified. Building height is identified at 35' which would require fire access roads at 26' for structures greater than 30'. NYS Fire Code Appendix D would apply for aerial access.

Response: Per the Town of Marlborough Code, the height of a structure is defined as the distance measured from the mean level of ground surrounding the building to a point midway between the highest and lowest point of the roof. In accordance with that definition, the maximum height of a proposed structure on the Project Site is 26.25 feet. In accordance with the NYS Fire Code, aerial apparatus access roads are required if a building is 30' or higher. The NYS Fire Code defines the height of the building from grade to the eave of the roof. The proposed maximum height of a proposed structure on the Project Site, in accordance with this definition, is 20.5 feet. Therefore, an aerial apparatus access road is not proposed.

Comment No. 9: The Planning Board should review parking in proximity to the clubhouse. Three conventional parking and two accessible parking areas a proposed at the clubhouse.

Response: Parking has been provided at the Clubhouse to the best extent practicable. It is the applicant's intent to keep sufficient landscaping in that area between the parking and the nearest driveway. It is expected that the majority of people utilizing the Clubhouse will walk from their homes.

Comment No. 10: The emergency access road appears to require an easement across the Town's sewage treatment plant parcel. The emergency access appears to have two gates proposed consisting of 6' high black vinyl chain link fence, one at Dock Road and one in the vicinity of the project structure 103.

Response: The emergency access easement is shown on sheet C2.05. The Applicant will prepare the necessary documentation for that easement and submit to the Town under separate cover. Two emergency

access gates are provided to limit use of the access road, both off of Dock Road and via the Project Site. Access to these gates will be coordinated with the Jurisdictional Emergency Services.

Comment No. 11: *The plans do not appear to address storm water runoff from the emergency access road which is curbed and flows 100' from the site to the Dock Road intersection.*

Response: Drainage catch basins and drywells have been added to manage stormwater runoff for the emergency access road as shown on sheet C4.05.

Comment No. 12: *The profile of the emergency access should address the grades East of the centerline*

Response: Additional grading detail is shown east of the centerline of the emergency access road on sheet C4.05.

Comment No. 13: *It is requested the applicants identify if the site is balanced for cut and grading. Substantial grade changes along the main roadway are proposed to occur. Cuts in excess of 20' are depicted in the transition area between the cottages and the multi-family units.*

Response: The site was graded to be as balanced as possible within the design constraints to construct the project as shown. It is estimated that the Applicant will be required to import fill in order to complete the project.

Comment No. 14: *Many of the multi-family units appear to be proposed on substantial fills. Special construction techniques and/or compaction must be addressed on the plans.*

Response: Earthwork notes related to fill and compaction are provided on sheet C3.00.

Comment No. 15: *Discharge locations for all stormwater outfalls should be depicted.*

Response: All discharge locations have been depicted on the plans and labels have been added accordingly.

Comment No. 16: *Plans should address access to the proposed meter pit and RPZ. These are identified on steep slopes between Dock Road and the project access drive. No vehicular access appears available.*

Response: Plans have been updated to address the access to the proposed meter pit and RPZ. Areas have been regraded to minimize steep slopes where feasible.

Comment No. 17: *Inverts of sewer line within Dock Road should be depicted rather than identifying notes coordinated.*

Response: Inverts of the sewer line within dock road have been noted on sheet C4.01.

Comment No. 18: 2" water services are proposed to each residential structure in addition to a 4" fire service connection to the multi-family type structures. 2" water service seems large for residential use. Water Department's comments regarding the water connection should be received.

Response: Coordination with the plumbing engineer indicates that a 1 1/4" water service is required to each residential structure. Plans have been updated accordingly. In addition, the plans were revised in accordance with the NYS building code and the 4" fire services have been removed as they are not required.

Comment No. 19: A review of hydrant locations by the Jurisdictional Fire Department should be received. It is recommended a hydrant be provided in closer proximity to the clubhouse.

Response: In accordance with the NYS fire code the plans provide hydrants at locations not exceeding 400' from each other and within acceptable distances to all structures. The hydrant locations will be submitted to the Jurisdictional Fire Department for approval, and should they have comments they would be addressed accordingly.

Comment No. 20: A hydrant should be provided near the emergency access point entering the complex near building 103.

Response: An additional hydrant has been provided near the emergency access point.

Comment No. 21: Future submission of the SWPPP should address the 5-acre clearing limits or waiver requirements should 5-acre waiver be requested on the Town Board.

Response: The SWPPP identifies the requirement to disturb greater than 5-acres. Following site plan approval from the Planning Board, an application to the Town Board will be submitted.

Comment No. 22: The Planning Board previously discussed incorporating sidewalks into the plans for a more complete street use. This should be discussed further.

Response: It is noted that due to the site topography, accessible routes throughout the site and to the public right of way are not feasible except at the clubhouse entrance. In accordance with the Planning Board's request, sidewalks have been added to the plans. See the layout and materials plans for the proposed locations.

Comment No. 23: Similar comment as above for the meter pit and RPZ located along the emergency access road. Vehicle access should be provided to these for operation and maintenance.

Response: Plans have been updated to address the access to the proposed meter pit and RPZ. Areas have been regraded to minimize steep slopes where feasible.

Comment No. 24: As a general comment, several of the structures are located in close proximity to the Town's existing wastewater treatment facility. This should be noted on the plans regarding potential odors from the operation of the treatment plant.

Response: The Applicant acknowledges the distance to the wastewater treatment facility. They are in the process of determining if there are any odors that would cause concern to residents.

Comment No. 25: The applicants are requested to address trash removal from the site. No community dumpster area or recycle area was noted.

Response: A note is provided on Sheet C2.00 to address the trash removal from the site.

Comment No. 26: A detail labeled "6-12-foot" high chain link fence is depicted". 12' high chain link fence exceeds the maximum fence height permitted.

Response: The detail has been updated to show the 6' fence height.

Comment No. 27: The applicant's representative should confirm that all lighting proposed is dark sky compliant.

Response: It is confirmed that the proposed lighting is dark sky compliant.

Comment No. 28: It appears that insufficient lighting is provided at the clubhouse area. It is also noted that the large portion of the access drive in the multi-family area shows no proposed lighting.

Response: Lighting is provided at the parking in front of the clubhouse. There will be building-mounted lights at the clubhouse entrance. Lighting is provided minimally for vehicular wayfinding in accordance with the Applicant's intent for the property.

Comment No. 29: It is noted that catch basins contain 4' sumps. The reason for the very deep sumps should be addressed. Wall thickness is not specified on any of the catch basin details.

Response: The catch basin detail has been revised to show a structure with an 18" sump.

Comment No. 30: Internal drop manhole is specified. Comments from the Sewer Superintendent should be received regarding use of internal drop manholes rather than exterior drop manholes where required.

Response: Acknowledged. An application to the sewer agency is being made under separate cover.

Comment No. 31: The drop manholes identify a removable cap on the bypass pipe. A bypass pipe is typically left open should the drop manhole portion become clogged.

Response: The removable cap designation has been removed from the detail as required.

Comment No. 32: Ulster County Department of Health approvals for the watermain system and all RPZ devices is required. Locations of RPZ drainpipes and sizing of RPZ drainpipes should be depicted on the plans.

Response: RPZ drainpipes have been added to the plans as requested. An application to the Ulster County DOH will be submitted under separate cover.

Comment No. 33: Town of Marlborough standard hydrant should be called out of the plans.

Response: Town of Marlborough standard hydrants have been called out on the plans.

Comment No. 34: Drainage at the base of hydrants should be addressed to allow hydrants to drain between use.

Response: Hydrant locations have been chosen so that when they are drained, the water will be released onto the street gutters towards onsite drainage.

Comment No. 35: Meter pit details should be provided on future plans.

Response: Meter pit details have been provided on sheet C6.04.

Comment No. 36: The Planning Board should review the landscaping plan. Substantial landscaping is proposed at the frontage with the commercial properties on NYS Route 9W as well as around the existing house at Dock Road, however, the street trees are proposed within the development.

Response: Acknowledged.

Planning Board Public Hearing August 19, 2024 – Transcript

Comment No.1: It's not clear if the New York State DOT traffic forecaster was used for the background growth and what location was selected, if it was used.

Response: Data published by NYSDOT shows that traffic volumes on US Route 9W are decreasing by 0.9 percent per year. To provide a conservative evaluation, a growth rate of 0.5 percent per year was used. Trips associated with the Bayside Mixed-Use Development, Overlook Ponds, and the Dollar General were included as appropriate.

Comment No. 2: The existing traffic generally shows a split of 45/55, 55/55. An even split was shown on the analysis, Figure 2. Those were somewhat deceptive, and it looks like it's no longer a stop, but it clearly was analyzed as a stop coming out of Dock Road.

Response: It is expected that about 50 percent of the trips associated with the proposed project will travel to and from the north and 50 percent will travel to and from the south. The intersection was analyzed with stop control on the site access approach to US Route 9W.

Comment No. 3: I think we need some drawings so we can see where those areas that we need sight distance easements needed. It could also help, if in the future you wanted to locate a sign, we would know where not to put it.

Response: The available sight distances at the proposed site access meet the AASHTO guidelines for the 40-mph operating speed and no sight distance easements are needed. To maintain good sight lines, vegetation should be cleared and maintained a minimum of 14.5 feet back from the travel way. Site signage and landscaping have been designed appropriately.

Comment No. 4: The speed information is not in the report. I would presume that you have hourly and directional speed information on Route 9W, identifying where that was, and providing that information I think would be helpful to the Town. And I think that information should also be provided to the Town police.

Response: The speed data is attached to this letter.

Comment No. 5: In the Route 9 corridor study, there is information on accidents, and they also look at the driveways along the corridor. And I would suggest you take a look at that document and look at that specific area of Dock Road where the site access is and to see the report on what is shown in that study. I'm not asking to you find new information. I think that information is good enough and is on the Town website.

Response: The Route 9W Corridor Management Plan dated October 18, 2018 includes a recommendation for expanding the pedestrian network through construction of additional sidewalks and striping high visibility crosswalks near the proposed site access on US Route 9W. The Applicant proposes construction of a sidewalk with crosswalks on Dock Road and the Site Access approach to US Route 9W from the end of the sidewalk in front of The Falcon to the end of the project frontage.

Comment No. 6: Historically, in the prior project, they identified two wetlands. I read your wetland analysis, which I think was done prior to my statements that in the prior analysis they identified two wetlands. It could be that one or both of those may have been filled in under a nationwide permit, because I don't know what size they were, and I think they may have been moving soil around. So, it's possible those no longer exist. However, it's very clear from the school district's documents on the prior development, when they expanded the elementary school, which you back up onto, that they added buildings and that prior to doing that, there was a wetland at the bottom of that hill. And that probably may extend into your property. And living across the street from that, I've seen that entire area a pond. So, I am a little concerned to make sure that you are aware of the situation there so that people don't get flooded out, because I'm sure there's a lot more water going into that area prior to them actually delineating a wetland there.

Response: Two small and isolated wetlands, together less than 0.1 acres in size, were identified on the Project Site as part of a prior project assessment. These wetlands were observed on the Project Site in June 2011. However, as part of the environmental assessment for the current proposal, VHB prepared a wetland and watercourse Delineation Report in November 2021. As detailed in the Expanded Environmental Assessment for the project dated August 2024, wetland scientists confirmed that there are no wetland resources on the site. Based on aerial images of the site, the Applicant suspects that site work was conducted prior to the Applicant's ownership that could have changed the conditions since 2011. It is also noted that all stormwater runoff for the new development would be handled in accordance with Town and NYSDEC regulations to mitigate any potential ponding that may occur on the site.

Comment No. 7: On C2.00, the accessible sign does not conform to the New York State standard. It needs to be the active symbol, just like you have in the pavement markings.

Response: The Site Plans have been updated to show the conforming New York State Standard accessible sign.

Comment No. 8: Under 155-30, the -- I'm not sure I understand why you have such a small front yard when that regulation, A1, talks about a front yard of 40 feet and others of 30 feet.

Response: Setbacks have been updated on the site plans in accordance with the regulations for multiple dwellings.

Comment No. 9: Also, one of the questions that comes up is, what is the front yard? The front yard, under 155-16, E, the front yard is the wider of the two streets, which is likely Route 9W. So, your front yard may actually be on Route 9W because you have a corner lot. You have access to both Dock Road and Route 9W at the corner. So, take a look at that. You may have the wrong alignment on what the different yardages are. And I'm not sure if the yardages that you were using came out of the rezoning and some agreement in the rezoning, because I don't see that in the Code, which you have 10 feet and I think 15 feet.

Response: The proposed setbacks on the site plans are in conformance with the Town Code.

Comment No. 10: We had asked about some information about the Falcon parking, which is on the site, and I did not see any reference at all to that under the existing conditions or what's going to happen with that in the future. It may be something you're still dealing with.

Response: The Applicant is not able to accommodate the Falcon parking on the Project Site.

Comment No. 11: On C2.01, you show a traffic loop in the road. My experience with traffic loops is they don't last forever, and you might want to look at some new technology. Also, the problem with traffic loops is getting them sensitive enough to detect people on bicycles, much less, in this case, somebody who is walking. That's not going to detect somebody who is walking. What are they going to do? Walk around the fence on somebody else's property? So, you may want to have a different type of detection there so that pedestrians and bicyclists will be able to leave the site with the fence opening for them.

Response: The intent is only for vehicles to utilize the gates. Sidewalks have been provided which can be utilized by pedestrians and cyclists to get around the gate.

Comment No. 12: There is, I think, a need to have some wayfinding so that if the fire and emergency services has to come on the property, they will be able to know very quickly where the units are. So they have to go -- if they have to make the first left, they know what unit numbers are that way. You need some wayfinding. And you may want to look at signing for the property itself besides a private road sign, which I think requires Town Board approval to get the name approved.

Response: Community wayfinding signs will be provided by the Applicant. The signs are not depicted on the site plans as they have not been finalized.

Comment No.13: The County is going to want to see some efforts to have electric charging stations. And here what I might suggest is that you plan to have the outlets in the garage, because people will work in their garage anyway. People like to have outlets. And this will be long-term charging, because people will probably be here overnight. So, the cheapest way for you to provide electric charging stations is provide them inside the garage or at the edge of the garage for long-term charging.

Response: Electric charging stations may be provided upon the future homeowners' request.

Comment No. 14: I am somewhat concerned about some of the trees blocking the sight lines of people coming out of the interior roads.

Response: The trees identified on the landscape plan where vehicles are exiting from interior roads are identified as *Liquidambar styraciflua* (Sweet Gum). The lower branches of the trees will be higher than the 3.5-foot eye height for a driver.

Comment No. 15: At the entrance, you have a call box. And what I'm concerned with here is what the distance is between the call box and the road. Is a truck, who stops to make a delivery or someone who is in a tractor trailer who is bringing -- helping somebody move, is that truck going to be sticking out very close to Route 9W, blocking people from coming in?

Response: The call box is approximately 55-feet from US Route 9W providing enough space for two visitors and/or delivery vehicles to queue before impact the Site Access with US Route 9W.

Comment No. 16: When I look at that road, it looks like it goes over the property lines, so that's something that I think needs to be clarified. And maybe what you want to do is take this whole section and move it further onto the property so that there is no back-up at all to Route 9W.

Response: The Proposed Actions include a lot line adjustment which has been reflected on the Site Plans and now shows that the access to the Project Site will be provided entirely within the site boundaries once the lot line modification is finalized.

Comment No. 17: Now, there is on some of your site plans, that piece of property that's opposite -- on the opposite side of Dock Road, which is in some of your plans and not in other of your plans. And I think that needs to be discussed. You don't seem to be proposing anything there, and maybe it's not there to be developable, but on some of the plans you're showing it and on some of the plans you're not showing it. I think that needs to be clarified, what exactly is going to be happening to that particular piece of property.

Response: The Site Plans have been updated to consistently show the property on the south side of Dock Road.

Comment No. 18: I'm very disappointed that my request for the sidewalks was not really taken into account when you came forward with this project. How does somebody who is in this gated community walk up into town or get down to the pool without driving?

Response: It is noted that due to the site topography, accessible routes throughout the site and to the public right of way are not feasible except at the clubhouse entrance. In accordance with the Planning Boards

request, sidewalks have been added to the plans. See the layout and materials plans for the proposed locations.

Comment No. 19: *What I'm concerned about is how these kids are going to get to the schools next to it. A bus picking them up on 9W is not safe. So, I want to make sure that bus is off the road and in the complex somewhere.*

Response: The Applicant Team met with the School District on October 17, 2024. Per the guidance from the School District, bus pickup along Route 9W is the preferred method, and the Applicant has provided a safe queuing zone within the site to provide a location set back from the roadway in which to wait for bus arrival.

Comment No. 20: *I think that what you should do is supplement the information that you gave and use the census data. You know how many policemen there are part time, full time. Look at that and say, okay, here's the population, and here's the police -- look at the average number of full-time police -- and where do we fit compared to the national average? Dealing with school kids, we have X population of school kids there. We could do it by all the units and come up with a number that represents Marlboro and where we are, because it would also help to know if we are way below some of these numbers and really need more police or we have more than adequate police to help substantiate that we don't need more police. To look at something very local and compare that to some of these national recommendations I think would be helpful in convincing the public that the numbers that you're presenting are good for us.*

Response: It is noted that the Orchard Hills Landings development and Hudson West (formerly Bayside Development project) are two multifamily developments located in proximity to the Project Site. As reported in the environmental review documents for the Hudson West development, in 2017, it was identified that the 260-unit Orchard Hills Landings Development yielded a total of 52 school aged children (SAC), which equates to a multiplier of 0.2 SAC per unit. When applying that multiplier to the number of units proposed (103 units), the Proposed Action would yield 20.8 (21) SAC. Additionally, in 2017, it was estimated that the 104-unit Hudson West would yield 18 SAC at full occupancy, which equates to a multiplier of 0.17 SAC per unit. When applying that multiplier to the proposed 103 units, the Proposed Action would yield 17.8 (18) SAC. The Expanded EA for the Proposed Action dated August 2024 estimated that 27 SAC would be generated by the project. Based on the above, the SAC generation calculation in the Expanded EA is considered a conservative estimate in comparison to the two multifamily developments nearby within the school district.

According to the United States Census Bureau, in 2020 the population of the Town of Marlborough. There are 23 full time equivalent employees within the Town of Marlborough Police Department, which equates to one full time Police Department employee for every 273 persons that reside in the Town. As mentioned in the Expanded EA, the Proposed Action is estimated to introduce a population of 259 people into the Town. Therefore, similar to the findings within the Expanded EA, the project would generate the need for less than one full time Police Department employee (approximately 0.68 persons).

Thank you for your assistance with this project and please contact our office if you have any questions or require additional information.



Very truly yours,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

A handwritten signature in black ink that reads "Angelo Laino".

Angelo Laino, PE
Project Manager
enc.

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Direction 1		0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	75	Total
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14:00	0	0	6	20	35	102	195	58	7	2	0	0	0	0	0	0	425	
15:00	0	7	16	7	35	167	326	103	10	1	0	0	0	0	0	0	672	
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17:00	0	2	12	9	22	165	372	105	3	0	0	0	0	0	0	0	690	
18:00	0	0	0	0	0	79	294	130	6	4	0	0	0	0	0	0	513	
19:00	0	0	0	0	4	26	183	135	7	2	1	0	0	0	0	0	358	
20:00	0	0	0	0	2	23	123	73	17	0	0	0	0	0	0	0	238	
21:00	0	0	0	0	0	25	100	70	7	1	0	0	0	0	0	0	203	
22:00	0	0	0	0	0	23	92	39	4	2	0	0	0	0	0	0	160	
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Total	0	9	38	37	104	738	2091	908	84	12	1	0	0	0	0	0	4022	

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Direction 1

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	75	Total
11/16/22	0	0	0	0	1	4	35	32	5	0	0	0	0	0	0	0	77
01:00	0	0	0	0	0	5	10	10	10	0	1	0	0	0	0	0	36
02:00	0	0	0	0	1	3	12	8	3	1	0	0	0	0	0	0	28
03:00	0	0	0	0	0	0	16	10	1	0	0	0	0	0	0	0	27
04:00	0	0	0	0	0	7	15	14	3	0	0	0	0	0	0	0	39
05:00	0	0	0	0	4	12	47	41	10	1	0	0	0	0	0	0	115
06:00	0	0	0	0	0	8	126	174	20	1	0	0	0	0	0	0	329
07:00	0	0	0	1	15	88	318	183	19	1	0	0	0	0	0	0	625
08:00	0	0	0	0	13	148	473	194	8	1	0	0	0	0	0	0	837
09:00	0	51	121	56	25	89	211	106	11	1	0	0	0	0	0	0	671
10:00	0	0	0	1	0	37	195	174	20	3	0	0	0	0	0	0	430
11:00	0	0	0	0	6	47	203	146	23	3	0	0	0	0	0	0	428
12 PM	0	0	0	0	6	59	259	146	19	1	0	0	0	0	0	0	490
13:00	0	0	0	1	2	46	250	146	28	2	0	0	0	0	0	0	475
14:00	0	0	2	13	23	94	280	148	10	1	0	0	0	0	0	0	571
15:00	0	2	2	0	16	110	370	133	11	2	1	0	0	0	0	0	647
16:00	0	1	4	9	18	118	360	125	7	0	0	0	0	0	0	0	642
17:00	0	0	3	6	61	234	329	68	1	0	0	0	0	0	0	0	702
18:00	0	0	0	0	4	71	318	120	8	1	0	0	0	0	0	0	522
19:00	0	0	0	0	1	65	260	104	8	1	0	0	0	0	0	0	439
20:00	0	0	0	0	0	20	161	97	15	0	0	0	0	0	0	0	293
21:00	0	0	0	0	2	36	86	87	11	0	0	2	0	1	0	0	225
22:00	0	0	0	0	0	12	61	67	16	0	0	0	0	0	0	0	156
23:00	0	0	0	0	0	6	35	45	11	2	0	1	0	0	0	0	100
Total	0	54	132	87	198	1319	4430	2378	278	22	2	3	0	1	0	0	8904

Tri-State Traffic Data Inc.
 184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

Direction 1

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	75	Total
11/17/22	0	0	0	0	0	13	35	26	6	2	0	0	0	0	0	0	82
01:00	0	0	0	0	0	4	10	10	2	0	0	0	0	0	0	0	26
02:00	0	0	0	0	0	2	8	10	5	1	0	0	0	0	0	0	26
03:00	0	0	0	0	0	0	11	10	2	0	0	0	0	0	0	0	23
04:00	0	0	0	0	0	5	26	11	5	1	1	0	0	0	0	0	49
05:00	0	0	0	0	0	5	41	57	20	3	1	0	0	0	0	0	127
06:00	0	0	0	0	0	8	206	150	15	4	0	0	0	0	0	0	383
07:00	0	0	0	4	4	76	326	254	25	2	0	0	0	0	0	0	691
08:00	0	0	1	0	2	72	417	280	25	4	0	0	0	0	0	0	801
09:00	0	77	137	69	50	80	186	94	7	0	0	0	0	0	0	0	700
10:00	0	0	0	1	5	78	284	133	8	0	0	0	0	0	0	0	509
11:00	0	1	0	0	3	72	298	125	15	0	0	0	0	0	0	0	514
12 PM	0	0	1	2	4	57	305	153	13	1	0	0	0	0	0	0	536
13:00	0	0	0	0	11	77	334	142	15	1	0	0	0	0	0	0	580
14:00	0	0	0	0	9	97	308	127	17	4	0	0	0	0	0	0	562
15:00	0	0	0	0	16	145	397	133	24	1	0	0	0	0	0	0	716
16:00	0	27	40	37	50	130	221	76	11	1	0	0	0	0	0	0	593
17:00	0	3	11	14	27	289	299	60	1	0	0	0	0	1	0	0	705
18:00	0	0	4	11	43	223	248	56	5	0	0	0	0	0	0	0	590
19:00	0	0	3	4	30	100	223	69	10	1	0	0	0	0	0	0	440
20:00	0	0	0	1	7	64	221	69	1	0	0	0	0	0	0	0	363
21:00	0	0	0	0	3	40	127	56	4	0	1	0	0	0	0	0	231
22:00	0	0	0	3	8	20	95	48	6	1	0	0	0	0	0	0	181
23:00	0	0	0	0	1	18	60	40	11	0	0	0	0	0	0	0	130
Total	0	108	197	146	273	1675	4686	2189	253	27	3	0	0	0	1	0	9558

Tri-State Traffic Data Inc.
 184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

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Direction 1

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	75	Total
11/18/22	0	0	0	0	1	6	40	24	4	0	3	0	0	0	0	0	78
01:00	0	0	0	0	1	5	16	15	4	0	0	0	0	0	0	0	41
02:00	0	0	0	0	0	4	18	8	2	0	0	0	0	0	0	0	32
03:00	0	0	0	0	0	8	17	17	6	1	0	0	0	0	0	0	49
04:00	0	0	0	0	1	5	17	13	8	2	0	0	0	0	0	0	46
05:00	0	0	0	0	0	9	40	50	12	3	0	0	0	0	0	0	114
06:00	0	0	0	0	1	11	175	115	28	1	0	0	0	0	0	0	331
07:00	0	0	0	0	11	97	355	179	20	2	0	0	0	0	0	0	664
08:00	0	0	4	8	2	77	390	272	37	1	0	0	0	0	0	0	791
09:00	0	69	101	45	16	77	241	85	10	1	0	0	0	0	0	0	645
10:00	0	0	0	0	3	41	260	188	39	4	0	0	0	0	0	0	535
11:00	0	0	0	0	3	49	271	195	42	2	0	0	0	0	0	0	562
12 PM	0	1	0	2	9	70	293	186	22	1	0	0	0	0	0	1	585
13:00	0	0	4	3	1	53	267	180	23	3	0	0	0	0	0	0	534
14:00	0	1	3	4	5	85	345	170	30	5	0	0	0	0	0	0	648
15:00	0	6	20	21	34	119	360	134	17	1	0	0	0	0	0	0	712
16:00	0	0	8	13	21	145	346	119	16	1	0	0	0	0	0	0	669
17:00	0	0	0	6	20	174	369	94	15	0	0	0	0	0	0	0	678
18:00	0	0	3	9	31	200	331	72	4	1	0	0	0	0	0	0	651
19:00	0	0	1	1	16	73	284	120	17	0	1	0	0	0	0	0	513
20:00	0	0	0	1	10	55	171	77	16	1	0	0	0	0	0	0	331
21:00	0	0	0	1	9	42	151	79	8	1	0	1	1	0	0	0	293
22:00	0	0	0	1	1	22	117	71	9	0	0	0	0	0	0	0	221
23:00	0	0	1	1	0	9	63	91	17	4	1	0	0	0	0	0	187
Total	0	77	145	116	196	1436	4937	2554	406	35	5	1	1	0	1	1	9910

Tri-State Traffic Data Inc.

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184 Baker Rd

Coatesville PA 19320

Serving Transportation Professionals since 1995

Direction 1

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	75	Total
11/19/22	0	0	0	0	0	6	34	42	18	3	0	0	0	0	0	0	103
01:00	0	0	0	0	2	7	15	36	4	1	0	0	0	0	0	0	65
02:00	0	0	0	0	0	3	11	20	5	2	0	0	0	1	0	0	42
03:00	0	0	0	0	0	1	13	19	8	5	0	1	0	0	0	0	47
04:00	0	0	0	0	0	1	21	20	5	2	2	0	0	0	0	0	51
05:00	0	0	0	0	0	1	12	30	11	1	0	0	0	0	0	0	55
06:00	0	0	0	0	0	0	39	71	25	1	1	0	0	0	0	0	137
07:00	0	0	0	0	0	3	53	109	38	3	2	0	0	0	0	0	208
08:00	0	0	0	0	0	12	125	179	43	3	1	0	0	0	0	0	363
09:00	0	0	0	1	0	19	177	188	46	4	0	0	0	0	0	0	435
10:00	0	0	0	0	4	47	290	187	26	2	0	0	0	0	0	0	556
11:00	0	0	0	0	6	53	300	191	32	1	0	0	0	0	0	0	583
12 PM	0	1	0	1	6	66	258	128	15	1	0	0	0	0	0	0	476
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	0	1	0	2	18	219	1348	1220	276	29	6	1	0	1	0	3121	
Grand Total	0	249	512	388	789	5387	17492	9249	1297	125	17	5	1	3	1	35515	

Stats

15th Percentile : 28 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 39 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH

Number in Pace : 26741
 Percent in Pace : 75.3%

Number of Vehicles > 55 MPH : 10
 Percent of Vehicles > 55 MPH : 0.0%

Tri-State Traffic Data Inc.

184 Baker Rd
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Serving Transportation Professionals since 1995

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Direction 2

Start Time	05	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
11/15/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	3	21	35	82	196	100	30	4	1	0	0	0	0	0	472
15:00	0	6	41	49	133	283	178	41	2	2	0	0	0	0	0	735
16:00	0	4	18	47	107	263	198	61	8	0	0	0	0	0	0	706
17:00	0	10	71	88	191	295	208	33	0	0	0	0	0	0	0	896
18:00	0	6	36	41	71	174	222	89	11	0	0	0	0	0	0	650
19:00	0	0	1	7	10	64	173	69	11	6	0	0	0	0	0	341
20:00	0	0	0	2	12	48	99	66	11	2	0	0	0	0	0	240
21:00	0	0	0	0	6	23	66	64	16	1	0	0	0	0	0	176
22:00	0	0	0	0	1	25	54	47	9	4	0	0	0	0	0	140
23:00	0	0	0	0	1	10	32	33	17	6	1	0	0	0	0	100
Total	0	29	188	269	614	1381	1330	533	89	22	1	0	0	0	0	4456

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 184 Baker Rd
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Serving Transportation Professionals since 1995

Direction 2

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	75	Total
11/16/22	0	0	0	0	0	8	24	30	9	5	0	0	0	0	0	0	76
01:00	0	0	0	0	4	1	8	7	5	0	0	0	0	0	0	0	25
02:00	0	0	0	0	0	2	5	7	2	0	0	0	0	0	0	0	16
03:00	0	0	0	0	1	5	14	8	4	1	0	0	0	0	0	0	33
04:00	0	0	0	0	0	6	18	18	15	1	1	1	0	0	0	0	60
05:00	0	0	0	1	0	8	26	44	35	9	2	0	0	0	0	0	125
06:00	0	0	0	0	4	25	137	118	42	9	1	0	0	0	0	0	336
07:00	0	0	0	11	56	195	259	106	18	2	0	0	0	0	0	0	647
08:00	0	2	5	10	31	151	234	114	25	3	0	0	0	0	0	0	575
09:00	0	5	35	62	59	148	169	57	11	0	0	0	0	0	0	0	546
10:00	0	0	3	5	18	108	188	108	20	3	1	0	0	0	0	0	454
11:00	0	0	0	3	29	122	198	96	18	1	0	0	0	0	0	0	467
12 PM	0	0	0	5	41	127	214	104	16	0	0	0	0	0	0	0	507
13:00	0	0	0	7	42	139	195	95	9	0	0	0	0	0	0	0	487
14:00	0	0	12	24	61	167	197	92	8	1	0	0	0	0	0	0	562
15:00	0	5	23	39	103	222	244	63	12	0	0	0	0	0	0	0	711
16:00	0	17	82	117	125	220	215	55	6	0	0	0	0	0	0	0	837
17:00	0	13	131	194	179	206	159	30	3	0	0	0	0	0	0	0	915
18:00	0	3	18	39	51	160	249	79	9	3	0	0	0	0	0	0	611
19:00	0	0	9	13	13	87	181	71	17	2	0	0	0	0	0	0	393
20:00	0	0	0	1	3	36	133	99	28	4	1	0	0	0	0	0	305
21:00	0	0	0	0	1	36	109	63	33	3	1	0	0	0	0	0	246
22:00	0	0	0	0	1	9	56	47	26	5	0	0	1	0	0	0	145
23:00	0	0	0	0	0	6	54	35	11	2	1	2	1	0	0	0	112
Total	0	45	318	531	822	2194	3286	1546	382	54	8	3	2	0	0	0	9191

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Serving Transportation Professionals since 1995

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Direction 2		Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		
11/17/22	0	0	0	0	0	0	8	19	33	11	5	1	1	0	0	0	0	78
01:00	0	0	0	0	0	0	5	7	12	1	3	2	0	0	0	0	0	30
02:00	0	0	0	0	0	0	1	6	7	0	2	1	0	0	0	0	0	17
03:00	0	0	0	0	0	0	3	17	9	3	1	0	1	0	0	0	0	34
04:00	0	0	0	0	0	0	3	17	20	11	3	2	0	0	0	0	0	56
05:00	0	0	0	0	0	1	2	35	52	35	17	3	1	0	0	0	0	146
06:00	0	0	0	0	0	1	24	131	140	66	17	0	0	0	0	0	0	379
07:00	0	0	0	0	7	49	154	276	143	19	4	1	0	0	0	0	0	653
08:00	0	1	14	21	20	82	210	183	40	0	1	0	0	0	0	0	0	572
09:00	0	6	29	33	85	155	210	70	10	0	0	0	0	0	0	0	0	598
10:00	0	5	5	17	19	120	228	95	15	3	0	1	0	0	0	0	0	508
11:00	0	2	4	19	26	134	246	73	6	0	0	0	0	0	0	0	0	510
12 PM	0	1	1	2	21	130	219	122	20	1	0	0	0	0	0	0	0	517
13:00	0	3	7	16	40	113	203	135	15	1	0	0	0	0	0	0	0	533
14:00	0	3	23	47	75	166	219	54	3	1	0	0	0	0	0	0	0	591
15:00	0	5	23	59	153	259	171	46	6	0	0	0	0	0	0	0	0	722
16:00	0	52	172	155	114	137	121	18	4	4	0	0	0	1	0	0	0	778
17:00	0	21	114	137	146	247	172	40	7	0	0	0	0	0	1	0	0	885
18:00	0	7	57	60	120	227	208	54	10	1	0	0	0	0	0	0	0	744
19:00	0	1	0	0	24	126	161	60	8	1	0	0	0	0	0	0	0	381
20:00	0	0	0	0	17	99	138	74	20	3	0	0	0	0	0	0	0	351
21:00	0	0	0	2	7	55	137	53	7	2	0	0	0	0	0	0	0	263
22:00	0	0	1	4	18	44	86	35	11	2	0	0	0	0	0	0	0	201
23:00	0	0	0	0	3	22	40	31	8	4	1	0	0	0	0	0	0	109
Total	0	107	450	579	939	2316	3277	1559	336	75	12	4	1	1	0	0	0	9656

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Direction 2

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	75	Total
11/18/22	0	0	0	0	1	5	23	28	11	1	1	1	0	0	0	0	71
01:00	0	0	0	0	0	4	8	13	7	1	1	0	0	0	0	0	34
02:00	0	0	0	0	0	4	7	10	4	1	0	0	0	0	0	0	26
03:00	0	0	0	0	1	3	9	15	7	2	1	0	0	0	0	0	38
04:00	0	0	0	0	0	6	16	26	12	3	1	0	0	0	0	0	64
05:00	0	0	0	0	0	5	41	48	32	13	0	0	0	0	0	0	139
06:00	0	0	0	0	1	18	122	161	48	7	1	0	0	0	0	0	358
07:00	0	0	0	7	34	157	284	114	25	3	0	0	0	0	0	0	624
08:00	0	0	4	2	15	119	249	172	20	1	1	0	0	0	0	0	583
09:00	0	5	8	22	104	198	175	61	12	1	0	0	0	0	0	0	586
10:00	0	0	4	14	36	83	188	134	25	3	1	0	0	0	0	0	488
11:00	0	3	18	27	28	116	203	93	12	1	0	0	0	0	0	0	501
12 PM	0	2	9	19	83	183	229	64	3	1	0	0	0	0	0	1	594
13:00	0	2	12	36	59	170	234	75	9	1	0	0	0	0	0	0	598
14:00	0	4	32	46	108	184	198	35	6	3	0	0	0	0	0	0	616
15:00	0	5	51	112	152	221	191	42	2	0	0	0	0	0	0	0	776
16:00	0	20	95	184	160	264	145	27	2	0	0	0	0	0	0	0	897
17:00	0	20	112	162	189	245	113	16	5	0	1	0	0	0	0	0	863
18:00	0	14	40	74	103	201	172	32	2	0	0	0	0	0	0	0	638
19:00	0	0	7	11	34	124	165	57	10	1	0	0	0	0	0	0	409
20:00	0	1	0	11	26	92	121	61	9	1	0	0	0	0	0	0	322
21:00	0	0	0	2	11	54	147	70	6	1	0	0	0	0	0	0	291
22:00	0	0	2	6	17	63	114	45	10	3	0	0	0	0	0	0	260
23:00	0	0	1	3	3	20	79	54	18	1	0	0	0	0	0	0	179
Total	0	76	395	738	1165	2539	3233	1453	297	49	8	1	0	0	1	1	9955

Tri-State Traffic Data Inc.
 184 Baker Rd
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Direction 2																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
11/19/22	0	0	0	0	1	6	28	43	23	6	1	0	0	0	0	108
01:00	0	1	3	2	2	7	18	30	17	1	3	0	0	0	0	84
02:00	0	0	0	0	1	6	15	20	4	3	0	0	0	0	0	49
03:00	0	0	0	0	0	4	8	9	11	5	1	1	0	0	0	39
04:00	0	0	0	0	1	7	13	20	12	2	1	0	1	0	0	57
05:00	0	0	0	0	0	2	18	32	22	7	2	0	1	0	0	84
06:00	0	0	0	0	1	2	9	41	42	18	9	0	0	0	0	122
07:00	0	0	0	2	1	15	82	93	35	13	0	1	0	0	0	242
08:00	0	0	0	0	3	33	118	112	41	14	1	0	0	0	0	322
09:00	0	0	5	6	14	66	191	116	38	4	1	0	0	0	0	441
10:00	0	0	2	10	25	114	275	121	17	1	0	0	0	0	0	565
11:00	0	2	6	24	48	181	264	86	10	0	0	0	0	0	0	621
12 PM	0	2	7	27	53	148	158	42	6	0	0	0	0	0	0	443
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	5	23	72	151	598	1229	766	254	65	10	2	2	0	0	3177
Grand Total	0	262	1374	2189	3691	9028	12355	5857	1358	265	39	10	5	1	1	36435

Stats	15th Percentile :	22 MPH
	50th Percentile :	30 MPH
	85th Percentile :	36 MPH
	95th Percentile :	39 MPH
	Mean Speed(Average) :	30 MPH
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	21383
	Percent in Pace :	58.7%
	Number of Vehicles > 55 MPH :	17
	Percent of Vehicles > 55 MPH :	0.0%