

VILLAGE OF OSSINING US ROUTE 9 ROAD DIET TRAFFIC STUDY



DRAFT FINAL REPORT
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TABLE OF CONTENTS

Table of Contents	ii
List of Tables & Charts	iii
List of Exhibits	iii
List of Appendices	iii
Executive Summary	iv
Chapter 1. Introduction	1
Chapter 2. Existing Conditions	4
A. Corridor Conditions	4
1. Pedestrians	4
2. Bicycles	5
3. Transit	5
B. Accident History	6
C. Stakeholder and Public Participation	7
D. Traffic Volumes	8
Data Collection	8
E. Operations	10
Chapter 3. Alternatives and Evaluation	12
A. Future Traffic Volumes	12
B. Roadway Layout & Corridor Improvements	12
Pedestrian Safety at the US Route 9/Croton Avenue Intersection	13
Reconfiguring Broadway to Full-Movement	14
Reconfiguration of Church Street	15
C. Operations	15
D. Funding & Implementation	16
Chapter 4. Conclusions and Recommendations	17

TABLE OF CONTENTS - CONTINUED

List of Tables & Charts

Table 2.1 – Summary of Focus Group Discussion	7
Table 2.2 – Summary of ATR Data	8
Chart 2.1 – Comparison of Hourly Traffic Volumes.....	9
Table 2.3 – Existing Overall Level of Service.....	10
Table 2.4 – Existing Conditions Simulated Travel Times (Minutes:Seconds).....	11
Table 3.1 – Summary of Base Improvements	13
Table 3.2 – Level of Service Summary.....	15
Table 3.3 – Null 2032 vs Build 2032 Simulated Travel Times (Minutes:Seconds)	16

List of Exhibits

Exhibit 1.1 – Study Area Intersections	1
Exhibit 1.2 – Visualization of Road Diet Configuration.....	2
Exhibit 2.1 – Existing Roadway Configuration (US Route 9/Aqueduct St. Facing South)	4
Exhibit 2.2 – Intersection of US Route 9/Waller Ave./Emwilton Pl.....	5
Exhibit 2.3 – Mid-Block Conflict Points for Four-Lane Undivided and Three-Lane Cross Section.....	6
Exhibit 2.4 – Crossing/Through Traffic Conflict Points at Intersections for a Four-Lane Undivided Roadway and a Three-Lane Cross Section.....	6
Exhibit 2.5 – Major-Street Left-Turn Sight Distance for Four-Lane Undivided Roadway and Three-Lane Cross Section.....	6
Exhibit 3.1 – Road Diet Concept at Intersection of US Route 9/Waller Ave./Emwilton Pl.....	12
Exhibit 3.2 – Table 1 “Comparison of Exclusive and Concurrent Pedestrian Phasing”	13
Exhibit 3.3 – Road Diet Concept at Intersection of US Route 9/Croton Ave./Broadway	14
Exhibit 3.4 – Road Diet Concept at Intersection of US Route 9/Church St	15

List of Appendices

Appendix A.....	Accident Summary
Appendix B	Focus Group Report
Appendix C	NYSDOT Traffic Volume Data
Appendix D.....	2021 As-Counted Traffic Volumes
Appendix E	Technical Memo & Correspondence Regarding Calibration
Appendix F	Level of Service & Arterial Level of Service Reports

EXECUTIVE SUMMARY

The Village of Ossining has commenced a study in concert with the New York State Department of Transportation to better understand how the US Route 9 corridor within the Village can be reimagined to break down the divide between the east and west side of the Village and better connect the two neighborhoods. A Technical Advisory Committee (TAC) was established to guide this study and review and provide feedback on interim and final study products. The TAC consisted of staff from the Village of Ossining, representatives from the Village of Ossining Board of Trustees, the New York State Department of Transportation (NYSDOT), and the consultant firms. The TAC convened monthly to review progress and advance the study.

Creighton Manning Engineering, LLP (CM), on behalf of the Village of Ossining commenced a study in January 2021 to evaluate the feasibility of implementing a road diet along the US Route 9 (Highland Ave/Albany Post Rd) corridor within the Village from Cedar Lane to Cedar Place. While CM's involvement in this effort has been made over one calendar year, the Village of Ossining has had a dialogue about a road diet on US Route 9 since the late 1990s and various Village studies have identified a road diet as a way to achieve the kind of downtown area that stakeholders desire. The limits of the study were chosen as they are where the existing roadway transitions to/from a two-lane to a four-lane roadway. The keystone of the study corridor is the signalized intersection of US Route 9/Croton Avenue/Broadway, where primary north-south and east-west traffic flows converge. The intersection is a key focus of the study and a significant opportunity for safety and operational improvements for pedestrians and drivers alike.

A road diet reduces the number of travel lanes and the effective width of the roadway by re-striping the pavement surface. The reallocation of space can result in improved safety for pedestrians by reducing the potential vehicle conflicts; for cyclists by providing more space on the roadway; and for vehicles by providing clear delineation, exclusive left-turn lanes at intersections, and fewer overall conflict points. In addition, the reallocation of pavement provides the Village with the opportunity to create, at a relatively low cost, additional parking, which has been identified as a need by the Village's ongoing Mobility and Parking Management Study.

The goals of the study are to provide an assessment of the feasibility, benefits, and impacts of a road diet in the corridor by evaluating a three-lane roadway configuration, consisting of one travel lane in each direction with a center two-way-left-turn lane and with signal coordination.

The analysis shows that the implementation of a road diet beginning south of Cedar Lane and extending north to Cedar Place with traffic signal coordination is feasible, with the following tradeoffs:

Potential Advantages	Potential Disadvantages
Crash rate and crash severity reductions	Minor increase in corridor travel times
Improved pedestrian and bicyclist comfort	Increased traffic diversion
Reduced travel speeds	Increased delay for side street approaches
Opportunities for streetscapes	
Exclusive left-turn lanes	
Community character and quality-of-life enhancements	

A municipality's decision to support a road diet involves an understanding of the trade-offs. Generally, road diets do not reduce corridor travel times since one of their goals is to reduce travel speeds. However, the reduction in travel speeds is not intended to result in congestion, but rather in a more balanced and comfortable environment for all road users, including drivers. Compared to other infrastructure projects, road diets are a cost-effective solution to traffic calming and often can be completed through a restriping of the existing pavement surface. However, they also allow for greater investment in Complete Streets initiatives in the form of on-street parking and streetscapes.

CHAPTER 1. INTRODUCTION

The Village of Ossining has commenced a study in concert with the New York State Department of Transportation to better understand how the US Route 9 corridor within the Village can be reimagined to break down the divide between the east and west side of the Village and better connect the two neighborhoods. A “Road Diet” is when a road is reduced in the number of travel lanes and/or the effective width thus changing the character of the roadway and enhancing parking, safety and aesthetics along the corridor. A Technical Advisory Committee (TAC) was established to guide this study and review and provide feedback on interim and final study products. The TAC consisted of staff from the Village of

Ossining, representatives from the Village of Ossining Board of Trustees, the New York State Department of Transportation (NYSDOT), and the consulting firms. The TAC convened monthly to review progress and advance the study.

The study area consisted of the US Route 9 (Highland Ave/ Albany Post Rd) corridor within the Village from Cedar Lane to Cedar Place. These limits for the study were chosen as they are where the existing roadway transitions to/from a two-lane to a four-lane roadway. The keystone of the study corridor is the signalized intersection of US Route 9/Croton Avenue/Broadway, where primary north-south and east-west traffic flows converge. The intersection is a key focus of the study and a significant opportunity for safety and operational improvements for pedestrians and drivers alike. The study area is illustrated on the map below and includes the following intersections (listed from north to south):

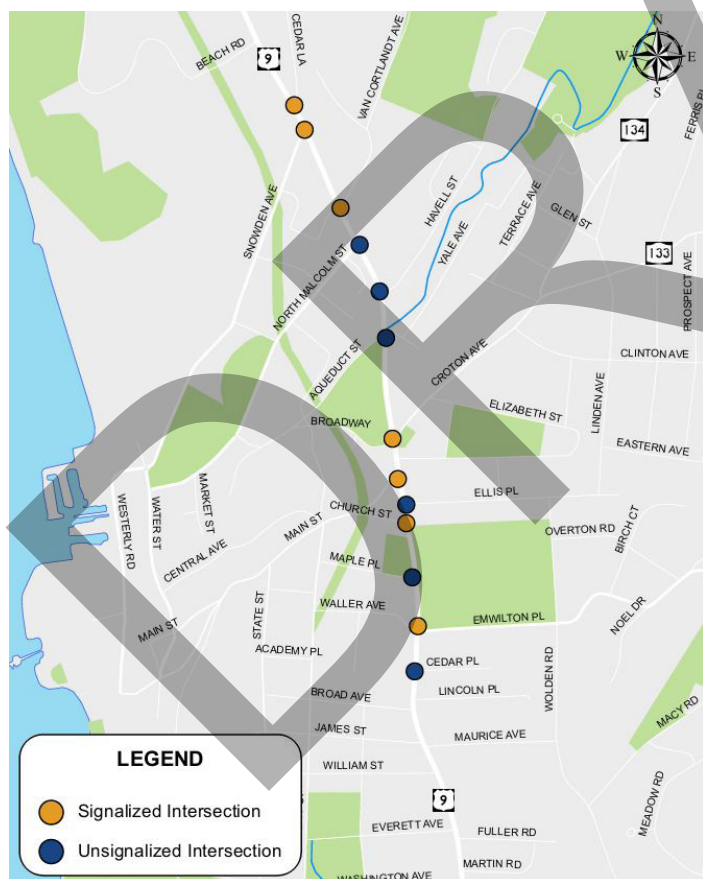


Exhibit 1.1 - Study Area Intersections

Intersection	Control*
• US Route 9/Cedar Ln	S
• US Route 9/Snowden Ave	S
• US Route 9/Montgomery St/Van Cortlandt Ave	S
• US Route 9/N Malcolm St	U
• US Route 9/Havell St	U
• US Route 9/Aqueduct St/Denny St	U
• US Route 9/Croton Ave/Broadway	S
• US Route 9/Main St	S
• US Route 9/Ellis Pl	U
• US Route 9/Church St	S
• US Route 9/Maple Pl	U
• US Route 9/Waller Ave/Emwilton Pl	S
• US Route 9/Cedar Pl	U
*S/U= Signalized/Unsignalized	

Over the past two decades, multiple studies and public forums have sought to better the Village through improvements to the mobility. Specifically, the 2009 Comprehensive Study¹ set forth two objectives: 1) Improve Traffic Conditions The

¹ Village of Ossining Comprehensive Plan Steering Committee, Phillips Preiss Shapiro Associates, Inc., *Village of Ossining Comprehensive Plan*, July 2009.

U.S Department of Transportation Federal Highway Administration (FHWA) states that the primary benefits of a road diet include “enhanced safety, mobility, and access for all road users and a ‘complete streets’ environment to accommodate a variety of transportation modes.” The FHWA provides information about road diets, and notes that the typical road diet involves the reallocation of pavement from four travel lanes (two in each direction) to one travel lane in each direction with a center two-way left-turn lane, as shown in Exhibit 1.2 from the FHWA website.

The reallocation of space can result in improved safety for vehicles by providing clear delineation and fewer decision points; for pedestrians by reducing the potential vehicle conflicts; and for cyclists by providing them dedicated space on the roadway. Within the study corridor, there are a number of potential benefits associated with the potential implementation of a road diet.

Below are several identified benefits detailed in works published by the American Association of State Highway and Transportation Officials (AASHTO) and the FHWA.^{2,3}

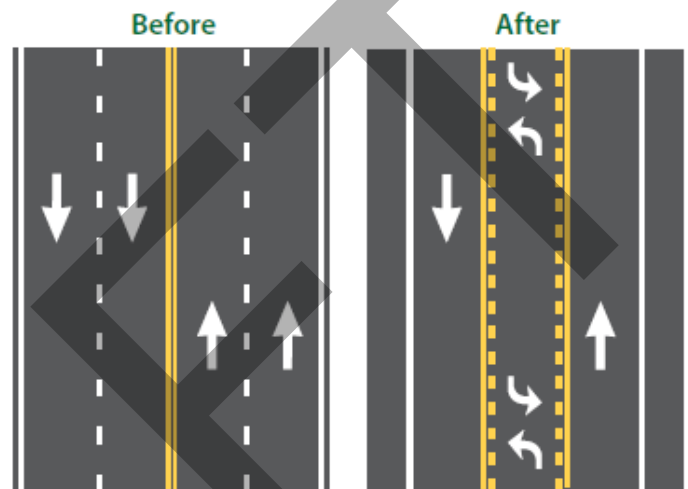


Exhibit 1.2 - Visualization of Road Diet Configuration

- With one travel lane in each direction, top-end travel speeds are moderated by those who are following posted speed limits, which may reduce potential crash severities for all users.
- It may be feasible to include a raised median or small refuge islands at some pedestrian crossing locations, making it easier for pedestrians to cross the street and reducing the likelihood of pedestrian crashes.
- Fewer lanes for pedestrians to cross.
- The reduction from two lanes to one in each direction virtually eliminates the likelihood of “multiple threat” crashes (where a driver in one lane stops to yield, but the driver in the adjacent lane continues at speed) for pedestrians and left-turning motorists and bicyclists.
- Left-turn lanes provide a place for motorists and bicyclists to wait to make a left turn, reducing the incidence of left-turn and rear-end crashes.
- Sideswipe crashes are reduced since motorists no longer need to change lanes to pass a vehicle waiting to turn left from the leftmost through lane.
- Less traffic noise (due to reduced speeds) and greater separation from traffic for pedestrians, residents, and businesses

The AASHTO and FHWA guides do not list disadvantages, however there are several perceived or anecdotal concerns as listed below:

- All through traffic in a single lane will increase vehicle delays.
- All traffic shifted to a single lane results in more vehicles adjacent to on-road cyclists.
- All through traffic in a single lane results in difficulty for vehicles turning to and from side streets and driveways.
- All through traffic in a single lane can result in increased transit times.
- All through traffic in a single lane means that any vehicles double parking will block the single travel lane.

² American Association of State Highway and Transportation Officials. *Guide for the Development of Bicycle Facilities* 2012, 4th Edition, 2012.

³ US Department of Transportation Federal Highway Administration. “Road Diets.” *Proven Safety Countermeasures*, October 18, 2017, https://safety.fhwa.dot.gov/provencountermeasures/road_diets/, Accessed June 9, 2021.

The previous discussion shows that there are a number of trade-offs associated with the implementation of a road diet. For example, placing all vehicle traffic in a single lane may provide a traffic calming effect but could increase delays for traffic turning onto US Route 9 due to fewer gaps in the single stream of traffic. All potential benefits and concerns should be weighed in assessing the feasibility and practicality of a road diet.

In addition to the above concerns, several criteria have been identified as success factors for feasibility of the road diet. These include:

- Maintaining the existing curb lines. To be cost effective, feasible alternatives should fit mostly within the existing roadway width and avoid significant roadway reconstruction cost. Implementation could occur largely through restriping with some limited curb work.
- Allowing sufficient opportunities for turning vehicles to enter and exit mainline traffic without unduly interrupting mainline flow. Generally speaking, this criterion dictates the necessity for queuing space for turning vehicles that will not interrupt mainline flow.
- Striving to provide standard lane widths.

CHAPTER 2. EXISTING CONDITIONS

A. Corridor Conditions

The study area is an approximately one mile long segment of US Route 9 (Highland Ave/Albany Post Rd) passing through the Village of Ossining between Cedar Lane in the north and Cedar Place in the south. Traveling north to south, the corridor widens from two to four lanes at Cedar Lane and then tapers from four back to two lanes at Cedar Place. The corridor generally provides a 50-foot wide roadway with two 11-foot wide travel lanes in each direction; in sections where there are turning lanes or on-street parking provided, the roadway can be 60 feet wide. Areas where on-street parallel parking is provided include the east side of US Route 9 between Van Cortlandt Avenue and Snowden Avenue, and the west side of US Route 9 between Church Street and Maple Place. Land uses along the corridor are a mix of residential, commercial, and educational, and the posted speed limit is 30-mph. Exhibit 2.1 depicts the existing typical roadway configuration along the corridor.



Exhibit 2.1 – Existing Roadway Configuration (US Route 9/Aqueduct St. Facing South)

1. Pedestrians

Pedestrians are accommodated through sidewalks located on both sides of the roadway that are generally 5 feet or wider. Marked crosswalks are generally present at the study intersections, although some of the crosswalk markings are faded. Some of the intersections have full Americans with Disabilities Act (ADA) compliant pedestrian accommodations such as curb ramps, detectable warning surfaces, and pedestrian signals with countdown timers. During the AM peak hour and school dismissal period, crossing guards are located along the US Route 9 corridor at various intersections including Van Cortlandt Avenue/Montgomery Street, Croton Avenue/Broadway, and Waller Avenue/Emwilton Place.

2. Bicycles

There are no bicycle accommodations on US Route 9 within the study area. Existing lane widths and the presence of occupied on-street parking result in bicyclists sharing the general travel lane with vehicles. Data collection indicated that bicycle traffic was relatively low. Additionally, a review of the existing conditions along the study corridor identified that accommodations for cyclists like bicycle racks are limited.

3. Transit

The Westchester County Bee-Line bus routes 11, 13, 14, and 19 serve the study corridor with transfers available to all routes at the Spring Street/Waller Avenue bus stop. Bus stops are located all along the US Route 9 corridor, however, there are no bus lay-by areas provided. Ossining Railroad Station, which provides access to the MTA Metro-North Railroad, is located on the banks of the Hudson River with the predominant access routes to/from US Route 9 being Snowden Avenue and Main Street. Located adjacent to Ossining Railroad Station is the Ossining Ferry, providing east-west service to Haverstraw, NY. Exhibit 2.2 is a photo taken from the northeast corner of the US Route 9/Waller Ave/Emwilton Pl intersection depicting one of the southbound bus stop located along the corridor.



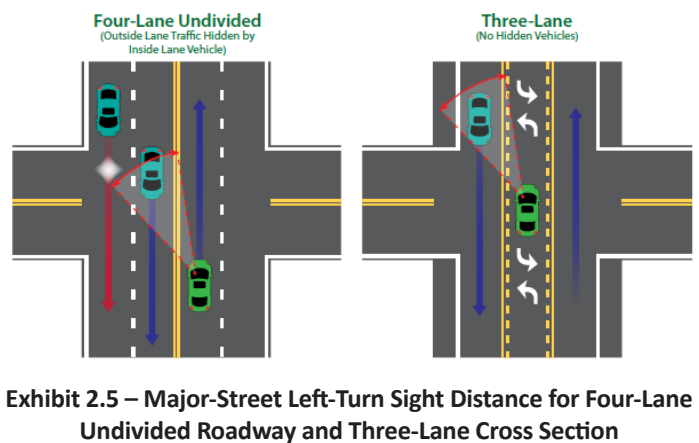
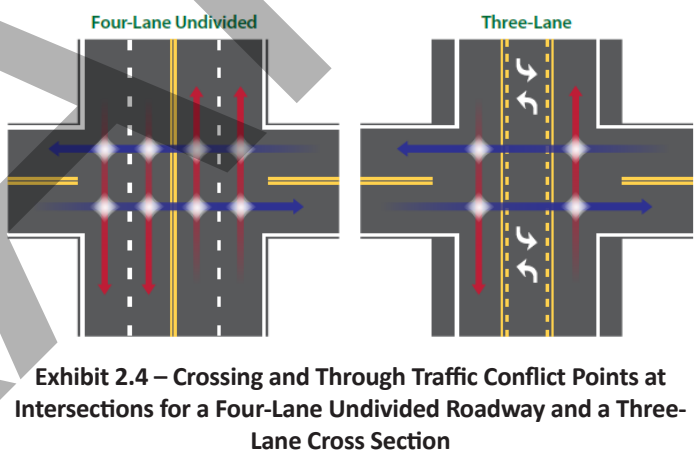
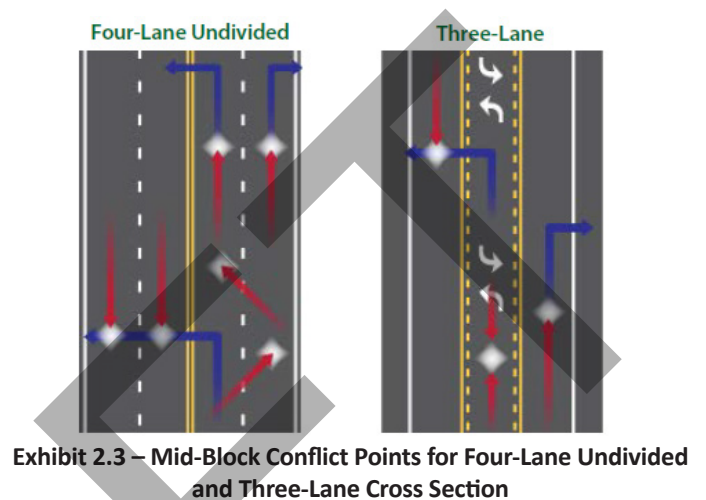
Exhibit 2.2 – Intersection of US Route 9/Waller Ave./Emwilton Pl.

B. Accident History

An accident analysis was performed for the study corridor using accident data provided by the New York State Department of Transportation. The analysis included the review of 216 crashes over a three year period from November 6, 2017 through October 31, 2020. A detailed accident summary sheet and accident history are included under Appendix A. The data shows the following:

- Most of the accidents occurred during clear, dry conditions, suggesting that weather conditions and pavement conditions are not the primary contributing factors of the crash history.
- 56% of crashes in the corridor are of a type potentially correctible by a road diet (21% overtaking, 33% rear end and 2% sideswipe).
- 13 crashes (6%) involved pedestrians or cyclists.
- There were zero fatal accidents.
- Property damage crashes accounted for 64.8% of total crashes, injury crashes accounted for 20.8% of total crashes, and the remaining 14.4% of the crashes were non-reportable.

Road Diets have been identified by FHWA as Proven Safety Countermeasures indicating that the rear end, sideswipe, pedestrian, and cyclist crash trends may be correctible. The FHWA's "Road Diet Informational Guide" found that "studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility as well as a decrease in crashes involving drivers under 35 years of age and over 65 years of age." When designed appropriately, a Road Diet provides a refuge area for a vehicle waiting on a gap to negotiate a left-turn. This refuge area allows the vehicle to no longer obstruct a through lane, thus eliminating hazardous weaving maneuvers by drivers attempting to navigate around the turning vehicle. Exhibit 2.3, Exhibit 2.4, and Exhibit 2.5 illustrate how a Road Diet benefits driver's interactions with the roadway by reducing vehicle conflict points and operating speeds, which in turn reduces the number and severity of crashes.⁴



⁴ US Department of Transportation Federal Highway Administration. "Road Diet Information Guide." November 24, 2014, https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch2.cfm#s21. Accessed June 9, 2021

C. Stakeholder and Public Participation

Public participation in providing feedback on the US Route 9 Road Diet Study was of utmost importance to the Village of Ossining. The project's target population included Village residents, business owners and employees, and representatives from local institutions. Participant were recruited using an array of print and social media platforms such as Facebook, Instagram, LinkedIn, text messages, emails and telephone. After vetting potential participants, those eligible selected their preferred Focus Group language, English or Spanish. The participant also selected their Focus Group designation: resident, or business owner/employee/institution representative. In total, six public engagement meetings were held in April 2021. The six meetings were facilitated over Zoom and included three meetings conducted in English for residents, one meeting conducted in English for business owners, one meeting conducted in Spanish for residents, and one meeting conducted in Spanish for business owners. Each focus group was limited to no more than 14 persons in order to ensure adequate time for all assembled to participate.

The goal of the meetings was to obtain input on the corridor issues and potential solutions before starting the detailed conceptual analysis. The meetings began with the presentation of a short Powerpoint entitled, "What is a Road Diet?", followed by a facilitated discussion about how various concerns raised by participants may be alleviated with a narrowed US Route 9. In total there were 61 participants consisting of 39 residents and 22 business owners. Comments and questions involved all modes of transportation, safety, and parking. Haas Media facilitated the Focus Groups using a Discussion Guide included in their report, which is included under Appendix B. Table 2.1 provides a summary of the feedback from these focus groups.

Table 2.1 – Summary of Focus Group Discussion

Questions about US Route 9	Residents & Business Owners comments
Words that describe US Route 9 today?	• Chaos • Congested • Dangerous • Difficult • Intimidating • Racing • Speeding • Unclear • Unsafe • Death valley
What is not working on US Route 9?	• Can't safely cross streets • Insufficient number of pedestrian crossings • Protected crossing times for pedestrians not long enough • Left-turns are problematic, uncontrolled, and dangerous
Improvements for US Route 9?	• Additional parking • More pedestrians signals • Signal coordination • Follow examples of Tarrytown and Sleepy Hollow • Increase greenery

The table shows several concerns with how US Route 9 functions today such as "intimidating" and "unsafe". Haas Media's report concluded that the majority of participants agreed the US Route 9 Road Diet is a good idea and is needed, and that they would prefer to have a walkable community where people can walk versus where people can drive.

The Village Police Chief, Ossining Volunteer Ambulance Corps (OVAC) Ambulance Chief and Ossining's three Fire Chiefs were also consulted throughout the duration of the study in order to gain feedback on proposed improvements along the corridor. The Village Police Chief was a regular member of the monthly TAC meetings. Feedback from the (OVAC) was generally positive and there was a recognition that a consistent center turn lane—one of the gains of a road diet—would help emergency response efforts along US Route 9. Feedback from the Village of Ossining Fire Department revealed an existing concern over

congestion on Church Street, which is the main approach to US Route 9 for most fire apparatuses originating in the downtown area. Through discussions with both organizations, CM learned that with the exception of a hard-wired connection to the traffic signal at Snowden Avenue, emergency responders do not have any emergency preemption capabilities (i.e., the ability for drivers to actuate traffic signals on demand based on their emergency-response needs). The fire chiefs also remarked that corridor traffic signal synchronization, which is nonexistent currently, would be an important component of any change to US Route 9 resulting from this study as traffic is often held back from progressing through the corridor due to signal inefficiencies. Additionally, it was noted in the discussions that one of the main goals of a road diet is improved safety, and with improved safety could come fewer emergency responses—and less congestion—due to vehicle collisions. Maneuverability analyses were also completed for all proposed curb extensions to verify that the 47-foot ladder truck utilized by the stations could negotiate any necessary turns.

D. Traffic Volumes

Data Collection

Historic traffic volume data published by the New York State Department of Transportation (NYSDOT) shows that daily traffic volumes along US Route 9 in 2018 were approximately 17,316 vehicles per day (vpd), based on NYSDOT Automatic Traffic Recorder (ATR) Station ID 870053⁵. The FHWA states in its Roadway Informational Guide, Section 3.3.5, “that roadways with ADT of 20,000 vpd or less may be good candidates for a Road Diet and should be evaluated for feasibility.” Four ATRs were installed along US Route 9 to capture 24-hour volume, vehicle classification, and speed data by direction from Tuesday, February 23, 2021, to Thursday, February 25, 2021. The traffic data collected by these ATRs is included under Appendix D and is summarized in the Table 2.2.

Table 2.2 – Summary of ATR Data

		US Route 9			
		250-FT North of Westview Ave	250-FT South of N Malcolm St	150-FT South of Main Street	450-FT South of Cedar Pl
Volume¹	AWDT (vpd)	14,969	17,145	15,817	17,646
	DHV (vph)	1,259	1,391	1,421	1,501
	K	8.4%	8.1%	9.0%	8.5%
	DDHV (vph)	686	729	874	766
Speed (mph)	Average NB	28	31	23	28
	Average SB	24	30	20	29
	85th-Percentile NB	34	36	31	34
	85th-Percentile SB	29	34	29	35

AWDT = Average Weekday Daily Traffic

DHV = Design Hour Volume

K = Peak hour traffic as a percent of daily traffic volumes

DDHV = Directional Design Hour Volume

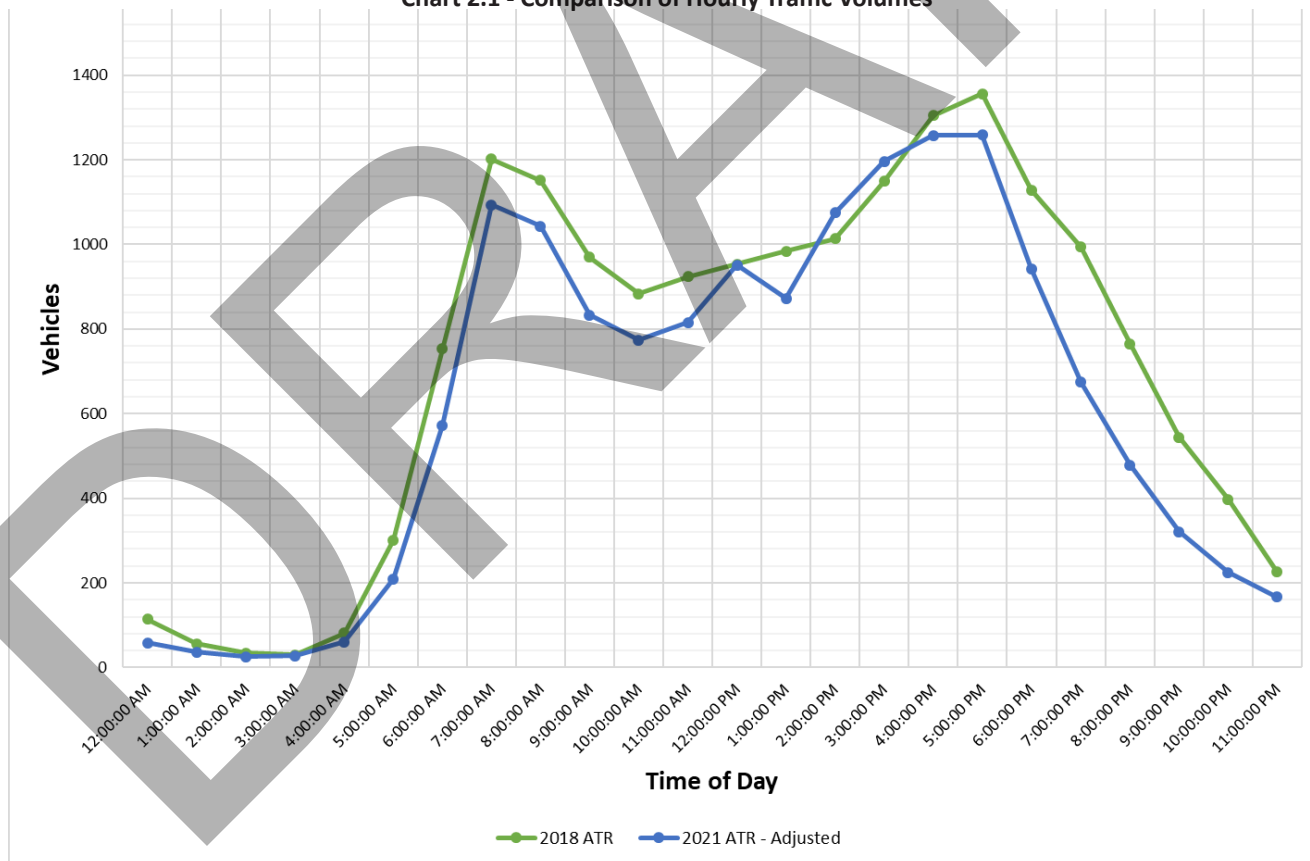
The data shows that the average weekday daily traffic volume on US Route 9 is approximately 16,400 vehicles per day. The 85th-percentile speed, or the speed at or below which 85 percent of motorists travel, are 29 to 36 mph. This range of speeds observed is indicative of the varying topography along the corridor as it passes through the Village. It is important to note that

⁵ NYSDOT Traffic Volume Data is included under Appendix C.

excessive speeding is considered by the FHWA as 20 percent above the posted speed limit, which on US Route 9 within the Village is 30-mph; the observed 85th-percentile speeds are 0 to 20 percent above the posted speed limit.⁶ The FHWA *Road Diet Informational Guide* states that road diets can reduce speed by 3 to 5 mph.

Given the time during which this study was performed, the effect of the pandemic on roadway traffic volumes was closely considered. It was anticipated prior to the data collection effort that 2021 traffic volumes would be lower than typical traffic volumes. One ATR installed as part of the study was located at approximately the same location as NYSDOT ATR 870053 just north of Westview Ave. The hourly traffic volumes for 2018 per the NYSDOT ATR 870053 are shown in green on Chart 2.1. Also included on Chart 2.1 are the seasonally adjusted 2021 hourly traffic volumes in blue. The chart is indicative of the anticipated impacts of the pandemic as it shows that the hourly traffic volumes observed in 2021 were lower than the hourly volumes observed in 2018. However, the 2021 volumes exhibit similar temporal variations in traffic during the average weekday. As the owner of the roadway and a key stakeholder in this project, the NYSDOT was consulted on best practices for calibrating the 2021 traffic data so that an existing conditions model would appropriately reflect “pre-pandemic” traffic conditions. Calibration factors were applied to the turning movement counts according to the study peak hours. A technical memorandum and email correspondence detailing the calibration process and coordination with NYSDOT is included under Appendix E.

Chart 2.1 - Comparison of Hourly Traffic Volumes



Intersection turning movement traffic counts (TMCs) were conducted at the 13 study intersections listed in **Chapter 1. Introduction** in the winter and spring of 2021 when schools were in session. The count periods consisted of typical weekdays

⁶ US Department of Transportation Federal Highway Administration. “Road Diet Information Guide.” November 24, 2014, https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm#n27, Accessed June 9, 2021.

from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, which capture the peak commuter periods in the morning and evening. Upon review of the count data it was determined that the corridor peak hours were:

- Weekday Morning Peak Hour | 7:15 AM to 8:15 AM
- Weekday Evening Peak Hour | 4:30 PM to 5:30 PM

Data collection included passenger vehicles, school buses, trucks and other heavy vehicles, pedestrian crossings and bicyclists. The existing raw turning movement information is included under Appendix D. Upon review of the ATR and TMC data, the following observations are evident:

- The PM peak hour is the busiest time period, carrying approximately eight percent of the daily traffic.
- Traffic is temporal with a predominantly southbound flow in the AM peak hour and a predominantly northbound flow in the PM peak hour.
- Pedestrian activity varied throughout the corridor, with majority of crossings occurring near the center of the Village. Pedestrians appeared most active during the PM peak hour with the largest number of crossings occurring at the US Route 9/Croton Ave/Broadway intersection.

The raw intersection turning movement counts were calibrated according to the methodology detailed in the technical memo included under Appendix E. These calibrated volumes shown on Figure 1 reflect existing “pre-pandemic” volumes. The raw intersection turning movement counts are included under Appendix D.

E. Operations

Capacity and travel time analyses were completed using Synchro 11 software to identify existing vehicle operations and levels of service (LOS) through the study corridor. This analysis was also used to provide a base condition to compare the various alternatives. Table 2.3 summarizes the existing levels of service during the AM and PM peak hour conditions.

Table 2.3 – Existing Overall Level of Service

Intersection		Control*	AM Peak Hour	PM Peak Hour
1	Cedar Ln	S	C (22.2)	B (11.0)
2	Snowden Ave	S	B (10.7)	B (14.3)
3	Montgomery St/Van Cortlandt Ave	S	B (15.0)	A (4.7)
4	N Malcolm St	U	F (150.9)	D (25.4)
5	Havell St	U	F (69.3)	E (40.0)
6	Aqueduct St/Denny St	U	F (252.1)	F (61.3)
7	Broadway/Croton Ave	S	C (28.4)	C (26.7)
8	Main St	S	A (3.0)	A (2.6)
9	Ellis Pl	U	B (12.0)	B (11.9)
10	Church St	S	B (12.0)	B (12.9)
11	Maple Pl	U	B (13.4)	B (14.0)
12	Waller Ave/Emwilton Pl	S	C (21.0)	C (20.9)
13	Cedar Pl	U	B (11.9)	B (13.4)

X (YY) = Level of Service (Average delay in seconds per vehicle)

*Control: S = Signalized | U = Unsignalized | Level of Service for signalized intersections reflects overall | Level of Service for unsignalized intersection reflects the highest side street stop-controlled delay.

The analysis shows LOS C prevails at Cedar Lane during the weekday morning peak hour, and at Broadway/Croton Avenue and Waller Avenue/Emwilton Place during both peak periods. The unsignalized intersections at N Malcolm Street, Havell Street, and Aqueduct Street/Denny Street experience LOS D or worse. The remaining intersections operate at an acceptable LOS B or better.

Travel times were obtained from the Synchro 11 software simulations. Table 2.4 summarizes the simulated travel times for a vehicle traveling the entire length of the corridor from Cedar Place to Cedar Lane, during each study period according to direction of travel.

Table 2.4 – Existing Conditions Travel Times (Minutes:Seconds)

Direction	AM Peak Hour	PM Peak Hour
Northbound	3:32	4:58
Southbound	3:12	3:57

Table 2.4 shows that the simulated travel times are highest during the PM peak period and that it takes approximately four to five minutes to travel through the Village depending on the direction. This is indicative of the higher volumes observed in the ATR data. The detailed level of service reports are included under Appendix F.

CHAPTER 3. ALTERNATIVES AND EVALUATION

A. Future Traffic Volumes

Early in the study process, the NYSDOT was consulted on best practices for determining the study year and growth rate when forecasting traffic volumes. To evaluate the proposed road diet, traffic projections were prepared for ten years after the estimated time of completion (ETC+10) or 2032 per NYSDOT Highway Design Manual (HDM) Exhibit 5-1b. The NYSDOT Traffic Data Forecaster tool indicated that growth rates within the study area were around -1.0%.⁷ To provide a conservative analysis, a growth rate of +0.50% per year was applied to the 2021 existing traffic volumes and compounded annually for 11 years. The forecasted 2032 ETC+10 traffic volumes are shown on Figure 2.

B. Roadway Layout & Corridor Improvements

As discussed earlier, a road diet is a traffic calming method where the number of travel lanes and effective width of a roadway are reduced. This analysis considers implementing a road diet to the US Route 9 corridor from Cedar Lane in the north where the roadway currently transitions from two to four lanes, to Cedar Place in the south where the roadway currently transitions from four lanes to two. A three-lane roadway cross-section consisting of one travel lane in each direction and a center two-way-left-turn lane (TWLTL) was analyzed. The TWLTL would transition to an exclusive left-turn lane at intersections along the study corridor. Per the NYSDOT HDM Exhibit 2-4a, the analysis and concept plans consider minimum travel lane widths of 13 feet and minimum TWLTL widths of 11 feet. On-street parallel parking was considered throughout the corridor where applicable with “pull-in/pull-out” buffer spaces provided every two stalls to help expedite the parking process and reduce friction with through traffic. Exhibit 3.1 shows a potential concept of the road diet at the US Route 9-Waller Avenue/Emwilton Place intersection. In addition to the road diet configuration, the analysis considers the proposed improvements summarized in the Table 3.1.

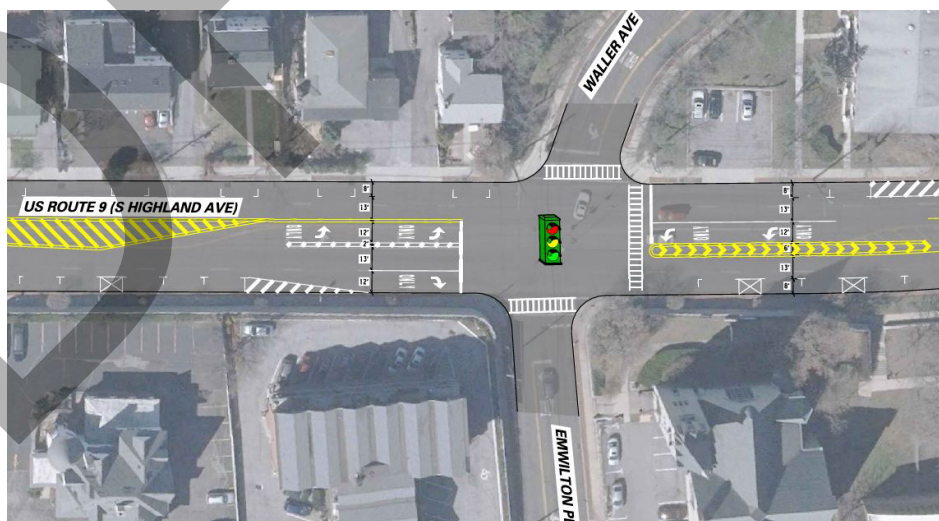


Exhibit 3.1 – Road Diet Concept at Intersection of US Route 9/Waller Ave./Emwilton Pl.

⁷ NYSDOT ATR 870095 located south of the study limits on US Route 9 showed a growth rate of +2.95%. Upon review, it was determined that this growth rate was due to an outlying year in 2015 which also appeared in the NYSDOT ATR 870053. NYSDOT ATR 870053 captured data in 2018 that was more typical to previous years thus the growth rate for that ATR was -0.01%.

Table 3.1 – Summary of Base Improvements

Intersection	Left-Turn Signal	Coordination	Crosswalk	Curb Extension	Pedestrian Signal
Cedar Ln		X			X
Snowden Ave		X	X	X	X
Van Cortlandt Ave/Montgomery St	X	X			
North Malcolm St					
Havell St					
Aqueduct St/Denny St			X	X	
Croton Ave/Broadway		X		X	
Main St	X	X	X	X	X
Ellis Pl					
Church St		X			
Maple Pl					
Waller Ave/Emwilton Ave	X	X			X
Cedar Pl					

Pedestrian Safety at the US Route 9/Croton Avenue Intersection

The existing US Route 9/Croton Avenue intersection provides a pedestrian phase with a concurrent right-turn-only movement from Broadway that, when actuated by a pedestrian, allocates a total of 41 seconds (15 seconds Walk, 21 second Clearance, 4 seconds Yellow, 1 second All Red), allowing pedestrians to cross US Route 9 at the north leg of the intersection and Croton Avenue at the east leg of the intersection while vehicles on Broadway receive green arrows to conduct a right-turn onto US Route 9. When this exclusive pedestrian phase was carried over to the road diet, the intersection experienced an overall LOS E (60.1) during the PM peak hour, which was considered not practical for the projected traffic volumes.

A Lead Pedestrian Interval (LPI) is a signal phasing option where the walk signal begins five to seven seconds before the concurrent vehicle phase. This allows pedestrians to get a “head start” in crossing, become more visible to turning vehicles, and improves vehicles yielding as compared to concurrent pedestrian phasing. In a Technical Memorandum for the Boston Region Metropolitan Planning Organization, dated June 4, 2015, the table shown in Exhibit 3.2 compares Exclusive and Concurrent Pedestrian Phasing. The table indicates that with an exclusive pedestrian phase, there

Exclusive Pedestrian Phase	Concurrent Pedestrian Phase
Conflicts Feeling of security for all pedestrians when there are no vehicle conflicts	Conflicts Conflict between turning vehicles and pedestrians
Delay Longer delays for motor vehicles and pedestrians	Delay Fewer delays for motor vehicles and pedestrians
Compliance Less compliance: pedestrians often cross against the traffic light concurrent with parallel traffic if no conflicts are apparent.	Compliance High compliance: incorporation of LPI lessens conflict with turning vehicles.
User judgment May require no-right-turn-on-red sign to operate effectively	User judgment Pedestrians must exercise more caution and judgment; incorporation of LPI lessens conflict with turning vehicles.
Conditions for application - High pedestrian volume - Pedestrian flow > 1200 persons per day - Conflicting turning vehicles ≥ 250 vehicle/hour - Signalized intersections with high concentrations of older pedestrians, students, disabled (not visually impaired), or very young pedestrians - Complex intersections with poor sight distance - Long crosswalks > 55 feet	Conditions for application - Low to moderate pedestrian volume - Pedestrian flow ≤ 1200 persons per day - Conflicting turning vehicles ≤ 250 vehicle/hour - Signalized intersections with low concentrations of older pedestrians, students, or very young pedestrians - Simple intersections with good sight distance - Short crosswalks < 55 feet
Accessibility It is a disadvantage for pedestrians with disabilities who rely on traffic sounds to determine the signal phases. In addition, initial alignment and maintaining alignment during crossings may be difficult due to the absence of parallel moving traffic. APS may address some of these issues	Accessibility It is an advantage for pedestrians with disabilities who rely on traffic sounds to determine the signal phases. In addition, initial alignment and maintaining alignment during crossings may be difficult due to the absence of parallel moving traffic.
Pedestrian convenience Pedestrian crossings may be made diagonally for pedestrian efficiency but will increase delay for drivers.	Pedestrian convenience Pedestrian crossing is always parallel to the nonconflicting through movements of drivers.

Exhibit 3.2 – Table 1 “Comparison of Exclusive and Concurrent Pedestrian Phasing”

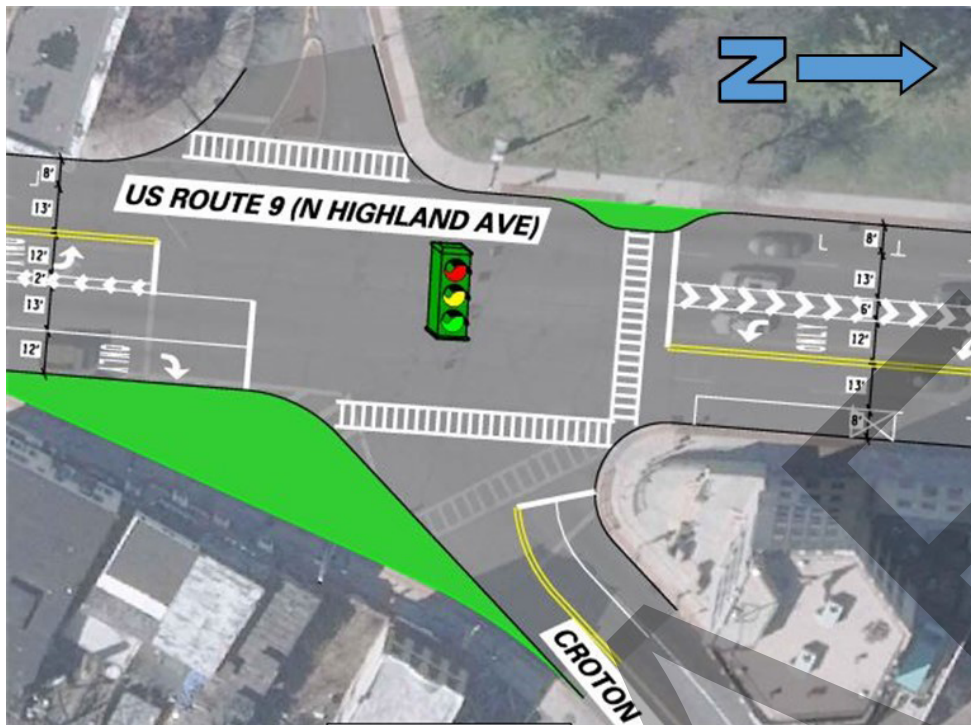


Exhibit 3.3 – Road Diet Concept at Intersection of US Route 9/Croton Ave./Broadway

are longer delays for motor vehicles and pedestrians and that there is less compliance by pedestrians to wait and cross during the exclusive pedestrian phase. It should be noted that a condition for application for an exclusive pedestrian phase is a “high concentration of older pedestrians, students, disabled (not visually impaired), or very young pedestrians.” Within the study area, there are a high number of students utilizing the crosswalks during specific periods. During those periods, crossing guards are present to assist students and other pedestrians in crossing the roadway.

In order to maintain pedestrian safety and accommodate vehicular volumes, a Lead Pedestrian Interval

of five seconds for crossing US Route 9 and Croton Avenue was considered and analyzed as a Build Alternate. As shown in Exhibit 3.3, the LPI is complemented by curb extensions on the northwest and southeast corners of the intersection; additionally, the realignment of the crosswalk over Croton Avenue shortens the crossing distance for pedestrians to less than 55 feet and simplifies the intersection to benefit sight distance.

Reconfiguring Broadway to Full-Movement

Broadway is the eastbound approach to the US Route 9/Croton Avenue/Broadway intersection. It is currently configured as a right-turn only approach enforced by a raised median island. At the genesis of this study, reconfiguring Broadway to be full-movement was investigated at the request of the Village. Members of the TAC, specifically the Village Police Chief, the Village Engineer, and the NYSDOT representative provided multiple anecdotal and technical concerns about reconfiguring Broadway to full-movement including:

- With Broadway being full-movement, there would be incentive to utilize the approach, thus increasing traffic along Broadway where the Community Center, a known pedestrian trip generator, is located.
- Broadway is a narrow roadway not suited for the increase in traffic that could result from the reconfiguration.
- Due to the high volume of traffic coming from the Croton Avenue approach, Broadway would need to be split phase i.e. it would receive its own green time separate from Croton Avenue. Split phasing would exacerbate delay for all approaches at the intersection which would percolate along the corridor.

For these reasons, the build condition considers Broadway to remain in its existing right-turn only configuration.

Reconfiguration of Church Street

As noted in the Stakeholder and Public Participation section of this report, feedback from the Village of Ossining Fire Department helped shape the proposed reconfiguration of Church Street as it approaches US Route 9. As a result of the road diet, one of the left-turn lanes on Church Street would need to be eliminated since only a single lane of turning traffic could be accommodated by US Route 9. The elimination of one left-turn lane provides an opportunity to address a key concern raised by the Fire Department: the ability for emergency response vehicles to travel on Church Street during the peak hours. The center lane (or right-most left-turn lane) is proposed to be marked with white hatching to convey to drivers that it is no longer a lane but can be used by emergency responders to access US Route 9 more quickly. Exhibit 3.4 shows the proposed reconfiguration of the Church Street approach. This reconfiguration along with emergency preemption equipment at this signalized intersection together aim to improve emergency response within the Village.

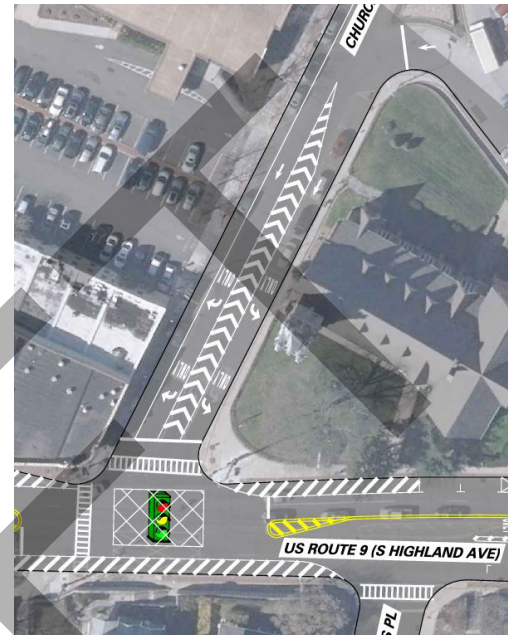


Exhibit 3.4 – Road Diet Concept at Intersection of US Route 9/Church St

C. Operations

Intersection capacity analysis was completed using Synchro 11 software to identify operating conditions including levels of service and travel times. The impacts of the road diet can be described by comparing the analysis of a Null 2032 condition, which considers the forecasted volumes shown on Figure 2 without the road diet and other base improvements shown in Table 3.1, to the analysis of a Build 2032 conditions, which considers the forecasted volumes with the road diet and traffic signal coordination. Table 3.2 summarizes the results of the level of service calculations of these two analyses. The detailed level of service table and reports are included under Appendix E.

Table 3.2 – Level of Service Summary

Intersection		Control	AM Peak Hour			PM Peak Hour		
			2032 Null	2032 Build	2032 Build - LPI	2032 Null	2032 Build	2032 Build - LPI
1	Cedar Ln	S	D (28.6)	C (22.4)	C (21.9)	B (11.8)	B (12.3)	B (12.3)
2	Snowden Ave	S	B (11.4)	A (9.2)	A (7.8)	B (15.2)	B (14.7)	B (18.6)
3	Montgomery St/Van Cortlandt Ave	S	B (17.1)	D (39.2)	D (36.1)	A (4.8)	B (18.4)	B (18.2)
4	North Malcolm St	U	F (246.4)	F (104)	F (104)	D (29.8)	C (24.3)	C (24.3)
5	Havell St	U	F (92.8)	E (43.3)	E (43.3)	E (49.3)	D (28.5)	D (28.5)
6	Aqueduct St/Denny St	U	F (462.7)	F (826.7)	F (826.7)	F (82.3)	F (171.9)	F (171.9)
7	Croton Ave/Broadway	S	C (30.4)	C (29.3)	D (48.7)	C (27.9)	C (27.6)	C (36.7)
8	Main St	S	A (3.1)	B (13.4)	A (8.4)	A (2.7)	A (4.9)	A (4.8)
9	Ellis Pl	U	B (12.4)	C (16.3)	C (16.3)	B (12.2)	C (16.3)	C (16.3)
10	Church St	S	B (12.4)	C (25.1)	C (21.3)	B (13.5)	C (22.8)	C (24.5)
11	Maple Pl	U	B (13.9)	C (24.3)	C (24.3)	B (14.6)	D (26.8)	D (26.8)
12	Waller Ave/Emwilton Pl	S	C (24.6)	D (45.9)	D (48.4)	C (22.0)	D (36.8)	D (40.1)
13	Cedar Pl	U	B (12.2)	B (12.6)	B (12.6)	B (13.8)	B (13.8)	B (13.5)

X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

Control: S = Signalized | U = Unsignalized | LOS for signalized intersections reflects overall | LOS for unsignalized intersection reflects the highest side street stop-controlled delay.

Table 3.2 shows that with the implementation of a road diet and traffic signal coordination along US Route 9, the overall levels of service will be comparable to the null condition in 2032. There are some notable observations based on these LOS results:

- The unsignalized intersections of North Malcolm Street and Havell Street benefit the TWLTL allowing drivers to conduct a two-stage left-turn. This benefit is not seen at the Aqueduct Street/Denny Street intersection as the TWLTL will not extend through the intersection, per the request of the NYSDOT to provide exclusive left-turn bays at this intersection.
- The Build condition considering the LPI at the US Route 9/Croton Avenue/Broadway intersection sees an increase in overall delay at the study intersections. However, the delay experienced is within acceptable levels (LOS D or better overall).

Travel times were obtained from the Synchro 11 software simulations. Table 3.3 summarizes the simulated travel times for a vehicle traveling the entire length of the corridor within the study area during each study period according to direction of travel in the Null 2032, Build 2032, and Build 2032-LPI conditions.

Table 3.3 – Null 2032 vs Build 2032 vs Build 2032-LPI Travel Times (Minutes:Seconds)

Direction	AM Peak Hour			Evening Peak Hour		
	Null 2032	Build 2032	Build 2032 - LPI	Build 2032	Null 2032	Build 2032 - LPI
Northbound	4:15	5:33	5:57	6:33	5:53	4:46
Southbound	3:25	3:40	3:29	3:31	3:14	3:39

Table 3.3 shows that the projected travel times are expected to increase by a maximum of 102 seconds. It is evident from the travel times that coordination amongst the signals provides a major benefit. It should be noted that these travel times reflect a vehicle traveling from one end of the study area to other and do not take into account delay experienced when accessing the corridor from a side street. This is important because the low travel times observed in the Build 2032-LPI condition are a reflection of the 140-second cycle length amongst the coordinated signal, whereas the Build 2032 condition uses a 120-second cycle length. The increase in cycle length will benefit the mainline movements at some detriment to the side streets, especially the unsignalized side street such as Aqueduct/Denny and N Malcom. However, the LOS results indicate that the signalized side streets will operate at level commensurate to the Null condition.

D. Funding & Implementation

Throughout the course of this study, CM and the Village of Ossining discussed funding opportunities in the event the key stakeholders decide to implement the roadway changes. Federal funding appears to be possible thanks to Representative Mondaire Jones, whose office has earmarked \$1 million for the project as of summer 2021. Other funding may be possible via a municipal bond, the NYSDOT maintenance budget line, and/or other congressional budget lines. With regard to the \$1 million grant, if approved, the Village of Ossining would need to spend all funds in 2022. This would require the following project design, approval, bid, and construction schedule:

- Approval of traffic study by Village of Ossining and NYSDOT – Fall 2021
- Preparation and approval of Preliminary and Final Design Documents – Winter 2021-22
- Bidding and Selection of a Contractor – Spring 2022
- Construction – Summer and Fall 2022

CHAPTER 4. CONCLUSIONS AND RECOMMENDATIONS

This report summarizes the results of a road diet feasibility study on US Route 9 within the Village of Ossining from Cedar Lane to Cedar Place. A typical road diet involves the reallocation of four travel lanes (two in each direction) to three-lane configuration, consisting of one travel lane in each direction with a center two-way left-turn lane to improve mobility for all users. The study evaluates the implementation of this road diet configuration along US Route 9 in conjunction with an array of improvements, including:

- Signal coordination
- Additional pedestrian crosswalks
- Curb extensions to further reduce crossing distance for pedestrians
- 13-foot lane widths to adhere to the NYSDOT guidelines for accommodating bicyclists
- At least 100 on-street parking spaces where applicable with “pull-in/pull-out” buffers provided to aid in parking
- Emergency preemption equipment at signalized intersections within the corridor, specifically at the intersection of US Route 9 and Church Street to improve the Village of Ossining Fire Department emergency response efforts.

Based on the evaluation, a road diet is feasible and would not be detrimental to vehicular mobility through the corridor. Publications from the FHWA and AASHTO indicate several benefits of road diets, including:

- Reductions in number and severity of crashes
- Reduction in speeds
- Fewer travel lanes for pedestrians to cross

Given the results of study and the overwhelming support from the community in the Focus Groups, it is recommended that the Draft US Route 9 Road Diet Study be advanced to the NYSDOT for review and comment.

APPENDIX A

Accident Summary

Draft

Accident Summary Sheet

Location:	US Route 9 Cedar Ln - Cedar Pl	Village:	Ossining
Period Covered:	11/1/2017 - 10/31/2020	County:	Westchester
Date:	8/26/2021		

Time of Day			Weather		
	#	%		#	%
0600-1000	40	18.5%	Clear	131	60.6%
1000-1600	80	37.0%	Cloudy	49	22.7%
1600-1900	57	26.4%	Rain/Snow	29	13.4%
1900-2400	31	14.4%	Sleet/Hall/Freezing Rain	3	1.4%
2400-0600	8	3.7%	Fog/Smog/Smoke	0	0.0%
Unknown	0	0.0%	Other/Unknown	4	1.9%
Total	216	100.00%	Total	216	100.00%

Light Condition			Time of Year		
	#	%		#	%
Daylight	147	68.1%	Winter (Dec-Feb)	64	29.6%
Dawn	0	0.0%	Spring (Mar-May)	33	15.3%
Dusk	8	3.7%	Summer (Jun-Aug)	67	31.0%
Dark Lighted	54	25.0%	Fall (Sep-Nov)	52	24.1%
Dark Unlighted	3	1.4%	Total	216	100.00%
Unknown	4	1.9%			
Total	216	100.00%			

Accident Type			Roadway Surface Condition		
	#	%		#	%
Overtaking	44	20.4%	Dry	163	75.5%
Rear End	72	33.3%	Wet	41	19.0%
Right Angle	25	11.6%	Muddy	0	0.0%
Left Turn	21	9.7%	Snow/Ice	7	3.2%
Sideswipe	5	2.3%	Slush	0	0.0%
Run Off Road	0	0.0%	Unknown	5	2.3%
Fixed Object	6	2.8%	Total	216	100.00%
Pedestrian	12	5.6%			
Bicycle	1	0.5%			
Animal	0	0.0%			
Right Turn	8	3.7%			
Head On	5	2.3%			
Other	17	7.9%			
Total	216	100.00%			

Accident Severity		
	#	%
Fatal	0	0.0%
Injury	11	5.1%
Prop Damage Only	140	64.8%
P. Damage & Injury	34	15.7%
Non-Reportable	31	14.4%
Total	216	100.00%

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO. 120-314			ROUTE NO. or STREET NAME: US Route 9 (Highland Avenue)										COUNTY: Westchester			
P.I.N..			AT INTERSECTION WITH / OR BETWEEN: Cedar Ln and Cedar Pl										MUNICIPALITY BY: CME DATE: 8/26/2021			
INVENTORY NO.			LIGHT CONDITIONS (LC)					ROADWAY CHARACTER (RC)					ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
NO. OF MONTHS 36			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted					1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest					1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
Begin Date: 11/1/2017 End Date: 10/31/2020																
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION			
1	37686333	1/11/2019	06:35	1	INJURY	4	2	1	2	69, YY	9 87032137	PEDESTRIAN	Op of V1 stated that while completing a left turn on to Aqueduct Street she struck the pedestrian with her vehicle. OPV1 further stated that she did not see the			
2	38602517	10/18/2020	21:23	2	INJURY	4	1	1	1	04, 09, YY	9 87032140	REAR END	Driver of vehicle #1 stated that he was stopped at the intersection when vehicle two rear ended his vehicle shattering the back windshield. Driver of vehicle two fled scene prior to PD arrival. Driver of vehicle			
3	37810891	2/26/2019	00:00	2	PDO	Z	Z	Z	Z	XX	9 87032134	REAR END				
4	37574694	11/8/2018	17:33	2	PDO	4	1	1	1	YY, ZZ	9 87032134	OVERTAKING	On 11/08/2018 at approximately 1724 hours, Officer Penno and Officer L. Kinaldi, responded to North Highland Avenue for report of a M/V Accident. Upon arrival, I			
5	37449882	8/16/2018	07:47	2	NR	1	2	1	1	YY, ZZ	9 87032139	REAR END	Op of veh #1 stated that he was parked in the driveway of 135 N. Highland Ave. picking up the garbage when veh #2, which traveling in the S/B lane of N. Highland Ave and struck the front bumper of his vehicle. Op of veh #2 stated he			
6	38085384	9/19/2019	15:19	2	NR	1	1	0	1	04, YY	9 87032133	OVERTAKING	Vehicle 1 traveling S/B on South Highland Avenue in the right hand lane when a collision occurred with a parked Vehicle 2 a fire truck with emergency lights activated. No injuries reported or observed.			
7	38348308	2/26/2020	10:15	2	PDO	1	1	2	3	13, 18, YY	9 87032134	RIGHT TURN (AGAINST OTHER CAR)	Operator veh #1 stated was traveling northbound on S Highland ave right lane by Ellis pl when veh#2 turning right from left lane into the side of veh#1. Operator veh#2 stated was traveling north on S Highland ave left lane when he realized that			
8	37432261	8/14/2018	17:05	2	PDO	1	1	1	1	ZZ	9 87032133	REAR END	Op of vehicle #1 stated he was stopped in traffic and vehicle 2 struck rear bumper. Op of vehicle #2 stated she was slowing in traffic and struck vehicle #1 rear bumper.			
9	38331468	2/13/2020	00:30	1	INJURY	4	1	4	5	19, 28	9 87032140	BUILDING/WALL	Vehicle #2 was stopped by a marked police car in the area of the Ossining Train Station. Veh 1 took off from the traffic stop at a high rate of speed and traveled towards Snowden ave. At the intersection of Snowden Ave at North Highland Ave			
10	37290848	12/14/2017	06:56	2	PDO	3	3	4	5	66, XX	9 87032132	OVERTAKING				
11	37399283	5/15/2018	17:34	2	INJURY	1	1	2	3	69, XX	9 87032140	RIGHT ANGLE				
12	38288627	1/22/2020	08:06	2	NR	1	1	1	1	04, 09, YY	9 87032140	REAR END	Operator MV#1 stated she was making a left turn onto North Highland ave from Snowden ave when she was struck from behind by MV#2. Operator of MV#2 stated he was turning left onto North Highland ave from Snowden ave when he			
13	37217142	3/27/2018	16:00	2	PDO	Z	Z	Z	Z	XX	9 87032140	OVERTAKING				
14	38228919	12/14/2019	15:39	2	INJURY	1	2	2	2	YY, ZZ	9 87032140	OVERTAKING	Op of veh #1 stated he was traveling north on N. Highland Ave. when veh #2 swerved into his lane and cut him off. Op of veh #2 stated she was traveling north on N. Highland Ave in the right lane. She stated that she was changing lanes to			
15	38588625	10/7/2020	16:55	2	PDO	1	1	1	1	42, YY	9 87032140	REAR END	At 11:33 hours I responded to North Highland Avenue in regard to a property damage automobile accident. I interviewed both drivers, both of whom state that			
16	37571268	11/6/2018	17:52	2	NR	4	2	2	3	YY	9 87032133	OVERTAKING	Op of veh #1 stated that he was on North Highland Avenue and traveling to Broadway when his vehicle was struck by veh #2 which was in the left lane also traveling to Broadway. I then spoke to the Op of veh #2 who stated that she was			

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
17	37740117	2/11/2019	17:54	2	PDO	4	2	1	1	04, 25, YY	9 87032138	SIDESWIPE	Op of veh #1 stated he was on N. Malcom making a left turn onto N. Highland Ave when he struck veh #2 which was in the W/B lane on N. Malcom. Op of veh #2 stated he was traveling west on N. Malcom St. when his vehicle was struck by veh
18	37383469	3/1/2018	07:44	2	PDO	1	2	1	2	26, XX		REAR END	
19	37290585	5/19/2018	10:24	2	PDO	1	1	1	2	XX, ZZ	9 87032134	LEFT TURN (AGAINST OTHER CAR)	
20	38286499	1/19/2020	13:20	2	NR	1	2	2	1	42, YY	9 87032137	REAR END	V1 was traveling South on North Highland Ave at the intersection with Haven St, stopped in the left lane behind two other vehicles that were turning left. V2 was traveling South on North Highland Ave behind V1, and attempted to stop, but was
21	37338064	6/15/2018	09:30	2	PDO	1	1	1	1	26, YY	9 87032140	OVERTAKING	Driver of vehicle 1 stated that the car in front of her stopped short and she changed lanes causing her to side swiped vehicle 2. Driver of vehicle 2 stated she was driving straight when vehicle 1 changed lanes and side swiped her vehicle.
22	37384329	7/16/2018	17:13	2	NR	1	2	1	1	YY	9 87032139	OVERTAKING	Op of veh #1 stated he was traveling N/B on N. Highland Ave, in the left lane, responding to an emergency fire call. The lights and sirens on the vehicle were activated. On stated as he was making a right turn onto Van Cortlandt Ave his vehicle #1 was parked and unattended facing turn southbound on Croton Ave and was struck by a passing vehicle that then fled the scene. The collision caused damage to the driver's side of veh #1.
23	38251545	12/27/2019	10:50	2	NR	1	2	1	1	YY, ZZ		OVERTAKING	On 12/27/2019, driver #1 stated that at 1140hrs today she was driving on N. Highland Ave. when her vehicle was side by an orange colored construction vehicle. On 1/3/2020, driver #1 stated that she struck MV#2 from behind and she did not vehicle in the right lane, MV#2 struck the rear of MV#1 causing MV#1 to strike the rear of MV#2.
24	37337423	6/15/2018	11:40	2	PDO	1	2	1	1	ZZ	9 87032137	SIDESWIPE	Driver of V1 stated that while traveling south on North Highland Avenue in the left lane he made an improper right turn from the left lane towards North Malcolm Street and struck V2 that was traveling south in the right lane.
25	38124291	10/16/2019	14:54	3	PDO	1	2	1	2	09, YY, ZZ	9 87032133	OTHER	Operator of vehicle #1 stopped at red traffic light south bound on North Highland Ave at the Croton Ave intersection. Operator of vehicle #2 approached same traffic light on North Highland Ave at Croton Ave and struck the rear of vehicle #1.
26	37516537	10/5/2018	23:14	2	PDO	4	2	1	1	13, 18, YY	9 87032138	RIGHT TURN (WITH OTHER CAR)	Veh 3 was traveling South and struck veh 2 causing veh 2 to strike veh 1. Veh 1 and Veh 2 were stopped in traffic.
27	38572087	9/28/2020	06:50	2	PDO	1	3	2	3	42, 66, YY, ZZ		REAR END	Operator of vehicle #1 stated he was making a left hand turn from the outside lane from Church street onto South Highland when he was struck by veh 2. Oper of veh 2 stated he was making a left hand turn on the inside lane and was struck by veh 1.
28	37342602	6/12/2018	05:10	3	PDO	1	3	1	1	09, YY		OTHER	On the 11th of June 2020 Operator of veh 2 stated he was stopped in the left lane of southbound route 9/ South Highland Ave and Emwilton Pl at the red lamp when veh 1 struck him from behind but had his left signal on. Operator of veh 2 pull to
29	37955923	6/26/2019	14:15	2	PDO	1	3	1	1	18, YY	9 87032133	LEFT TURN (WITH OTHER CAR)	
30	38448530	6/17/2020	08:10	2	INJURY	1	1	1	1	09, YY, ZZ	9 87032132	REAR END	
31	37291144	11/9/2017	09:07	2	PDO	1	2	1	1	07, 18, YY	9 87032137	LEFT TURN (AGAINST OTHER CAR)	
32	37742014	2/11/2019	09:33	2	PDO	1	5	1	2	04, YY	9 87032133	RIGHT ANGLE	
33	37383466	2/27/2018	15:32	2	PDO	1	3	1	1	XX, ZZ	9 87032132	UNKNOWN	
34	37926141	6/13/2019	06:54	2	NR	1	2	1	2	ZZ	9 87032137	OVERTAKING	Op of veh #1 stated she was driving south on N. Highland Ave. in the left lane when veh #2 which was traveling south on N. Highland Ave swerved into her lane and struck her vehicle. Op of veh #2 stated she was driving south on N. Highland
35	37385810	1/3/2018	13:22	2	PDO	1	2	1	1	07, XX	9 87032139	LEFT TURN (AGAINST OTHER CAR)	
36	37666106	12/28/2018	22:08	2	PDO	4	1	1	1	05, 09, YY	9 87032140	REAR END	
37	37625308	11/13/2018	16:00	2	NR	1	2	2	2	YY	9 87032137	REAR END	Op of veh #2 stated he was traveling north on N. Highland Ave and accidentally rear ended veh #1, which stopped suddenly in traffic. Op of veh #1 stated he was V2 OP2 states while traveling North on South Highland Avenue V2 stopped short resulting in him striking her causing damage to her rear bumper. V2 OP2 states Operator of MV #2's attention was turned from the front lane, while MV #2 who was traveling northbound in the right lane, attempted to change lanes to avoid a stopped truck and struck his front passenger side. Officers were unable Veh 2 was traveling South on South Highland when veh 1 merged into his lane striking his right front area.
38	37816018	3/31/2019	01:00	2	PDO	4	1	1	1	YY, ZZ	9 87032132	REAR END	
39	38278232	1/14/2020	08:48	2	PDO	1	1	1	2	13, 20, YY	9 87032140	OVERTAKING	
40	37377750	7/13/2018	18:11	2	PDO	1	2	1	1	13, 20, YY	9 87032135	OVERTAKING	V1 OP1 states while driving south on South Highland Avenue at Waller Avenue she entered the intersection with a green light and struck V2 which was traveling eastbound from Waller Avenue. V1 OP1 states she had neck pain from the
41	38050694	8/27/2019	14:51	2	INJURY	1	1	1	1	05, 17, YY, ZZ	9 87032132	RIGHT ANGLE	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
42	37336172	6/12/2018	17:36	2	PDO	1	2	1	1	07, YY	9 87032134	RIGHT ANGLE	OPERATOR OF VEHICLE 1 STATES HE WAS TRAVELING NORTH ON S HIGHLAND AVE IN THE AREA OF ELLIS PL WHEN HE WAS STRUCK BY VEHICLE 2. OPERATOR OF VEHICLE 2 STATES SHE WAS TRAVELING WEST
43	37383486	3/28/2018	14:19	1	INJURY	1	2	1	1	XX, ZZ	9 87032132	PEDESTRIAN	
44	37626157	12/4/2018	11:16	2	PDO	1	1	1	1	YY	9 87032140	OVERTAKING	Operator of vehicle #1 stated that he was traveling northbound on north highland ave and vehicle #2 tried to pass vehicle #1 as the road was merging and collided into the driver side front wheel. Operator of vehicle #2 stated that she was
45	38310296	2/1/2020	12:22	2	PDO	1	1	1	2	07, YY	9 87032132	OVERTAKING	Op of vehicle # 1 states he was entering the turning lane to turn onto emmilton pr when vehicle # 2 came up next to him on the driver side and side swiped him and cut in front of him. Op of Vehicle # 2 states he did not see Vehicle # 1 until it was
46	37290863	11/24/2017	19:53	2	PDO	4	1	1	1	04, XX	9 87032140	LEFT TURN (AGAINST OTHER CAR)	
47	37984387	7/19/2019	21:33	2	PDO	4	1	1	1	09, YY, ZZ	9 87032140	OVERTAKING	Operator 1 stated he was traveling southbound on Route 9 when a vehicle struck the rear and right side of his vehicle. He further stated that the vehicle attempted to flee the scene after multiple failed attempts he stated the male driver and male
48	38328637	2/11/2020	23:30	2	PDO	4	1	1	1	04, YY	9 87032133	RIGHT ANGLE	Vehicle #1 parked & occupied in crossing high 30 mph real parking lot when Operator of vehicle #2 backing from parking space struck the rear of vehicle #1. On 01-15-2019 August 2019 operator of vehicle #2 stated that she was traveling
49	38007145	8/1/2019	12:07	2	PDO	1	1	1	1	26, 65, YY	9 87032140	REAR END	On 01-15-2019 August 2019 operator of vehicle #2 stated that she was traveling northbound in the left lane of route 9 and began stopping for a vehicle turning into the Citgo gas station ahead of her when vehicle 2 struck her from behind
50	38000301	7/29/2019	10:00	2	PDO	1	1	1	1	04, YY	9 87032132	RIGHT ANGLE	
51	37883143	5/15/2019	10:13	2	PDO	1	2	1	1	69, YY, ZZ	9 87032133	LEFT TURN (AGAINST OTHER CAR)	Vehicle # 1 making a left turn from Church St to South Highland struck Vehicle # 2 also making a left turn in a separate lane with the trailer of his vehicle.
52	37955956	7/1/2019	15:17	2	PDO	1	2	1	1	16, 21, YY	9 87032134	REAR END	Operator of v#1 stated he was s/b in the far left lane on S. Highland Ave stopped at the red traffic light intersecting with Main Street. He stated V#2 was behind him when it suddenly moved forward and struck the rear of his vehicle causing said
53	37376641	7/5/2018	15:30	2	INJURY	1	2	1	1	ZZ	9 87032133	REAR END	OPERATOR OF VEHICLE BEARING NY REG USN223, IDENTIFIED AS JERRY SMITH STATES HE WAS REAR ENDED BY A VEHICLE BEARING NY REG HMD6586. THE SECOND VEHICLE LEFT THE SCENE.
54	37743409	2/12/2019	13:04	2	PDO	1	2	4	4	04, 66, YY, ZZ		HEAD ON	Vehicle 1 was parked in front of 165 Main St in a parking spot, the vehicle operator noticed his front bumper was badly damaged with pieces of it laying on the sidewalk in front of it. He also saw that a Village Park and Dan John Deere
55	37374380	7/6/2018	22:15	2	INJURY	4	1	1	1	04, YY	9 87032132	REAR END	Operator of vehicle 1 stated she was slowing down to make a right hand turn east bound at the intersection when vehicle 2 collided into her rear end. Operator of vehicle 2 stated he was traveling north bound and looked down for a second and side swiped v2 that was traveling north. Operator of v1 was issued summons for
56	37931867	6/15/2019	18:57	2	PDO	1	2	1	1	17, 18, YY	9 87032133	OVERTAKING	Unlicensed, VEH 1
57	38000297	7/27/2019	16:01	2	PDO	1	1	1	1	04, YY, ZZ	9 87032140	OVERTAKING	Operator of Veh 1 states he was changing from the left to the right lane and did not see Veh 2 in his blind spot and struck Veh 2. Operator of Veh 2 states he was
58	37325499	6/8/2018	18:00	2	NR	1	2	1	1	03, 60, 69, ZZ	9 87032133	REAR END	OPERATOR OF VEHICLE 1 (NY REG 9599) STATES SHE WAS PARKED WHEN SHE WAS STRUCK BY VEHICLE 2. OPERATOR OF VEHICLE 2 STATES A POSTAL TRUCK WAS IN THE WAY WHEN HE WAS BACKING AND STRUCK
59	37399023	5/9/2018	18:38	2	PDO	1	3	1	1	XX, ZZ	9 87032133	REAR END	
60	37383328	2/17/2018	20:09	2	PDO	4	2	4	4	03, 66, XX	9 87032136	UNKNOWN	
61	38457652	6/27/2020	13:34	2	PDO	1	2	1	2	YY, ZZ	9 87032137	REAR END	V1 OP1 states while traveling north on north highland avenue she struck v2 causing damage to the rear end of V2 vehicle. V2 OP2 states while traveling north on north highland avenue he was struck in the rear of his vehicle by V1
62	37398897	6/5/2018	09:44	3	INJURY	1	1	1	2	YY, ZZ	9 87032135	OTHER	
63	37664738	12/28/2018	10:42	2	INJURY	1	2	2	3	04, 05, 13	9 87032133	OVERTAKING	The driver of V1 stated that while traveling south on South Highland Avenue at Main Street the driver of V2 came out of nowhere on her right and struck her front
64	38539982	9/3/2020	23:45	1	INJURY	4	1	2	2	02, 14, YY	9 87032135	PEDESTRIAN	Operator V2 states walking north on south highland ave when male with front of her car causing her to strike him. Pedestrian was visibly intoxicated and stated he
65	38467606	7/2/2020	15:22	1	PDO	1	1	1	1	69, YY	9 87032132	PEDESTRIAN	Operator V1 states he was traveling east on Highland Ave and he observed South Highland and struck a pedestrian crossing the crosswalk with his bicycle at Emmilton and South Highland. He stated he didn't see the pedestrian in his
66	37398898	6/4/2018	15:30	2	PDO	Z	Z	Z	Z	YY, ZZ	9 87032140	OVERTAKING	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
67	37754355	2/21/2019	11:49	2	INJURY	1	2	1	1	ZZ	9 87032133	OVERTAKING	Op of veh #1 stated she was making a left turn onto S. Highland Ave from the left lane on Church St. when her vehicle was struck by veh #2 Op of veh #2 stated he
68	38076664	9/15/2019	19:25	2	PDO	4	1	1	1	09, YY	9 87032133	REAR END	V2 was traveling south easts. South Highland Ave from the southbound on Church St. Ave. V1 slowed down, due to the car in front of them pulling over. V2 was also
69	38286504	1/19/2020	17:50	2	PDO	4	2	1	1	ZZ	9 87032137	OVERTAKING	Op of V1 said he was traveling SB in the left lane on South Highland Ave. V1 or V1 said V2 braked abruptly and OP of V1 changed into the right lane to pass V2.
70	38334892	2/13/2020	00:21	1	INJURY	4	1	2	5	05, 19	9 87032140	OTHER FIXED OBJECT	Op of V1 said as he was in the right lane the vehicles collided. Op of V2 said he then left. Crashed into air pump, then building. Suspects then fled on foot.
71	37290858	12/8/2017	16:13	3	PDO	1	2	1	2	XX, ZZ	9 87032137	OTHER	Apprehended a short time later. Driver transported to WMC for injuries from
72	37291146	11/6/2017	13:56	2	PDO	1	1	2	2	07, XX	9 87032132	LEFT TURN (AGAINST	
73	37290845	12/15/2017	17:30	2	PDO	Z	Z	Z	Z	03, XX, ZZ	9 87032138	RIGHT TURN (AGAINST	
74	38203107	12/2/2019	14:05	2	INJURY	1	1	4	4	66, YY	9 87032135	REAR END	vehicle 1 was traveling northbound on South Highland Avenue and was stopping for traffic at the intersection of Eastern Avenue. Vehicle 1 began to slide on the
75	37680282	1/8/2019	17:30	2	PDO	4	1	2	3	03, YY	9 87032132	REAR END	Operator of vehicle 1 stated she was stopped at a traffic light when vehicle 2 backed into her. Operator of MV #2 stated he was stopped in traffic and backed up to let a vehicle
76	38023571	8/12/2019	07:20	2	PDO	1	1	1	1	09, YY	9 87032140	REAR END	Op of vehicle #1 states she was stopped at a traffic light on North Highland Ave when she was struck by Vehicle # 2. Op of Vehicle # 2 states he thought the light
77	37869960	5/5/2019	15:10	1	INJURY	1	1	2	3	04, YY	9 87032139	LIGHT SUPPORT/UTILITY POLE	had changed and he accelerated and struck vehicle #1. Vehicle 1 (No Temp Tag #550891) traveling S/B on North Highland Avenue
78	38068895	9/9/2019	08:05	2	PDO	1	1	1	2	04, YY, ZZ	9 87032132	RIGHT ANGLE	when a collision occurred with a light pole/utility pole at the intersection of North Highland Avenue and Montgomery Street. The operator of the vehicle said he was
79	38217720	11/26/2019	18:00	2	PDO	4	2	1	1	04, YY, ZZ	9 87032137	LEFT TURN (WITH OTHER CAR)	On the 9th of September 2019 occupant in parked veh 1 stated he was in the passenger seat waiting for his spouse when veh 2 backed into his vehicle.
80	37999971	7/24/2019	16:32	2	PDO	1	1	1	1	YY, ZZ		RIGHT ANGLE	Operator of vehicle 2 stated he did not see vehicle 1 as he backed up and collided. Operator of vehicle 1 stated she parked vehicle 1 at approximately 07:35 hours
81	37625295	10/23/2018	18:40	2	PDO	4	2	1	1	09, YY	9 87032134	REAR END	in 2 Church Street parking lot. When she returned to her vehicle at approximately 1630 hours, she observed damage to passenger side front end of 1. Unknown
82	37719195	1/31/2019	08:15	5	PDO	1	1	1	1	09, 19, 26, YY	9 87032131	OTHER	At 1025 hours, I responded to a multi-vehicle accident on I-95. Both vehicles far left lane. When approaching Cedar Place the right lane began to merge into
83	38331453	2/13/2020	08:15	2	PDO	1	1	2	2	YY, ZZ	9 87032133	OVERTAKING	the left as a single lane and she stated a vehicle in the right lane failed to yield the
84	38025543	8/14/2019	14:15	2	PDO	1	1	1	1	04, YY	9 87032132	OVERTAKING	Operator of vehicle #1 stated she was driving south bound in the left lane on South Highland Avenue by Maple Pl when the operator of vehicle #2 quickly
85	37864293	5/3/2019	18:58	2	INJURY	1	1	2	3	09, YY	9 87032139	REAR END	moved from the right lane to the left lane in front of her and struck the front
86	37392389	7/17/2018	17:37	2	PDO	1	2	2	3	YY, ZZ	9 87032137	LEFT TURN (AGAINST OTHER CAR)	MERGING INTO THE LEFT LANE FROM THE CENTER OF THE ROADWAY WHEN HE WAS STRUCK BY VEHICLE 2. OPERATOR OF VEHICLE 2 STATES
87	37954248	6/27/2019	12:52	2	PDO	1	1	1	2	09, YY	9 87032133	REAR END	Op1 stated she was stopped at the traffic signal on North Highland Ave to make a left turn onto Montgomery St when MV#2 collided with the rear of her vehicle. Op2
88	37696751	1/20/2019	18:56	3	INJURY	4	2	1	2	02, 05, 08, YY	9 87032133	OTHER	stated he was slowing down at the traffic signal and struck the rear of MV#1
89	38278244	1/14/2020	17:40	2	PDO	4	3	2	3	42, 66, YY, ZZ	9 87032134	RIGHT ANGLE	Op of veh #1 stated he was making a left turn from Aqueduct St. onto N. Highland Ave and he did not see veh #2. Op of veh #2 stated that he was
90	37385811	1/8/2018	18:17	2	PDO	4	2	2	2	04, 19, XX	9 87032137	REAR END	traveling north on N. Highland Ave and making a left turn onto Aqueduct St. when
91	37820757	1/20/2019	18:56	2	NR	4	2	1	2	02, 08, YY	9 87032133	OVERTAKING	driver of V2 stated that while traveling south on South Highland Avenue he was side swiped by V1. The driver of V1 struck V2 and continued south on South Highland Avenue. The driver of V1 was highly intoxicated and was arrested for

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
92	37971375	7/11/2019	15:02	2	PDO	1	2	2	3	05, 09, YY	9 87032140	REAR END	Veh #1 traveling w/b and stopped at the light at the intersection of Cedar Lane and Rt9. Veh #2 traveling w/b on Cedar Lane and behind Veh #1. A collision occurred when Veh #2 struck Veh #1 on the rear left. No injuries reported.
93	37761278	2/26/2019	12:11	3	PDO	1	2	1	1	04, 09, YY		OTHER	On 12/15/2018 at approximately 1704 hours, Officer Penno, and Officer Callagher responded to South Highland Avenue and Church Street for report of a minor M/V accident. Upon arrival, the reporting officer, Officer Deillo, interviewed the
94	37643254	12/13/2018	17:13	2	NR	3	1	2	3	YY, ZZ	9 87032133	REAR END	Operator of veh #1 stated while at the traffic light on Snowden Ave at the intersection with North Highland ave he was stopped waiting for an Emergency vehicle with lights and sirens to pass by when he was struck in the back of his
95	38425927	6/1/2020	15:36	2	PDO	1	1	1	1	04, YY, ZZ	9 87032140	REAR END	Owner of Vehicle 1 (NFI Reg #N26122) stated she was parked in front of 14 Church Street, when she observed an unknown black pick up truck reverse into the front of her parked vehicle and leave the scene. The owner was unable to
96	38026967	8/8/2019	14:30	2	NR	1	2	1	1	03, YY, ZZ	9 87032133	REAR END	MV #1 was struck in the rear by MV #2 while waiting to turn left onto Croton Ave
97	37497288	9/24/2018	10:15	2	PDO	1	2	1	1	04, 09, YY		REAR END	OP of V1 said he was traveling S/B on South Highland Ave attempting to pass through the intersection with Church St. OP of V1 had stopped in the intersection
98	38173379	11/16/2019	18:26	2	PDO	5	2	1	1	03, YY	9 87032133	LEFT TURN (AGAINST OTHER CAR)	Operator of vehicle 1 (NFI Reg #N26122) stated she was traveling northbound on N Highland Ave at the intersection of N Malcolm St and began slowing to turn westbound onto N Malcolm after activating her left turn signal when veh 2 struck
99	38124304	10/17/2019	06:48	2	INJURY	1	3	2	3	04, XX	9 87032138	REAR END	
100	37290847	12/14/2017	06:55	3	PDO	3	3	4	4	66, XX	9 87032132	OTHER	
101	37650734	12/19/2018	19:28	2	NR	4	1	1	1	04, YY, ZZ	9 87032132	REAR END	Operator of veh 2 states he was stopped in traffic when veh 1 struck the rear of his car. Operator of Veh 2 further stated operator of Veh 1 refused to stay on scene. No injuries reported or observed. This officer did not witness this accident.
102	38099733	9/30/2019	05:23	2	INJURY	1	2	1	2	05, YY, ZZ	9 87032137	LEFT TURN (AGAINST OTHER CAR)	Driver veh 1 states that she was driving across the when veh 2 turned in front of her vehicle, and struck her vehicle. Driver Veh 2 states that she had turned from Aqueduct St. on to N Highland Ave when she saw Veh 1 fail to stop, and struck
103	38588685	10/8/2020	16:00	1	INJURY	1	1	1	1	04, YY, ZZ	9 87032139	PEDESTRIAN	
104	38588669	10/11/2020	12:24	2	PDO	1	5	1	2	YY, ZZ	9 87032140	LEFT TURN (AGAINST OTHER CAR)	On the 11th of October 2020 operator veh 1 states he entered the parking lot of 172 N Highland Ave to park and veh 2 backed from a parked position colliding with his veh. Operator of veh 2 states he backed from a parking space in front of
105	38420716	5/4/2020	13:22	3	PDO	1	2	1	1	09, 26, YY	9 87032136	OTHER	operator of vehicle 1 states he was traveling north from a highway exit when another uninvolved vehicle stopped due to a pedestrian crossing the street. he states vehicle 2 stopped behind him, he then heard vehicle 3 strike vehicle 2 from
106	37957889	6/29/2019	07:24	2	PDO	1	1	1	1	47, YY	9 87032133	REAR END	AND VEHICLE STOPPED IN FRONT OF HER, WHEN SHE HIT THE BRAKES
107	38518226	8/18/2020	07:49	2	INJURY	1	3	1	1	07, YY	9 87032137	RIGHT ANGLE	Operator of MV #2 stated she was driving southbound on N Highland Ave when MV #2 pulled out in front of him in an attempt to cross over onto Aqueduct street causing him to strike the passenger side. Operator of MV #2 stated she stopped
108	37257108	4/13/2018	15:19	2	INJURY	1	1	1	1	YY, ZZ	9 87032134	REAR END	
109	38542712	9/6/2020	20:28	2	INJURY	4	5	1	2	04, YY	9 87032137	HEAD ON	Driver of vehicle one stated that she was traveling northbound in the left lane when vehicle number two appeared in front of her vehicle when they collided. Upon PD arrival driver of vehicle two was unable to provide statement due to his
110	37566990	11/3/2018	12:02	2	PDO	1	5	1	2	YY, ZZ	9 87032133	OVERTAKING	operator of stated Veh1 was traveling straight ahead when it collided with veh2. Operator of veh2 stated it was traveling straight ahead when it collided with veh1
111	37455467	8/25/2018	10:45	2	INJURY	1	1	1	1	17, YY	9 87032140	RIGHT ANGLE	Operator of vehicle 1 states that he was eastbound on Snowden avenue and that he had the green light at intersection of North Highland Avenue. Operator 1
112	38043414	8/24/2019	11:04	2	PDO	1	2	1	1	04, YY, ZZ	9 87032137	RIGHT ANGLE	On the 24th of August 2019 operator veh 1 stated he was traveling northbound in the right lane of N Highland Ave when veh 2 pull from a side street resulting in a
113	38068890	9/6/2019	19:20	2	PDO	3	1	2	2	07, YY	9 87032140	RIGHT TURN (WITH OTHER CAR)	Driver of vehicle 1 states that while driving straight through the intersection of vehicle number 2 was pulling out of Mavis parking lot hesitated and then just went striking
114	37450676	8/16/2018	06:21	2	NR	1	1	1	2	04, YY, ZZ	9 87032140	REAR END	Operator of vehicle 1 states that while driving straight through the intersection of vehicle number 2 was pulling out of Mavis parking lot hesitated and then just went striking
115	37915832	6/6/2019	16:10	2	PDO	1	2	1	1	05, YY		LEFT TURN (WITH OTHER CAR)	OPV1 then pulled his vehicle into the adjacent parking lot while vehicle 2 drove away leaving the scene of the accident. No injuries reported.
116	38400392	4/26/2020	19:05	2	PDO	3	1	2	3	07, 20, YY	9 87032140	OVERTAKING	Operator of veh 1 was traveling south in the left turning lane and was struck by veh 2. Oper of veh 2 was traveling south in the middle lane and while merging struck vehicle 1. Oper of veh 2 was cited for aggravated unlicensed operation.
													Driver of vehicle one states that he was traveling southbound on North Highland Ave when driver of vehicle two collided with him on his driver side. Driver of vehicle two states that they were traveling south bound on Cedar Lane when they

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
117	37318277	11/11/2017	15:19	2	PDO	1	1	1	1	04, XX, ZZ		LEFT TURN (WITH OTHER CAR)	
118	37256767	4/14/2018	08:42	1	INJURY	1	1	1	1	XX, ZZ		BICYCLIST	
119	37594005	11/15/2018	17:07	6	PDO	3	2	4	4	YY, ZZ	9 87032137	OTHER	V1 Op 1 stated while traveling south on north highland avenue she was struck by V6 causing damage to her front bumper, V6 left the scene. V2 2 stated while parked north on north highland avenue he was struck by V6 who left the scene
120	38310327	2/1/2020	18:52	2	PDO	4	4	1	1	07, YY, ZZ	9 87032134	OVERTAKING	
121	38143282	10/28/2019	08:00	2	PDO	1	2	1	2	09, 20, YY	9 87032136	OVERTAKING	Operator of vehicle 1 stated she was driving north on North Highland Ave in the left lane when the vehicle in front of her stopped short. She attempted to change lanes in order to avoid said vehicle when she side swiped vehicle 2. Operator of
122	38318615	2/6/2020	18:09	2	PDO	4	2	2	3	05, 20, YY	9 87032134	OVERTAKING	Op of V1 said he was traveling in the right lane S/B on South Highland Ave approaching Main St. OP of V2 said he was attempting to turn onto Main St and the vehicles collided. OP of V2 said she was traveling in the left lane S/B on
123	38566369	9/25/2020	05:48	2	PDO	4	1	1	1	YY, ZZ	9 87032132	OVERTAKING	Op of veh #1 stated traveling straight in left lane when veh in right lane merged into him. Op of veh 2 stated merging into single lane when veh1 overtook and struck
124	38157596	10/30/2019	17:33	2	NR	1	2	2	3	09, YY	9 87032134	REAR END	Driver of vehicle number 1 stated that she was coming to a stop in traffic when her foot slipped off of the brake and she rear ended vehicle number 2. Vehicle
125	37479857	9/14/2018	16:30	2	INJURY	1	2	1	1	ZZ	9 87032137	LEFT TURN (WITH OTHER CAR)	Op of veh #2 stated that she was driving a right of vehicle number 3, RMA on Highland Ave. Op stated she saw veh #2, which was traveling S/B on N. Highland Ave in the left lane, but noticed that he had his left turn signal on and was slowing
126	38326783	2/11/2020	13:21	2	NR	1	2	2	2	YY, ZZ		REAR END	Op of veh #1 stated he was traveling south on N. Highland Ave. when his vehicle was rear ended by veh #2. Op of veh #2 stated he was traveling south on N. Highland Ave. and accidentally rear ended veh #1. No damage was observed on
127	38377295	3/22/2020	14:03	1	INJURY	1	1	1	1	04, 05	9 87032138	LIGHT SUPPORT/UTILITY POLE	OPERATOR OF VEHICLE 1 STATED SHE WAS #1. NO DAMAGE WAS OBSERVED ON N. HIGHLAND AVE WHEN HE LOST CONTROL OF THE VEHICLE STRIKING A UTILITY POLE ON THE WEST SIDE OF THE STREET CAUSING THE POLE TO
128	37676599	1/7/2019	11:05	2	PDO	1	1	1	2	YY, ZZ	9 87032140	SIDESWIPE	Op of Veh1 stated that he was backing out of the lot at Mavis Tire when he struck Veh2 which was parked and unoccupied.
129	38533809	8/25/2020	20:29	2	INJURY	4	1	1	1	04, YY	9 87032132	REAR END	The operator of vehicle #1 stated that while traveling south on South Highland Ave, he brought his vehicle to a stop, as the traffic signal located at South Highland Ave and Waller Ave turned red, at this time vehicle #2 traveled and
130	38209053	12/5/2019	15:00	2	PDO	1	3	1	1	03, 04, YY	9 87032132	REAR END	Vehicle 2 was parked in a legal parking space and unoccupied. Driver of V1 reversed out of a parking space and struck V2. Driver of V1 left the scene but returned to the scene approximately 1815hrs
131	38217749	6/14/2019	13:34	2	NR	1	3	1	1	42, YY	9 87032133	REAR END	Operator of vehicle #1 stated that she was parking and the vehicle slipped forward and collided into vehicle # 2 which was parked.
132	38282046	1/18/2020	10:15	2	NR	1	2	1	2	YY, ZZ	9 87032140	REAR END	Op of veh #2 stated she was parked in the parking lot of 170 N. Highland Ave. Same advised that as she was reversing her car to leave the lot she accidentally struck veh #1 which was parked and unoccupied in the lot. P/O of veh #1 was
133	38529909	8/26/2020	11:01	1	INJURY	1	2	1	1	ZZ	9 87032140	PEDESTRIAN	
134	38447173	6/15/2020	16:00	2	PDO	1	1	1	1	04, YY	9 87032132	OVERTAKING	Driver of vehicle one stated that she was driving south bound going straight ahead in the left lane when vehicle number two side swiped her from the right lane. Driver of vehicle number two was driving south bound trying to merge with the left
135	37398941	4/15/2018	20:11	1	INJURY	4	2	2	3	XX, ZZ	9 87032133	PEDESTRIAN	
136	38385966	9/4/2019	16:17	2	PDO	1	2	1	1	04, YY	9 87032134	OVERTAKING	At 1615 hours I responded to the incident location in regard to a property damage automobile accident. Upon arrival I interviewed both drivers, both of whom state that they were involved in a motor vehicle accident. An officer on duty
137	38250951	12/28/2019	14:28	2	INJURY	1	2	1	1	41, 42, YY		REAR END	Op1 stated she was stopped in traffic due to a red light. A signal, when mvrz struck the rear of her vehicle. Op2 stated that she was stopped due to a red traffic signal. Op1 stated that he was driving west on Elmwood PI and the only emergency lights activated, as he approached the intersection of Elmwood PI and
138	38502856	8/4/2020	17:16	2	PDO	1	1	2	2	04, 07, YY	9 87032132	RIGHT ANGLE	Op of veh #1 stated that she was stopped at the intersection of Elmwood PI and Highland Ave. and Church St. when her vehicle was rear ended by veh #2. Op of
139	38381034	3/30/2020	07:30	2	NR	1	2	1	2	YY	9 87032133	REAR END	Operator of vehicle #1 stated he was driving north in the left lane on South Highland Ave by Ellis Place when the operator of vehicle #2 struck the front passenger corner of his truck. Operator of vehicle #2 stated he was driving in the
140	37803568	3/18/2019	16:35	2	PDO	1	2	1	1	YY, ZZ	9 87032134	OVERTAKING	
141	38372838	3/15/2020	20:27	1	INJURY	4	1	1	1	14, YY, ZZ	9 87032132	PEDESTRIAN	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
142	38372821	3/16/2020	10:46	2	INJURY	1	1	1	1	04, 09, YY	9 87032132	REAR END	Operator of MV #1 stated she was stopped at the red light, when she was struck in the rear by MV #2. Operator of MV #2 stated he thought the light turned green, but did not realize the light that changed green was only the left turn arrow. He
143	37318278	12/7/2017	18:01	2	PDO	4	1	1	1	XX, ZZ	9 87032138	RIGHT TURN (AGAINST OTHER CAR)	
144	37926127	6/11/2019	15:11	2	PDO	1	1	1	1	YY, ZZ	9 87032132	REAR END	V1 OP1 stated while stopped at a traffic light, the light turned green he started to go and struck the vehicle in front of him causing minor damage to V2 rear bumper. V2 OP2 stated while stopped at a traffic light he was struck in the rear
145	37696092	1/16/2019	11:37	2	PDO	1	1	1	1	07, 13, YY	9 87032140	RIGHT ANGLE	Operator of vehicle #1 was making a left turn into a driveway and vehicle #2 attempted to pass vehicle #1 on the drivers side and collided into veh. #1 Vehicle #2 then fled the scene
146	37319412	6/6/2018	11:40	2	PDO	1	1	1	1	YY, ZZ	9 87032140	SIDESWIPE	Vehicle # 1 stopped at a red light on Snowden Ave was struck by vehicle # 2 which was making a left hand turn from North Highland Ave. Vehicle # 2 then fled the scene
147	37659726	12/26/2018	05:45	2	PDO	4	2	1	1	42, YY, ZZ	9 87032135	REAR END	Operator of vehicle 1 stated he was driving north on South Highland Ave when he came to a complete stop at the red light at Croton Ave when vehicle 2 collided into the back of vehicle 1. Operator of vehicle 2 stated she was driving north on
148	38276312	1/12/2020	19:45	2	PDO	4	2	1	2	05, YY	9 87032137	REAR END	OP V2 stated that as he was about to make a left turn he was rear ended by vehicle 2. OPV2 stated that because he thought vehicle 1 was going straight ahead because he did not notice any stop lamps on vehicle 1. No injuries
149	37385459	4/11/2018	09:36	2	PDO	1	1	1	1	20, XX	9 87032133	UNKNOWN	
150	38616140	10/31/2020	16:14	1	PDO	1	2	1	1	04, 25, YY	9 87032133	OTHER	Driver of vehicle one stated that he was driving with a pedestrian on the hood of his car when he struck a fridge being unloaded from a truck. Upon striking the
151	38509531	8/9/2020	09:05	2	NR	1	2	1	1	ZZ	9 87032140	REAR END	Op of veh #1 stated he was entering the parking lot of 171 N. Highland Ave, when veh #2, which was backing up, struck his vehicle. Of of veh #2 stated he was backing up and he did not see veh #1. No injuries were reported
152	38177748	11/18/2019	07:55	2	INJURY	1	3	2	3	09, 16, YY	9 87032135	REAR END	Operator of veh #1 stated she was traveling south on S Highland Ave inside lane and stop for traffic ahead when veh#2 rear ended veh#1 Operator veh#2 stated veh#1 stopped in front of veh#2 he did not press brake pedal hard enough veh#2 Rear
153	37455484	8/13/2018	14:31	2	NR	1	2	2	3	09, ZZ		REAR END	veh #1 traveling s/b on North Highland Avenue and turning e/b onto Croton Avenue. Veh #2 traveling s/b on North Highland Avenue and truning e/b onto Croton Avenue behind Veh #1. A colliding occurred in the intersection of North
154	38376799	3/14/2020	20:30	2	PDO	4	1	1	1	18, 19, YY	9 87032140	REAR END	Operator of MV #1 stated she was turning left into the gas station when she was struck by MV #2. MV #2 stated he was driving North on North Highland Ave when MV #2
155	38548808	9/8/2020	15:50	2	PDO	1	2	1	1	04, YY, ZZ	9 87032132	RIGHT ANGLE	Op of V1 stated that while she was traveling south on South Highland Ave she did not see the red traffic signal causing her to strike V2. Op of V2 stated that while top of V2 was on a yellow light she was in the right lane as she crossed over
156	37567003	11/1/2018	18:31	2	PDO	4	2	1	1	YY	9 87032140	OVERTAKING	She said she put her signal on and moved to the right lane, but did not see veh #1 therefore she went into the right lane. Op of veh #1 stated she went into the right lane to make a U-turn in the middle of the road causing V2 to strike her. V2 OP2 states while traveling south on North Highland Avenue V1 made a U-turn in the middle of
157	38376266	3/20/2020	10:37	2	PDO	1	2	2	2	18, YY, ZZ	9 87032136	RIGHT ANGLE	V1 OP1 states while stationary at a red light she was struck V2 by V2 causing damage to the rear of her vehicle. V2 OP2 states he struck V2 in the rear of her vehicle
158	38505595	8/8/2020	11:04	2	PDO	1	2	1	1	04, YY, ZZ	9 87032133	REAR END	At 1030 hours I responded to the incident location in regards to a property damage automobile accident. Upon arrival, both operators advised me that they had been involved in a property damage automobile accident. Driver #2/Vernon
159	37625300	10/29/2018	16:40	2	PDO	1	1	1	1	04, YY	9 87032140	OVERTAKING	Operator of veh #1 states he was driving south on South Highland Ave in the left lane when Veh 2 switched lanes and crashed into his car. Operator of veh 2 stated she was driving south on South Highland Ave tried to switch lane and did
160	37794295	3/14/2019	15:55	2	PDO	1	2	1	1	04, 05, YY, ZZ	9 87032134	OVERTAKING	Driver of vehicle number one states that she was making the left turn onto Denny St from North Highland Ave when driver of vehicle number two attempted to make the left out of Denny St onto North Highland Ave striking her vehicle. Driver of
161	38354445	2/28/2020	20:19	2	PDO	4	2	1	1	07, YY	9 87032137	RIGHT ANGLE	
162	37136741	1/24/2018	11:22	2	PDO	1	2	1	1	XX, ZZ	9 87032137	RIGHT ANGLE	
163	37291145	11/7/2017	15:53	1	PDO	3	2	2	1	04, YY	9 87032132	SIGN POST	
164	38250954	12/27/2019	12:56	2	NR	1	2	1	1	YY, ZZ	9 87032140	RIGHT ANGLE	Op of veh #1 stated he was traveling south on N. Highland Ave. when his vehicle was struck by veh #2 as he made a right turn onto N. Highland Ave, after exiting the gas station. Op of veh #2 stated that he was exiting the gas station and
165	37875648	5/11/2019	18:18	2	INJURY	1	2	1	1	09, YY, ZZ	9 87032140	REAR END	Op of veh #1 stated that she was stopped in the S/B lane of N. Highland Ave., with her left turn signal on, waiting to turn into the parking lot of 172 N. Highland Ave when her vehicle was rear ended by veh #2. Op of veh #2 stated he was
166	37816028	3/29/2019	14:30	2	NR	1	1	1	2	09, 19, 26, YY	9 87032133	REAR END	when veh#2 stopped short veh#1 rear ended Veh#2. Operator veh#2 stated was traveling southbound on S Highland ave when she observed an emergency

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
167	37645219	12/17/2018	14:10	2	PDO	1	1	1	2	ZZ	9 87032139	OVERTAKING	Operator of MV #1 stated she was driving south in the left lane of North Highland Ave when MV #2 who was in the right lane turned into her. Operator of MV #2
168	38572073	9/24/2020	10:14	2	PDO	1	1	1	2	04, 09, YY, ZZ	9 87032132	REAR END	Operator of veh 1 states she was stopped at an on North Highland Ave at Waller Ave when veh 2 struck her in the rear. Operator of veh 2 states he was behind veh 1 on S Highland Ave at Waller Ave at the traffic light when his foot
169	38435246	6/8/2020	07:25	1	NR	1	3	1	1	62, YY	9 87032134	PEDESTRIAN	Operator of veh 1 states that he was driving on main street and had the glare in his eye and did not see a pedestrian in the crosswalk. Oper states that he tapped the pedestrian the pedestrian fell to the ground. The operator stated he got out of
170	37834915	4/11/2019	16:53	2	PDO	1	1	1	2	YY, ZZ	9 87032132	OVERTAKING	Operator of vehicle 1 (NY Reg #JPL5500), Michael Matthews, stated that he was traveling N/B on South Highland Avenue when a collision occurred with Vehicle #2 (NY Reg #78979M1) who was attempting to change lanes. Operator of Vehicle 2
171	38518242	8/18/2020	08:10	2	PDO	1	3	2	1	13, YY	9 87032138	OVERTAKING	Operator veh#1 stated was traveling north on N Highland Ave on a inside lane and change lane to outside lane did not see veh #2 in outside lane veh#1 Side swiped Veh#2. Operator veh#2 stated was in right lane when veh#1 hit veh#2 on its side
172	37754334	2/19/2019	11:48	2	PDO	1	1	1	1	09, YY	9 87032133	REAR END	Vehicle # 1 stopped in traffic at a red light struck by Vehicle # 2 who did not judge the distance in front of her.
173	38246650	12/26/2019	14:46	2	NR	1	2	1	1	05, YY	9 87032133	OVERTAKING	Op of veh #1 stated he was traveling north on N Highland Ave. when veh #2 attempted to change lanes and struck his vehicle in the process. Op of veh #2
174	38572123	9/24/2020	19:37	2	INJURY	4	1	1	1	18, YY	9 87032132	HEAD ON	Operator of veh 1 was traveling north on South Highland Avenue and struck veh 2 which was making a left hand turn onto Emwilton ave. Oper of veh 2 was traveling North and made a left onto Emwilton avenue and struck veh 1
175	38488534	7/23/2020	07:27	2	PDO	1	2	1	2	07, YY	9 87032136	RIGHT ANGLE	Vehicle # 1 attempting to make a u turn from a parking spot struck vehicle # 2 which was traveling northbound on North Highland Ave
176	38535437	8/21/2020	19:10	2	PDO	1	1	1	1	YY, ZZ	9 87032132	REAR END	Operator of vehicle #1 stopped in traffic northbound on South Highland Ave at Emwilton Pl when operator of vehicle #2 struck her in the rear end of her vehicle causing damage to the rear bumper of her vehicle. Operator of vehicle #2 stated
177	37383473	3/8/2018	21:08	1	INJURY	5	2	1	1	14, XX	9 87032135	PEDESTRIAN	
178	38209030	12/4/2019	16:57	2	PDO	4	2	2	2	09, YY	9 87032133	REAR END	Op1 stated he was slowing down for a vehicle that was reversing out of a street parking space located on Main St when MV#2 struck the rear of his vehicle. Op2 stated MV#1 stopped in the middle of the roadway and he struck the rear of
179	38061328	9/6/2019	08:30	2	PDO	1	1	1	2	09, 19, YY	9 87032138	REAR END	
180	37292912	12/1/2017	15:13	2	PDO	1	5	1	1	XX, ZZ	9 87032134	OVERTAKING	
181	38251544	12/28/2019	01:41	2	PDO	4	3	2	1	04, YY, ZZ	9 87032132	RIGHT ANGLE	Operator of veh 2 states he was traveling east on Waller Ave and had the green light when he entered the intersection of Waller ave at South highland Ave. When
182	38295112	1/26/2020	18:12	2	PDO	4	2	1	1	04, 09, YY	9 87032135	REAR END	Operator of the intersection Veh 1 was driving south on South Highland Ave South Highland Avenue while stopped at traffic control device and she felt a collision
183	37544011	10/22/2018	17:10	2	NR	1	2	1	2	YY, ZZ		SIDESWIPE	After 20 hours I responded to the location in regards to a hit andamp, run automobile accident. Upon arrival, operator #1/Acosta advised me that he was driving eastbound on Van Cortlandt Avenue when another unknown white truck coming
184	38004549	7/27/2019	15:53	2	INJURY	1	2	1	1	ZZ	9 87032137	RIGHT ANGLE	Op of veh #1 stated he was traveling north on N Highland Ave when veh #2 made a left turn onto N. Highland Ave. from Aqueduct St. and struck his vehicle.
185	38182478	10/10/2019	14:26	2	PDO	1	1	1	1	62, YY, ZZ	9 87032140	REAR END	On 10/10/19 at approx 14:20 hrs. I was dispatched to a report of a minor accident in the area of N. Highland Avenue and Snowden Ave. I met with both drivers involved in a rear ended accident while both vehicles were stopped in traffic
186	38533828	8/27/2020	18:30	2	PDO	1	1	1	1	69, YY	9 87032133	RIGHT ANGLE	V1 was parked on main street, across from 187 main st, traveling in a northeast direction when the rear left bumper of v2 collided with the rear right bumper of v1
187	37621770	12/3/2018	21:30	2	PDO	4	2	1	1	YY	9 87032133	OTHER	OpV1 was parked improperly on main St. Operator 2 stated she went to reverse out of her parking spot on Main St and could not see MV#1 due to the way it was
188	38305858	1/28/2020	18:20	2	PDO	4	1	1	1	05, YY, ZZ	9 87032132	LEFT TURN (AGAINST OTHER CAR)	Operator of veh 1 states he was traveling north on South Highland Avenue and was struck by veh 2. Oper of veh 1 states he had the right of way the traffic light was
189	37995472	7/25/2019	12:10	2	PDO	1	2	1	1	ZZ	9 87032133	LEFT TURN (AGAINST OTHER CAR)	Operator of MV #1 stated she was turning right on South Highland Ave when MV #2 turned left from Church Street and struck her vehicle. Operator of MV #2 stated she was turning left onto South Highland Ave when MV #1 struck her vehicle
190	37289539	11/16/2017	16:47	2	NR	4	3	1	1	16, XX, ZZ	9 87032133	OVERTAKING	
191	37327734	6/8/2018	09:51	2	NR	1	1	1	2	09, YY, ZZ	9 87032133	LEFT TURN (AGAINST OTHER CAR)	OpV1 stated he was parked in the parking space when v1 was struck by v2. OpV2 stated he pulled out of the parking space and was didn't realize he was too close to V1

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
192	38504803	8/3/2020	07:40	2	PDO	1	1	2	1	04, YY	9 87032139	LEFT TURN (WITH OTHER CAR)	OpV1 stated she had a green light and was heading straight when V2 ran the light. OpV2 stated the light was yellow as he made the left turn, and when he entered the intersection he was struck by V1.
193	37941679	6/23/2019	23:00	2	PDO	4	1	1	1	04, YY	9 87032132	REAR END	
194	37992769	7/19/2019	07:53	1	NR	1	3	1	1	18, ZZ	9 87032133	OTHER FIXED OBJECT	veh 1 was traveling southwest from Croton Ave to South Highland Ave, turned too wide, and struck the fixed handrail at the base of Croton Ave at intersection with North Highland Ave with the rear passenger side of the trailer. Handrail in
195	37574699	11/8/2018	19:24	2	PDO	4	1	1	1	04, YY	9 87032140	RIGHT ANGLE	At 1924 hours I responded to the incident location in regards to a property damage automobile accident. Upon arrival, I interviewed both operators, who both state that they were involved in an automobile accident. Operator 1/Sa
196	38460518	6/29/2020	17:44	2	PDO	1	1	2	3	13, 66, YY	9 87032131	RIGHT TURN (AGAINST OTHER CAR)	Op V1 stated that while turning into his driveway he was struck by vehicle 2. Op V1 further stated that before he made the right turn he moved left in order to make the turn wide enough to enter his driveway and did have his right turn signal on.
197	37432268	8/13/2018	07:44	2	INJURY	1	1	1	2	ZZ	9 87032132	HEAD ON	Operator of MV #1 stated he was driving north on South Highland Ave when MV #2 drove through the red light from Waller Ave causing him to strike the front passenger quarter panel. Operator of MV #2 stated he was driving east across
198	37449903	8/25/2018	07:55	2	NR	1	2	1	1	09, YY	9 87032137	REAR END	Operator veh#1 stated she was traveling north bound on N Highland Ave at intersection with Aqueduct St an uninvolved vehicle was making a left turn veh#1
199	37465641	9/4/2018	08:26	2	INJURY	1	5	1	1	XX, ZZ	9 87032138	OVERTAKING	On the 4th of September operator of vehicle #1, Operator's name was traveling northbound in the right lane of N Highland Ave near the intersection of N Malcolm St when vehicle number 1 turned into the left lane and struck vehicle number 2. Driver of vehicle number 1 fled the scene before PD arrival. Vehicle number 2 had no
200	38105305	10/5/2019	23:19	2	PDO	4	2	1	1	02, YY, ZZ	9 87032140	HEAD ON	Vehicle 1 was traveling north on South Highland and states that he was struck by veh 2. Veh 2 states she was traveling East and waller and struck veh 1. Oper of veh 2 states she had a green light. Oper of veh 1 was unlicensed.
201	37767822	2/2/2019	15:45	2	PDO	1	3	1	1	05, YY, ZZ	9 87032132	RIGHT TURN (AGAINST OTHER CAR)	
202	37854629	4/27/2019	10:58	2	PDO	1	2	1	1	YY, ZZ	9 87032138	LEFT TURN (AGAINST OTHER CAR)	
203	37217090	3/9/2018	13:42	2	PDO	1	1	1	2	XX, ZZ	9 87032132	RIGHT ANGLE	
204	37789588	3/9/2019	21:22	2	PDO	5	1	1	2	04, YY	9 87032140	REAR END	OPERATOR OF VEHICLE 1 STATES HE WAS TRAVELING NORTH IN AREA OF NORTH HIGHLAND AVE AND SNOWDEN AVE WHEN HE WAS STRUCK BY VEHICLE 2. OPERATOR OF VEHICLE 2 STATES HE LOOKED AWAY FOR A
205	37336177	6/14/2018	18:41	3	PDO	1	1	1	1	02, 09, ZZ	9 87032135	OTHER	OP 2 V2 stated that he was driving north on South Highland Avenue when he was struck in the rear by V1 OP1 causing him to strike V3. V3 OP3 stated she was struck in the rear by V2 when she was driving north. V1 stated that his breaks
206	38588679	10/10/2020	19:40	1	INJURY	3	2	1	1	04, 14, YY		PEDESTRIAN	
207	38007144	7/31/2019	15:23	3	INJURY	1	2	1	2	09, 13, YY	9 87032133	OTHER	Oper 1 stated he was traveling northbound on South Highland Ave and was unable to brake, tried to avoid a collision with the vehicle in front of him by swerving into the southbound lanes. struck MV#3 and then rear ended MV#2
208	37398934	4/28/2018	23:06	2	PDO	4	1	2	3	26, XX	9 87032132	REAR END	
209	38025537	8/9/2019	17:20	2	PDO	1	2	1	1	YY, ZZ	9 87032133	OVERTAKING	V1 OP1 states that while traveling north on South Highland Avenue she changed lanes from the right lane to the left lane to avoid a vehicle that was parked in the road way and was struck by v2. V2 OP 2 states they were driving in the left lane
210	37803565	3/20/2019	15:52	2	PDO	1	2	1	1	05, YY	9 87032137	REAR END	Oper of veh 1 was stopped in traffic about to make a left onto Denny street and was struck by veh 2. Oper of veh 2 was traveling south and rear ended veh 1
211	37606880	11/26/2018	16:47	2	PDO	4	1	2	3	07, YY	9 87032140	LEFT TURN (AGAINST OTHER CAR)	Operator 1 stated he was traveling northbound on North Highland Ave and MV#2 turned into his lane causing a collision. Operator 2 stated they were attempting to make a left turn into the Movie Tiro Parking Lot and struck MV#1
212	37660770	12/28/2018	17:40	1	INJURY	4	2	2	3	YY	9 87032132	PEDESTRIAN	Operator 1 stated he attempted to make a left turn on a green turn signal from South Highland Ave onto Emwilton Pl, he then stated that as he entered the intersection he was struck from the left side of his vehicle.
213	38295099	1/25/2020	18:06	2	PDO	4	2	2	3	04, YY, ZZ	9 87032136	REAR END	Operator of veh #3 stated he was stopped in traffic his vehicle was struck from behind by Veh 2. Operator of Veh 2 stated she thought Veh 1 was going to start
214	38504817	7/28/2020	17:00	2	PDO	1	2	1	1	09, YY, ZZ	9 87032133	REAR END	Operator of vehicle #1 stated while approaching intersection of North Ave and South Highland Ave the light had turned yellow and she thought the vehicle in front of her was going to continue through the light. Veh #2 stopped at the yellow
215	37625712	10/23/2018	09:47	2	PDO	1	2	1	2	04, 05, YY	9 87032132	REAR END	V2 was stopped at the red traffic signal south on South Highland Ave at Waller Ave. The driver of V1 tried to stop but she stated that she accidentally stepped on the gas pedal instead of the break pedal and subsequently struck V2.
216	37574691	11/8/2018	17:30	2	PDO	4	1	1	1	04, 17, YY, ZZ	9 87032139	RIGHT TURN (AGAINST OTHER CAR)	Operator of veh 1 stated he was traveling south on north Highland Ave by Montegonery St. He further states he did not stop at the red light because he wasn't paying attention. Operator of Veh 2 stated he was making a left from

APPENDIX B

Focus Group Report

Draft

VILLAGE OF OSSINING, NEW YORK

ROUTE 9 ROAD DIET



FOCUS GROUP REPORT

June 2021

Submitted to
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Submitted by
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President, Haas Media LLC

TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
BACKGROUND	5
METHODOLOGY	6
FINDINGS	7-12
CONCLUSION	13
RECOMMENDATIONS	14
APPENDIX	15-18
APPENDIX A: DISCUSSION GUIDE	16-17
APPENDIX B: PARTICIPANT PROFILE	18

EXECUTIVE SUMMARY

Route 9 is both the most vital as well as the most challenging roadway within the Village of Ossining. The Roadway's escalating vehicular traffic, parking demands and pedestrian mobility create an opportunity, through the Route 9 Road Diet, for the Roadway to be evaluated and re-imagined.

Because of the world-wide COVID 19 pandemic, the United States' Centers for Disease Control and Prevention's guidance along with New York State Department of Health, negated in-person Focus Group sessions. Consequently, the Project's 6 Focus Groups, 4 conducted in English and 2 conducted in Spanish, were facilitated via Zoom, the video platform, beginning Tuesday, April 20, 2021 and concluding Thursday, April 29, 2021.

Village residents, business owners and employees as well as representatives from local institutions were the 4 targeted population groups from whom information about Route 9 Road Diet was solicited. It was from these groups that inquiries were made with reference to their thoughts and experiences concerning Route 9 Road Diet which included narrowing the Roadway from 4 lanes to 2 lanes.

Without exception, "**Safety**" was the number one issue voiced by Focus Group participants. There was unanimous agreement that the Route 9 is hazardous and replete with safety issues, resulting in it being described as Death Valley, unsafe and dangerous for anyone coming in contact with it. Focus Group participants provided an extensive listing of changes they welcome on Route 9, such as parking, safety landscaping, reduced speed limit and paths for cyclists. Participants agreed that a Road Diet for Route 9 would be advantageous for the Village.

There were numerous Route 9 Road Diet suggestions cited by Focus Group participants. However, Focus Group participants stressed that there was a need to establish an on-going community-based safety and education campaign associated with Route 9 Road Diet.

This single recommendation, if established, has the capacity to incorporate ideas presented during Focus Group sessions into a "**Route 9 Road Diet Education and Safety Campaign.**" The Campaign would include contributions from residents, business members, employees, representatives from institutions and other community members. If implemented, the Campaign has the ability to incrementally improve economic development, traffic, parking and mobility for the Village as it continues to grow and prosper.

BACKGROUND

Route 9 is essential to the welfare and vitality of the Village of Ossining (VOO/Village). Perceptions about its development and usage are precisely why Village officials and members of New York State Department of Transportation (NYSDOT) collaborated and began the study, “Route 9 Diet” Project.

Information about Route 9 was collected from residents, business owners and employees, and representatives of Village institutions. This was accomplished through a series of Focus Groups during which participants shared their thoughts and opinions about Route 9 including traffic, parking and pedestrian mobility. The collected information can be instructive as well as beneficial for the VOO and NYSDOT. Of particular significance for both entities is learning about how people feel about Route 9 and how they imagine it as a result of the Road Diet.

METHODOLOGY

This qualitative research process centered upon obtaining data from Village of Ossining (Village of Ossining), New York residents, business owners and employees, concerning their thoughts and lived experiences associated with Route 9.

In response to COVID 19, 2020 global pandemic, the decision was made, in collaboration with Village officials and Project managers to conduct all Focus Group sessions via Zoom, the online conference platform.

The Project's target population, Village residents, business owners and employees, and representatives from local institutions were recruited employing an array of enrollment strategies including receiving referrals from Village Officials, stakeholders and community leaders and organizations. Print and social media platforms such as Facebook (paid and non-paid ads), Instagram, LinkedIn, text messages, emails and telephone were used as part of the recruitment strategy. Videos (English and Spanish) were also created to assist with recruiting participants.

After vetting potential participants, those eligible selected their preferred Focus Group language, English or Spanish.

The participants also selected their Focus Group designation: resident, business owner or employee and institution representative.

- Four of the six Focus Groups were facilitated in English with participants representing residents and business owners/employees and institution representatives.
- Two of the six groups were facilitated in Spanish representing residents, business owners/employees and institution representatives.
- Group sessions were facilitated for approximately 1 hour, 20 minutes.

Haas Media was tasked with developing and managing every aspect of the Focus Groups including recruitment and facilitation. All six groups were facilitated by Haas Media. The firm also provided note taking services for Groups 1-4. Creighton Manning provided note taking services for Groups 5 and 6.

FINDINGS

1.

Only one participant, of the 61, mentioned any awareness of Ossining's Road Diet.

- The same person pointed out that discussion about Route 9 is a topic that has been talked about for 25 years.

2.

Route 9 was universally depicted as unsafe for pedestrians and drivers

- Every speaker employed disapproving and derogatory language associated with Route 9. Not a single positive word or statement was used to describe Route 9.
- Words used:
 - Chaos (@ all times), congested, confusion, dangerous, difficult, intimidating, mistake, racing, reckless, road (too) narrow, safety, speeding, stressed, traffic (always), unclear, unsafe.

FINDINGS

3.

Too many drivers use Route 9, referred to as “The Death Valley,” as if it is a thruway. Speed limits are violated.

- Route 9 presents a sequence of unsafe walking and driving conditions, including:

Cars Do Not Stop for Pedestrians

- Dangerous to Cross Route 9, especially from side where vehicles park to other side of Route 9
- Dense Traffic
- Drivers Double Park
- Drivers Speed
- Fatalities (Snowden Avenue)
- Heightened Safety Risk When Baby Strollers Are Used
- Inconsistent Right Turn On Red
- Insufficient Police Presence
- Lights not Synchronized –Church Street “worst”
- Low Visibility; Improve Street Lighting
- Not all Segments have Pedestrian Crossings
- Not Safe Cycling or Walking
- Pedestrians Lengthy Wait Time Crossing Route 9, a participant stated she has waited 15-20 minutes to cross Route 9
- Uncontrolled and Dangerous Left Turns
- This question solicited the fewest responses and involved the least amount of discussion

FINDINGS

4.

What is working on Route 9?

- School Crossing Guards on Duty
- Greenery is Attractive, especially in winter
- Trees and Sidewalks are well maintained, if adjacent to an important site
- The 3 responses did not mention pedestrians or drivers' safety; there was a qualifier used regarding trees and sidewalks.

Questions 5, 6 and 7 resulted in the most wide-ranging conversations

5.

What is not working on Route 9?

- Can't Safely Cross Streets
- Condos have created congestion, especially southern section
- Drivers Go Through Red Lights
- Drivers Cross Double Yellow Line to Turn Left
- Crossing Light for Pedestrians Not Long Enough
- Crosswalk for Pedestrians Shopping at Bakery is on Wrong Side; other side (Route 9) provides more time to react (to vehicular traffic)
- Insufficient Number of Pedestrian Crossings
- Left Turns are Problematic, Uncontrolled and Dangerous

Particular Troubled Locations Include Schools and the following Highways:

- Arcadian Hill
- Cedar Lane
- Church Street
- NY 133
- Van Cortlandt
- Wilton Street

Pedestrians Walk Long Distances to Cross Highway

Highway is Not Pedestrian Friendly and is Dangerous for Drivers

FINDINGS

6. What improvements would you like to see on Route 9?

- Additional Parking, especially for Businesses
- Barriers and Bike Lanes needed
- Build a Bike Lane and Parking Lot, like one in White Plains
- Button Operated Traffic Signals for Pedestrians (to cross Route 9)
- Center Medians Would Be Helpful
- Clear out Empty Lots
- Consistent Speed Limits
- Consider Safety Needs of Pedestrians and Motorists
- Create safer Crosswalks, use barriers and guard rails

- Create Route 9 Safety Education Campaign
- Customer Parking, Croton and Highland Avenue
- Educate people to use crossing bridges
- Encourage Biking and Walking, promote beauty of sights
- Follow Examples of Tarrytown and Sleepy Hollow, mobility projects
- Increase Greenery
- Increase Police Surveillance and Ticketing
- Install Speed Cameras
- Install Speed Bumps, especially at CVS and 711

- Longer green light
- More protective space between pedestrians and vehicles
- More Traffic Lights
- More Parking Needed
- Promote use of Crossing Bridges for Pedestrians, especially those with Strollers
- Right Turn on red
- Road Diet will take away business
- Road Diet will create congestion
- Route 9 and 9A need to be reviewed at the same time

FINDINGS

6.

cont.

Synchronize lights

- Traffic Lights with Shorter Lengths of Time during prescribed hours
- Traffic Lights at Aqueduct and Highland Avenue, especially dangerous after dark
- Use Space to Create One thru Lane and One Left Lane
- Wider Lanes

7.

Do you have any concerns about Route 9?

- Bike Lane is a Bad Idea –not sufficient space
- Changing Behaviors of People will take Time
- Condos bring in more people and cars
- Cyclists Do Not Stop for Pedestrians
- Dangerous Intersection NY-133 and right turn on Main Street
- Don't limit project to one mile
- Edging way out of small streets to Route 9 is dangerous
- Emergency vehicles get stuck in traffic
- Hope this project is part of a comprehensive plan

FINDINGS

7.
cont.

Do you have any concerns about Route 9?

- Increased Traffic Congestion
- Motorists running red lights
- Make Pedestrian Safety Top Priority
- Make Street Safer
- Pedestrian Risk Safety by Jay-Walking
- Talked about this for Decades and Nothing Happens
- Trash Trucks Do Not Give Drivers Room to Pass
- VOC has been pushed to the side
- Waiting 15-20 minutes to cross street
- Why do Trucks use Route 9?

8.

Are there any advantages if the Village goes ahead with this Project?

- Good Idea
- It Will Reduce Speeding
- Hope it Improves Safety for Pedestrians and Drivers
- Hope it Happens
- Opportunity to Beautify
- Reduces Route 9 to 2 Lanes, with a Center Lane

CONCLUSION

The majority of Focus Group participants agreed the Route 9 Road Diet is a good idea and is needed.

Three key issues emerged as Road Diet priorities for participants.

- Safety
- Walkability
- Education

RECOMMENDATIONS

The majority of the participants agreed that they would prefer to have a walkable community where people can walk vs. where people can drive. A few suggested more bike lanes. One participant stated,

"This is a Village; make it feel like a Village, not like a highway."

Haas Media recommends the VOO explore creating:

- 
1. Route 9 Safety Education Campaign targeting the entire Village. The Bilingual Campaign (English and Spanish) would address key issues identified by the Focus Group participants including: Vehicular and Pedestrian Safety, Parking and Mobility.
 2. Strategies to encourage the use of public transportation to reduce the amount of vehicular traffic on Route 9.

APPENDIX

APPENDIX A

DISCUSSION GUIDE

1. How long have you lived in The Village of Ossining?
 2. Two to three words to describe The Village of Ossining
 3. Words that come to mind when thinking of Route 9
 4. Overall conditions in Route 9
 5. When/how do you use it? (in all types of transportation)
 6. How do you feel about it?
 7. What is working?
 8. What is not working?
-
9. What improvements would you like to see?
 10. What would you not like to see change?
 11. Are you aware of the Route 9 Road Diet project?
 12. When you think about Route 9 Road Diet, what words come to mind?
 13. How does it make you feel?
 14. What advantages do you see if the Village would go ahead with this project?
 15. How would you like the Village to use the extra space?/Why?
 16. Any concerns? How would you solve these issues?

APPENDIX A

DISCUSSION GUIDE

17. Would you feel better if I tell you that a team of engineers are trying to improve the efficiency of the road?
18. What are you most interested in seeing happen to Route 9 as part of this initiative?
 - A safer environment for pedestrians and drivers
 - More parking along Route 9 to serve local businesses
 - Enhance outdoor public space in the heart of the Village
 - Better traffic flow
 - Multi-modal facilities such as bike lanes
19. Who would prefer a walkable community vs a driving faster and why?
20. Who would prefer driving faster vs a walkable community?
21. What else would you recommend or team working with de VOO to enhance Route 9?
22. Other considerations

APPENDIX B

FOCUS GROUP PARTICIPANT PROFILE

	Group 1 4/20/21 English Resident	Group 2 4/20/21 Spanish Resident	Group 3 4/22/21 English Business Owner	Group 4 4/22/21 Spanish Business Owner	Group 5 4/28/21 English Resident	Group 6 4/29/21 English Resident	TOTAL
Total # male	1	0	5	7	3	4	20
Total # female	10	2	6	4	9	10	41
TOTAL	11	2	11	11	12	14	61

VILLAGE OF OSSINING

ROUTE 9 ROAD DIET

Kim Haas
President, Haas Media LLC
kim@haas-media.com

APPENDIX C

NYSDOT Traffic Volume Data

Draft

STATION: **871393****New York State Department of Transportation**
Traffic Count Hourly Report

Page 1 of 1

ROAD #: ROAD NAME: **MAIN ST** FROM: **SO HIGHLAND AV** TO: **Spring St** COUNTY: **Westchester**
DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: JT61 FUNC. CLASS: 16 VILLAGE:
STATE DIR CODE: 3 WK OF YR: 51 PLACEMENT: 225' W of Rt 9 NHS: no LION#:
DATE OF COUNT: 12/20/2015 @ REF MARKER: JURIS: County BIN:
NOTES LANE 0: WB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C52aTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: BB

PROCESSED BY: ORG CODE: DOT INITIALS: CEL

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
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18	F																											
19	S																											
20	S																	228	255	238	209	165	151	129	64			
21	M	46	23	22	22	44	106	262	395	369	336	340	328	317	329	329	382	368	360	374	304	240	149	120	54	5619	395	7
22	T	25	8	7	8	30	84	262	352	356	349	345	353	352	351	353	353	357	366	281	280	193	182	125	61	5433	366	17
23	W	35	15	9	8	30	81	242	359	339	320	313	306															
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25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
30	12	8	8	30	82	255	369	355	335	333	329	334	340	341	368	362	363	328	292	216	166	122	58	5436
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATE</u>																
				High Hour	% of day																			
4	68	2	54	369	7%	1.000	0.986	AAD																

AADT
5513

ROAD #: ROAD NAME: **MAIN ST** FROM: **SO HIGHLAND AV** TO: **Spring St** COUNTY: **Westchester**
STATION: **871393** STATE DIR CODE: **3** PLACEMENT: **225' W of Rt 9** DATE OF COUNT: **12/20/2015**

STATION: **870095****New York State Department of Transportation**
Traffic Count Hourly Report

Page 1 of 2

ROUTE #: **US 9** ROAD NAME: FROM: **RT 117 N TARRYTOWN** TO: **RT 133 OSSINING** COUNTY: **Westchester**
DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: AQ20 FUNC. CLASS: 14 VILLAGE:
STATE DIR CODE: 6 WK OF YR: 14 PLACEMENT: 98 YDS N OF MARLBOROUGH RD NHS: no LION#:
DATE OF COUNT: 03/31/2015 @ REF MARKER: 9 87032116 JURIS: City BIN:
NOTES LANE 0: ADDL DATA: CC Stn: RR CROSSING:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08v14aTST51124PMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JA

PROCESSED BY: ORG CODE: DOT INITIALS: jh

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
31	T															518	650	768	763	589	421	304	290	215	174			
1	W	88	36	25	32	29	93	242	354	368	397	384	406	466	455	522	630	683	839	611	504	380	329	215	141	8229	839	17
2	T	83	48	19	19	27	89	262	331	398	381	363	461	492	517	532	627	789	844	672	501	369	351	262	173	8610	844	17
3	F	100	62	26	32	38	62	216	301	398	410	427	537	562	539	623												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
88	48	23	27	30	79	235	322	380	388	383	458	469	476	513	623	731	798	611	465	344	316	226	160	8193
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATE</u>																
				High Hour	% of day																			
4	73	4	70	798	10%	0.979	1.006	AAD																

ROUTE # **US 9** ROAD NAME:
STATION: **870095** STATE DIR CODE: **6**

FROM: **RT 117 N TARRYTOWN**
PLACEMENT: **98 YDS N OF MARLBOROUGH RD**

TO: **RT 133 OSSINING**

COUNTY: **Westchester**
DATE OF COUNT: **03/31/2015**

STATION: 870095

New York State Department of Transportation

Traffic Count Hourly Report

Page 2 of 2

ROUTE #: **US 9** ROAD NAME: FROM: **RT 117 N TARRYTOWN** TO: **RT 133 OSSINING** COUNTY: **Westchester**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: DS60 FUNC. CLASS: 14 VILLAGE:
 STATE DIR CODE: 7 WK OF YR: 14 PLACEMENT: 98 YDS N OF MARLBOROUGH RD NHS: no LION#:
 DATE OF COUNT: 03/31/2015 @ REF MARKER: 9 87032116 JURIS: City BIN:
 NOTES LANE 0: ADDL DATA: CC Stn: RR CROSSING:
 COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08v14aTST51124PMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JA

PROCESSED BY: ORG CODE: DOT INITIALS: jh

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		AM												PM														
DATE	DAY																									DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
31	T																											
1	W	45	25	18	26	41	163	592	1120	1214	880	788	651	664	704	651	739	680	609	585	441	361	224	171	128	11520	1214	8
2	T	51	32	23	19	52	168	586	1231	1185	843	654	697	743	702	797	707	685	712	631	508	326	245	188	127	11912	1231	7
3	F	58	31	37	22	44	124	426	829	977	712	755	752	810	751	753												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
50	28	25	22	45	149	524	1038	1101	795	717	685	689	688	743	713	695	672	579	440	303	216	162	117	11196
<u>DAYS</u> <u>Counted</u>	<u>HOURS</u> <u>Counted</u>	<u>WEEKDAYS</u> <u>Counted</u>	<u>WEEKDAY</u> <u>Hours</u>	<u>AVERAGE WEEKDAY</u>		Axle Adj. <u>Factor</u>	Seasonal/Weekday <u>Adjustment Factor</u>	ESTIMATE																
				High Hour	% of day																			
4	73	4	70	1101	10%	0.979	1.006	AAD																

ROUTE # **US 9**
STATION: **870095**ROAD NAME:
STATE DIR CODE: 7FROM: **RT 117 N TARRYTOWN**
PLACEMENT: **98 YDS N OF MARLBOROUGH RD**TO: **RT 133 OSSINING**COUNTY: **Westchester**
DATE OF COUNT: **03/31/2015**

COUNT TAKEN BY: ORG CODE: TST INITIALS: ZAP PROCESSED BY: ORG CODE: DOT INITIALS: JS

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

AADT
1157

ROAD #:	ROAD NAME: SNOWDEN AVE	FROM: NORTH HIGHLAND	TO: WATER ST	COUNTY: Westchester
STATION: 872142	STATE DIR CODE: 6	PLACEMENT: 267' S of Van Wyck St		DATE OF COUNT: 06/27/2016

STATION: 872142

New York State Department of Transportation

Traffic Count Hourly Report

Page 2 of 2

ROAD #: ROAD NAME: **SNOWDEN AVE** FROM: **NORTH HIGHLAND** TO: **WATER ST** COUNTY: **Westchester**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: JV06 FUNC. CLASS: 17 VILLAGE:
 STATE DIR CODE: 7 WK OF YR: 27 PLACEMENT: 267' S of Van Wyck St NHS: no LION#:
 DATE OF COUNT: 06/27/2016 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: SB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: ZAP COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C27dTST5195HPMS SAMPLE:
 PROCESSED BY: ORG CODE: DOT INITIALS: JS

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	W																											
2	T																											
3	F																											
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24	F																											
25	S																											
26	S																											
27	M																											
28	T	7	2	2	1	2	26	97	142	32	56	40	36	46	40	41	63	58	79	48	44	33	11	26	11			
29	W	4	6	0	2	4	19	99	146	83	41	27	30	47	60	31	60	59	69	49	42	34	23	22	10	928	142	7
30	T	9	1	3	1	4	18	96	138																	1074	146	7

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
7	3	2	1	3	21	97	142	58	48	34	33	46	50	38	59	58	78	61	53	36	23	22	11	984
<u>DAYS Counted</u>	<u>HOURS Counted</u>			<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>														
						<u>High Hour</u>	<u>% of day</u>																	
4	66			4	66	142	14%	1.000	1.100	AADT 895														

ROAD #: ROAD NAME: **SNOWDEN AVE** FROM: **NORTH HIGHLAND** TO: **WATER ST** COUNTY: **Westchester**
 STATION: **872142** STATE DIR CODE: 7 PLACEMENT: **267' S of Van Wyck St** DATE OF COUNT: **06/27/2016**

STATION: 870053

New York State Department of Transportation

Traffic Count Hourly Report

Page 1 of 2

ROUTE #: **US 9** ROAD NAME: **N HIGHLAND AVE** FROM: **RT 133 OSSINING** TO: **START 9/9A OLAP** COUNTY: **Westchester**
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: AC27 FUNC. CLASS: 14 VILLAGE:
 STATE DIR CODE: 6 WK OF YR: 32 PLACEMENT: 65' S OF WESTVIEW AVE NHS: no LION#:
 DATE OF COUNT: 08/06/2018 @ REF MARKER: JURIS: City BIN: 1004960
 NOTES LANE 1: NB Travel Lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
 COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C32aTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB

PROCESSED BY: ORG CODE: DOT INITIALS: HK

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M											401	453	491	451	494	614	702	718	586	507	395	248	187	119			
7	T	53	25	25	14	48	131	279	475	416	390	398	434	465	510	520	648	686	753	612	488	323	229	176	115	8213	753	17
8	W	59	30	13	20	43	118	263	509	443	410	419	473	464	512	540	604	694	785	609	564	437	270	193	108	8580	785	17
9	T	56	26	17	12	43	116	270	509	427	415	438																
10	F																											
11	S																											
12	S																											
13	M																											
14	T																											
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

ADT

56 27 18 15 45 122 271 498 429 405 414 453 473 491 518 622 694 752 602 520 385 249 185 114 8358

DAYS	HOURS	WEEKDAYS	WEEKDAY	AVERAGE WEEKDAY	Axle Adj.	Seasonal/Weekday	ESTIMATED
Counted	Counted	Counted	Hours	High Hour	% of day	Factor	Adjustment Factor
4	73	4	73	752	9%	1.000	1.100

AADT
7598

 ROUTE # **US 9** ROAD NAME: **N HIGHLAND AVE**
 STATION: **870053** STATE DIR CODE: **6**

 FROM: **RT 133 OSSINING**
 PLACEMENT: **65' S OF WESTVIEW AVE**
TO: **START 9/9A OLAP**
 COUNTY: **Westchester**
 DATE OF COUNT: **08/06/2018**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **US 9** ROAD NAME: **N HIGHLAND AVE** FROM: **RT 133 OSSINING** TO: **START 9/9A OLAP** COUNTY: **Westchester**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: AC27 FUNC. CLASS: 14 VILLAGE:
 STATE DIR CODE: 7 WK OF YR: 32 PLACEMENT: 65' S OF WESTVIEW AVE NHS: no LION#:
 DATE OF COUNT: 08/06/2018 @ REF MARKER: JURIS: City BIN: 1004960
 NOTES LANE 1: SB Travel Lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
 COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C32aTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB

PROCESSED BY: ORG CODE: DOT INITIALS: HK

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T	54	27	19	19	37	180	465	678	729	546	463	473	487	499	487	530	603	574	533	491	371	274	230	119			
8	W	66	41	11	11	34	183	483	707	704	581	473	481	480	497	517	504	602	629	540	470	444	336	228	112	8750	729	8
9	T	55	20	19	16	38	173	497	727	737	567	480														9134	707	7
10	F																											
11	S																											
12	S																											
13	M																											
14	T																											
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

ADT

8958

58	29	16	15	36	179	482	704	723	565	469	471	480	493	496	527	611	604	527	474	380	295	212	112
DAYS	HOURS	WEEKDAYS	WEEKDAY	AVERAGE WEEKDAY		Axle Adj.	Seasonal/Weekday	ESTIMATED															
Counted	Counted	Counted	Hours	High Hour	% of day	Factor	Adjustment Factor																
4	73	4	73	723	8%	1.000	1.100																

AADT
8144

ROUTE # **US 9** ROAD NAME: **N HIGHLAND AVE**
 STATION: **870053** STATE DIR CODE: **7**

FROM: **RT 133 OSSINING**
 PLACEMENT: **65' S OF WESTVIEW AVE**

TO: **START 9/9A OLAP**

COUNTY: **Westchester**
 DATE OF COUNT: **08/06/2018**

STATION: 870645

New York State Department of Transportation

Traffic Count Hourly Report

Page 1 of 2

ROUTE #: **NY 133** ROAD NAME: **CROTON AVE** FROM: **RT 9 OSSINING** TO: **RT 134** COUNTY: **Westchester**
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: DR56 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 6 WK OF YR: 38 PLACEMENT: 360' N OF ELIZABETH ST NHS: no LION#:
 DATE OF COUNT: 09/17/2019 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: NB Travel Lane ADDL DATA: CC Stn: RR CROSSING:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: JJB COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08V38bTST5195HPMS SAMPLE:
 PROCESSED BY: ORG CODE: DOT INITIALS: MK

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T																											
18	W	24	21	12	16	31	97	287	349	368	300	352	325	312	337	282	341	355	303	283	288	369	231	141	91			
19	T	33	16	19	17	35	104	289	332	337	420	319	304	293	329	321	324	341	291	354	353	306	236	165	100	5614	368	8
20	F	52	24	18	33	35	104	284	351	361									319	378	390	278	199	171	94	5662	420	9
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																				ADT				
36	20	16	22	34	102	287	344	355	360	336	314	302	333	302	332	348	304	338	344	318	222	159	95	5623
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>																
				High Hour	% of day																			
4	64	4	64	360	6%	1.000	1.078	AADT 5216																

ROUTE # **NY 133** ROAD NAME: **CROTON AVE** FROM: **RT 9 OSSINING** TO: **RT 134** COUNTY: **Westchester**
 STATION: **870645** STATE DIR CODE: **6** PLACEMENT: **360' N OF ELIZABETH ST** DATE OF COUNT: **09/17/2019**

STATION: 870645

New York State Department of Transportation

Traffic Count Hourly Report

Page 2 of 2

ROUTE #: **NY 133** ROAD NAME: **CROTON AVE** FROM: **RT 9 OSSINING** TO: **RT 134** COUNTY: **Westchester**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: DR56 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 7 WK OF YR: 38 PLACEMENT: 360' N OF ELIZABETH ST NHS: no LION#:
 DATE OF COUNT: 09/17/2019 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: SB Travel Lane ADDL DATA: CC Stn: RR CROSSING:
 BATCH ID: DOT-R08V38bTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JJB

PROCESSED BY: ORG CODE: DOT INITIALS: MK

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T																											
18	W	37	23	15	15	52	109	297	484	455	388	362	332	372	406	387	442	464	552	504	444	360	271	165	96			
19	T	45	28	10	14	59	109	288	503	459	412	374	361	350	418	392	454	510	536	580	469	302	265	160	87	7039	580	18
20	F	48	30	19	19	55	103	297	462	468									519	521	473	352	238	167	119	7175	521	18
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
43	27	15	16	55	107	294	483	461	400	368	346	361	412	390	448	487	536	535	462	338	258	164	101	7107
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>																
				High Hour	% of day																			
4	64	4	64	536	8%	1.000	1.078	AADT 6593																

ROUTE # **NY 133** ROAD NAME: **CROTON AVE** FROM: **RT 9 OSSINING** TO: **RT 134** COUNTY: **Westchester**
 STATION: **870645** STATE DIR CODE: **7** PLACEMENT: **360' N OF ELIZABETH ST** DATE OF COUNT: **09/17/2019**

APPENDIX D

2021 As-Counted Traffic Volumes

Draft

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	24	5	0	3	0	0	0	0	0	0	0	0	32
01:00	0	14	4	0	1	1	0	0	0	0	0	0	0	20
02:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
03:00	0	9	3	2	2	0	0	0	1	0	0	0	0	17
04:00	0	20	7	2	1	0	0	0	0	0	0	0	0	30
05:00	0	75	12	7	8	1	0	0	0	0	0	0	0	103
06:00	0	188	24	8	3	1	0	0	0	0	0	0	0	224
07:00	2	340	46	19	2	4	0	1	2	0	0	0	0	416
08:00	1	343	52	18	9	3	1	0	0	0	0	0	0	427
09:00	1	297	41	12	14	4	0	1	1	0	0	0	0	371
10:00	2	332	44	10	13	3	0	0	2	0	0	0	0	406
11:00	0	369	45	16	18	5	0	3	1	0	0	0	0	457
12:00 PM	0	387	40	18	11	3	0	3	1	0	0	0	0	463
13:00	0	363	45	10	9	1	0	2	0	0	0	0	0	430
14:00	0	465	56	5	9	1	0	1	0	0	0	0	0	537
15:00	0	633	75	13	6	4	0	0	0	0	0	0	0	731
16:00	0	624	65	7	5	0	0	0	0	0	0	0	0	701
17:00	1	592	46	5	4	0	0	0	0	0	0	0	0	648
18:00	0	435	33	5	3	0	0	0	1	0	0	0	0	477
19:00	0	342	20	5	1	0	0	0	1	0	0	0	0	369
20:00	0	209	15	0	0	1	0	0	0	0	0	0	0	225
21:00	0	140	7	1	0	1	0	0	0	0	0	0	0	149
22:00	0	104	5	2	0	0	0	0	1	0	0	0	0	112
23:00	0	72	3	4	0	0	0	0	0	0	0	0	0	79
Totals	7	6388	695	169	122	33	1	11	11					7437
% of Totals	0%	86%	9%	2%	2%	0%	0%	0%	0%					100%

AM Volumes	6	2022	285	94	74	22	1	5	7	0	0	0	0	2516
% AM	0%	27%	4%	1%	1%	0%	0%	0%	0%					34%
AM Peak Hour	07:00	11:00	08:00	07:00	11:00	11:00	08:00	11:00	07:00					11:00
Volume	2	369	52	19	18	5	1	3	2					457
PM Volumes	1	4366	410	75	48	11	0	6	4	0	0	0	0	4921
% PM	0%	59%	6%	1%	1%	0%		0%	0%					66%
PM Peak Hour	17:00	15:00	15:00	12:00	12:00	15:00		12:00	12:00					15:00
Volume	1	633	75	18	11	4		3	1					731
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			843	↔	11%	893	↔	12%	1349	↔	18%	4352	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	23	1	1	1	0	0	0	0	0	0	0	0	26
01:00	0	7	5	1	1	1	0	0	0	0	0	0	0	15
02:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
03:00	0	12	3	1	0	0	0	0	0	0	0	0	0	16
04:00	0	24	3	1	0	1	0	0	0	0	0	0	0	29
05:00	0	91	18	0	2	2	0	0	0	0	0	0	0	113
06:00	1	301	26	3	3	0	0	0	0	0	0	0	0	334
07:00	2	594	43	12	11	6	0	1	2	0	0	0	0	671
08:00	2	564	55	14	7	4	0	0	1	0	0	0	0	647
09:00	1	394	41	10	9	1	0	0	0	0	0	0	0	456
10:00	1	358	34	10	5	5	0	0	0	0	0	0	0	413
11:00	2	356	33	6	6	4	1	0	1	0	0	0	0	409
12:00 PM	0	379	41	6	5	4	0	0	0	0	0	0	0	435
13:00	0	355	27	8	9	1	0	0	0	0	0	0	0	400
14:00	0	443	34	11	8	0	0	0	4	0	0	0	0	500
15:00	2	431	33	7	3	2	0	0	0	0	0	0	0	478
16:00	0	505	40	5	2	0	0	0	1	0	0	0	0	553
17:00	0	522	23	6	4	1	0	0	0	0	0	0	0	556
18:00	3	405	28	3	1	3	0	0	0	0	0	0	0	443
19:00	1	283	10	2	3	2	0	0	2	0	0	0	0	303
20:00	0	206	12	1	1	0	0	0	0	0	0	0	0	220
21:00	0	149	4	1	0	0	0	0	0	0	0	0	0	154
22:00	0	95	7	0	0	0	0	0	1	0	0	0	0	103
23:00	0	62	6	2	0	0	0	0	0	0	0	0	0	70
Totals	15	6569	529	111	81	37	1	1	13					7357
% of Totals	0%	89%	7%	2%	1%	1%	0%	0%	0%					100%

AM Volumes	9	2734	264	59	45	24	1	1	5	0	0	0	0	3142
% AM	0%	37%	4%	1%	1%	0%	0%	0%	0%					43%
AM Peak Hour	07:00	07:00	08:00	08:00	07:00	07:00	11:00	07:00	07:00					07:00
Volume	2	594	55	14	11	6	1	1	2					671
PM Volumes	6	3835	265	52	36	13	0	0	8	0	0	0	0	4215
% PM	0%	52%	4%	1%	0%	0%			0%					57%
PM Peak Hour	18:00	17:00	12:00	14:00	13:00	12:00			14:00					17:00
Volume	3	522	41	11	9	4			4					556
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1318	↔	18%	835	↔	11%	1109	↔	15%	4095	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	47	6	1	4	0	0	0	0	0	0	0	0	58
01:00	0	21	9	1	2	2	0	0	0	0	0	0	0	35
02:00	0	21	4	0	0	0	0	0	1	0	0	0	0	26
03:00	0	21	6	3	2	0	0	0	1	0	0	0	0	33
04:00	0	44	10	3	1	1	0	0	0	0	0	0	0	59
05:00	0	166	30	7	10	3	0	0	0	0	0	0	0	216
06:00	1	489	50	11	6	1	0	0	0	0	0	0	0	558
07:00	4	934	89	31	13	10	0	2	4	0	0	0	0	1087
08:00	3	907	107	32	16	7	1	0	1	0	0	0	0	1074
09:00	2	691	82	22	23	5	0	1	1	0	0	0	0	827
10:00	3	690	78	20	18	8	0	0	2	0	0	0	0	819
11:00	2	725	78	22	24	9	1	3	2	0	0	0	0	866
12:00 PM	0	766	81	24	16	7	0	3	1	0	0	0	0	898
13:00	0	718	72	18	18	2	0	2	0	0	0	0	0	830
14:00	0	908	90	16	17	1	0	1	4	0	0	0	0	1037
15:00	2	1064	108	20	9	6	0	0	0	0	0	0	0	1209
16:00	0	1129	105	12	7	0	0	0	1	0	0	0	0	1254
17:00	1	1114	69	11	8	1	0	0	0	0	0	0	0	1204
18:00	3	840	61	8	4	3	0	0	1	0	0	0	0	920
19:00	1	625	30	7	4	2	0	0	3	0	0	0	0	672
20:00	0	415	27	1	1	1	0	0	0	0	0	0	0	445
21:00	0	289	11	2	0	1	0	0	0	0	0	0	0	303
22:00	0	199	12	2	0	0	0	0	2	0	0	0	0	215
23:00	0	134	9	6	0	0	0	0	0	0	0	0	0	149
Totals	22	12957	1224	280	203	70	2	12	24					14794
% of Totals	0%	88%	8%	2%	1%	0%	0%	0%	0%					100%

AM Volumes	15	4756	549	153	119	46	2	6	12	0	0	0	0	5658
% AM	0%	32%	4%	1%	1%	0%	0%	0%	0%					38%
AM Peak Hour	07:00	07:00	08:00	08:00	11:00	07:00	08:00	11:00	07:00					07:00
Volume	4	934	107	32	24	10	1	3	4					1087
PM Volumes	7	8201	675	127	84	24	0	6	12	0	0	0	0	9136
% PM	0%	55%	5%	1%	1%	0%		0%	0%					62%
PM Peak Hour	18:00	16:00	15:00	12:00	13:00	12:00		12:00	14:00					16:00
Volume	3	1129	108	24	18	7		3	4					1254
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			2161	↔	15%	1728	↔	12%	2458	↔	17%	8447	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	27	4	1	1	0	0	0	0	0	0	0	0	33
01:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
02:00	0	10	3	1	0	0	0	0	0	0	0	0	0	14
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
04:00	0	20	2	6	4	0	0	0	0	0	0	0	0	32
05:00	0	80	15	3	3	2	0	0	2	0	0	0	0	105
06:00	0	198	27	5	4	0	0	2	0	0	0	0	0	236
07:00	2	374	51	14	6	1	0	1	1	0	0	0	0	450
08:00	1	355	35	14	9	1	0	0	4	0	0	0	0	419
09:00	1	313	37	15	13	3	1	2	0	0	0	0	0	385
10:00	1	283	41	11	12	5	0	2	1	0	0	0	0	356
11:00	3	293	40	7	6	1	0	1	0	0	0	0	0	351
12:00 PM	0	442	59	10	15	8	0	0	2	0	0	0	0	536
13:00	1	439	37	13	9	1	0	0	0	0	0	0	0	500
14:00	0	482	49	14	8	1	0	0	0	0	0	0	0	554
15:00	1	586	55	14	10	1	0	0	0	0	0	0	0	667
16:00	5	658	64	3	5	0	1	0	0	0	0	0	0	736
17:00	1	631	39	5	6	0	0	1	1	0	0	0	0	684
18:00	0	489	34	3	3	0	0	0	1	0	0	0	0	530
19:00	0	321	17	3	2	1	0	0	0	0	0	0	0	344
20:00	0	246	16	2	1	1	0	0	0	0	0	0	0	266
21:00	0	149	8	1	0	0	0	0	0	0	0	0	0	158
22:00	0	106	10	2	1	0	0	0	1	0	0	0	0	120
23:00	0	84	8	2	0	0	0	0	0	0	0	0	0	94
Totals	16	6613	655	149	118	26	2	9	13					7601
% of Totals	0%	87%	9%	2%	2%	0%	0%	0%	0%					100%

AM Volumes	8	1980	259	77	58	13	1	8	8	0	0	0	0	2412
% AM	0%	26%	3%	1%	1%	0%	0%	0%	0%					32%
AM Peak Hour	11:00	07:00	07:00	09:00	09:00	10:00	09:00	06:00	08:00					07:00
Volume	3	374	51	15	13	5	1	2	4					450
PM Volumes	8	4633	396	72	60	13	1	1	5	0	0	0	0	5189
% PM	0%	61%	5%	1%	1%	0%	0%	0%	0%					68%
PM Peak Hour	16:00	16:00	16:00	14:00	12:00	12:00	16:00	17:00	12:00					16:00
Volume	5	658	64	14	15	8	1	1	2					736
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			869	↔	11%	1036	↔	14%	1420	↔	19%	4276	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	25	3	1	1	0	0	0	0	0	0	0	0	30
01:00	0	14	1	0	0	1	0	0	0	0	0	0	0	16
02:00	0	9	1	1	0	0	0	0	0	0	0	0	0	11
03:00	0	11	0	0	0	0	1	0	0	0	0	0	0	12
04:00	0	26	3	2	1	0	0	0	0	0	0	0	0	32
05:00	2	94	12	0	0	4	0	0	1	0	0	0	0	113
06:00	1	307	26	3	1	1	0	0	0	0	0	0	0	339
07:00	2	594	48	8	11	0	1	0	0	1	0	0	0	665
08:00	1	541	48	10	8	1	7	1	2	1	0	0	0	620
09:00	1	377	37	7	9	3	1	0	0	0	0	0	0	435
10:00	0	328	23	8	4	3	0	0	0	0	0	0	0	366
11:00	0	358	34	9	6	2	1	0	0	1	0	0	0	411
12:00 PM	3	426	46	9	7	2	0	0	1	0	0	0	0	494
13:00	0	346	35	8	4	4	1	0	2	0	0	0	0	400
14:00	2	498	47	14	13	3	0	0	2	0	0	0	0	579
15:00	2	510	34	8	4	2	0	0	1	0	0	0	0	561
16:00	1	508	32	3	7	2	0	0	0	0	0	0	0	553
17:00	1	538	32	3	7	0	0	0	0	0	0	0	0	581
18:00	1	409	21	3	0	0	0	0	0	0	0	0	0	434
19:00	0	310	15	2	0	0	1	0	0	0	0	0	0	328
20:00	0	223	5	3	1	1	2	0	0	0	0	0	0	235
21:00	0	160	5	2	1	0	1	0	0	0	0	0	0	169
22:00	0	101	3	0	0	0	0	0	0	0	0	0	0	104
23:00	0	76	3	0	0	0	0	0	0	0	0	0	0	79
Totals	17	6789	514	104	85	29	16	1	9	3				7567
% of Totals	0%	90%	7%	1%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	7	2684	236	49	41	15	11	1	3	3	0	0	0	3050
% AM	0%	35%	3%	1%	1%	0%	0%	0%	0%	0%				40%
AM Peak Hour	05:00	07:00	07:00	08:00	07:00	05:00	08:00	08:00	08:00	07:00				07:00
Volume	2	594	48	10	11	4	7	1	2	1				665
PM Volumes	10	4105	278	55	44	14	5	0	6	0	0	0	0	4517
% PM	0%	54%	4%	1%	1%	0%	0%		0%					60%
PM Peak Hour	12:00	17:00	14:00	14:00	14:00	13:00	20:00		13:00					17:00
Volume	3	538	47	14	13	4	2		2					581
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			1285	↔	17%	894	↔	12%	1134	↔	15%	4254	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	52	7	2	2	0	0	0	0	0	0	0	0	63
01:00	0	31	4	0	0	1	0	0	0	0	0	0	0	36
02:00	0	19	4	2	0	0	0	0	0	0	0	0	0	25
03:00	0	21	1	0	0	0	1	0	0	0	0	0	0	23
04:00	0	46	5	8	5	0	0	0	0	0	0	0	0	64
05:00	2	174	27	3	3	6	0	0	3	0	0	0	0	218
06:00	1	505	53	8	5	1	0	2	0	0	0	0	0	575
07:00	4	968	99	22	17	1	1	1	1	1	0	0	0	1115
08:00	2	896	83	24	17	2	7	1	6	1	0	0	0	1039
09:00	2	690	74	22	22	6	2	2	0	0	0	0	0	820
10:00	1	611	64	19	16	8	0	2	1	0	0	0	0	722
11:00	3	651	74	16	12	3	1	1	0	1	0	0	0	762
12:00 PM	3	868	105	19	22	10	0	0	3	0	0	0	0	1030
13:00	1	785	72	21	13	5	1	0	2	0	0	0	0	900
14:00	2	980	96	28	21	4	0	0	2	0	0	0	0	1133
15:00	3	1096	89	22	14	3	0	0	1	0	0	0	0	1228
16:00	6	1166	96	6	12	2	1	0	0	0	0	0	0	1289
17:00	2	1169	71	8	13	0	0	1	1	0	0	0	0	1265
18:00	1	898	55	6	3	0	0	0	1	0	0	0	0	964
19:00	0	631	32	5	2	1	1	0	0	0	0	0	0	672
20:00	0	469	21	5	2	2	2	0	0	0	0	0	0	501
21:00	0	309	13	3	1	0	1	0	0	0	0	0	0	327
22:00	0	207	13	2	1	0	0	0	1	0	0	0	0	224
23:00	0	160	11	2	0	0	0	0	0	0	0	0	0	173
Totals	33	13402	1169	253	203	55	18	10	22	3				15168
% of Totals	0%	88%	8%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	15	4664	495	126	99	28	12	9	11	3	0	0	0	5462
% AM	0%	31%	3%	1%	1%	0%	0%	0%	0%	0%				36%
AM Peak Hour	07:00	07:00	07:00	08:00	09:00	10:00	08:00	06:00	08:00	07:00				07:00
Volume	4	968	99	24	22	8	7	2	6	1				1115
PM Volumes	18	8738	674	127	104	27	6	1	11	0	0	0	0	9706
% PM	0%	58%	4%	1%	1%	0%	0%	0%	0%					64%
PM Peak Hour	16:00	17:00	12:00	14:00	12:00	12:00	20:00	17:00	12:00					16:00
Volume	6	1169	105	28	22	10	2	1	3					1289
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2154	14%	↔	1930	13%	↔	2554	17%	↔	8530	56%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	27	5	2	1	0	0	0	1	0	0	0	0	36
01:00	0	19	2	1	1	0	0	0	0	0	0	0	0	23
02:00	0	8	1	0	2	0	0	0	0	0	0	0	0	11
03:00	0	10	2	1	0	1	0	0	0	0	0	0	0	14
04:00	0	19	5	3	0	0	0	0	0	0	0	0	0	27
05:00	0	76	10	5	2	3	0	0	1	0	0	0	0	97
06:00	1	206	24	6	9	1	0	0	0	0	0	0	0	247
07:00	1	364	51	15	3	4	0	2	2	0	0	0	0	442
08:00	0	339	50	18	10	3	0	0	1	0	0	0	0	421
09:00	1	324	50	11	7	2	0	1	1	0	0	0	0	397
10:00	0	323	38	11	10	4	0	0	0	0	0	0	0	386
11:00	0	359	47	14	9	1	0	0	0	0	0	0	0	430
12:00 PM	0	404	49	12	14	6	0	0	0	0	0	0	0	485
13:00	0	400	43	2	8	3	0	1	0	0	0	0	0	457
14:00	3	487	49	8	11	3	0	1	0	0	0	0	0	562
15:00	0	583	56	15	5	1	0	0	1	0	0	0	0	661
16:00	0	646	52	3	9	0	1	0	0	0	0	0	0	711
17:00	0	671	52	4	5	1	0	0	2	0	0	0	0	735
18:00	0	473	42	10	1	1	0	0	0	0	0	0	0	527
19:00	0	343	18	4	2	0	0	0	0	0	0	0	0	367
20:00	0	240	11	1	1	0	0	0	0	0	0	0	0	253
21:00	0	159	8	2	1	0	0	0	0	0	0	0	0	170
22:00	0	114	8	0	0	0	0	0	0	0	0	0	0	122
23:00	0	95	3	2	0	0	0	0	0	0	0	0	0	100
Totals	6	6689	676	150	111	34	1	5	9					7681
% of Totals	0%	87%	9%	2%	1%	0%	0%	0%	0%					100%

AM Volumes	3	2074	285	87	54	19	0	3	6	0	0	0	0	2531
% AM	0%	27%	4%	1%	1%	0%		0%	0%					33%
AM Peak Hour	06:00	07:00	07:00	08:00	08:00	07:00		07:00	07:00					07:00
Volume	1	364	51	18	10	4		2	2					442
PM Volumes	3	4615	391	63	57	15	1	2	3	0	0	0	0	5150
% PM	0%	60%	5%	1%	1%	0%	0%	0%	0%					67%
PM Peak Hour	14:00	17:00	15:00	15:00	12:00	12:00	16:00	13:00	17:00					17:00
Volume	3	671	56	15	14	6	1	1	2					735
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			863	↔	11%	942	↔	12%	1446	↔	19%	4430	↔	58%

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	20	0	0	0	1	0	0	0	0	0	0	0	21
01:00	0	13	0	1	1	0	0	0	0	0	0	0	0	15
02:00	0	12	2	1	1	0	0	0	0	0	0	0	0	16
03:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
04:00	0	26	4	1	1	0	0	0	0	0	0	0	0	32
05:00	0	87	16	0	0	1	0	0	0	0	0	0	0	104
06:00	0	311	29	4	2	6	0	0	0	0	0	0	0	352
07:00	1	592	50	15	7	1	0	0	1	0	0	0	0	667
08:00	3	551	42	17	10	0	0	1	0	0	0	0	0	624
09:00	2	429	37	6	3	2	0	0	0	0	0	0	0	479
10:00	2	356	41	10	3	3	0	0	2	0	0	0	0	417
11:00	0	356	36	9	4	5	0	0	0	0	0	0	0	410
12:00 PM	3	413	39	6	1	3	0	0	0	0	0	0	0	465
13:00	4	386	41	11	8	1	1	0	2	0	0	0	0	454
14:00	3	459	33	14	10	2	0	0	1	0	0	0	0	522
15:00	2	473	35	9	3	1	0	0	0	0	0	0	0	523
16:00	4	505	35	2	4	2	0	0	0	0	0	0	0	552
17:00	3	565	33	3	1	1	0	0	0	0	0	0	0	606
18:00	1	408	27	2	1	1	0	0	1	0	0	0	0	441
19:00	1	316	11	2	1	0	0	0	0	0	0	0	0	331
20:00	0	234	10	4	2	0	0	0	0	0	0	0	0	250
21:00	0	159	8	2	2	0	0	0	0	0	0	0	0	171
22:00	1	114	1	1	1	1	0	0	0	0	0	0	0	119
23:00	0	81	2	1	0	0	0	0	0	0	0	0	0	84
Totals	30	6879	534	121	66	31	1	1	7					7670
% of Totals	0%	90%	7%	2%	1%	0%	0%	0%	0%					100%

AM Volumes	8	2766	259	64	32	19	0	1	3	0	0	0	0	3152
% AM	0%	36%	3%	1%	0%	0%		0%	0%					41%
AM Peak Hour	08:00	07:00	07:00	08:00	08:00	06:00		08:00	10:00					07:00
Volume	3	592	50	17	10	6		1	2					667
PM Volumes	22	4113	275	57	34	12	1	0	4	0	0	0	0	4518
% PM	0%	54%	4%	1%	0%	0%	0%		0%					59%
PM Peak Hour	13:00	17:00	13:00	14:00	14:00	12:00	13:00		13:00					17:00
Volume	4	565	41	14	10	3	1		2					606
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			1291	↔	17%	919	↔	12%	1158	↔	15%	4302	↔	56%

Classification Definitions**1** Motorcycles**2** Passenger Cars**3** 2-Axle, 4-Tire Single Units**4** Buses**5** 2-Axle, 6-Tire Single Units**6** 3-Axle Single Units**7** >=4-Axle Single Units**8** <=4-Axle Single Trailers**9** 5-Axle Single Trailers**10** >=6-Axle Single Trailers**11** <=5-Axle Multi-Trailers**12** 6-Axle Multi-Trailers**13** >=7-Axle Multi-Trailers

CLASSIFICATION

N Highland Ave N/O Westview Ave

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	47	5	2	1	1	0	0	1	0	0	0	0	57
01:00	0	32	2	2	2	0	0	0	0	0	0	0	0	38
02:00	0	20	3	1	3	0	0	0	0	0	0	0	0	27
03:00	0	23	4	1	0	1	0	0	0	0	0	0	0	29
04:00	0	45	9	4	1	0	0	0	0	0	0	0	0	59
05:00	0	163	26	5	2	4	0	0	1	0	0	0	0	201
06:00	1	517	53	10	11	7	0	0	0	0	0	0	0	599
07:00	2	956	101	30	10	5	0	2	3	0	0	0	0	1109
08:00	3	890	92	35	20	3	0	1	1	0	0	0	0	1045
09:00	3	753	87	17	10	4	0	1	1	0	0	0	0	876
10:00	2	679	79	21	13	7	0	0	2	0	0	0	0	803
11:00	0	715	83	23	13	6	0	0	0	0	0	0	0	840
12:00 PM	3	817	88	18	15	9	0	0	0	0	0	0	0	950
13:00	4	786	84	13	16	4	1	1	2	0	0	0	0	911
14:00	6	946	82	22	21	5	0	1	1	0	0	0	0	1084
15:00	2	1056	91	24	8	2	0	0	1	0	0	0	0	1184
16:00	4	1151	87	5	13	2	1	0	0	0	0	0	0	1263
17:00	3	1236	85	7	6	2	0	0	2	0	0	0	0	1341
18:00	1	881	69	12	2	2	0	0	1	0	0	0	0	968
19:00	1	659	29	6	3	0	0	0	0	0	0	0	0	698
20:00	0	474	21	5	3	0	0	0	0	0	0	0	0	503
21:00	0	318	16	4	3	0	0	0	0	0	0	0	0	341
22:00	1	228	9	1	1	1	0	0	0	0	0	0	0	241
23:00	0	176	5	3	0	0	0	0	0	0	0	0	0	184
Totals	36	13568	1210	271	177	65	2	6	16					15351
% of Totals	0%	88%	8%	2%	1%	0%	0%	0%	0%					100%

AM Volumes	11	4840	544	151	86	38	0	4	9	0	0	0	0	5683
% AM	0%	32%	4%	1%	1%	0%		0%	0%					37%
AM Peak Hour	08:00	07:00	07:00	08:00	08:00	06:00		07:00	07:00					07:00
Volume	3	956	101	35	20	7		2	3					1109
PM Volumes	25	8728	666	120	91	27	2	2	7	0	0	0	0	9668
% PM	0%	57%	4%	1%	1%	0%	0%	0%	0%					63%
PM Peak Hour	14:00	17:00	15:00	15:00	14:00	12:00	13:00	13:00	13:00					17:00
Volume	6	1236	91	24	21	9	1	1	2					1341
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2154	14%	↔	1861	12%	↔	2604	17%	↔	8732	57%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

SPEED**N Highland Ave N/O Westview Ave****Day:** Tuesday**Date:** 2/23/2021**City:** Ossining**Project #:** NY21_380003_001n**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	4	8	12	4	4	0	0	0	0	0	0	32
01:00	0	1	4	5	7	3	0	0	0	0	0	0	0	20
02:00	0	0	2	5	5	0	0	1	0	0	0	0	0	13
03:00	0	1	1	0	9	6	0	0	0	0	0	0	0	17
04:00	1	0	3	9	8	6	3	0	0	0	0	0	0	30
05:00	1	2	13	28	35	20	3	0	1	0	0	0	0	103
06:00	2	4	17	62	92	35	11	1	0	0	0	0	0	224
07:00	9	32	81	131	116	37	9	1	0	0	0	0	0	416
08:00	31	48	113	143	76	15	1	0	0	0	0	0	0	427
09:00	2	17	41	157	116	29	8	0	1	0	0	0	0	371
10:00	1	19	37	140	158	46	4	1	0	0	0	0	0	406
11:00	11	33	59	183	135	33	3	0	0	0	0	0	0	457
12:00 PM	17	22	90	191	114	26	3	0	0	0	0	0	0	463
13:00	8	27	66	165	131	30	2	1	0	0	0	0	0	430
14:00	14	43	127	188	132	31	2	0	0	0	0	0	0	537
15:00	31	77	167	251	178	24	2	0	1	0	0	0	0	731
16:00	8	51	158	273	181	29	0	1	0	0	0	0	0	701
17:00	6	45	158	313	111	13	1	1	0	0	0	0	0	648
18:00	8	23	144	182	109	9	1	1	0	0	0	0	0	477
19:00	0	17	61	167	100	22	2	0	0	0	0	0	0	369
20:00	4	3	17	89	86	24	2	0	0	0	0	0	0	225
21:00	1	6	12	56	53	16	4	1	0	0	0	0	0	149
22:00	0	2	10	32	45	21	1	1	0	0	0	0	0	112
23:00	0	1	5	18	29	20	5	1	0	0	0	0	0	79
Totals	155	474	1390	2796	2038	499	71	11	3					7437
% of Totals	2%	6%	19%	38%	27%	7%	1%	0%	0%					100%

AM Volumes	58	157	375	871	769	234	46	4	2	0	0	0	0	2516
% AM	1%	2%	5%	12%	10%	3%	1%	0%	0%					34%
AM Peak Hour	08:00	08:00	08:00	11:00	10:00	10:00	06:00	02:00	05:00					11:00
Volume	31	48	113	183	158	46	11	1	1					457
PM Volumes	97	317	1015	1925	1269	265	25	7	1	0	0	0	0	4921
% PM	1%	4%	14%	26%	17%	4%	0%	0%	0%					66%
PM Peak Hour	15:00	15:00	15:00	17:00	16:00	14:00	23:00	13:00	15:00					15:00
Volume	31	77	167	313	181	31	5	1	1					731
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			843	↔	11%	893	↔	12%	1349	↔	18%	4352	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	22	28	28	34	37	7437
N Highland Ave	South Bound	20	24	24	29	31	7357

SPEED

N Highland Ave N/O Westview Ave

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	7	15	4	0	0	0	0	0	0	0	0	26
01:00	0	1	6	8	0	0	0	0	0	0	0	0	0	15
02:00	0	1	1	9	2	0	0	0	0	0	0	0	0	13
03:00	0	1	3	12	0	0	0	0	0	0	0	0	0	16
04:00	1	0	7	17	4	0	0	0	0	0	0	0	0	29
05:00	0	4	37	47	24	1	0	0	0	0	0	0	0	113
06:00	0	12	92	177	47	6	0	0	0	0	0	0	0	334
07:00	32	81	281	233	42	2	0	0	0	0	0	0	0	671
08:00	51	135	284	159	18	0	0	0	0	0	0	0	0	647
09:00	3	49	203	175	24	1	1	0	0	0	0	0	0	456
10:00	10	40	159	174	28	2	0	0	0	0	0	0	0	413
11:00	19	30	170	162	27	0	1	0	0	0	0	0	0	409
12:00 PM	13	51	191	151	29	0	0	0	0	0	0	0	0	435
13:00	4	26	192	155	22	1	0	0	0	0	0	0	0	400
14:00	23	74	199	174	25	5	0	0	0	0	0	0	0	500
15:00	79	47	207	126	18	1	0	0	0	0	0	0	0	478
16:00	19	77	289	141	27	0	0	0	0	0	0	0	0	553
17:00	17	103	295	130	11	0	0	0	0	0	0	0	0	556
18:00	5	45	252	121	18	2	0	0	0	0	0	0	0	443
19:00	7	21	140	113	21	1	0	0	0	0	0	0	0	303
20:00	1	7	91	98	22	1	0	0	0	0	0	0	0	220
21:00	1	4	52	75	19	3	0	0	0	0	0	0	0	154
22:00	0	3	43	39	17	1	0	0	0	0	0	0	0	103
23:00	0	2	27	36	4	1	0	0	0	0	0	0	0	70
Totals	285	814	3228	2547	453	28	2							7357
% of Totals	4%	11%	44%	35%	6%	0%	0%							100%

AM Volumes	116	354	1250	1188	220	12	2	0	0	0	0	0	0	3142
% AM	2%	5%	17%	16%	3%	0%	0%							43%
AM Peak Hour	08:00	08:00	08:00	07:00	06:00	06:00	09:00							07:00
Volume	51	135	284	233	47	6	1							671
PM Volumes	169	460	1978	1359	233	16	0	0	0	0	0	0	0	4215
% PM	2%	6%	27%	18%	3%	0%								57%
PM Peak Hour	15:00	17:00	17:00	14:00	12:00	14:00								17:00
Volume	79	103	295	174	29	5								556
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1318	18%	↔	835	11%	↔	1109	15%	↔	4095	56%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	22	28	28	34	37	7437
N Highland Ave	South Bound	20	24	24	29	31	7357

SPEED

N Highland Ave N/O Westview Ave

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	11	23	16	4	4	0	0	0	0	0	0	58
01:00	0	2	10	13	7	3	0	0	0	0	0	0	0	35
02:00	0	1	3	14	7	0	0	1	0	0	0	0	0	26
03:00	0	2	4	12	9	6	0	0	0	0	0	0	0	33
04:00	2	0	10	26	12	6	3	0	0	0	0	0	0	59
05:00	1	6	50	75	59	21	3	0	1	0	0	0	0	216
06:00	2	16	109	239	139	41	11	1	0	0	0	0	0	558
07:00	41	113	362	364	158	39	9	1	0	0	0	0	0	1087
08:00	82	183	397	302	94	15	1	0	0	0	0	0	0	1074
09:00	5	66	244	332	140	30	9	0	1	0	0	0	0	827
10:00	11	59	196	314	186	48	4	1	0	0	0	0	0	819
11:00	30	63	229	345	162	33	4	0	0	0	0	0	0	866
12:00 PM	30	73	281	342	143	26	3	0	0	0	0	0	0	898
13:00	12	53	258	320	153	31	2	1	0	0	0	0	0	830
14:00	37	117	326	362	157	36	2	0	0	0	0	0	0	1037
15:00	110	124	374	377	196	25	2	0	1	0	0	0	0	1209
16:00	27	128	447	414	208	29	0	1	0	0	0	0	0	1254
17:00	23	148	453	443	122	13	1	1	0	0	0	0	0	1204
18:00	13	68	396	303	127	11	1	1	0	0	0	0	0	920
19:00	7	38	201	280	121	23	2	0	0	0	0	0	0	672
20:00	5	10	108	187	108	25	2	0	0	0	0	0	0	445
21:00	2	10	64	131	72	19	4	1	0	0	0	0	0	303
22:00	0	5	53	71	62	22	1	1	0	0	0	0	0	215
23:00	0	3	32	54	33	21	5	1	0	0	0	0	0	149
Totals	440	1288	4618	5343	2491	527	73	11	3					14794
% of Totals	3%	9%	31%	36%	17%	4%	0%	0%	0%					100%

AM Volumes	174	511	1625	2059	989	246	48	4	2	0	0	0	0	5658
% AM	1%	3%	11%	14%	7%	2%	0%	0%	0%					38%
AM Peak Hour	08:00	08:00	08:00	07:00	10:00	10:00	06:00	02:00	05:00					07:00
Volume	82	183	397	364	186	48	11	1	1					1087
PM Volumes	266	777	2993	3284	1502	281	25	7	1	0	0	0	0	9136
% PM	2%	5%	20%	22%	10%	2%	0%	0%	0%					62%
PM Peak Hour	15:00	17:00	17:00	17:00	16:00	14:00	23:00	13:00	15:00					16:00
Volume	110	148	453	443	208	36	5	1	1					1254
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2161	↔	15%	1728	↔	12%	2458	↔	17%	8447	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	21	26	26	32	35	14794

SPEED

N Highland Ave N/O Westview Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	6	2	14	7	2	1	0	0	0	0	0	33
01:00	0	0	2	5	7	6	0	0	0	0	0	0	0	20
02:00	1	0	0	4	4	3	2	0	0	0	0	0	0	14
03:00	0	0	2	1	6	2	0	0	0	0	0	0	0	11
04:00	1	1	4	11	9	5	1	0	0	0	0	0	0	32
05:00	0	8	12	24	42	12	5	2	0	0	0	0	0	105
06:00	1	9	24	63	94	42	3	0	0	0	0	0	0	236
07:00	13	39	87	182	99	23	5	2	0	0	0	0	0	450
08:00	11	45	105	146	92	16	4	0	0	0	0	0	0	419
09:00	10	17	40	152	133	30	3	0	0	0	0	0	0	385
10:00	5	12	35	161	110	28	5	0	0	0	0	0	0	356
11:00	4	19	45	137	105	36	5	0	0	0	0	0	0	351
12:00 PM	9	54	117	227	111	17	1	0	0	0	0	0	0	536
13:00	7	43	94	174	154	23	4	1	0	0	0	0	0	500
14:00	10	35	56	248	170	31	3	1	0	0	0	0	0	554
15:00	12	24	119	291	198	23	0	0	0	0	0	0	0	667
16:00	9	30	160	329	169	36	2	1	0	0	0	0	0	736
17:00	12	41	142	336	142	11	0	0	0	0	0	0	0	684
18:00	4	21	101	267	114	17	6	0	0	0	0	0	0	530
19:00	4	12	37	168	104	19	0	0	0	0	0	0	0	344
20:00	1	6	25	97	109	26	2	0	0	0	0	0	0	266
21:00	0	3	11	50	62	27	3	2	0	0	0	0	0	158
22:00	0	3	10	32	44	27	4	0	0	0	0	0	0	120
23:00	0	0	8	30	35	15	6	0	0	0	0	0	0	94
Totals	114	423	1242	3137	2127	482	66	10						7601
% of Totals	1%	6%	16%	41%	28%	6%	1%	0%						100%

AM Volumes	46	151	362	888	715	210	35	5	0	0	0	0	0	2412
% AM	1%	2%	5%	12%	9%	3%	0%	0%						32%
AM Peak Hour	07:00	08:00	08:00	07:00	09:00	06:00	05:00	05:00						07:00
Volume	13	45	105	182	133	42	5	2						450
PM Volumes	68	272	880	2249	1412	272	31	5	0	0	0	0	0	5189
% PM	1%	4%	12%	30%	19%	4%	0%	0%						68%
PM Peak Hour	15:00	12:00	16:00	17:00	15:00	16:00	18:00	21:00						16:00
Volume	12	54	160	336	198	36	6	2						736
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			869	↔	11%	1036	↔	14%	1420	↔	19%	4276	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	22	28	28	34	37	7601
N Highland Ave	South Bound	20	24	24	29	32	7567

SPEED

N Highland Ave N/O Westview Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	12	10	4	2	1	0	0	0	0	0	0	30
01:00	0	1	3	8	3	1	0	0	0	0	0	0	0	16
02:00	0	0	1	7	2	1	0	0	0	0	0	0	0	11
03:00	0	0	3	7	2	0	0	0	0	0	0	0	0	12
04:00	0	1	9	11	10	1	0	0	0	0	0	0	0	32
05:00	0	6	21	59	25	1	1	0	0	0	0	0	0	113
06:00	0	10	83	185	55	5	1	0	0	0	0	0	0	339
07:00	24	94	293	211	40	3	0	0	0	0	0	0	0	665
08:00	31	102	287	167	33	0	0	0	0	0	0	0	0	620
09:00	6	28	136	215	45	4	1	0	0	0	0	0	0	435
10:00	3	28	118	182	33	2	0	0	0	0	0	0	0	366
11:00	2	30	158	190	30	1	0	0	0	0	0	0	0	411
12:00 PM	27	48	232	163	24	0	0	0	0	0	0	0	0	494
13:00	5	57	180	126	30	1	1	0	0	0	0	0	0	400
14:00	25	68	278	196	12	0	0	0	0	0	0	0	0	579
15:00	24	78	262	173	22	2	0	0	0	0	0	0	0	561
16:00	34	84	231	181	22	0	1	0	0	0	0	0	0	553
17:00	40	119	281	124	14	3	0	0	0	0	0	0	0	581
18:00	5	64	240	116	7	2	0	0	0	0	0	0	0	434
19:00	7	34	161	111	14	1	0	0	0	0	0	0	0	328
20:00	0	7	109	101	18	0	0	0	0	0	0	0	0	235
21:00	3	4	55	96	8	3	0	0	0	0	0	0	0	169
22:00	1	1	38	48	13	3	0	0	0	0	0	0	0	104
23:00	1	8	22	31	14	2	1	0	0	0	0	0	0	79
Totals	238	873	3213	2718	480	38	7							7567
% of Totals	3%	12%	42%	36%	6%	1%	0%							100%

AM Volumes	66	301	1124	1252	282	21	4	0	0	0	0	0	0	3050
% AM	1%	4%	15%	17%	4%	0%	0%							40%
AM Peak Hour	08:00	08:00	07:00	09:00	06:00	06:00								07:00
Volume	31	102	293	215	55	5	1							665
PM Volumes	172	572	2089	1466	198	17	3	0	0	0	0	0	0	4517
% PM	2%	8%	28%	19%	3%	0%	0%							60%
PM Peak Hour	17:00	17:00	17:00	14:00	13:00	17:00	13:00							17:00
Volume	40	119	281	196	30	3	1							581
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1285	↔	17%	894	↔	12%	1134	↔	15%	4254	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	22	28	28	34	37	7601
N Highland Ave	South Bound	20	24	24	29	32	7567

SPEED

N Highland Ave N/O Westview Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	18	12	18	9	3	1	0	0	0	0	0	63
01:00	0	1	5	13	10	7	0	0	0	0	0	0	0	36
02:00	1	0	1	11	6	4	2	0	0	0	0	0	0	25
03:00	0	0	5	8	8	2	0	0	0	0	0	0	0	23
04:00	1	2	13	22	19	6	1	0	0	0	0	0	0	64
05:00	0	14	33	83	67	13	6	2	0	0	0	0	0	218
06:00	1	19	107	248	149	47	4	0	0	0	0	0	0	575
07:00	37	133	380	393	139	26	5	2	0	0	0	0	0	1115
08:00	42	147	392	313	125	16	4	0	0	0	0	0	0	1039
09:00	16	45	176	367	178	34	4	0	0	0	0	0	0	820
10:00	8	40	153	343	143	30	5	0	0	0	0	0	0	722
11:00	6	49	203	327	135	37	5	0	0	0	0	0	0	762
12:00 PM	36	102	349	390	135	17	1	0	0	0	0	0	0	1030
13:00	12	100	274	300	184	24	5	1	0	0	0	0	0	900
14:00	35	103	334	444	182	31	3	1	0	0	0	0	0	1133
15:00	36	102	381	464	220	25	0	0	0	0	0	0	0	1228
16:00	43	114	391	510	191	36	3	1	0	0	0	0	0	1289
17:00	52	160	423	460	156	14	0	0	0	0	0	0	0	1265
18:00	9	85	341	383	121	19	6	0	0	0	0	0	0	964
19:00	11	46	198	279	118	20	0	0	0	0	0	0	0	672
20:00	1	13	134	198	127	26	2	0	0	0	0	0	0	501
21:00	3	7	66	146	70	30	3	2	0	0	0	0	0	327
22:00	1	4	48	80	57	30	4	0	0	0	0	0	0	224
23:00	1	8	30	61	49	17	7	0	0	0	0	0	0	173
Totals	352	1296	4455	5855	2607	520	73	10						15168
% of Totals	2%	9%	29%	39%	17%	3%	0%	0%						100%

AM Volumes	112	452	1486	2140	997	231	39	5	0	0	0	0	0	5462
% AM	1%	3%	10%	14%	7%	2%	0%	0%						36%
AM Peak Hour	08:00	08:00	08:00	07:00	09:00	06:00	05:00	05:00						07:00
Volume	42	147	392	393	178	47	6	2						1115
PM Volumes	240	844	2969	3715	1610	289	34	5	0	0	0	0	0	9706
% PM	2%	6%	20%	24%	11%	2%	0%	0%						64%
PM Peak Hour	17:00	17:00	17:00	16:00	15:00	16:00	23:00	21:00						16:00
Volume	52	160	423	510	220	36	7	2						1289
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2154	14%	↔	1930	13%	↔	2554	17%	↔	8530	56%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	21	26	26	32	35	15168

SPEED

N Highland Ave N/O Westview Ave

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	4	7	9	12	3	1	0	0	0	0	0	36
01:00	0	0	5	6	3	6	3	0	0	0	0	0	0	23
02:00	0	0	2	1	4	3	1	0	0	0	0	0	0	11
03:00	0	0	1	7	3	3	0	0	0	0	0	0	0	14
04:00	1	0	2	7	10	5	2	0	0	0	0	0	0	27
05:00	0	5	8	28	30	24	2	0	0	0	0	0	0	97
06:00	4	15	28	75	90	31	2	1	1	0	0	0	0	247
07:00	8	36	73	166	122	32	4	1	0	0	0	0	0	442
08:00	7	27	87	168	110	18	4	0	0	0	0	0	0	421
09:00	9	23	59	161	129	15	1	0	0	0	0	0	0	397
10:00	4	22	45	153	137	23	2	0	0	0	0	0	0	386
11:00	1	21	51	151	179	27	0	0	0	0	0	0	0	430
12:00 PM	15	33	92	209	108	21	7	0	0	0	0	0	0	485
13:00	7	31	69	202	120	24	3	1	0	0	0	0	0	457
14:00	7	31	95	212	178	39	0	0	0	0	0	0	0	562
15:00	13	36	134	302	148	25	3	0	0	0	0	0	0	661
16:00	6	35	125	324	197	22	2	0	0	0	0	0	0	711
17:00	26	74	183	312	125	15	0	0	0	0	0	0	0	735
18:00	0	23	103	255	124	18	4	0	0	0	0	0	0	527
19:00	3	17	40	161	112	28	5	1	0	0	0	0	0	367
20:00	1	2	32	100	98	18	2	0	0	0	0	0	0	253
21:00	0	3	17	64	63	15	7	1	0	0	0	0	0	170
22:00	0	2	17	27	46	26	4	0	0	0	0	0	0	122
23:00	0	1	8	24	42	15	7	2	1	0	0	0	0	100
Totals	112	437	1280	3122	2187	465	68	8	2					7681
% of Totals	1%	6%	17%	41%	28%	6%	1%	0%	0%					100%

AM Volumes	34	149	365	930	826	199	24	3	1	0	0	0	0	2531
% AM	0%	2%	5%	12%	11%	3%	0%	0%	0%					33%
AM Peak Hour	09:00	07:00	08:00	08:00	11:00	07:00	07:00		06:00					07:00
Volume	9	36	87	168	179	32	4	1	1					442
PM Volumes	78	288	915	2192	1361	266	44	5	1	0	0	0	0	5150
% PM	1%	4%	12%	29%	18%	3%	1%	0%	0%					67%
PM Peak Hour	17:00	17:00	17:00	16:00	16:00	14:00	12:00	23:00	23:00					17:00
Volume	26	74	183	324	197	39	7	2	1					735
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			863	↔	11%	942	↔	12%	1446	↔	19%	4430	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	22	28	28	34	37	7681
N Highland Ave	South Bound	20	24	24	29	32	7670

SPEED

N Highland Ave N/O Westview Ave

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	4	13	3	0	0	0	0	0	0	0	0	21
01:00	0	0	4	9	2	0	0	0	0	0	0	0	0	15
02:00	0	1	4	9	2	0	0	0	0	0	0	0	0	16
03:00	0	0	6	7	2	0	0	0	0	0	0	0	0	15
04:00	0	0	9	16	6	1	0	0	0	0	0	0	0	32
05:00	1	2	23	50	20	8	0	0	0	0	0	0	0	104
06:00	2	17	124	164	36	8	1	0	0	0	0	0	0	352
07:00	122	83	246	183	31	2	0	0	0	0	0	0	0	667
08:00	27	117	263	182	34	1	0	0	0	0	0	0	0	624
09:00	7	32	189	216	34	1	0	0	0	0	0	0	0	479
10:00	9	32	128	188	55	5	0	0	0	0	0	0	0	417
11:00	9	19	168	183	31	0	0	0	0	0	0	0	0	410
12:00 PM	0	35	210	179	39	2	0	0	0	0	0	0	0	465
13:00	15	44	198	156	39	2	0	0	0	0	0	0	0	454
14:00	5	47	213	222	34	1	0	0	0	0	0	0	0	522
15:00	47	65	225	167	19	0	0	0	0	0	0	0	0	523
16:00	11	72	243	199	25	2	0	0	0	0	0	0	0	552
17:00	52	143	279	118	13	1	0	0	0	0	0	0	0	606
18:00	7	50	251	122	10	1	0	0	0	0	0	0	0	441
19:00	1	23	165	115	25	2	0	0	0	0	0	0	0	331
20:00	1	25	101	101	21	1	0	0	0	0	0	0	0	250
21:00	0	9	59	90	13	0	0	0	0	0	0	0	0	171
22:00	1	7	46	53	11	1	0	0	0	0	0	0	0	119
23:00	0	2	29	33	20	0	0	0	0	0	0	0	0	84
Totals	317	826	3187	2775	525	39	1							7670
% of Totals	4%	11%	42%	36%	7%	1%	0%							100%

AM Volumes	177	304	1168	1220	256	26	1	0	0	0	0	0	0	3152
% AM	2%	4%	15%	16%	3%	0%	0%							41%
AM Peak Hour	07:00	08:00	08:00	09:00	10:00	05:00	06:00							07:00
Volume	122	117	263	216	55	8	1							667
PM Volumes	140	522	2019	1555	269	13	0	0	0	0	0	0	0	4518
% PM	2%	7%	26%	20%	4%	0%								59%
PM Peak Hour	17:00	17:00	17:00	14:00	12:00	12:00								17:00
Volume	52	143	279	222	39	2								606
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1291	17%	↔	919	12%	↔	1158	15%	↔	4302	56%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	22	28	28	34	37	7681
N Highland Ave	South Bound	20	24	24	29	32	7670

SPEED

N Highland Ave N/O Westview Ave

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	8	20	12	12	3	1	0	0	0	0	0	57
01:00	0	0	9	15	5	6	3	0	0	0	0	0	0	38
02:00	0	1	6	10	6	3	1	0	0	0	0	0	0	27
03:00	0	0	7	14	5	3	0	0	0	0	0	0	0	29
04:00	1	0	11	23	16	6	2	0	0	0	0	0	0	59
05:00	1	7	31	78	50	32	2	0	0	0	0	0	0	201
06:00	6	32	152	239	126	39	3	1	1	0	0	0	0	599
07:00	130	119	319	349	153	34	4	1	0	0	0	0	0	1109
08:00	34	144	350	350	144	19	4	0	0	0	0	0	0	1045
09:00	16	55	248	377	163	16	1	0	0	0	0	0	0	876
10:00	13	54	173	341	192	28	2	0	0	0	0	0	0	803
11:00	10	40	219	334	210	27	0	0	0	0	0	0	0	840
12:00 PM	15	68	302	388	147	23	7	0	0	0	0	0	0	950
13:00	22	75	267	358	159	26	3	1	0	0	0	0	0	911
14:00	12	78	308	434	212	40	0	0	0	0	0	0	0	1084
15:00	60	101	359	469	167	25	3	0	0	0	0	0	0	1184
16:00	17	107	368	523	222	24	2	0	0	0	0	0	0	1263
17:00	78	217	462	430	138	16	0	0	0	0	0	0	0	1341
18:00	7	73	354	377	134	19	4	0	0	0	0	0	0	968
19:00	4	40	205	276	137	30	5	1	0	0	0	0	0	698
20:00	2	27	133	201	119	19	2	0	0	0	0	0	0	503
21:00	0	12	76	154	76	15	7	1	0	0	0	0	0	341
22:00	1	9	63	80	57	27	4	0	0	0	0	0	0	241
23:00	0	3	37	57	62	15	7	2	1	0	0	0	0	184
Totals	429	1263	4467	5897	2712	504	69	8	2					15351
% of Totals	3%	8%	29%	38%	18%	3%	0%	0%	0%					100%

AM Volumes	211	453	1533	2150	1082	225	25	3	1	0	0	0	0	5683
% AM	1%	3%	10%	14%	7%	1%	0%	0%	0%					37%
AM Peak Hour	07:00	08:00	08:00	09:00	11:00	06:00	07:00		06:00					07:00
Volume	130	144	350	377	210	39	4	1	1					1109
PM Volumes	218	810	2934	3747	1630	279	44	5	1	0	0	0	0	9668
% PM	1%	5%	19%	24%	11%	2%	0%	0%	0%					63%
PM Peak Hour	17:00	17:00	17:00	16:00	16:00	14:00	12:00	23:00	23:00					17:00
Volume	78	217	462	523	222	40	7	2	1					1341
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2154	14%	↔	1861	12%	↔	2604	17%	↔	8732	57%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	21	26	26	32	35	15351

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	34	8	0	0	0	0	0	1	0	0	0	0	43
01:00	0	14	3	0	0	1	0	0	0	0	0	0	0	18
02:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
03:00	0	9	3	2	1	0	0	0	0	0	0	0	0	15
04:00	0	19	7	2	1	0	0	0	0	0	0	0	0	29
05:00	0	69	17	6	6	0	0	0	0	0	0	0	0	98
06:00	0	189	25	6	3	1	0	0	0	0	0	0	0	224
07:00	0	427	43	20	3	0	0	0	2	0	0	0	0	495
08:00	0	420	51	24	9	3	2	0	1	0	0	0	0	510
09:00	0	335	51	12	14	0	2	0	3	0	0	0	0	417
10:00	0	341	34	10	8	1	2	0	2	1	0	0	0	399
11:00	0	401	39	12	15	5	2	2	0	0	0	0	0	476
12:00 PM	0	438	37	13	11	2	3	0	1	0	0	0	0	505
13:00	0	388	45	13	10	2	1	1	0	0	0	0	0	460
14:00	0	516	54	20	6	3	1	1	1	0	0	0	0	602
15:00	1	604	62	19	3	4	7	1	0	0	0	0	0	701
16:00	0	628	55	5	3	1	6	0	0	1	0	0	0	699
17:00	0	631	44	4	2	1	2	1	0	0	0	0	0	685
18:00	1	524	27	2	2	2	2	0	0	0	0	0	0	560
19:00	0	381	21	5	1	1	1	0	0	0	0	0	0	410
20:00	0	257	10	0	1	0	0	1	0	0	0	0	0	269
21:00	0	192	12	1	1	0	0	0	0	0	0	0	0	206
22:00	0	129	4	2	2	0	0	0	0	0	0	0	0	137
23:00	0	85	3	1	0	1	0	0	0	0	0	0	0	90
Totals	2	7048	657	179	102	28	31	7	11	2				8067
% of Totals	0%	87%	8%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	0	2275	283	94	60	11	8	2	9	1	0	0	0	2743
% AM		28%	4%	1%	1%	0%	0%	0%	0%	0%				34%
AM Peak Hour		07:00	08:00	08:00	11:00	11:00	08:00	11:00	09:00	10:00				08:00
Volume		427	51	24	15	5	2	2	3	1				510
PM Volumes	2	4773	374	85	42	17	23	5	2	1	0	0	0	5324
% PM	0%	59%	5%	1%	1%	0%	0%	0%	0%	0%				66%
PM Peak Hour	15:00	17:00	15:00	14:00	12:00	15:00	15:00	13:00	12:00	16:00				15:00
Volume	1	631	62	20	11	4	7	1	1	1				701
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1005	↔	12%	965	↔	12%	1384	↔	17%	4713	↔	58%

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	35	1	2	1	0	0	0	0	0	0	0	0	39
01:00	0	17	3	0	0	1	0	0	0	0	0	0	0	21
02:00	0	11	5	1	0	0	0	0	0	0	0	0	0	17
03:00	0	15	2	1	1	0	0	0	0	0	0	0	0	19
04:00	0	28	1	2	0	0	0	0	0	0	0	0	0	31
05:00	0	104	20	1	2	0	0	0	0	0	0	0	0	127
06:00	0	351	26	3	4	2	0	0	0	0	0	0	0	386
07:00	0	660	47	16	7	2	12	0	0	1	0	0	0	745
08:00	0	621	64	33	4	2	5	1	0	0	0	0	0	730
09:00	0	497	35	11	10	1	1	0	2	0	0	0	0	557
10:00	0	440	38	7	5	2	0	0	1	0	0	0	0	493
11:00	0	409	40	9	9	2	0	1	0	1	0	0	0	471
12:00 PM	0	460	33	9	5	4	3	0	0	0	0	0	0	514
13:00	0	441	23	10	4	1	2	0	1	1	0	0	0	483
14:00	0	551	42	21	3	3	6	1	1	0	0	0	0	628
15:00	0	571	34	26	2	1	5	0	0	0	0	0	0	639
16:00	0	590	36	5	2	0	4	1	0	0	0	0	0	638
17:00	1	581	34	6	2	0	3	1	0	0	0	0	0	628
18:00	0	478	22	4	2	1	2	0	0	0	0	0	0	509
19:00	0	359	12	2	4	3	3	0	0	0	0	0	0	383
20:00	0	274	8	1	0	0	0	0	0	0	0	0	0	283
21:00	0	186	5	1	0	0	1	0	0	0	0	0	0	193
22:00	0	136	12	0	0	0	0	0	0	0	0	0	0	148
23:00	0	78	5	2	1	0	0	0	0	0	0	0	0	86
Totals	1	7893	548	173	68	25	47	5	5	3				8768
% of Totals	0%	90%	6%	2%	1%	0%	1%	0%	0%	0%				100%

AM Volumes	0	3188	282	86	43	12	18	2	3	2	0	0	0	3636
% AM		36%	3%	1%	0%	0%	0%	0%	0%	0%				41%
AM Peak Hour		07:00	08:00	08:00	09:00	06:00	07:00	08:00	09:00	07:00				07:00
Volume		660	64	33	10	2	12	1	2	1				745
PM Volumes	1	4705	266	87	25	13	29	3	2	1	0	0	0	5132
% PM	0%	54%	3%	1%	0%	0%	0%	0%	0%	0%				59%
PM Peak Hour	17:00	16:00	14:00	15:00	12:00	12:00	14:00	14:00	13:00	13:00				15:00
Volume	1	590	42	26	5	4	6	1	1	1				639
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1475	17%	↔	997	11%	↔	1266	14%	↔	5030	57%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	69	9	2	1	0	0	0	1	0	0	0	0	82
01:00	0	31	6	0	0	2	0	0	0	0	0	0	0	39
02:00	0	28	7	1	0	0	0	0	0	0	0	0	0	36
03:00	0	24	5	3	2	0	0	0	0	0	0	0	0	34
04:00	0	47	8	4	1	0	0	0	0	0	0	0	0	60
05:00	0	173	37	7	8	0	0	0	0	0	0	0	0	225
06:00	0	540	51	9	7	3	0	0	0	0	0	0	0	610
07:00	0	1087	90	36	10	2	12	0	2	1	0	0	0	1240
08:00	0	1041	115	57	13	5	7	1	1	0	0	0	0	1240
09:00	0	832	86	23	24	1	3	0	5	0	0	0	0	974
10:00	0	781	72	17	13	3	2	0	3	1	0	0	0	892
11:00	0	810	79	21	24	7	2	3	0	1	0	0	0	947
12:00 PM	0	898	70	22	16	6	6	0	1	0	0	0	0	1019
13:00	0	829	68	23	14	3	3	1	1	1	0	0	0	943
14:00	0	1067	96	41	9	6	7	2	2	0	0	0	0	1230
15:00	1	1175	96	45	5	5	12	1	0	0	0	0	0	1340
16:00	0	1218	91	10	5	1	10	1	0	1	0	0	0	1337
17:00	1	1212	78	10	4	1	5	2	0	0	0	0	0	1313
18:00	1	1002	49	6	4	3	4	0	0	0	0	0	0	1069
19:00	0	740	33	7	5	4	4	0	0	0	0	0	0	793
20:00	0	531	18	1	1	0	0	1	0	0	0	0	0	552
21:00	0	378	17	2	1	0	1	0	0	0	0	0	0	399
22:00	0	265	16	2	2	0	0	0	0	0	0	0	0	285
23:00	0	163	8	3	1	1	0	0	0	0	0	0	0	176
Totals	3	14941	1205	352	170	53	78	12	16	5				16835
% of Totals	0%	89%	7%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	0	5463	565	180	103	23	26	4	12	3	0	0	0	6379
% AM		32%	3%	1%	1%	0%	0%	0%	0%	0%				38%
AM Peak Hour		07:00	08:00	08:00	09:00	11:00	07:00	11:00	09:00	07:00				07:00
Volume		1087	115	57	24	7	12	3	5	1				1240
PM Volumes	3	9478	640	172	67	30	52	8	4	2	0	0	0	10456
% PM	0%	56%	4%	1%	0%	0%	0%	0%	0%	0%				62%
PM Peak Hour	15:00	16:00	14:00	15:00	12:00	12:00	15:00	14:00	14:00	13:00				15:00
Volume	1	1218	96	45	16	6	12	2	2	1				1340
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2480	15%	↔	1962	12%	↔	2650	16%	↔	9743	58%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	35	5	0	2	0	0	0	0	0	0	0	0	42
01:00	0	17	1	0	0	0	0	0	1	0	0	0	0	19
02:00	0	14	2	1	0	0	0	1	0	0	0	0	0	18
03:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
04:00	0	19	3	6	2	1	0	0	0	0	0	0	0	31
05:00	0	80	13	4	3	0	0	0	0	0	0	0	0	100
06:00	0	211	19	4	3	1	1	1	0	0	0	0	0	240
07:00	0	454	70	26	9	1	1	1	2	0	0	0	0	564
08:00	0	412	52	20	12	2	0	0	2	0	0	0	0	500
09:00	0	348	54	13	7	0	0	1	1	1	0	0	0	425
10:00	0	316	42	8	11	2	3	1	4	0	0	0	0	387
11:00	1	386	51	7	9	2	3	1	0	0	0	0	0	460
12:00 PM	0	451	49	11	12	8	2	0	0	0	0	0	0	533
13:00	0	418	32	12	11	3	0	0	0	0	0	0	0	476
14:00	0	520	56	23	6	1	2	1	2	0	0	0	0	611
15:00	3	571	52	11	8	2	2	1	0	0	0	0	0	650
16:00	4	649	79	3	7	0	1	1	0	0	0	0	0	744
17:00	1	671	70	5	5	0	0	1	1	0	0	0	0	754
18:00	0	555	30	4	1	0	1	0	1	0	0	0	0	592
19:00	1	395	21	2	0	1	2	0	0	0	0	0	0	422
20:00	0	293	13	1	1	2	1	0	0	0	0	0	0	311
21:00	0	210	15	1	0	0	0	0	0	0	0	0	0	226
22:00	0	143	11	2	0	1	1	0	1	0	0	0	0	159
23:00	0	104	4	3	0	0	0	0	0	0	0	0	0	111
Totals	10	7288	746	167	109	27	20	10	15	1				8393
% of Totals	0%	87%	9%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	1	2308	314	89	58	9	8	6	10	1	0	0	0	2804
% AM	0%	27%	4%	1%	1%	0%	0%	0%	0%	0%				33%
AM Peak Hour	11:00	07:00	07:00	07:00	08:00	08:00	10:00	02:00	10:00	09:00				07:00
Volume	1	454	70	26	12	2	3	1	4	1				564
PM Volumes	9	4980	432	78	51	18	12	4	5	0	0	0	0	5589
% PM	0%	59%	5%	1%	1%	0%	0%	0%	0%					67%
PM Peak Hour	16:00	17:00	16:00	14:00	12:00	12:00	12:00	14:00	14:00					17:00
Volume	4	671	79	23	12	8	2	1	2					754
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1064	↔	13%	1009	↔	12%	1498	↔	18%	4822	↔	57%

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	33	4	0	0	0	0	0	0	0	0	0	0	37
01:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
02:00	0	9	0	1	0	0	0	1	0	0	0	0	0	11
03:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
04:00	0	24	2	2	1	0	0	0	0	0	0	0	0	29
05:00	0	108	12	1	3	2	0	0	0	0	0	0	0	126
06:00	1	319	46	2	5	1	1	0	0	0	0	0	0	375
07:00	0	650	101	24	16	0	1	1	4	1	0	0	0	798
08:00	0	616	85	39	12	2	4	2	2	1	0	0	0	763
09:00	0	443	43	13	8	1	2	0	0	0	0	0	0	510
10:00	1	403	31	10	5	2	2	0	1	0	0	0	0	455
11:00	0	448	32	7	12	1	1	0	0	0	0	0	0	501
12:00 PM	0	490	46	9	5	2	1	1	1	0	0	0	0	555
13:00	0	413	25	8	11	2	0	0	0	0	0	0	0	459
14:00	0	587	49	25	4	2	3	0	0	0	0	0	0	670
15:00	0	604	38	21	5	2	2	0	0	1	0	0	0	673
16:00	0	588	59	3	10	0	2	2	2	0	0	0	0	666
17:00	1	585	82	3	13	0	0	0	0	0	0	0	0	684
18:00	0	500	52	4	4	1	0	0	0	0	0	0	0	561
19:00	0	373	20	3	0	0	1	0	0	0	0	0	0	397
20:00	0	282	7	3	1	1	0	0	0	0	0	0	0	294
21:00	1	210	14	1	1	0	0	0	0	0	0	0	0	227
22:00	1	147	5	0	0	0	0	1	0	0	0	0	0	154
23:00	0	95	1	1	0	0	0	0	0	0	0	0	0	97
Totals	5	7964	757	180	117	19	20	8	10	3				9083
% of Totals	0%	88%	8%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	2	3090	359	99	63	9	11	4	7	2	0	0	0	3646
% AM	0%	34%	4%	1%	1%	0%	0%	0%	0%	0%				40%
AM Peak Hour	06:00	07:00	07:00	08:00	07:00	05:00	08:00	08:00	07:00	07:00				07:00
Volume	1	650	101	39	16	2	4	2	4	1				798
PM Volumes	3	4874	398	81	54	10	9	4	3	1	0	0	0	5437
% PM	0%	54%	4%	1%	1%	0%	0%	0%	0%	0%				60%
PM Peak Hour	17:00	15:00	17:00	14:00	17:00	12:00	14:00	16:00	16:00	15:00				17:00
Volume	1	604	82	25	13	2	3	2	2	1				684
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1561	↔	17%	1014	↔	11%	1350	↔	15%	5158	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	68	9	0	2	0	0	0	0	0	0	0	0	79
01:00	0	32	3	0	1	0	0	0	1	0	0	0	0	37
02:00	0	23	2	2	0	0	0	2	0	0	0	0	0	29
03:00	0	38	3	0	0	0	0	0	0	0	0	0	0	41
04:00	0	43	5	8	3	1	0	0	0	0	0	0	0	60
05:00	0	188	25	5	6	2	0	0	0	0	0	0	0	226
06:00	1	530	65	6	8	2	2	1	0	0	0	0	0	615
07:00	0	1104	171	50	25	1	2	2	6	1	0	0	0	1362
08:00	0	1028	137	59	24	4	4	2	4	1	0	0	0	1263
09:00	0	791	97	26	15	1	2	1	1	1	0	0	0	935
10:00	1	719	73	18	16	4	5	1	5	0	0	0	0	842
11:00	1	834	83	14	21	3	4	1	0	0	0	0	0	961
12:00 PM	0	941	95	20	17	10	3	1	1	0	0	0	0	1088
13:00	0	831	57	20	22	5	0	0	0	0	0	0	0	935
14:00	0	1107	105	48	10	3	5	1	2	0	0	0	0	1281
15:00	3	1175	90	32	13	4	4	1	0	1	0	0	0	1323
16:00	4	1237	138	6	17	0	3	3	2	0	0	0	0	1410
17:00	2	1256	152	8	18	0	0	1	1	0	0	0	0	1438
18:00	0	1055	82	8	5	1	1	0	1	0	0	0	0	1153
19:00	1	768	41	5	0	1	3	0	0	0	0	0	0	819
20:00	0	575	20	4	2	3	1	0	0	0	0	0	0	605
21:00	1	420	29	2	1	0	0	0	0	0	0	0	0	453
22:00	1	290	16	2	0	1	1	1	1	0	0	0	0	313
23:00	0	199	5	4	0	0	0	0	0	0	0	0	0	208
Totals	15	15252	1503	347	226	46	40	18	25	4				17476
% of Totals	0%	87%	9%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	3	5398	673	188	121	18	19	10	17	3	0	0	0	6450
% AM	0%	31%	4%	1%	1%	0%	0%	0%	0%	0%				37%
AM Peak Hour	06:00	07:00	07:00	08:00	07:00	08:00	10:00	02:00	07:00	07:00				07:00
Volume	1	1104	171	59	25	4	5	2	6	1				1362
PM Volumes	12	9854	830	159	105	28	21	8	8	1	0	0	0	11026
% PM	0%	56%	5%	1%	1%	0%	0%	0%	0%	0%				63%
PM Peak Hour	16:00	17:00	17:00	14:00	13:00	12:00	14:00	16:00	14:00	15:00				17:00
Volume	4	1256	152	48	22	10	5	3	2	1				1438
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			2625	↔	15%	2023	↔	12%	2848	↔	16%	9980	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	47	6	1	2	1	0	0	0	0	0	0	0	57
01:00	0	17	1	1	0	0	0	0	0	0	0	0	0	19
02:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
03:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
04:00	0	18	6	3	0	0	0	0	0	0	0	0	0	27
05:00	0	72	8	7	0	3	0	0	0	0	0	0	0	90
06:00	0	213	22	6	6	0	2	0	0	0	0	0	0	249
07:00	1	450	51	19	3	3	7	1	3	1	0	0	0	539
08:00	1	443	44	16	11	1	2	2	2	0	0	0	0	522
09:00	0	347	41	8	7	3	0	1	1	1	0	0	0	409
10:00	0	341	38	11	2	4	2	1	3	0	0	0	0	402
11:00	0	415	49	8	6	2	1	0	0	0	0	0	0	481
12:00 PM	1	441	47	10	6	4	2	1	1	0	0	0	0	513
13:00	0	425	35	5	8	0	4	0	0	0	0	0	0	477
14:00	0	539	48	20	4	2	7	1	0	0	0	0	0	621
15:00	1	579	57	17	4	1	3	1	1	0	0	0	0	664
16:00	0	675	46	2	4	1	4	2	0	0	0	0	0	734
17:00	1	694	61	4	3	1	3	1	1	0	0	0	0	769
18:00	0	532	30	7	2	0	3	0	0	0	0	0	0	574
19:00	1	400	22	1	0	0	0	0	0	0	0	0	0	424
20:00	0	279	15	0	0	0	0	0	0	0	0	0	0	294
21:00	0	211	7	2	1	2	0	0	0	0	0	0	0	223
22:00	0	154	10	0	0	0	0	0	0	0	0	0	0	164
23:00	0	107	2	3	0	0	0	0	0	0	0	0	0	112
Totals	6	7420	651	151	70	28	40	11	12	2				8391
% of Totals	0%	88%	8%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	2	2384	271	80	38	17	14	5	9	2	0	0	0	2822
% AM	0%	28%	3%	1%	0%	0%	0%	0%	0%	0%				34%
AM Peak Hour	07:00	07:00	07:00	07:00	08:00	10:00	07:00	08:00	07:00	07:00				07:00
Volume	1	450	51	19	11	4	7	2	3	1				539
PM Volumes	4	5036	380	71	32	11	26	6	3	0	0	0	0	5569
% PM	0%	60%	5%	1%	0%	0%	0%	0%	0%					66%
PM Peak Hour	12:00	17:00	17:00	14:00	13:00	12:00	14:00	16:00	12:00					17:00
Volume	1	694	61	20	8	4	7	2	1					769
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1061	↔	13%	990	↔	12%	1503	↔	18%	4837	↔	58%

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	30	0	0	2	0	0	0	0	0	0	0	0	32
01:00	0	16	0	1	1	0	0	0	0	0	0	0	0	18
02:00	0	15	4	1	1	0	0	0	0	0	0	0	0	21
03:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
04:00	0	27	2	1	0	0	0	1	0	0	0	0	0	31
05:00	0	103	15	1	1	0	0	0	0	0	0	0	0	120
06:00	0	362	30	5	4	2	1	0	0	0	0	0	0	404
07:00	0	680	56	18	3	1	5	0	0	1	0	0	0	764
08:00	0	646	46	34	9	1	2	3	0	1	0	0	0	742
09:00	1	519	32	10	5	3	1	2	0	0	0	0	0	573
10:00	0	463	41	9	3	0	3	0	1	0	0	0	0	520
11:00	0	458	31	7	5	3	0	0	1	0	0	0	0	505
12:00 PM	0	475	37	6	4	4	1	0	0	0	0	0	0	527
13:00	0	464	36	7	9	1	1	0	1	0	0	0	0	519
14:00	0	561	33	28	5	2	5	0	0	0	0	0	0	634
15:00	1	600	36	27	3	0	3	1	0	0	0	0	0	671
16:00	0	588	31	5	2	2	5	0	0	0	0	0	0	633
17:00	3	643	33	4	1	1	4	0	0	1	0	0	0	690
18:00	0	501	33	1	1	2	5	0	0	0	0	0	0	543
19:00	0	404	11	2	0	1	2	1	0	0	0	0	0	421
20:00	0	306	9	3	0	0	3	0	0	0	0	0	0	321
21:00	0	217	7	1	1	0	0	0	0	0	0	0	0	226
22:00	1	141	4	1	1	0	0	0	0	0	0	0	0	148
23:00	0	117	1	0	0	0	0	0	0	0	0	0	0	118
Totals	6	8353	530	172	61	23	41	8	3	3				9200
% of Totals	0%	91%	6%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	1	3336	259	87	34	10	12	6	2	2	0	0	0	3749
% AM	0%	36%	3%	1%	0%	0%	0%	0%	0%	0%				41%
AM Peak Hour	09:00	07:00	07:00	08:00	08:00	09:00	07:00	08:00	10:00	07:00				07:00
Volume	1	680	56	34	9	3	5	3	1	1				764
PM Volumes	5	5017	271	85	27	13	29	2	1	1	0	0	0	5451
% PM	0%	55%	3%	1%	0%	0%	0%	0%	0%	0%				59%
PM Peak Hour	17:00	17:00	12:00	14:00	13:00	12:00	14:00	15:00	13:00	17:00				17:00
Volume	3	643	37	28	9	4	5	1	1	1				690
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1506	↔	16%	1046	↔	11%	1323	↔	14%	5325	↔	58%

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

N Highland Ave S/O N Malcolm St

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	77	6	1	4	1	0	0	0	0	0	0	0	89
01:00	0	33	1	2	1	0	0	0	0	0	0	0	0	37
02:00	0	25	7	1	2	0	0	0	0	0	0	0	0	35
03:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32
04:00	0	45	8	4	0	0	0	1	0	0	0	0	0	58
05:00	0	175	23	8	1	3	0	0	0	0	0	0	0	210
06:00	0	575	52	11	10	2	3	0	0	0	0	0	0	653
07:00	1	1130	107	37	6	4	12	1	3	2	0	0	0	1303
08:00	1	1089	90	50	20	2	4	5	2	1	0	0	0	1264
09:00	1	866	73	18	12	6	1	3	1	1	0	0	0	982
10:00	0	804	79	20	5	4	5	1	4	0	0	0	0	922
11:00	0	873	80	15	11	5	1	0	1	0	0	0	0	986
12:00 PM	1	916	84	16	10	8	3	1	1	0	0	0	0	1040
13:00	0	889	71	12	17	1	5	0	1	0	0	0	0	996
14:00	0	1100	81	48	9	4	12	1	0	0	0	0	0	1255
15:00	2	1179	93	44	7	1	6	2	1	0	0	0	0	1335
16:00	0	1263	77	7	6	3	9	2	0	0	0	0	0	1367
17:00	4	1337	94	8	4	2	7	1	1	1	0	0	0	1459
18:00	0	1033	63	8	3	2	8	0	0	0	0	0	0	1117
19:00	1	804	33	3	0	1	2	1	0	0	0	0	0	845
20:00	0	585	24	3	0	0	3	0	0	0	0	0	0	615
21:00	0	428	14	3	2	2	0	0	0	0	0	0	0	449
22:00	1	295	14	1	1	0	0	0	0	0	0	0	0	312
23:00	0	224	3	3	0	0	0	0	0	0	0	0	0	230
Totals	12	15773	1181	323	131	51	81	19	15	5				17591
% of Totals	0%	90%	7%	2%	1%	0%	0%	0%	0%	0%				100%

AM Volumes	3	5720	530	167	72	27	26	11	11	4	0	0	0	6571
% AM	0%	33%	3%	1%	0%	0%	0%	0%	0%	0%				37%
AM Peak Hour	07:00	07:00	07:00	08:00	08:00	09:00	07:00	08:00	10:00	07:00				07:00
Volume	1	1130	107	50	20	6	12	5	4	2				1303
PM Volumes	9	10053	651	156	59	24	55	8	4	1	0	0	0	11020
% PM	0%	57%	4%	1%	0%	0%	0%	0%	0%	0%				63%
PM Peak Hour	17:00	17:00	17:00	14:00	13:00	12:00	14:00	15:00	12:00	17:00				17:00
Volume	4	1337	94	48	17	8	12	2	1	1				1459
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2567	↔	15%	2036	↔	12%	2826	↔	16%	10162	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

SPEED

N Highland Ave S/O N Malcolm St

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_002n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	6	9	18	9	0	0	0	0	0	0	0	43
01:00	1	0	1	6	6	1	3	0	0	0	0	0	0	18
02:00	0	1	2	4	9	2	1	0	0	0	0	0	0	19
03:00	0	0	2	6	7	0	0	0	0	0	0	0	0	15
04:00	1	1	6	8	9	4	0	0	0	0	0	0	0	29
05:00	0	6	13	19	38	17	5	0	0	0	0	0	0	98
06:00	1	7	10	61	88	44	12	1	0	0	0	0	0	224
07:00	5	11	41	163	178	79	16	1	1	0	0	0	0	495
08:00	11	22	53	175	182	57	9	1	0	0	0	0	0	510
09:00	1	7	23	120	174	69	17	6	0	0	0	0	0	417
10:00	0	4	14	90	179	90	18	4	0	0	0	0	0	399
11:00	4	20	22	139	189	82	17	3	0	0	0	0	0	476
12:00 PM	4	15	37	155	201	71	20	2	0	0	0	0	0	505
13:00	15	17	35	135	177	64	15	2	0	0	0	0	0	460
14:00	7	26	68	171	234	76	15	5	0	0	0	0	0	602
15:00	2	10	81	271	232	93	12	0	0	0	0	0	0	701
16:00	1	6	49	214	293	120	11	5	0	0	0	0	0	699
17:00	1	20	79	257	242	69	16	1	0	0	0	0	0	685
18:00	1	24	59	229	190	46	11	0	0	0	0	0	0	560
19:00	0	11	27	153	153	57	7	1	1	0	0	0	0	410
20:00	2	6	16	80	104	42	17	2	0	0	0	0	0	269
21:00	0	0	23	63	79	26	14	1	0	0	0	0	0	206
22:00	0	2	10	36	56	27	6	0	0	0	0	0	0	137
23:00	0	0	9	23	35	18	4	1	0	0	0	0	0	90
Totals	57	217	686	2587	3073	1163	246	36	2					8067
% of Totals	1%	3%	9%	32%	38%	14%	3%	0%	0%					100%

AM Volumes	24	80	193	800	1077	454	98	16	1	0	0	0	0	2743
% AM	0%	1%	2%	10%	13%	6%	1%	0%	0%					34%
AM Peak Hour	08:00	08:00	08:00	08:00	11:00	10:00	10:00	09:00	07:00					08:00
Volume	11	22	53	175	189	90	18	6	1					510
PM Volumes	33	137	493	1787	1996	709	148	20	1	0	0	0	0	5324
% PM	0%	2%	6%	22%	25%	9%	2%	0%	0%					66%
PM Peak Hour	13:00	14:00	15:00	15:00	16:00	16:00	12:00	14:00	19:00					15:00
Volume	15	26	81	271	293	120	20	5	1					701
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1005	↔	12%	965	↔	12%	1384	↔	17%	4713	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	25	31	31	36	39	8067
N Highland Ave	South Bound	25	29	29	34	37	8768

SPEED

N Highland Ave S/O N Malcolm St

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_002s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	7	20	8	4	0	0	0	0	0	0	0	39
01:00	0	2	4	5	8	2	0	0	0	0	0	0	0	21
02:00	0	1	5	4	5	2	0	0	0	0	0	0	0	17
03:00	0	0	1	5	12	1	0	0	0	0	0	0	0	19
04:00	0	3	2	14	6	6	0	0	0	0	0	0	0	31
05:00	1	5	17	37	49	18	0	0	0	0	0	0	0	127
06:00	1	8	40	123	156	50	7	1	0	0	0	0	0	386
07:00	0	11	87	284	291	69	2	1	0	0	0	0	0	745
08:00	4	20	120	298	232	45	9	0	2	0	0	0	0	730
09:00	0	7	69	253	180	45	2	1	0	0	0	0	0	557
10:00	0	3	31	201	196	51	10	1	0	0	0	0	0	493
11:00	4	9	41	200	169	39	9	0	0	0	0	0	0	471
12:00 PM	0	5	78	239	165	25	1	0	1	0	0	0	0	514
13:00	0	8	77	207	161	26	4	0	0	0	0	0	0	483
14:00	2	17	95	293	187	29	5	0	0	0	0	0	0	628
15:00	11	24	97	277	192	35	3	0	0	0	0	0	0	639
16:00	0	7	88	282	204	53	4	0	0	0	0	0	0	638
17:00	0	15	82	309	191	30	1	0	0	0	0	0	0	628
18:00	0	12	84	260	134	14	5	0	0	0	0	0	0	509
19:00	0	7	56	173	123	20	2	2	0	0	0	0	0	383
20:00	0	3	32	115	99	25	8	1	0	0	0	0	0	283
21:00	0	2	15	88	63	23	2	0	0	0	0	0	0	193
22:00	0	3	20	58	50	13	4	0	0	0	0	0	0	148
23:00	0	0	10	30	38	7	1	0	0	0	0	0	0	86
Totals	23	172	1158	3775	2919	632	79	7	3					8768
% of Totals	0%	2%	13%	43%	33%	7%	1%	0%	0%					100%

AM Volumes	10	69	424	1444	1312	332	39	4	2	0	0	0	0	3636
% AM	0%	1%	5%	16%	15%	4%	0%	0%	0%					41%
AM Peak Hour	08:00	08:00	08:00	08:00	07:00	07:00	10:00	06:00	08:00					07:00
Volume	4	20	120	298	291	69	10	1	2					745
PM Volumes	13	103	734	2331	1607	300	40	3	1	0	0	0	0	5132
% PM	0%	1%	8%	27%	18%	3%	0%	0%	0%					59%
PM Peak Hour	15:00	15:00	15:00	17:00	16:00	16:00	20:00	19:00	12:00					15:00
Volume	11	24	97	309	204	53	8	2	1					639
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1475	↔	17%	997	↔	11%	1266	↔	14%	5030	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	25	31	31	36	39	8067
N Highland Ave	South Bound	25	29	29	34	37	8768

SPEED

N Highland Ave S/O N Malcolm St

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	13	29	26	13	0	0	0	0	0	0	0	82
01:00	1	2	5	11	14	3	3	0	0	0	0	0	0	39
02:00	0	2	7	8	14	4	1	0	0	0	0	0	0	36
03:00	0	0	3	11	19	1	0	0	0	0	0	0	0	34
04:00	1	4	8	22	15	10	0	0	0	0	0	0	0	60
05:00	1	11	30	56	87	35	5	0	0	0	0	0	0	225
06:00	2	15	50	184	244	94	19	2	0	0	0	0	0	610
07:00	5	22	128	447	469	148	18	2	1	0	0	0	0	1240
08:00	15	42	173	473	414	102	18	1	2	0	0	0	0	1240
09:00	1	14	92	373	354	114	19	7	0	0	0	0	0	974
10:00	0	7	45	291	375	141	28	5	0	0	0	0	0	892
11:00	8	29	63	339	358	121	26	3	0	0	0	0	0	947
12:00 PM	4	20	115	394	366	96	21	2	1	0	0	0	0	1019
13:00	15	25	112	342	338	90	19	2	0	0	0	0	0	943
14:00	9	43	163	464	421	105	20	5	0	0	0	0	0	1230
15:00	13	34	178	548	424	128	15	0	0	0	0	0	0	1340
16:00	1	13	137	496	497	173	15	5	0	0	0	0	0	1337
17:00	1	35	161	566	433	99	17	1	0	0	0	0	0	1313
18:00	1	36	143	489	324	60	16	0	0	0	0	0	0	1069
19:00	0	18	83	326	276	77	9	3	1	0	0	0	0	793
20:00	2	9	48	195	203	67	25	3	0	0	0	0	0	552
21:00	0	2	38	151	142	49	16	1	0	0	0	0	0	399
22:00	0	5	30	94	106	40	10	0	0	0	0	0	0	285
23:00	0	0	19	53	73	25	5	1	0	0	0	0	0	176
Totals	80	389	1844	6362	5992	1795	325	43	5					16835
% of Totals	0%	2%	11%	38%	36%	11%	2%	0%	0%					100%

AM Volumes	34	149	617	2244	2389	786	137	20	3	0	0	0	0	6379
% AM	0%	1%	4%	13%	14%	5%	1%	0%	0%					38%
AM Peak Hour	08:00	08:00	08:00	08:00	07:00	07:00	10:00	09:00	08:00					07:00
Volume	15	42	173	473	469	148	28	7	2					1240
PM Volumes	46	240	1227	4118	3603	1009	188	23	2	0	0	0	0	10456
% PM	0%	1%	7%	24%	21%	6%	1%	0%	0%					62%
PM Peak Hour	13:00	14:00	15:00	17:00	16:00	16:00	20:00	14:00	12:00					15:00
Volume	15	43	178	566	497	173	25	5	1					1340
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2480	↔	15%	1962	↔	12%	2650	↔	16%	9743	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	25	30	30	35	39	16835

SPEED

N Highland Ave S/O N Malcolm St

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_002n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	3	10	9	13	4	1	0	0	0	0	0	42
01:00	0	0	1	6	9	3	0	0	0	0	0	0	0	19
02:00	1	0	0	8	5	3	0	1	0	0	0	0	0	18
03:00	0	1	4	4	3	5	0	1	0	0	0	0	0	18
04:00	0	0	3	10	12	5	1	0	0	0	0	0	0	31
05:00	0	2	7	15	38	25	11	1	1	0	0	0	0	100
06:00	2	6	5	43	103	63	17	0	1	0	0	0	0	240
07:00	6	12	43	191	206	88	14	4	0	0	0	0	0	564
08:00	7	25	55	110	191	93	13	5	1	0	0	0	0	500
09:00	3	3	34	121	182	66	10	5	1	0	0	0	0	425
10:00	2	10	37	101	160	62	13	2	0	0	0	0	0	387
11:00	1	5	33	158	192	55	12	3	1	0	0	0	0	460
12:00 PM	4	16	43	160	201	83	21	4	0	1	0	0	0	533
13:00	2	6	26	125	187	90	36	4	0	0	0	0	0	476
14:00	6	18	70	201	207	88	16	5	0	0	0	0	0	611
15:00	8	16	93	222	229	64	15	3	0	0	0	0	0	650
16:00	5	18	54	239	308	94	19	7	0	0	0	0	0	744
17:00	3	17	71	275	282	93	13	0	0	0	0	0	0	754
18:00	2	23	71	243	188	52	10	3	0	0	0	0	0	592
19:00	3	7	34	163	150	54	9	1	1	0	0	0	0	422
20:00	0	6	23	85	139	45	10	2	1	0	0	0	0	311
21:00	0	4	20	65	85	38	12	2	0	0	0	0	0	226
22:00	0	0	16	57	54	24	7	1	0	0	0	0	0	159
23:00	1	1	9	24	38	26	9	2	1	0	0	0	0	111
Totals	56	198	755	2636	3178	1232	272	57	8	1				8393
% of Totals	1%	2%	9%	31%	38%	15%	3%	1%	0%	0%				100%

AM Volumes	22	66	225	777	1110	481	95	23	5	0	0	0	0	2804
% AM	0%	1%	3%	9%	13%	6%	1%	0%	0%					33%
AM Peak Hour	08:00	08:00	08:00	07:00	07:00	08:00	06:00	08:00	05:00					07:00
Volume	7	25	55	191	206	93	17	5	1					564
PM Volumes	34	132	530	1859	2068	751	177	34	3	1	0	0	0	5589
% PM	0%	2%	6%	22%	25%	9%	2%	0%	0%	0%				67%
PM Peak Hour	15:00	18:00	15:00	17:00	16:00	16:00	13:00	16:00	19:00	12:00				17:00
Volume	8	23	93	275	308	94	36	7	1	1				754
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1064	↔	13%	1009	↔	12%	1498	↔	18%	4822	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	25	31	31	36	40	8393
N Highland Ave	South Bound	25	29	30	34	38	9083

SPEED

N Highland Ave S/O N Malcolm St

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_002s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	6	13	5	10	2	0	0	0	0	0	0	37
01:00	0	0	2	4	9	2	1	0	0	0	0	0	0	18
02:00	0	0	2	4	3	2	0	0	0	0	0	0	0	11
03:00	0	1	3	6	9	4	0	0	0	0	0	0	0	23
04:00	0	1	2	7	8	9	2	0	0	0	0	0	0	29
05:00	0	3	11	33	45	30	4	0	0	0	0	0	0	126
06:00	0	9	35	90	160	69	12	0	0	0	0	0	0	375
07:00	0	3	76	278	313	115	13	0	0	0	0	0	0	798
08:00	1	16	67	306	293	71	8	1	0	0	0	0	0	763
09:00	0	2	44	201	195	61	5	2	0	0	0	0	0	510
10:00	0	5	42	185	177	44	1	1	0	0	0	0	0	455
11:00	0	6	48	226	177	37	7	0	0	0	0	0	0	501
12:00 PM	0	7	66	237	193	45	4	3	0	0	0	0	0	555
13:00	1	6	47	175	174	49	5	2	0	0	0	0	0	459
14:00	0	10	102	327	190	38	2	1	0	0	0	0	0	670
15:00	1	15	116	310	193	33	5	0	0	0	0	0	0	673
16:00	0	9	99	296	203	49	10	0	0	0	0	0	0	666
17:00	0	10	90	336	213	33	2	0	0	0	0	0	0	684
18:00	0	9	89	281	163	17	1	1	0	0	0	0	0	561
19:00	0	10	62	180	118	26	1	0	0	0	0	0	0	397
20:00	0	2	45	126	96	18	3	4	0	0	0	0	0	294
21:00	0	6	26	85	82	26	2	0	0	0	0	0	0	227
22:00	0	6	17	52	61	15	2	1	0	0	0	0	0	154
23:00	0	1	18	26	36	13	3	0	0	0	0	0	0	97
Totals	3	138	1115	3784	3116	816	95	16						9083
% of Totals	0%	2%	12%	42%	34%	9%	1%	0%						100%

AM Volumes	1	47	338	1353	1394	454	55	4	0	0	0	0	0	3646
% AM	0%	1%	4%	15%	15%	5%	1%	0%						40%
AM Peak Hour	08:00	08:00	07:00	08:00	07:00	07:00	07:00	09:00						07:00
Volume	1	16	76	306	313	115	13	2						798
PM Volumes	2	91	777	2431	1722	362	40	12	0	0	0	0	0	5437
% PM	0%	1%	9%	27%	19%	4%	0%	0%						60%
PM Peak Hour	13:00	15:00	15:00	17:00	17:00	13:00	16:00	20:00						17:00
Volume	1	15	116	336	213	49	10	4						684
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1561	↔	17%	1014	↔	11%	1350	↔	15%	5158	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	25	31	31	36	40	8393
N Highland Ave	South Bound	25	29	30	34	38	9083

SPEED

N Highland Ave S/O N Malcolm St

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	3	9	23	14	23	6	1	0	0	0	0	0	79
01:00	0	0	3	10	18	5	1	0	0	0	0	0	0	37
02:00	1	0	2	12	8	5	0	1	0	0	0	0	0	29
03:00	0	2	7	10	12	9	0	1	0	0	0	0	0	41
04:00	0	1	5	17	20	14	3	0	0	0	0	0	0	60
05:00	0	5	18	48	83	55	15	1	1	0	0	0	0	226
06:00	2	15	40	133	263	132	29	0	1	0	0	0	0	615
07:00	6	15	119	469	519	203	27	4	0	0	0	0	0	1362
08:00	8	41	122	416	484	164	21	6	1	0	0	0	0	1263
09:00	3	5	78	322	377	127	15	7	1	0	0	0	0	935
10:00	2	15	79	286	337	106	14	3	0	0	0	0	0	842
11:00	1	11	81	384	369	92	19	3	1	0	0	0	0	961
12:00 PM	4	23	109	397	394	128	25	7	0	1	0	0	0	1088
13:00	3	12	73	300	361	139	41	6	0	0	0	0	0	935
14:00	6	28	172	528	397	126	18	6	0	0	0	0	0	1281
15:00	9	31	209	532	422	97	20	3	0	0	0	0	0	1323
16:00	5	27	153	535	511	143	29	7	0	0	0	0	0	1410
17:00	3	27	161	611	495	126	15	0	0	0	0	0	0	1438
18:00	2	32	160	524	351	69	11	4	0	0	0	0	0	1153
19:00	3	17	96	343	268	80	10	1	1	0	0	0	0	819
20:00	0	8	68	211	235	63	13	6	1	0	0	0	0	605
21:00	0	10	46	150	167	64	14	2	0	0	0	0	0	453
22:00	0	6	33	109	115	39	9	2	0	0	0	0	0	313
23:00	1	2	27	50	74	39	12	2	1	0	0	0	0	208
Totals	59	336	1870	6420	6294	2048	367	73	8	1				17476
% of Totals	0%	2%	11%	37%	36%	12%	2%	0%	0%	0%				100%

AM Volumes	23	113	563	2130	2504	935	150	27	5	0	0	0	0	6450
% AM	0%	1%	3%	12%	14%	5%	1%	0%	0%					37%
AM Peak Hour	08:00	08:00	08:00	07:00	07:00	07:00	06:00	09:00	05:00					07:00
Volume	8	41	122	469	519	203	29	7	1					1362
PM Volumes	36	223	1307	4290	3790	1113	217	46	3	1	0	0	0	11026
% PM	0%	1%	7%	25%	22%	6%	1%	0%	0%	0%				63%
PM Peak Hour	15:00	18:00	15:00	17:00	16:00	16:00	13:00	12:00	19:00	12:00				17:00
Volume	9	32	209	611	511	143	41	7	1	1				1438
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2625	↔	15%	2023	↔	12%	2848	↔	16%	9980	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	25	30	30	35	39	17476

SPEED

N Highland Ave S/O N Malcolm St

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_002n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	6	17	21	7	4	0	0	0	0	0	0	57
01:00	0	0	2	3	8	3	2	0	1	0	0	0	0	19
02:00	0	0	0	2	10	2	0	0	0	0	0	0	0	14
03:00	0	0	2	4	3	3	0	0	1	0	0	0	0	13
04:00	0	1	1	9	7	8	1	0	0	0	0	0	0	27
05:00	0	4	5	16	42	14	6	3	0	0	0	0	0	90
06:00	0	7	16	51	106	53	7	8	1	0	0	0	0	249
07:00	0	14	43	183	211	67	15	5	1	0	0	0	0	539
08:00	2	19	64	181	189	63	4	0	0	0	0	0	0	522
09:00	5	10	26	136	152	63	17	0	0	0	0	0	0	409
10:00	0	9	16	137	160	67	10	2	1	0	0	0	0	402
11:00	2	9	34	129	201	80	20	5	0	1	0	0	0	481
12:00 PM	0	11	23	132	227	88	28	3	0	1	0	0	0	513
13:00	1	7	25	154	179	80	29	2	0	0	0	0	0	477
14:00	4	12	65	207	228	90	13	1	1	0	0	0	0	621
15:00	3	16	99	221	217	85	21	0	2	0	0	0	0	664
16:00	2	17	68	260	283	89	15	0	0	0	0	0	0	734
17:00	2	20	67	295	275	88	19	3	0	0	0	0	0	769
18:00	2	11	70	221	201	60	7	2	0	0	0	0	0	574
19:00	0	6	39	159	148	60	12	0	0	0	0	0	0	424
20:00	0	7	16	105	112	44	9	1	0	0	0	0	0	294
21:00	0	1	15	68	105	22	10	1	1	0	0	0	0	223
22:00	0	4	10	47	65	27	9	1	1	0	0	0	0	164
23:00	0	3	9	32	46	13	7	1	1	0	0	0	0	112
Totals	23	190	721	2769	3196	1176	265	38	11	2				8391
% of Totals	0%	2%	9%	33%	38%	14%	3%	0%	0%	0%				100%

AM Volumes	9	75	215	868	1110	430	86	23	5	1	0	0	0	2822
% AM	0%	1%	3%	10%	13%	5%	1%	0%	0%	0%				34%
AM Peak Hour	09:00	08:00	08:00	07:00	07:00	11:00	11:00	06:00	01:00	11:00				07:00
Volume	5	19	64	183	211	80	20	8	1	1				539
PM Volumes	14	115	506	1901	2086	746	179	15	6	1	0	0	0	5569
% PM	0%	1%	6%	23%	25%	9%	2%	0%	0%	0%				66%
PM Peak Hour	14:00	17:00	15:00	17:00	16:00	14:00	13:00	12:00	15:00	12:00				17:00
Volume	4	20	99	295	283	90	29	3	2	1				769
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1061	↔	13%	990	↔	12%	1503	↔	18%	4837	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	26	31	31	36	40	8391
N Highland Ave	South Bound	25	30	30	34	38	9200

SPEED

N Highland Ave S/O N Malcolm St

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_002s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	5	10	13	2	1	1	0	0	0	0	0	32
01:00	0	0	2	9	4	2	1	0	0	0	0	0	0	18
02:00	0	1	2	9	9	0	0	0	0	0	0	0	0	21
03:00	0	0	1	5	12	1	0	0	0	0	0	0	0	19
04:00	0	1	1	2	17	5	4	1	0	0	0	0	0	31
05:00	0	1	8	29	50	25	6	1	0	0	0	0	0	120
06:00	0	5	47	126	146	68	10	2	0	0	0	0	0	404
07:00	0	7	72	266	300	105	12	2	0	0	0	0	0	764
08:00	1	8	83	261	303	75	11	0	0	0	0	0	0	742
09:00	1	7	44	194	244	68	14	0	1	0	0	0	0	573
10:00	0	6	55	209	183	55	11	1	0	0	0	0	0	520
11:00	0	7	47	201	202	39	8	1	0	0	0	0	0	505
12:00 PM	0	2	42	222	205	51	3	2	0	0	0	0	0	527
13:00	0	9	52	205	194	52	6	1	0	0	0	0	0	519
14:00	1	4	68	274	217	63	6	1	0	0	0	0	0	634
15:00	0	7	131	308	183	38	4	0	0	0	0	0	0	671
16:00	2	6	82	274	218	49	1	1	0	0	0	0	0	633
17:00	1	7	102	325	208	44	2	1	0	0	0	0	0	690
18:00	0	12	95	266	142	27	1	0	0	0	0	0	0	543
19:00	0	5	57	190	132	34	2	1	0	0	0	0	0	421
20:00	0	4	54	150	93	18	2	0	0	0	0	0	0	321
21:00	0	2	38	99	71	12	4	0	0	0	0	0	0	226
22:00	0	6	15	66	44	15	2	0	0	0	0	0	0	148
23:00	0	0	17	40	43	18	0	0	0	0	0	0	0	118
Totals	6	107	1120	3740	3233	866	111	16	1					9200
% of Totals	0%	1%	12%	41%	35%	9%	1%	0%	0%					100%

AM Volumes	2	43	367	1321	1483	445	78	9	1	0	0	0	0	3749
% AM	0%	0%	4%	14%	16%	5%	1%	0%	0%					41%
AM Peak Hour	08:00	08:00	08:00	07:00	08:00	07:00	09:00	06:00	09:00					07:00
Volume	1	8	83	266	303	105	14	2	1					764
PM Volumes	4	64	753	2419	1750	421	33	7	0	0	0	0	0	5451
% PM	0%	1%	8%	26%	19%	5%	0%	0%						59%
PM Peak Hour	16:00	18:00	15:00	17:00	16:00	14:00	13:00	12:00						17:00
Volume	2	12	131	325	218	63	6	2						690
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1506	↔	16%	1046	↔	11%	1323	↔	14%	5325	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	26	31	31	36	40	8391
N Highland Ave	South Bound	25	30	30	34	38	9200

SPEED

N Highland Ave S/O N Malcolm St

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	11	27	34	9	5	1	0	0	0	0	0	89
01:00	0	0	4	12	12	5	3	0	1	0	0	0	0	37
02:00	0	1	2	11	19	2	0	0	0	0	0	0	0	35
03:00	0	0	3	9	15	4	0	0	1	0	0	0	0	32
04:00	0	2	2	11	24	13	5	1	0	0	0	0	0	58
05:00	0	5	13	45	92	39	12	4	0	0	0	0	0	210
06:00	0	12	63	177	252	121	17	10	1	0	0	0	0	653
07:00	0	21	115	449	511	172	27	7	1	0	0	0	0	1303
08:00	3	27	147	442	492	138	15	0	0	0	0	0	0	1264
09:00	6	17	70	330	396	131	31	0	1	0	0	0	0	982
10:00	0	15	71	346	343	122	21	3	1	0	0	0	0	922
11:00	2	16	81	330	403	119	28	6	0	1	0	0	0	986
12:00 PM	0	13	65	354	432	139	31	5	0	1	0	0	0	1040
13:00	1	16	77	359	373	132	35	3	0	0	0	0	0	996
14:00	5	16	133	481	445	153	19	2	1	0	0	0	0	1255
15:00	3	23	230	529	400	123	25	0	2	0	0	0	0	1335
16:00	4	23	150	534	501	138	16	1	0	0	0	0	0	1367
17:00	3	27	169	620	483	132	21	4	0	0	0	0	0	1459
18:00	2	23	165	487	343	87	8	2	0	0	0	0	0	1117
19:00	0	11	96	349	280	94	14	1	0	0	0	0	0	845
20:00	0	11	70	255	205	62	11	1	0	0	0	0	0	615
21:00	0	3	53	167	176	34	14	1	1	0	0	0	0	449
22:00	0	10	25	113	109	42	11	1	1	0	0	0	0	312
23:00	0	3	26	72	89	31	7	1	1	0	0	0	0	230
Totals	29	297	1841	6509	6429	2042	376	54	12	2				17591
% of Totals	0%	2%	10%	37%	37%	12%	2%	0%	0%	0%				100%

AM Volumes	11	118	582	2189	2593	875	164	32	6	1	0	0	0	6571
% AM	0%	1%	3%	12%	15%	5%	1%	0%	0%	0%				37%
AM Peak Hour	09:00	08:00	08:00	07:00	07:00	07:00	09:00	06:00	01:00	11:00				07:00
Volume	6	27	147	449	511	172	31	10	1	1				1303
PM Volumes	18	179	1259	4320	3836	1167	212	22	6	1	0	0	0	11020
% PM	0%	1%	7%	25%	22%	7%	1%	0%	0%	0%				63%
PM Peak Hour	14:00	17:00	15:00	17:00	16:00	14:00	13:00	12:00	15:00	12:00				17:00
Volume	5	27	230	620	501	153	35	5	2	1				1459
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2567	15%	↔	2036	12%	↔	2826	16%	↔	10162	58%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	25	30	30	35	39	17591

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	150	18	2	1	0	0	0	0	0	0	0	0	171
12:00 PM	0	554	80	4	7	6	3	2	1	0	0	0	0	657
13:00	1	619	64	3	8	4	0	2	1	0	0	0	0	702
14:00	1	552	77	6	11	4	0	1	2	0	0	0	0	654
15:00	1	793	84	12	7	2	0	0	1	0	0	0	0	900
16:00	2	754	66	10	6	2	0	0	0	0	0	0	0	840
17:00	1	770	66	9	8	3	0	1	1	0	0	0	0	859
18:00	0	614	53	10	4	2	0	1	0	0	0	0	0	684
19:00	0	503	33	5	4	0	0	0	0	0	0	0	0	545
20:00	0	382	36	6	3	0	0	0	0	0	0	0	0	427
21:00	0	254	13	5	3	0	0	0	0	0	0	0	0	275
22:00	0	196	9	1	1	0	0	0	0	0	0	0	0	207
23:00	0	129	0	0	0	0	0	0	0	0	0	0	0	129
Totals	6	6270	599	73	63	23	3	7	6					7050
% of Totals	0%	89%	8%	1%	1%	0%	0%	0%	0%					100%

AM Volumes	0	150	18	2	1	0	0	0	0	0	0	0	0	171
% AM		2%	0%	0%	0%									2%
AM Peak Hour		11:00	11:00	11:00	11:00									11:00
Volume		150	18	2	1									171
PM Volumes	6	6120	581	71	62	23	3	7	6	0	0	0	0	6879
% PM	0%	87%	8%	1%	1%	0%	0%	0%	0%					98%
PM Peak Hour	16:00	15:00	15:00	15:00	14:00	12:00	12:00	12:00	14:00					15:00
Volume	2	793	84	12	11	6	3	2	2					900
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			0	↔	0%	1359	↔	19%	1699	↔	24%	3992	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	117	11	1	1	1	0	0	0	0	0	0	0	131
12:00 PM	1	416	43	4	8	3	0	0	0	0	0	0	0	475
13:00	1	394	49	5	7	1	0	0	0	0	0	0	0	457
14:00	0	445	54	2	7	0	0	0	1	0	0	0	0	509
15:00	3	476	53	8	5	4	0	0	1	0	0	0	0	550
16:00	1	489	58	2	5	1	0	0	1	0	0	0	0	557
17:00	1	440	47	7	8	1	0	0	0	0	0	0	0	504
18:00	1	350	24	3	7	1	0	0	0	0	0	0	0	386
19:00	0	305	40	5	4	1	0	0	0	0	0	0	0	355
20:00	0	206	24	0	3	0	0	0	0	0	0	0	0	233
21:00	0	135	14	0	2	0	0	0	0	0	0	0	0	151
22:00	0	134	14	1	0	0	0	0	0	0	0	0	0	149
23:00	0	70	7	0	0	0	0	0	1	0	0	0	0	78
Totals	8	3977	438	38	57	13			4					4535
% of Totals	0%	88%	10%	1%	1%	0%			0%					100%

AM Volumes	0	117	11	1	1	1	0	0	0	0	0	0	0	131
% AM		3%	0%	0%	0%	0%								3%
AM Peak Hour		11:00	11:00	11:00	11:00	11:00								11:00
Volume		117	11	1	1	1								131
PM Volumes	8	3860	427	37	56	12	0	0	4	0	0	0	0	4404
% PM	0%	85%	9%	1%	1%	0%			0%					97%
PM Peak Hour	15:00	16:00	16:00	15:00	12:00	15:00			14:00					16:00
Volume	3	489	58	8	8	4			1					557
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			0	↔	0%	932	↔	21%	1061	↔	23%	2542	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	267	29	3	2	1	0	0	0	0	0	0	0	302
12:00 PM	1	970	123	8	15	9	3	2	1	0	0	0	0	1132
13:00	2	1013	113	8	15	5	0	2	1	0	0	0	0	1159
14:00	1	997	131	8	18	4	0	1	3	0	0	0	0	1163
15:00	4	1269	137	20	12	6	0	0	2	0	0	0	0	1450
16:00	3	1243	124	12	11	3	0	0	1	0	0	0	0	1397
17:00	2	1210	113	16	16	4	0	1	1	0	0	0	0	1363
18:00	1	964	77	13	11	3	0	1	0	0	0	0	0	1070
19:00	0	808	73	10	8	1	0	0	0	0	0	0	0	900
20:00	0	588	60	6	6	0	0	0	0	0	0	0	0	660
21:00	0	389	27	5	5	0	0	0	0	0	0	0	0	426
22:00	0	330	23	2	1	0	0	0	0	0	0	0	0	356
23:00	0	199	7	0	0	0	0	0	1	0	0	0	0	207
Totals	14	10247	1037	111	120	36	3	7	10					11585
% of Totals	0%	88%	9%	1%	1%	0%	0%	0%	0%					100%

AM Volumes	0	267	29	3	2	1	0	0	0	0	0	0	0	302
% AM		2%	0%	0%	0%	0%								3%
AM Peak Hour		11:00	11:00	11:00	11:00	11:00								11:00
Volume		267	29	3	2	1								302
PM Volumes	14	9980	1008	108	118	35	3	7	10	0	0	0	0	11283
% PM	0%	86%	9%	1%	1%	0%	0%	0%	0%					97%
PM Peak Hour	15:00	15:00	15:00	15:00	14:00	12:00	12:00	12:00	14:00					15:00
Volume	4	1269	137	20	18	9	3	2	3					1450
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			0	↔	0%	2291	↔	20%	2760	↔	24%	6534	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Wednesday
Date: 2/24/2021

City: Ossining
Project #: NY21_380003_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	45	4	0	0	0	0	0	1	0	0	0	0	50
01:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
02:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
03:00	0	16	0	0	0	1	0	0	2	0	0	0	0	19
04:00	0	29	2	1	2	0	0	0	1	0	0	0	0	35
05:00	0	100	10	3	2	2	0	0	0	0	0	0	0	117
06:00	0	273	42	5	6	2	0	0	3	0	0	0	0	331
07:00	1	485	87	19	12	2	1	0	3	0	0	0	0	610
08:00	0	473	89	20	22	3	0	1	7	0	0	0	0	615
09:00	0	475	61	4	10	3	0	0	1	0	0	0	0	554
10:00	1	483	68	9	8	5	0	0	2	0	0	0	0	576
11:00	1	570	75	8	12	5	0	1	1	0	0	0	0	673
12:00 PM	2	573	83	4	14	6	2	2	1	0	0	0	0	687
13:00	0	598	74	3	9	7	0	2	0	0	0	0	0	693
14:00	0	610	75	4	8	2	0	0	0	0	0	0	0	699
15:00	2	761	89	11	14	1	0	0	1	0	0	0	0	879
16:00	4	795	83	3	13	1	1	0	0	0	0	0	0	900
17:00	2	767	71	4	9	1	0	0	2	0	0	0	0	856
18:00	0	721	67	5	5	1	0	0	0	0	0	0	0	799
19:00	0	506	44	4	5	0	0	0	0	0	0	0	0	559
20:00	0	392	32	1	3	0	0	0	1	0	0	0	0	429
21:00	0	288	19	2	3	0	0	0	0	0	0	0	0	312
22:00	0	203	16	0	0	0	0	0	0	0	0	0	0	219
23:00	0	128	11	1	0	1	0	0	1	0	0	0	0	142
Totals	13	9330	1105	111	157	43	4	6	27					10796
% of Totals	0%	86%	10%	1%	1%	0%	0%	0%	0%					100%

AM Volumes	3	2988	441	69	74	23	1	2	21	0	0	0	0	3622
% AM	0%	28%	4%	1%	1%	0%	0%	0%	0%					34%
AM Peak Hour	07:00	11:00	08:00	08:00	08:00	10:00	07:00	08:00	08:00					11:00
Volume	1	570	89	20	22	5	1	1	7					673
PM Volumes	10	6342	664	42	83	20	3	4	6	0	0	0	0	7174
% PM	0%	59%	6%	0%	1%	0%	0%	0%	0%					66%
PM Peak Hour	16:00	16:00	15:00	15:00	12:00	13:00	12:00	12:00	17:00					16:00
Volume	4	795	89	11	14	7	2	2	2					900
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1225	↔	11%	1380	↔	13%	1756	↔	16%	6435	↔	60%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Wednesday
Date: 2/24/2021

City: Ossining
Project #: NY21_380003_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
04:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
05:00	0	60	19	0	6	0	0	0	0	0	0	0	0	85
06:00	0	226	32	3	6	2	0	0	0	0	0	0	0	269
07:00	1	432	68	12	9	0	1	1	4	1	0	0	0	529
08:00	0	489	69	21	14	1	5	2	3	1	0	0	0	605
09:00	0	368	43	9	9	4	0	0	0	0	0	0	0	433
10:00	3	344	44	5	9	2	0	0	0	0	0	0	0	407
11:00	1	393	54	5	9	5	0	0	2	0	0	0	0	469
12:00 PM	2	409	46	7	12	4	0	0	0	0	0	0	0	480
13:00	0	359	42	5	8	4	0	0	1	0	0	0	0	419
14:00	1	448	55	5	9	3	0	0	0	0	0	0	0	521
15:00	0	497	54	2	14	6	0	0	0	0	0	0	0	573
16:00	1	460	38	2	10	0	0	0	2	0	0	0	0	513
17:00	0	485	57	0	11	1	0	0	0	0	0	0	0	554
18:00	1	387	43	4	9	4	0	0	1	0	0	0	0	449
19:00	0	254	33	3	4	2	0	0	0	0	0	0	0	296
20:00	0	210	23	2	1	0	0	0	0	0	0	0	0	236
21:00	0	175	22	1	1	0	0	0	0	0	0	0	0	199
22:00	0	129	12	1	3	0	0	0	0	0	0	0	0	145
23:00	0	79	12	0	0	0	0	0	0	0	0	0	0	91
Totals	10	6293	776	87	145	38	6	3	13	2				7373
% of Totals	0%	85%	11%	1%	2%	1%	0%	0%	0%	0%				100%

AM Volumes	5	2401	339	55	63	14	6	3	9	2	0	0	0	2897
% AM	0%	33%	5%	1%	1%	0%	0%	0%	0%	0%				39%
AM Peak Hour	10:00	08:00	08:00	08:00	08:00	11:00	08:00	08:00	07:00	07:00				08:00
Volume	3	489	69	21	14	5	5	2	4	1				605
PM Volumes	5	3892	437	32	82	24	0	0	4	0	0	0	0	4476
% PM	0%	53%	6%	0%	1%	0%			0%					61%
PM Peak Hour	12:00	15:00	17:00	12:00	15:00	15:00			16:00					15:00
Volume	2	497	57	7	14	6			2					573
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1134	15%	↔	899	12%	↔	1067	14%	↔	4273	58%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Wednesday
Date: 2/24/2021

City: Ossining
Project #: NY21_380003_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	69	7	0	0	0	0	0	1	0	0	0	0	77
01:00	0	38	2	0	0	0	0	0	0	0	0	0	0	40
02:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
03:00	0	29	1	0	1	1	0	0	2	0	0	0	0	34
04:00	0	64	6	1	2	0	0	0	1	0	0	0	0	74
05:00	0	160	29	3	8	2	0	0	0	0	0	0	0	202
06:00	0	499	74	8	12	4	0	0	3	0	0	0	0	600
07:00	2	917	155	31	21	2	2	1	7	1	0	0	0	1139
08:00	0	962	158	41	36	4	5	3	10	1	0	0	0	1220
09:00	0	843	104	13	19	7	0	0	1	0	0	0	0	987
10:00	4	827	112	14	17	7	0	0	2	0	0	0	0	983
11:00	2	963	129	13	21	10	0	1	3	0	0	0	0	1142
12:00 PM	4	982	129	11	26	10	2	2	1	0	0	0	0	1167
13:00	0	957	116	8	17	11	0	2	1	0	0	0	0	1112
14:00	1	1058	130	9	17	5	0	0	0	0	0	0	0	1220
15:00	2	1258	143	13	28	7	0	0	1	0	0	0	0	1452
16:00	5	1255	121	5	23	1	1	0	2	0	0	0	0	1413
17:00	2	1252	128	4	20	2	0	0	2	0	0	0	0	1410
18:00	1	1108	110	9	14	5	0	0	1	0	0	0	0	1248
19:00	0	760	77	7	9	2	0	0	0	0	0	0	0	855
20:00	0	602	55	3	4	0	0	0	1	0	0	0	0	665
21:00	0	463	41	3	4	0	0	0	0	0	0	0	0	511
22:00	0	332	28	1	3	0	0	0	0	0	0	0	0	364
23:00	0	207	23	1	0	1	0	0	1	0	0	0	0	233
Totals	23	15623	1881	198	302	81	10	9	40	2				18169
% of Totals	0%	86%	10%	1%	2%	0%	0%	0%	0%	0%				100%

AM Volumes	8	5389	780	124	137	37	7	5	30	2	0	0	0	6519
% AM	0%	30%	4%	1%	1%	0%	0%	0%	0%	0%				36%
AM Peak Hour	10:00	11:00	08:00	08:00	08:00	11:00	08:00	08:00	08:00	07:00				08:00
Volume	4	963	158	41	36	10	5	3	10	1				1220
PM Volumes	15	10234	1101	74	165	44	3	4	10	0	0	0	0	11650
% PM	0%	56%	6%	0%	1%	0%	0%	0%	0%					64%
PM Peak Hour	16:00	15:00	15:00	15:00	15:00	13:00	12:00	12:00	16:00					15:00
Volume	5	1258	143	13	28	11	2	2	2					1452
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2359	↔	13%	2279	↔	13%	2823	↔	16%	10708	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	56	5	0	0	0	0	0	0	0	0	0	0	61
01:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
02:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
03:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26
04:00	0	30	3	2	0	0	0	0	1	0	0	0	0	36
05:00	1	100	9	1	1	3	0	0	0	0	0	0	0	115
06:00	1	271	49	4	8	2	0	0	4	0	0	0	0	339
07:00	1	489	80	17	5	1	0	0	2	0	0	0	0	595
08:00	3	501	87	13	11	7	1	0	1	0	0	0	0	624
09:00	2	508	62	8	11	6	0	1	0	0	0	0	0	598
10:00	1	502	63	7	6	2	0	0	3	0	0	0	0	584
11:00	1	526	76	7	11	5	0	1	3	0	0	0	0	630
12:00 PM	0	554	80	12	10	1	0	0	0	0	0	0	0	657
13:00	1	571	78	7	10	1	0	0	0	0	0	0	0	668
14:00	0	625	76	7	8	2	0	0	0	0	0	0	0	718
15:00	2	732	76	9	9	3	0	0	0	0	0	0	0	831
16:00	2	783	103	5	8	5	0	0	0	0	0	0	0	906
17:00	0	779	90	3	7	3	0	0	0	0	0	0	0	882
18:00	0	650	68	5	8	2	0	0	0	0	0	0	0	733
19:00	0	460	49	3	6	0	0	0	0	0	0	0	0	518
20:00	0	339	37	0	3	0	0	0	0	0	0	0	0	379
21:00	0	266	20	2	1	1	0	0	0	0	0	0	0	290
22:00	0	190	17	0	1	0	0	0	0	0	0	0	0	208
23:00	0	130	16	1	0	0	0	0	0	0	0	0	0	147
Totals	15	9121	1152	113	125	44	1	2	14					10587
% of Totals	0%	86%	11%	1%	1%	0%	0%	0%	0%					100%

AM Volumes	10	3042	442	59	54	26	1	2	14	0	0	0	0	3650
% AM	0%	29%	4%	1%	1%	0%	0%	0%	0%					34%
AM Peak Hour	08:00	11:00	08:00	07:00	08:00	08:00	08:00	09:00	06:00					11:00
Volume	3	526	87	17	11	7	1	1	4					630
PM Volumes	5	6079	710	54	71	18	0	0	0	0	0	0	0	6937
% PM	0%	57%	7%	1%	1%	0%								66%
PM Peak Hour	15:00	16:00	16:00	12:00	12:00	16:00								16:00
Volume	2	783	103	12	10	5								906
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1219	↔	12%	1325	↔	13%	1788	↔	17%	6255	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
01:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
02:00	0	21	4	0	1	0	0	0	0	0	0	0	0	26
03:00	0	10	6	0	1	0	0	0	0	0	0	0	0	17
04:00	0	22	4	0	1	0	0	0	0	0	0	0	0	27
05:00	0	65	11	1	5	0	0	0	0	0	0	0	0	82
06:00	0	239	33	3	8	1	0	0	0	0	0	0	0	284
07:00	0	457	73	3	18	2	0	0	0	0	0	0	0	553
08:00	1	514	61	4	12	5	0	0	0	0	0	0	0	597
09:00	1	400	55	9	14	3	0	0	0	0	0	0	0	482
10:00	0	384	49	5	15	3	0	0	2	0	0	0	0	458
11:00	0	375	48	6	11	4	0	0	0	0	0	0	0	444
12:00 PM	0	412	37	5	11	2	0	0	1	0	0	0	0	468
13:00	2	362	45	15	13	1	0	0	0	0	0	0	0	438
14:00	0	430	55	4	12	4	0	0	0	0	0	0	0	505
15:00	0	436	54	5	12	3	0	0	0	0	0	0	0	510
16:00	1	500	63	6	8	6	0	0	0	0	0	0	0	584
17:00	2	477	59	4	9	4	0	0	1	0	0	0	0	556
18:00	1	420	41	2	10	3	0	0	0	0	0	0	0	477
19:00	1	302	30	5	6	0	0	0	0	0	0	0	0	344
20:00	0	192	25	2	3	0	0	0	0	0	0	0	0	222
21:00	0	160	15	0	6	0	0	0	0	0	0	0	0	181
22:00	0	113	11	0	3	0	0	0	0	0	0	0	0	127
23:00	0	93	5	0	1	0	0	0	0	0	0	0	0	99
Totals	9	6428	789	79	181	41			4					7531
% of Totals	0%	85%	10%	1%	2%	1%			0%					100%

AM Volumes	2	2531	349	31	87	18	0	0	2	0	0	0	0	3020
% AM	0%	34%	5%	0%	1%	0%			0%					40%
AM Peak Hour	08:00	08:00	07:00	09:00	07:00	08:00			10:00					08:00
Volume	1	514	73	9	18	5			2					597
PM Volumes	7	3897	440	48	94	23	0	0	2	0	0	0	0	4511
% PM	0%	52%	6%	1%	1%	0%			0%					60%
PM Peak Hour	13:00	16:00	16:00	13:00	13:00	16:00			12:00					16:00
Volume	2	500	63	15	13	6			1					584
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1150	↔	15%	906	↔	12%	1140	↔	15%	4335	↔	58%

Classification Definitions**1** Motorcycles**2** Passenger Cars**3** 2-Axle, 4-Tire Single Units**4** Buses**5** 2-Axle, 6-Tire Single Units**6** 3-Axle Single Units**7** >=4-Axle Single Units**8** <=4-Axle Single Trailers**9** 5-Axle Single Trailers**10** >=6-Axle Single Trailers**11** <=5-Axle Multi-Trailers**12** 6-Axle Multi-Trailers**13** >=7-Axle Multi-Trailers

CLASSIFICATION

N Highland Ave N/O Ellis Pl

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	85	6	0	1	0	0	0	0	0	0	0	0	92
01:00	0	38	7	0	0	0	0	0	0	0	0	0	0	45
02:00	0	35	6	0	1	0	0	0	0	0	0	0	0	42
03:00	0	32	9	0	2	0	0	0	0	0	0	0	0	43
04:00	0	52	7	2	1	0	0	0	1	0	0	0	0	63
05:00	1	165	20	2	6	3	0	0	0	0	0	0	0	197
06:00	1	510	82	7	16	3	0	0	4	0	0	0	0	623
07:00	1	946	153	20	23	3	0	0	2	0	0	0	0	1148
08:00	4	1015	148	17	23	12	1	0	1	0	0	0	0	1221
09:00	3	908	117	17	25	9	0	1	0	0	0	0	0	1080
10:00	1	886	112	12	21	5	0	0	5	0	0	0	0	1042
11:00	1	901	124	13	22	9	0	1	3	0	0	0	0	1074
12:00 PM	0	966	117	17	21	3	0	0	1	0	0	0	0	1125
13:00	3	933	123	22	23	2	0	0	0	0	0	0	0	1106
14:00	0	1055	131	11	20	6	0	0	0	0	0	0	0	1223
15:00	2	1168	130	14	21	6	0	0	0	0	0	0	0	1341
16:00	3	1283	166	11	16	11	0	0	0	0	0	0	0	1490
17:00	2	1256	149	7	16	7	0	0	1	0	0	0	0	1438
18:00	1	1070	109	7	18	5	0	0	0	0	0	0	0	1210
19:00	1	762	79	8	12	0	0	0	0	0	0	0	0	862
20:00	0	531	62	2	6	0	0	0	0	0	0	0	0	601
21:00	0	426	35	2	7	1	0	0	0	0	0	0	0	471
22:00	0	303	28	0	4	0	0	0	0	0	0	0	0	335
23:00	0	223	21	1	1	0	0	0	0	0	0	0	0	246
Totals	24	15549	1941	192	306	85	1	2	18					18118
% of Totals	0%	86%	11%	1%	2%	0%	0%	0%	0%					100%

AM Volumes	12	5573	791	90	141	44	1	2	16	0	0	0	0	6670
% AM	0%	31%	4%	0%	1%	0%	0%	0%	0%					37%
AM Peak Hour	08:00	08:00	07:00	07:00	09:00	08:00	08:00	09:00	10:00					08:00
Volume	4	1015	153	20	25	12	1	1	5					1221
PM Volumes	12	9976	1150	102	165	41	0	0	2	0	0	0	0	11448
% PM	0%	55%	6%	1%	1%	0%			0%					63%
PM Peak Hour	13:00	16:00	16:00	13:00	13:00	16:00			12:00					16:00
Volume	3	1283	166	22	23	11			1					1490
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2369	↔	13%	2231	↔	12%	2928	↔	16%	10590	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

SPEED

N Highland Ave N/O Ellis Pl

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_003n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	14	26	45	41	36	9	0	0	0	0	0	0	0	171
12:00 PM	59	84	172	206	104	31	1	0	0	0	0	0	0	657
13:00	64	120	196	203	80	35	4	0	0	0	0	0	0	702
14:00	83	117	193	162	78	15	6	0	0	0	0	0	0	654
15:00	159	209	239	182	84	22	4	1	0	0	0	0	0	900
16:00	169	201	232	166	51	15	6	0	0	0	0	0	0	840
17:00	161	205	241	160	68	19	5	0	0	0	0	0	0	859
18:00	64	134	219	189	67	7	4	0	0	0	0	0	0	684
19:00	41	77	177	152	63	21	14	0	0	0	0	0	0	545
20:00	29	59	136	133	39	28	2	1	0	0	0	0	0	427
21:00	18	20	73	92	53	16	2	1	0	0	0	0	0	275
22:00	5	23	55	72	37	6	7	2	0	0	0	0	0	207
23:00	6	9	30	42	30	7	5	0	0	0	0	0	0	129
Totals	872	1284	2008	1800	790	231	60	5						7050
% of Totals	12%	18%	28%	26%	11%	3%	1%	0%						100%

AM Volumes	14	26	45	41	36	9	0	0	0	0	0	0	0	171
% AM	0%	0%	1%	1%	1%	0%								2%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00								11:00
Volume	14	26	45	41	36	9								171
PM Volumes	858	1258	1963	1759	754	222	60	5	0	0	0	0	0	6879
% PM	12%	18%	28%	25%	11%	3%	1%	0%						98%
PM Peak Hour	16:00	15:00	17:00	12:00	12:00	13:00	19:00	22:00						15:00
Volume	169	209	241	206	104	35	14	2						900
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			0	0%	↔	1359	19%	↔	1699	24%	↔	3992	57%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	16	23	23	30	35	7050
N Highland Ave	South Bound	11	20	20	28	33	4535

SPEED

N Highland Ave N/O Ellis Pl

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_003s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	35	31	32	18	11	4	0	0	0	0	0	0	0	131
12:00 PM	126	120	108	77	33	9	2	0	0	0	0	0	0	475
13:00	109	127	87	74	38	17	5	0	0	0	0	0	0	457
14:00	117	149	114	83	40	6	0	0	0	0	0	0	0	509
15:00	161	158	118	74	32	6	1	0	0	0	0	0	0	550
16:00	129	159	135	87	42	4	1	0	0	0	0	0	0	557
17:00	120	150	115	79	33	7	0	0	0	0	0	0	0	504
18:00	103	102	80	64	31	6	0	0	0	0	0	0	0	386
19:00	97	92	84	48	27	6	1	0	0	0	0	0	0	355
20:00	57	62	51	35	19	8	1	0	0	0	0	0	0	233
21:00	37	48	26	24	13	2	1	0	0	0	0	0	0	151
22:00	30	37	37	26	15	2	2	0	0	0	0	0	0	149
23:00	13	22	19	15	5	3	1	0	0	0	0	0	0	78
Totals	1134	1257	1006	704	339	80	15							4535
% of Totals	25%	28%	22%	16%	7%	2%	0%							100%

AM Volumes	35	31	32	18	11	4	0	0	0	0	0	0	0	131
% AM	1%	1%	1%	0%	0%	0%								3%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00								11:00
Volume	35	31	32	18	11	4								131
PM Volumes	1099	1226	974	686	328	76	15	0	0	0	0	0	0	4404
% PM	24%	27%	21%	15%	7%	2%	0%							97%
PM Peak Hour	15:00	16:00	16:00	16:00	16:00	13:00	13:00							16:00
Volume	161	159	135	87	42	17	5							557
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			0	0%	↔	932	21%	↔	1061	23%	↔	2542	56%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	16	23	23	30	35	7050
N Highland Ave	South Bound	11	20	20	28	33	4535

SPEED

N Highland Ave N/O Ellis Pl

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	49	57	77	59	47	13	0	0	0	0	0	0	0	302
12:00 PM	185	204	280	283	137	40	3	0	0	0	0	0	0	1132
13:00	173	247	283	277	118	52	9	0	0	0	0	0	0	1159
14:00	200	266	307	245	118	21	6	0	0	0	0	0	0	1163
15:00	320	367	357	256	116	28	5	1	0	0	0	0	0	1450
16:00	298	360	367	253	93	19	7	0	0	0	0	0	0	1397
17:00	281	355	356	239	101	26	5	0	0	0	0	0	0	1363
18:00	167	236	299	253	98	13	4	0	0	0	0	0	0	1070
19:00	138	169	261	200	90	27	15	0	0	0	0	0	0	900
20:00	86	121	187	168	58	36	3	1	0	0	0	0	0	660
21:00	55	68	99	116	66	18	3	1	0	0	0	0	0	426
22:00	35	60	92	98	52	8	9	2	0	0	0	0	0	356
23:00	19	31	49	57	35	10	6	0	0	0	0	0	0	207
Totals	2006	2541	3014	2504	1129	311	75	5						11585
% of Totals	17%	22%	26%	22%	10%	3%	1%	0%						100%

AM Volumes	49	57	77	59	47	13	0	0	0	0	0	0	0	302
% AM	0%	0%	1%	1%	0%	0%								3%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00								11:00
Volume	49	57	77	59	47	13								302
PM Volumes	1957	2484	2937	2445	1082	298	75	5	0	0	0	0	0	11283
% PM	17%	21%	25%	21%	9%	3%	1%	0%						97%
PM Peak Hour	15:00	15:00	16:00	12:00	12:00	13:00	19:00	22:00						15:00
Volume	320	367	367	283	137	52	15	2						1450
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			0	↔	0%	2291	↔	20%	2760	↔	24%	6534	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	14	22	22	30	34	11585

SPEED

N Highland Ave N/O Ellis Pl

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_003n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	4	6	11	19	9	1	0	0	0	0	0	0	0	50
01:00	2	4	6	6	8	3	1	0	0	0	0	0	0	30
02:00	1	2	5	2	1	0	1	0	0	0	0	0	0	12
03:00	1	4	4	6	2	2	0	0	0	0	0	0	0	19
04:00	2	5	7	8	7	5	1	0	0	0	0	0	0	35
05:00	9	11	22	31	28	8	4	3	1	0	0	0	0	117
06:00	23	45	74	111	53	12	9	4	0	0	0	0	0	331
07:00	56	105	191	149	80	19	10	0	0	0	0	0	0	610
08:00	56	99	184	164	83	20	8	1	0	0	0	0	0	615
09:00	38	89	151	175	74	18	7	2	0	0	0	0	0	554
10:00	63	92	142	173	69	26	8	3	0	0	0	0	0	576
11:00	65	106	183	186	91	37	5	0	0	0	0	0	0	673
12:00 PM	62	88	181	219	104	27	5	1	0	0	0	0	0	687
13:00	72	109	194	213	75	24	5	1	0	0	0	0	0	693
14:00	90	142	194	171	73	25	4	0	0	0	0	0	0	699
15:00	186	277	189	134	71	17	5	0	0	0	0	0	0	879
16:00	227	237	190	145	81	17	3	0	0	0	0	0	0	900
17:00	209	235	198	131	62	20	1	0	0	0	0	0	0	856
18:00	121	201	239	150	62	21	5	0	0	0	0	0	0	799
19:00	71	85	153	160	65	16	8	1	0	0	0	0	0	559
20:00	45	62	110	125	62	21	4	0	0	0	0	0	0	429
21:00	27	34	97	93	39	17	2	3	0	0	0	0	0	312
22:00	18	22	51	69	40	13	1	5	0	0	0	0	0	219
23:00	12	15	42	41	23	3	4	1	1	0	0	0	0	142
Totals	1460	2075	2818	2681	1262	372	101	25	2					10796
% of Totals	14%	19%	26%	25%	12%	3%	1%	0%	0%					100%

AM Volumes	320	568	980	1030	505	151	54	13	1	0	0	0	0	3622
% AM	3%	5%	9%	10%	5%	1%	1%	0%	0%					34%
AM Peak Hour	11:00	11:00	07:00	11:00	11:00	11:00	07:00	06:00	05:00					11:00
Volume	65	106	191	186	91	37	10	4	1					673
PM Volumes	1140	1507	1838	1651	757	221	47	12	1	0	0	0	0	7174
% PM	11%	14%	17%	15%	7%	2%	0%	0%	0%					66%
PM Peak Hour	16:00	15:00	18:00	12:00	12:00	12:00	19:00	22:00	23:00					16:00
Volume	227	277	239	219	104	27	8	5	1					900
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1225	↔	11%	1380	↔	13%	1756	↔	16%	6435	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	15	23	23	31	35	10796
N Highland Ave	South Bound	11	20	20	29	33	7373

SPEED

N Highland Ave N/O Ellis Pl

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_003s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	8	6	8	2	0	1	0	0	0	0	0	0	27
01:00	3	1	2	4	0	0	0	0	0	0	0	0	0	10
02:00	2	3	1	2	0	1	0	0	0	0	0	0	0	9
03:00	3	5	3	3	1	0	0	0	0	0	0	0	0	15
04:00	9	9	10	7	3	0	1	0	0	0	0	0	0	39
05:00	20	22	18	15	8	2	0	0	0	0	0	0	0	85
06:00	53	59	56	53	33	11	3	1	0	0	0	0	0	269
07:00	132	139	114	99	37	6	2	0	0	0	0	0	0	529
08:00	139	158	122	115	45	25	1	0	0	0	0	0	0	605
09:00	108	122	92	62	33	15	1	0	0	0	0	0	0	433
10:00	106	111	78	68	29	15	0	0	0	0	0	0	0	407
11:00	115	108	107	84	41	14	0	0	0	0	0	0	0	469
12:00 PM	127	124	100	86	32	10	1	0	0	0	0	0	0	480
13:00	108	108	83	76	30	12	1	1	0	0	0	0	0	419
14:00	137	157	99	80	35	13	0	0	0	0	0	0	0	521
15:00	166	143	114	96	48	6	0	0	0	0	0	0	0	573
16:00	140	145	104	84	33	6	1	0	0	0	0	0	0	513
17:00	133	163	115	91	43	8	1	0	0	0	0	0	0	554
18:00	141	113	95	62	32	6	0	0	0	0	0	0	0	449
19:00	73	84	65	50	20	3	0	1	0	0	0	0	0	296
20:00	64	68	49	41	9	4	0	1	0	0	0	0	0	236
21:00	51	41	35	42	25	4	1	0	0	0	0	0	0	199
22:00	30	42	33	15	19	5	0	1	0	0	0	0	0	145
23:00	28	23	19	13	5	3	0	0	0	0	0	0	0	91
Totals	1890	1956	1520	1256	563	169	14	5						7373
% of Totals	26%	27%	21%	17%	8%	2%	0%	0%						100%

AM Volumes	692	745	609	520	232	89	9	1	0	0	0	0	0	2897
% AM	9%	10%	8%	7%	3%	1%	0%	0%						39%
AM Peak Hour	08:00	08:00	08:00	08:00	08:00	08:00	06:00	06:00						08:00
Volume	139	158	122	115	45	25	3	1						605
PM Volumes	1198	1211	911	736	331	80	5	4	0	0	0	0	0	4476
% PM	16%	16%	12%	10%	4%	1%	0%	0%						61%
PM Peak Hour	15:00	17:00	17:00	15:00	15:00	14:00	12:00	13:00						15:00
Volume	166	163	115	96	48	13	1	1						573
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1134	15%	↔	899	12%	↔	1067	14%	↔	4273	58%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	15	23	23	31	35	10796
N Highland Ave	South Bound	11	20	20	29	33	7373

SPEED

N Highland Ave N/O Ellis Pl

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	6	14	17	27	11	1	1	0	0	0	0	0	0	77
01:00	5	5	8	10	8	3	1	0	0	0	0	0	0	40
02:00	3	5	6	4	1	1	1	0	0	0	0	0	0	21
03:00	4	9	7	9	3	2	0	0	0	0	0	0	0	34
04:00	11	14	17	15	10	5	2	0	0	0	0	0	0	74
05:00	29	33	40	46	36	10	4	3	1	0	0	0	0	202
06:00	76	104	130	164	86	23	12	5	0	0	0	0	0	600
07:00	188	244	305	248	117	25	12	0	0	0	0	0	0	1139
08:00	195	257	306	279	128	45	9	1	0	0	0	0	0	1220
09:00	146	211	243	237	107	33	8	2	0	0	0	0	0	987
10:00	169	203	220	241	98	41	8	3	0	0	0	0	0	983
11:00	180	214	290	270	132	51	5	0	0	0	0	0	0	1142
12:00 PM	189	212	281	305	136	37	6	1	0	0	0	0	0	1167
13:00	180	217	277	289	105	36	6	2	0	0	0	0	0	1112
14:00	227	299	293	251	108	38	4	0	0	0	0	0	0	1220
15:00	352	420	303	230	119	23	5	0	0	0	0	0	0	1452
16:00	367	382	294	229	114	23	4	0	0	0	0	0	0	1413
17:00	342	398	313	222	105	28	2	0	0	0	0	0	0	1410
18:00	262	314	334	212	94	27	5	0	0	0	0	0	0	1248
19:00	144	169	218	210	85	19	8	2	0	0	0	0	0	855
20:00	109	130	159	166	71	25	4	1	0	0	0	0	0	665
21:00	78	75	132	135	64	21	3	3	0	0	0	0	0	511
22:00	48	64	84	84	59	18	1	6	0	0	0	0	0	364
23:00	40	38	61	54	28	6	4	1	1	0	0	0	0	233
Totals	3350	4031	4338	3937	1825	541	115	30	2					18169
% of Totals	18%	22%	24%	22%	10%	3%	1%	0%	0%					100%

AM Volumes	1012	1313	1589	1550	737	240	63	14	1	0	0	0	0	6519
% AM	6%	7%	9%	9%	4%	1%	0%	0%	0%					36%
AM Peak Hour	08:00	08:00	08:00	08:00	11:00	11:00	06:00	06:00	05:00					08:00
Volume	195	257	306	279	132	51	12	5	1					1220
PM Volumes	2338	2718	2749	2387	1088	301	52	16	1	0	0	0	0	11650
% PM	13%	15%	15%	13%	6%	2%	0%	0%	0%					64%
PM Peak Hour	16:00	15:00	18:00	12:00	12:00	14:00	19:00	22:00	23:00					15:00
Volume	367	420	334	305	136	38	8	6	1					1452
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2359	↔	13%	2279	↔	13%	2823	↔	16%	10708	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	13	22	22	30	34	18169

SPEED

N Highland Ave N/O Ellis Pl

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_003n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	10	21	19	9	0	0	0	0	0	0	0	0	61
01:00	0	4	6	11	4	0	0	1	0	0	0	0	0	26
02:00	1	3	4	3	4	0	1	0	0	0	0	0	0	16
03:00	1	2	5	12	6	0	0	0	0	0	0	0	0	26
04:00	1	5	9	12	6	0	2	1	0	0	0	0	0	36
05:00	3	11	21	39	25	13	2	0	1	0	0	0	0	115
06:00	19	43	97	105	46	22	5	2	0	0	0	0	0	339
07:00	52	99	194	162	69	16	3	0	0	0	0	0	0	595
08:00	65	109	172	170	71	29	7	1	0	0	0	0	0	624
09:00	54	99	189	160	63	22	10	1	0	0	0	0	0	598
10:00	54	97	171	161	70	25	6	0	0	0	0	0	0	584
11:00	57	104	184	187	76	16	5	1	0	0	0	0	0	630
12:00 PM	47	89	200	214	78	24	5	0	0	0	0	0	0	657
13:00	53	108	184	187	99	28	7	2	0	0	0	0	0	668
14:00	82	128	210	185	85	25	3	0	0	0	0	0	0	718
15:00	145	188	224	178	78	13	4	0	1	0	0	0	0	831
16:00	170	210	248	189	66	22	1	0	0	0	0	0	0	906
17:00	164	206	246	171	69	25	1	0	0	0	0	0	0	882
18:00	69	147	226	199	62	22	7	0	1	0	0	0	0	733
19:00	41	74	170	156	62	10	5	0	0	0	0	0	0	518
20:00	24	44	117	118	55	18	2	1	0	0	0	0	0	379
21:00	8	31	80	110	49	7	4	1	0	0	0	0	0	290
22:00	10	20	51	76	27	17	4	3	0	0	0	0	0	208
23:00	11	12	35	41	34	9	5	0	0	0	0	0	0	147
Totals	1133	1843	3064	2865	1213	363	89	14	3					10587
% of Totals	11%	17%	29%	27%	11%	3%	1%	0%	0%					100%

AM Volumes	309	586	1073	1041	449	143	41	7	1	0	0	0	0	3650
% AM	3%	6%	10%	10%	4%	1%	0%	0%	0%					34%
AM Peak Hour	08:00	08:00	07:00	11:00	11:00	08:00	09:00	06:00	05:00					11:00
Volume	65	109	194	187	76	29	10	2	1					630
PM Volumes	824	1257	1991	1824	764	220	48	7	2	0	0	0	0	6937
% PM	8%	12%	19%	17%	7%	2%	0%	0%	0%					66%
PM Peak Hour	16:00	16:00	16:00	12:00	13:00	13:00	13:00	22:00	15:00					16:00
Volume	170	210	248	214	99	28	7	3	1					906
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1219	↔	12%	1325	↔	13%	1788	↔	17%	6255	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	16	24	24	30	35	10587
N Highland Ave	South Bound	11	19	20	29	33	7531

SPEED

N Highland Ave N/O Ellis Pl

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_003s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	7	10	8	3	0	1	0	0	0	0	0	0	31
01:00	3	9	4	1	1	1	0	0	0	0	0	0	0	19
02:00	6	10	7	3	0	0	0	0	0	0	0	0	0	26
03:00	3	5	4	4	1	0	0	0	0	0	0	0	0	17
04:00	7	10	3	4	2	1	0	0	0	0	0	0	0	27
05:00	17	23	15	13	9	3	2	0	0	0	0	0	0	82
06:00	67	76	49	45	35	10	2	0	0	0	0	0	0	284
07:00	129	171	113	83	42	14	1	0	0	0	0	0	0	553
08:00	163	165	116	88	53	12	0	0	0	0	0	0	0	597
09:00	121	139	91	85	35	10	1	0	0	0	0	0	0	482
10:00	111	121	101	69	48	8	0	0	0	0	0	0	0	458
11:00	111	125	88	74	41	4	1	0	0	0	0	0	0	444
12:00 PM	104	128	95	85	43	11	2	0	0	0	0	0	0	468
13:00	113	117	87	72	36	13	0	0	0	0	0	0	0	438
14:00	123	143	99	86	38	15	1	0	0	0	0	0	0	505
15:00	132	163	96	76	34	9	0	0	0	0	0	0	0	510
16:00	153	165	104	102	52	8	0	0	0	0	0	0	0	584
17:00	170	146	110	84	37	9	0	0	0	0	0	0	0	556
18:00	105	144	98	84	35	11	0	0	0	0	0	0	0	477
19:00	83	96	76	54	31	4	0	0	0	0	0	0	0	344
20:00	55	74	41	30	13	9	0	0	0	0	0	0	0	222
21:00	39	57	39	30	14	2	0	0	0	0	0	0	0	181
22:00	38	31	14	23	17	4	0	0	0	0	0	0	0	127
23:00	25	27	18	14	9	6	0	0	0	0	0	0	0	99
Totals	1880	2152	1478	1217	629	164	11							7531
% of Totals	25%	29%	20%	16%	8%	2%	0%							100%

AM Volumes	740	861	601	477	270	63	8	0	0	0	0	0	0	3020
% AM	10%	11%	8%	6%	4%	1%	0%							40%
AM Peak Hour	08:00	07:00	08:00	08:00	08:00	07:00	05:00							08:00
Volume	163	171	116	88	53	14	2							597
PM Volumes	1140	1291	877	740	359	101	3	0	0	0	0	0	0	4511
% PM	15%	17%	12%	10%	5%	1%	0%							60%
PM Peak Hour	17:00	16:00	17:00	16:00	16:00	14:00	12:00							16:00
Volume	170	165	110	102	52	15	2							584
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1150	↔	15%	906	↔	12%	1140	↔	15%	4335	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	North Bound	16	24	24	30	35	10587
N Highland Ave	South Bound	11	19	20	29	33	7531

SPEED

N Highland Ave N/O Ellis Pl

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	4	17	31	27	12	0	1	0	0	0	0	0	0	92
01:00	3	13	10	12	5	1	0	1	0	0	0	0	0	45
02:00	7	13	11	6	4	0	1	0	0	0	0	0	0	42
03:00	4	7	9	16	7	0	0	0	0	0	0	0	0	43
04:00	8	15	12	16	8	1	2	1	0	0	0	0	0	63
05:00	20	34	36	52	34	16	4	0	1	0	0	0	0	197
06:00	86	119	146	150	81	32	7	2	0	0	0	0	0	623
07:00	181	270	307	245	111	30	4	0	0	0	0	0	0	1148
08:00	228	274	288	258	124	41	7	1	0	0	0	0	0	1221
09:00	175	238	280	245	98	32	11	1	0	0	0	0	0	1080
10:00	165	218	272	230	118	33	6	0	0	0	0	0	0	1042
11:00	168	229	272	261	117	20	6	1	0	0	0	0	0	1074
12:00 PM	151	217	295	299	121	35	7	0	0	0	0	0	0	1125
13:00	166	225	271	259	135	41	7	2	0	0	0	0	0	1106
14:00	205	271	309	271	123	40	4	0	0	0	0	0	0	1223
15:00	277	351	320	254	112	22	4	0	1	0	0	0	0	1341
16:00	323	375	352	291	118	30	1	0	0	0	0	0	0	1490
17:00	334	352	356	255	106	34	1	0	0	0	0	0	0	1438
18:00	174	291	324	283	97	33	7	0	1	0	0	0	0	1210
19:00	124	170	246	210	93	14	5	0	0	0	0	0	0	862
20:00	79	118	158	148	68	27	2	1	0	0	0	0	0	601
21:00	47	88	119	140	63	9	4	1	0	0	0	0	0	471
22:00	48	51	65	99	44	21	4	3	0	0	0	0	0	335
23:00	36	39	53	55	43	15	5	0	0	0	0	0	0	246
Totals	3013	3995	4542	4082	1842	527	100	14	3					18118
% of Totals	17%	22%	25%	23%	10%	3%	1%	0%	0%					100%

AM Volumes	1049	1447	1674	1518	719	206	49	7	1	0	0	0	0	6670
% AM	6%	8%	9%	8%	4%	1%	0%	0%	0%					37%
AM Peak Hour	08:00	08:00	07:00	11:00	08:00	08:00	09:00	06:00	05:00					08:00
Volume	228	274	307	261	124	41	11	2	1					1221
PM Volumes	1964	2548	2868	2564	1123	321	51	7	2	0	0	0	0	11448
% PM	11%	14%	16%	14%	6%	2%	0%	0%	0%					63%
PM Peak Hour	17:00	16:00	17:00	12:00	13:00	13:00	12:00	22:00	15:00					16:00
Volume	334	375	356	299	135	41	7	3	1					1490
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2369	↔	13%	2231	↔	12%	2928	↔	16%	10590	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Highland Ave	Summary	14	22	22	30	34	18118

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	46	4	2	1	0	0	0	2	0	0	0	0	55
01:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
02:00	0	15	2	1	0	0	0	0	2	0	0	0	0	20
03:00	0	20	1	2	1	0	0	0	0	0	0	0	0	24
04:00	0	17	1	1	1	2	0	0	2	0	0	0	0	24
05:00	0	82	23	2	1	2	0	0	2	0	0	0	0	112
06:00	0	175	34	6	5	3	0	1	1	0	0	0	0	225
07:00	0	352	52	10	5	2	0	1	2	0	0	0	0	424
08:00	0	349	53	19	3	4	0	1	7	0	0	0	0	436
09:00	0	358	61	9	13	4	0	1	4	0	0	0	0	450
10:00	0	354	65	5	6	3	0	2	2	0	0	0	0	437
11:00	0	378	67	9	12	4	0	1	3	0	0	0	0	474
12:00 PM	0	470	58	5	13	3	0	0	2	0	0	0	0	551
13:00	0	422	50	12	14	4	0	1	0	0	0	0	0	503
14:00	0	460	69	3	12	2	1	0	3	0	0	0	0	550
15:00	0	574	89	12	12	2	1	0	1	0	0	0	0	691
16:00	0	658	66	1	12	1	0	0	5	0	0	0	0	743
17:00	0	639	69	4	9	1	0	0	0	0	0	0	0	722
18:00	0	433	55	1	4	0	0	0	1	0	0	0	0	494
19:00	0	381	37	3	2	2	0	0	1	0	0	0	0	426
20:00	1	292	24	0	4	1	0	0	0	0	0	0	0	322
21:00	0	176	15	0	1	0	0	0	1	0	0	0	0	193
22:00	0	149	5	1	1	1	0	0	2	0	0	0	0	159
23:00	0	76	4	0	0	0	0	0	1	0	0	0	0	81
Totals	1	6892	905	108	133	41	2	8	44					8134
% of Totals	0%	85%	11%	1%	2%	1%	0%	0%	1%					100%

AM Volumes	0	2162	364	66	49	24	0	7	27	0	0	0	0	2699
% AM		27%	4%	1%	1%	0%		0%	0%					33%
AM Peak Hour		11:00	11:00	08:00	09:00	08:00		10:00	08:00					11:00
Volume		378	67	19	13	4		2	7					474
PM Volumes	1	4730	541	42	84	17	2	1	17	0	0	0	0	5435
% PM	0%	58%	7%	1%	1%	0%	0%	0%	0%					67%
PM Peak Hour	20:00	16:00	15:00	13:00	13:00	13:00	14:00	13:00	16:00					16:00
Volume	1	658	89	12	14	4	1	1	5					743
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			860	↔	11%	1054	↔	13%	1465	↔	18%	4755	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	46	0	0	1	0	0	0	1	0	0	0	0	48
01:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20
02:00	0	19	1	0	0	0	0	0	2	0	0	0	0	22
03:00	0	13	2	1	0	0	0	0	0	0	0	0	0	16
04:00	0	28	2	0	0	1	0	0	1	0	0	0	0	32
05:00	0	78	1	4	3	3	0	0	1	0	0	0	0	90
06:00	0	273	29	6	1	3	1	0	6	0	0	0	0	319
07:00	0	531	59	8	5	5	0	0	3	0	0	0	0	611
08:00	0	602	63	17	8	13	0	0	6	0	0	0	0	709
09:00	1	514	58	7	6	10	2	1	4	0	0	0	0	603
10:00	1	492	59	15	7	7	1	0	8	0	0	0	0	590
11:00	0	455	63	16	6	7	2	0	2	0	0	0	0	551
12:00 PM	0	489	59	9	3	7	1	0	2	0	0	0	0	570
13:00	0	408	47	6	8	2	1	0	5	0	0	0	0	477
14:00	0	564	56	4	5	4	2	0	2	0	0	0	0	637
15:00	0	675	63	3	6	5	0	0	1	0	0	0	0	753
16:00	0	633	73	0	11	1	0	0	0	0	0	0	0	718
17:00	0	681	57	2	0	1	0	0	0	0	0	0	0	741
18:00	0	526	30	3	3	1	0	0	0	0	0	0	0	563
19:00	0	424	33	0	1	1	0	0	1	0	0	0	0	460
20:00	0	294	16	0	2	1	0	0	0	0	0	0	0	313
21:00	0	189	11	0	1	1	0	0	2	0	0	0	0	204
22:00	0	153	8	0	0	1	0	0	0	0	0	0	0	162
23:00	0	90	4	1	0	0	0	0	0	0	0	0	0	95
Totals	2	8195	795	102	78	74	10	1	47					9304
% of Totals	0%	88%	9%	1%	1%	1%	0%	0%	1%					100%

AM Volumes	2	3069	338	74	38	49	6	1	34	0	0	0	0	3611
% AM	0%	33%	4%	1%	0%	1%	0%	0%	0%					39%
AM Peak Hour	09:00	08:00	08:00	08:00	08:00	08:00	09:00	09:00	10:00					08:00
Volume	1	602	63	17	8	13	2	1	8					709
PM Volumes	0	5126	457	28	40	25	4	0	13	0	0	0	0	5693
% PM		55%	5%	0%	0%	0%	0%		0%					61%
PM Peak Hour		17:00	16:00	12:00	16:00	12:00	14:00		13:00					15:00
Volume		681	73	9	11	7	2		5					753
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1320	14%	↔	1047	11%	↔	1459	16%	↔	5478	59%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Tuesday
Date: 2/23/2021

City: Ossining
Project #: NY21_380003_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	92	4	2	2	0	0	0	3	0	0	0	0	103
01:00	0	34	2	0	2	0	0	0	0	0	0	0	0	38
02:00	0	34	3	1	0	0	0	0	4	0	0	0	0	42
03:00	0	33	3	3	1	0	0	0	0	0	0	0	0	40
04:00	0	45	3	1	1	3	0	0	3	0	0	0	0	56
05:00	0	160	24	6	4	5	0	0	3	0	0	0	0	202
06:00	0	448	63	12	6	6	1	1	7	0	0	0	0	544
07:00	0	883	111	18	10	7	0	1	5	0	0	0	0	1035
08:00	0	951	116	36	11	17	0	1	13	0	0	0	0	1145
09:00	1	872	119	16	19	14	2	2	8	0	0	0	0	1053
10:00	1	846	124	20	13	10	1	2	10	0	0	0	0	1027
11:00	0	833	130	25	18	11	2	1	5	0	0	0	0	1025
12:00 PM	0	959	117	14	16	10	1	0	4	0	0	0	0	1121
13:00	0	830	97	18	22	6	1	1	5	0	0	0	0	980
14:00	0	1024	125	7	17	6	3	0	5	0	0	0	0	1187
15:00	0	1249	152	15	18	7	1	0	2	0	0	0	0	1444
16:00	0	1291	139	1	23	2	0	0	5	0	0	0	0	1461
17:00	0	1320	126	6	9	2	0	0	0	0	0	0	0	1463
18:00	0	959	85	4	7	1	0	0	1	0	0	0	0	1057
19:00	0	805	70	3	3	3	0	0	2	0	0	0	0	886
20:00	1	586	40	0	6	2	0	0	0	0	0	0	0	635
21:00	0	365	26	0	2	1	0	0	3	0	0	0	0	397
22:00	0	302	13	1	1	2	0	0	2	0	0	0	0	321
23:00	0	166	8	1	0	0	0	0	1	0	0	0	0	176
Totals	3	15087	1700	210	211	115	12	9	91					17438
% of Totals	0%	87%	10%	1%	1%	1%	0%	0%	1%					100%

AM Volumes	2	5231	702	140	87	73	6	8	61	0	0	0	0	6310
% AM	0%	30%	4%	1%	0%	0%	0%	0%	0%					36%
AM Peak Hour	09:00	08:00	11:00	08:00	09:00	08:00	09:00	09:00	08:00					08:00
Volume	1	951	130	36	19	17	2	2	13					1145
PM Volumes	1	9856	998	70	124	42	6	1	30	0	0	0	0	11128
% PM	0%	57%	6%	0%	1%	0%	0%	0%	0%					64%
PM Peak Hour	20:00	17:00	15:00	13:00	16:00	12:00	14:00	13:00	13:00					17:00
Volume	1	1320	152	18	23	10	3	1	5					1463
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2180	↔	13%	2101	↔	12%	2924	↔	17%	10233	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Wednesday
Date: 2/24/2021

City: Ossining
Project #: NY21_380003_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	38	3	1	1	0	0	0	0	0	0	0	0	43
01:00	0	16	0	0	2	0	0	1	0	0	0	0	0	19
02:00	0	16	2	1	0	0	0	1	0	0	0	0	0	20
03:00	0	14	3	0	1	0	0	0	0	0	0	0	0	18
04:00	0	29	3	5	3	0	0	1	0	0	0	0	0	41
05:00	0	72	19	5	2	1	0	0	0	0	0	0	0	99
06:00	0	181	24	5	7	2	0	1	2	0	0	0	0	222
07:00	0	355	54	13	10	3	2	0	3	0	0	0	0	440
08:00	0	390	45	16	14	1	1	0	7	0	0	0	0	474
09:00	0	350	55	14	19	4	0	2	2	0	0	0	0	446
10:00	0	339	60	13	12	4	0	3	4	0	0	0	0	435
11:00	0	392	64	14	12	4	0	1	6	0	0	0	0	493
12:00 PM	0	470	60	10	21	6	0	1	2	0	0	0	0	570
13:00	1	452	46	11	11	4	0	0	1	0	0	0	0	526
14:00	2	457	72	7	10	3	0	2	2	0	0	0	0	555
15:00	0	564	79	9	9	2	0	0	1	0	0	0	0	664
16:00	0	666	68	1	12	0	1	0	0	0	0	0	0	748
17:00	1	670	64	2	4	1	0	0	2	0	0	0	0	744
18:00	0	515	52	2	2	0	0	0	1	0	0	0	0	572
19:00	1	381	24	2	3	1	0	0	0	0	0	0	0	412
20:00	1	307	29	2	3	0	0	0	1	0	0	0	0	343
21:00	0	261	15	0	2	0	0	0	0	0	0	0	0	278
22:00	0	152	12	3	1	1	0	0	2	0	0	0	0	171
23:00	0	97	7	0	0	1	0	0	1	0	0	0	0	106
Totals	6	7184	860	136	161	38	4	13	37					8439
% of Totals	0%	85%	10%	2%	2%	0%	0%	0%	0%					100%

AM Volumes	0	2192	332	87	83	19	3	10	24	0	0	0	0	2750
% AM		26%	4%	1%	1%	0%	0%	0%	0%					33%
AM Peak Hour		11:00	11:00	08:00	09:00	09:00	07:00	10:00	08:00					11:00
Volume		392	64	16	19	4	2	3	7					493
PM Volumes	6	4992	528	49	78	19	1	3	13	0	0	0	0	5689
% PM	0%	59%	6%	1%	1%	0%	0%	0%	0%					67%
PM Peak Hour	14:00	17:00	15:00	13:00	12:00	12:00	16:00	14:00	12:00					16:00
Volume	2	670	79	11	21	6	1	2	2					748
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			914	↔	11%	1096	↔	13%	1492	↔	18%	4937	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Wednesday
Date: 2/24/2021

City: Ossining
Project #: NY21_380003_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	34	2	0	1	0	0	0	0	0	0	0	0	37
01:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20
02:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
03:00	0	14	0	1	1	0	0	0	0	0	0	0	0	16
04:00	0	34	3	1	0	2	0	0	2	0	0	0	0	42
05:00	0	74	17	1	3	1	0	0	2	0	0	0	0	98
06:00	0	262	32	3	5	4	0	0	1	0	0	0	0	307
07:00	0	496	86	13	13	1	0	1	5	2	0	0	0	617
08:00	1	594	82	25	14	5	5	0	1	1	0	0	0	728
09:00	1	474	59	10	7	3	0	1	2	0	0	0	0	557
10:00	0	409	64	11	9	7	0	0	4	0	0	0	0	504
11:00	1	459	70	15	7	7	1	2	5	0	0	0	0	567
12:00 PM	1	517	71	11	8	9	0	0	3	0	0	0	0	620
13:00	0	487	47	11	4	3	0	0	5	0	0	0	0	557
14:00	2	601	51	11	4	4	0	0	1	0	0	0	0	674
15:00	1	731	56	13	9	2	0	0	1	0	0	0	0	813
16:00	0	672	51	2	6	1	0	0	3	0	0	0	0	735
17:00	1	715	69	2	13	0	1	0	1	0	0	0	0	802
18:00	1	572	48	3	3	1	0	0	0	0	0	0	0	628
19:00	0	416	26	1	2	0	0	0	0	0	0	0	0	445
20:00	0	329	13	3	0	0	0	0	1	0	0	0	0	346
21:00	0	235	16	1	1	1	0	0	1	0	0	0	0	255
22:00	0	160	10	0	1	0	0	0	1	0	0	0	0	172
23:00	0	98	3	2	3	1	0	0	0	0	0	0	0	107
Totals	9	8411	879	140	115	52	7	4	40	3				9660
% of Totals	0%	87%	9%	1%	1%	1%	0%	0%	0%	0%				100%

AM Volumes	3	2878	418	80	61	30	6	4	23	3	0	0	0	3506
% AM	0%	30%	4%	1%	1%	0%	0%	0%	0%	0%				36%
AM Peak Hour	08:00	08:00	07:00	08:00	08:00	10:00	08:00	11:00	07:00	07:00				08:00
Volume	1	594	86	25	14	7	5	2	5	2				728
PM Volumes	6	5533	461	60	54	22	1	0	17	0	0	0	0	6154
% PM	0%	57%	5%	1%	1%	0%	0%		0%					64%
PM Peak Hour	14:00	15:00	12:00	15:00	17:00	12:00	17:00		13:00					15:00
Volume	2	731	71	13	13	9	1		5					813
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1345	↔	14%	1177	↔	12%	1537	↔	16%	5601	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Wednesday
Date: 2/24/2021

City: Ossining
Project #: NY21_380003_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	72	5	1	2	0	0	0	0	0	0	0	0	80
01:00	0	34	1	0	3	0	0	1	0	0	0	0	0	39
02:00	0	26	4	1	0	0	0	1	1	0	0	0	0	33
03:00	0	28	3	1	2	0	0	0	0	0	0	0	0	34
04:00	0	63	6	6	3	2	0	1	2	0	0	0	0	83
05:00	0	146	36	6	5	2	0	0	2	0	0	0	0	197
06:00	0	443	56	8	12	6	0	1	3	0	0	0	0	529
07:00	0	851	140	26	23	4	2	1	8	2	0	0	0	1057
08:00	1	984	127	41	28	6	6	0	8	1	0	0	0	1202
09:00	1	824	114	24	26	7	0	3	4	0	0	0	0	1003
10:00	0	748	124	24	21	11	0	3	8	0	0	0	0	939
11:00	1	851	134	29	19	11	1	3	11	0	0	0	0	1060
12:00 PM	1	987	131	21	29	15	0	1	5	0	0	0	0	1190
13:00	1	939	93	22	15	7	0	0	6	0	0	0	0	1083
14:00	4	1058	123	18	14	7	0	2	3	0	0	0	0	1229
15:00	1	1295	135	22	18	4	0	0	2	0	0	0	0	1477
16:00	0	1338	119	3	18	1	1	0	3	0	0	0	0	1483
17:00	2	1385	133	4	17	1	1	0	3	0	0	0	0	1546
18:00	1	1087	100	5	5	1	0	0	1	0	0	0	0	1200
19:00	1	797	50	3	5	1	0	0	0	0	0	0	0	857
20:00	1	636	42	5	3	0	0	0	2	0	0	0	0	689
21:00	0	496	31	1	3	1	0	0	1	0	0	0	0	533
22:00	0	312	22	3	2	1	0	0	3	0	0	0	0	343
23:00	0	195	10	2	3	2	0	0	1	0	0	0	0	213
Totals	15	15595	1739	276	276	90	11	17	77	3				18099
% of Totals	0%	86%	10%	2%	2%	0%	0%	0%	0%	0%				100%

AM Volumes	3	5070	750	167	144	49	9	14	47	3	0	0	0	6256
% AM	0%	28%	4%	1%	1%	0%	0%	0%	0%	0%				35%
AM Peak Hour	08:00	08:00	07:00	08:00	08:00	10:00	08:00	09:00	11:00	07:00				08:00
Volume	1	984	140	41	28	11	6	3	11	2				1202
PM Volumes	12	10525	989	109	132	41	2	3	30	0	0	0	0	11843
% PM	0%	58%	5%	1%	1%	0%	0%	0%	0%					65%
PM Peak Hour	14:00	17:00	15:00	13:00	12:00	12:00	16:00	14:00	13:00					17:00
Volume	4	1385	135	22	29	15	1	2	6					1546
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			2259	↔	12%	2273	↔	13%	3029	↔	17%	10538	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	48	3	3	1	0	0	0	0	0	0	0	0	55
01:00	0	24	0	1	1	0	0	0	0	0	0	0	0	26
02:00	0	16	2	1	2	1	0	0	0	0	0	0	0	22
03:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
04:00	0	22	5	2	0	0	0	0	0	0	0	0	0	29
05:00	0	77	9	2	3	3	0	0	1	0	0	0	0	95
06:00	0	192	25	7	9	3	0	0	0	0	0	0	0	236
07:00	2	355	60	17	6	4	0	2	6	0	0	0	0	452
08:00	0	358	51	19	15	2	0	0	5	0	0	0	0	450
09:00	0	366	53	14	9	6	0	0	2	0	0	0	0	450
10:00	0	350	60	12	7	8	0	0	3	0	0	0	0	440
11:00	1	410	70	14	16	4	0	0	2	0	0	0	0	517
12:00 PM	3	409	76	11	17	7	0	0	0	1	0	0	0	524
13:00	1	446	52	8	8	0	0	1	2	0	0	0	0	518
14:00	0	415	72	5	12	4	2	1	2	0	0	0	0	513
15:00	0	563	56	14	10	0	0	0	3	0	0	0	0	646
16:00	0	611	78	3	15	0	1	0	1	0	0	0	0	709
17:00	0	676	65	2	15	0	0	0	3	0	0	0	0	761
18:00	0	502	51	6	4	1	0	0	1	0	0	0	0	565
19:00	0	362	32	1	3	0	0	0	1	0	0	0	0	399
20:00	0	307	18	0	2	0	0	0	0	0	0	0	0	327
21:00	0	220	11	1	2	0	0	0	0	0	0	0	0	234
22:00	0	139	11	0	2	1	0	0	0	0	0	0	0	153
23:00	0	98	1	2	1	0	0	0	0	0	0	0	0	102
Totals	7	6983	862	145	160	44	3	4	32	1				8241
% of Totals	0%	85%	10%	2%	2%	1%	0%	0%	0%	0%				100%

AM Volumes	3	2235	339	92	69	31	0	2	19	0	0	0	0	2790
% AM	0%	27%	4%	1%	1%	0%		0%	0%					34%
AM Peak Hour	07:00	11:00	11:00	08:00	11:00	10:00		07:00	07:00					11:00
Volume	2	410	70	19	16	8		2	6					517
PM Volumes	4	4748	523	53	91	13	3	2	13	1	0	0	0	5451
% PM	0%	58%	6%	1%	1%	0%	0%	0%	0%	0%				66%
PM Peak Hour	12:00	17:00	16:00	15:00	12:00	12:00	14:00	13:00	15:00	12:00				17:00
Volume	3	676	78	14	17	7	2	1	3	1				761
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			902	↔	11%	1042	↔	13%	1470	↔	18%	4827	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	42	3	0	1	0	0	0	0	0	0	0	0	46
01:00	0	14	4	1	0	0	0	0	1	0	0	0	0	20
02:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
03:00	0	8	3	0	1	0	0	0	1	0	0	0	0	13
04:00	0	35	2	1	2	1	0	0	0	0	0	0	0	41
05:00	0	79	10	2	2	2	0	0	1	0	0	0	0	96
06:00	0	271	36	3	9	4	0	0	3	0	0	0	0	326
07:00	0	514	83	13	13	3	0	0	4	0	0	0	0	630
08:00	0	632	85	23	9	3	0	0	2	0	0	0	0	754
09:00	2	476	63	4	15	11	0	0	4	0	0	0	0	575
10:00	0	494	56	11	10	5	0	0	5	0	0	0	0	581
11:00	2	432	60	12	6	7	0	0	7	0	0	0	0	526
12:00 PM	1	481	53	11	10	5	0	0	2	0	0	0	0	563
13:00	0	505	50	11	9	6	0	0	3	0	0	0	0	584
14:00	1	572	54	16	8	4	0	0	5	0	0	0	0	660
15:00	0	680	46	22	2	3	0	0	2	0	0	0	0	755
16:00	0	668	65	5	4	2	0	0	1	0	0	0	0	745
17:00	1	700	62	6	3	1	0	0	2	0	0	0	0	775
18:00	0	561	46	4	4	1	0	0	3	0	0	0	0	619
19:00	0	430	21	3	1	1	0	0	1	0	0	0	0	457
20:00	0	307	15	2	1	0	0	0	0	0	0	0	0	325
21:00	0	222	12	1	1	0	0	0	1	0	0	0	0	237
22:00	0	149	7	0	1	0	0	0	1	0	0	0	0	158
23:00	0	113	7	0	2	1	0	0	0	0	0	0	0	123
Totals	7	8399	845	151	115	60			49					9626
% of Totals	0%	87%	9%	2%	1%	1%			1%					100%

AM Volumes	4	3011	407	70	69	36	0	0	28	0	0	0	0	3625
% AM	0%	31%	4%	1%	1%	0%			0%					38%
AM Peak Hour	09:00	08:00	08:00	08:00	09:00	09:00			11:00					08:00
Volume	2	632	85	23	15	11			7					754
PM Volumes	3	5388	438	81	46	24	0	0	21	0	0	0	0	6001
% PM	0%	56%	5%	1%	0%	0%			0%					62%
PM Peak Hour	12:00	17:00	16:00	15:00	12:00	13:00			14:00					17:00
Volume	1	700	65	22	10	6			5					775
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1384	↔	14%	1147	↔	12%	1520	↔	16%	5575	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

S Highland Ave S/O Broad Ave

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	90	6	3	2	0	0	0	0	0	0	0	0	101
01:00	0	38	4	2	1	0	0	0	1	0	0	0	0	46
02:00	0	30	4	1	3	1	0	0	0	0	0	0	0	39
03:00	0	25	4	0	1	0	0	0	1	0	0	0	0	31
04:00	0	57	7	3	2	1	0	0	0	0	0	0	0	70
05:00	0	156	19	4	5	5	0	0	2	0	0	0	0	191
06:00	0	463	61	10	18	7	0	0	3	0	0	0	0	562
07:00	2	869	143	30	19	7	0	2	10	0	0	0	0	1082
08:00	0	990	136	42	24	5	0	0	7	0	0	0	0	1204
09:00	2	842	116	18	24	17	0	0	6	0	0	0	0	1025
10:00	0	844	116	23	17	13	0	0	8	0	0	0	0	1021
11:00	3	842	130	26	22	11	0	0	9	0	0	0	0	1043
12:00 PM	4	890	129	22	27	12	0	0	2	1	0	0	0	1087
13:00	1	951	102	19	17	6	0	1	5	0	0	0	0	1102
14:00	1	987	126	21	20	8	2	1	7	0	0	0	0	1173
15:00	0	1243	102	36	12	3	0	0	5	0	0	0	0	1401
16:00	0	1279	143	8	19	2	1	0	2	0	0	0	0	1454
17:00	1	1376	127	8	18	1	0	0	5	0	0	0	0	1536
18:00	0	1063	97	10	8	2	0	0	4	0	0	0	0	1184
19:00	0	792	53	4	4	1	0	0	2	0	0	0	0	856
20:00	0	614	33	2	3	0	0	0	0	0	0	0	0	652
21:00	0	442	23	2	3	0	0	0	1	0	0	0	0	471
22:00	0	288	18	0	3	1	0	0	1	0	0	0	0	311
23:00	0	211	8	2	3	1	0	0	0	0	0	0	0	225
Totals	14	15382	1707	296	275	104	3	4	81	1				17867
% of Totals	0%	86%	10%	2%	2%	1%	0%	0%	0%	0%				100%

AM Volumes	7	5246	746	162	138	67	0	2	47	0	0	0	0	6415
% AM	0%	29%	4%	1%	1%	0%		0%	0%					36%
AM Peak Hour	11:00	08:00	07:00	08:00	08:00	09:00		07:00	07:00					08:00
Volume	3	990	143	42	24	17		2	10					1204
PM Volumes	7	10136	961	134	137	37	3	2	34	1	0	0	0	11452
% PM	0%	57%	5%	1%	1%	0%	0%	0%	0%	0%				64%
PM Peak Hour	12:00	17:00	16:00	15:00	12:00	12:00	14:00	13:00	14:00	12:00				17:00
Volume	4	1376	143	36	27	12	2	1	7	1				1536
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			2286	↔	13%	2189	↔	12%	2990	↔	17%	10402	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

SPEED

S Highland Ave S/O Broad Ave

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_004n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	5	19	20	6	4	0	0	0	0	0	0	55
01:00	0	0	3	6	6	2	1	0	0	0	0	0	0	18
02:00	0	0	3	8	8	1	0	0	0	0	0	0	0	20
03:00	0	1	3	4	11	4	1	0	0	0	0	0	0	24
04:00	0	0	1	2	13	4	4	0	0	0	0	0	0	24
05:00	2	4	15	37	32	18	3	1	0	0	0	0	0	112
06:00	5	7	46	86	70	11	0	0	0	0	0	0	0	225
07:00	8	15	86	176	113	21	5	0	0	0	0	0	0	424
08:00	4	23	91	183	112	19	4	0	0	0	0	0	0	436
09:00	5	22	95	188	122	15	3	0	0	0	0	0	0	450
10:00	2	21	92	184	116	21	1	0	0	0	0	0	0	437
11:00	4	15	94	201	131	22	7	0	0	0	0	0	0	474
12:00 PM	16	32	117	219	140	23	4	0	0	0	0	0	0	551
13:00	20	32	87	197	146	21	0	0	0	0	0	0	0	503
14:00	3	10	87	232	174	42	2	0	0	0	0	0	0	550
15:00	32	61	227	278	83	9	1	0	0	0	0	0	0	691
16:00	8	43	162	357	155	18	0	0	0	0	0	0	0	743
17:00	33	73	212	287	102	14	1	0	0	0	0	0	0	722
18:00	10	35	119	224	97	9	0	0	0	0	0	0	0	494
19:00	5	10	73	206	112	19	1	0	0	0	0	0	0	426
20:00	1	6	52	131	104	24	3	1	0	0	0	0	0	322
21:00	2	4	23	78	70	12	3	1	0	0	0	0	0	193
22:00	0	1	10	59	67	17	3	2	0	0	0	0	0	159
23:00	0	0	3	22	36	17	3	0	0	0	0	0	0	81
Totals	160	416	1706	3384	2040	369	54	5						8134
% of Totals	2%	5%	21%	42%	25%	5%	1%	0%						100%

AM Volumes	30	109	534	1094	754	144	33	1	0	0	0	0	0	2699
% AM	0%	1%	7%	13%	9%	2%	0%	0%						33%
AM Peak Hour	07:00	08:00	09:00	11:00	11:00	11:00	11:00	05:00						11:00
Volume	8	23	95	201	131	22	7	1						474
PM Volumes	130	307	1172	2290	1286	225	21	4	0	0	0	0	0	5435
% PM	2%	4%	14%	28%	16%	3%	0%	0%						67%
PM Peak Hour	17:00	17:00	15:00	16:00	14:00	14:00	12:00	22:00						16:00
Volume	33	73	227	357	174	42	4	2						743
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			860	↔	11%	1054	↔	13%	1465	↔	18%	4755	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	North Bound	22	28	27	33	35	8134
S Highland Ave	South Bound	25	30	30	35	39	9304

SPEED

S Highland Ave S/O Broad Ave

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_004s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	3	15	16	7	5	2	0	0	0	0	0	48
01:00	0	0	1	4	9	5	1	0	0	0	0	0	0	20
02:00	0	0	1	6	9	6	0	0	0	0	0	0	0	22
03:00	0	0	3	5	2	3	1	1	1	0	0	0	0	16
04:00	0	0	2	6	8	8	6	2	0	0	0	0	0	32
05:00	0	0	3	23	26	26	8	3	1	0	0	0	0	90
06:00	1	8	22	93	116	65	11	3	0	0	0	0	0	319
07:00	7	18	75	176	222	96	17	0	0	0	0	0	0	611
08:00	9	16	92	256	242	82	11	1	0	0	0	0	0	709
09:00	3	16	51	192	262	75	4	0	0	0	0	0	0	603
10:00	4	16	47	160	246	97	19	1	0	0	0	0	0	590
11:00	2	8	22	158	256	91	13	1	0	0	0	0	0	551
12:00 PM	3	8	33	176	244	90	16	0	0	0	0	0	0	570
13:00	1	9	36	138	203	74	14	1	1	0	0	0	0	477
14:00	7	9	60	218	249	84	10	0	0	0	0	0	0	637
15:00	8	26	140	330	200	45	3	0	1	0	0	0	0	753
16:00	20	41	95	283	233	43	2	1	0	0	0	0	0	718
17:00	22	52	110	274	236	43	4	0	0	0	0	0	0	741
18:00	4	15	84	234	183	42	1	0	0	0	0	0	0	563
19:00	3	12	45	158	169	59	13	1	0	0	0	0	0	460
20:00	1	11	38	84	127	44	8	0	0	0	0	0	0	313
21:00	0	3	18	53	86	33	10	1	0	0	0	0	0	204
22:00	0	1	11	34	67	39	7	3	0	0	0	0	0	162
23:00	2	2	4	15	38	25	7	2	0	0	0	0	0	95
Totals	97	271	996	3091	3449	1182	191	23	4					9304
% of Totals	1%	3%	11%	33%	37%	13%	2%	0%	0%					100%

AM Volumes	26	82	322	1094	1414	561	96	14	2	0	0	0	0	3611
% AM	0%	1%	3%	12%	15%	6%	1%	0%	0%					39%
AM Peak Hour	08:00	07:00	08:00	08:00	09:00	10:00	10:00	05:00	03:00					08:00
Volume	9	18	92	256	262	97	19	3	1					709
PM Volumes	71	189	674	1997	2035	621	95	9	2	0	0	0	0	5693
% PM	1%	2%	7%	21%	22%	7%	1%	0%	0%					61%
PM Peak Hour	17:00	17:00	15:00	15:00	14:00	12:00	12:00	22:00	13:00					15:00
Volume	22	52	140	330	249	90	16	3	1					753
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1320	14%	↔	1047	11%	↔	1459	16%	↔	5478	59%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	North Bound	22	28	27	33	35	8134
S Highland Ave	South Bound	25	30	30	35	39	9304

SPEED

S Highland Ave S/O Broad Ave

Day: Tuesday

Date: 2/23/2021

City: Ossining

Project #: NY21_380003_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	8	34	36	13	9	2	0	0	0	0	0	103
01:00	0	0	4	10	15	7	2	0	0	0	0	0	0	38
02:00	0	0	4	14	17	7	0	0	0	0	0	0	0	42
03:00	0	1	6	9	13	7	2	1	1	0	0	0	0	40
04:00	0	0	3	8	21	12	10	2	0	0	0	0	0	56
05:00	2	4	18	60	58	44	11	4	1	0	0	0	0	202
06:00	6	15	68	179	186	76	11	3	0	0	0	0	0	544
07:00	15	33	161	352	335	117	22	0	0	0	0	0	0	1035
08:00	13	39	183	439	354	101	15	1	0	0	0	0	0	1145
09:00	8	38	146	380	384	90	7	0	0	0	0	0	0	1053
10:00	6	37	139	344	362	118	20	1	0	0	0	0	0	1027
11:00	6	23	116	359	387	113	20	1	0	0	0	0	0	1025
12:00 PM	19	40	150	395	384	113	20	0	0	0	0	0	0	1121
13:00	21	41	123	335	349	95	14	1	1	0	0	0	0	980
14:00	10	19	147	450	423	126	12	0	0	0	0	0	0	1187
15:00	40	87	367	608	283	54	4	0	1	0	0	0	0	1444
16:00	28	84	257	640	388	61	2	1	0	0	0	0	0	1461
17:00	55	125	322	561	338	57	5	0	0	0	0	0	0	1463
18:00	14	50	203	458	280	51	1	0	0	0	0	0	0	1057
19:00	8	22	118	364	281	78	14	1	0	0	0	0	0	886
20:00	2	17	90	215	231	68	11	1	0	0	0	0	0	635
21:00	2	7	41	131	156	45	13	2	0	0	0	0	0	397
22:00	0	2	21	93	134	56	10	5	0	0	0	0	0	321
23:00	2	2	7	37	74	42	10	2	0	0	0	0	0	176
Totals	257	687	2702	6475	5489	1551	245	28	4					17438
% of Totals	1%	4%	15%	37%	31%	9%	1%	0%	0%					100%

AM Volumes	56	191	856	2188	2168	705	129	15	2	0	0	0	0	6310
% AM	0%	1%	5%	13%	12%	4%	1%	0%	0%					36%
AM Peak Hour	07:00	08:00	08:00	08:00	11:00	10:00	07:00	05:00	03:00					08:00
Volume	15	39	183	439	387	118	22	4	1					1145
PM Volumes	201	496	1846	4287	3321	846	116	13	2	0	0	0	0	11128
% PM	1%	3%	11%	25%	19%	5%	1%	0%	0%					64%
PM Peak Hour	17:00	17:00	15:00	16:00	14:00	14:00	12:00	22:00	13:00					17:00
Volume	55	125	367	640	423	126	20	5	1					1463
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2180	↔	13%	2101	↔	12%	2924	↔	17%	10233	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	Summary	23	29	29	34	38	17438

SPEED

S Highland Ave S/O Broad Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_004n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	16	19	6	1	1	0	0	0	0	0	43
01:00	0	0	2	7	8	2	0	0	0	0	0	0	0	19
02:00	0	1	1	8	5	4	1	0	0	0	0	0	0	20
03:00	0	1	3	7	3	3	1	0	0	0	0	0	0	18
04:00	1	0	3	12	12	9	3	0	1	0	0	0	0	41
05:00	0	0	4	20	47	15	12	1	0	0	0	0	0	99
06:00	5	17	29	60	75	29	6	1	0	0	0	0	0	222
07:00	4	13	70	149	164	37	2	0	1	0	0	0	0	440
08:00	5	21	105	186	124	29	4	0	0	0	0	0	0	474
09:00	3	9	54	155	172	49	4	0	0	0	0	0	0	446
10:00	0	4	43	144	189	54	1	0	0	0	0	0	0	435
11:00	1	14	57	216	160	41	4	0	0	0	0	0	0	493
12:00 PM	6	13	118	241	161	30	1	0	0	0	0	0	0	570
13:00	5	11	61	261	158	26	3	1	0	0	0	0	0	526
14:00	10	19	86	247	158	33	2	0	0	0	0	0	0	555
15:00	28	72	200	246	104	13	1	0	0	0	0	0	0	664
16:00	10	38	162	342	168	27	1	0	0	0	0	0	0	748
17:00	36	106	220	285	89	8	0	0	0	0	0	0	0	744
18:00	6	41	160	267	92	6	0	0	0	0	0	0	0	572
19:00	4	15	64	192	111	24	2	0	0	0	0	0	0	412
20:00	8	17	56	135	92	32	3	0	0	0	0	0	0	343
21:00	0	2	33	121	91	31	0	0	0	0	0	0	0	278
22:00	1	3	21	66	54	16	9	1	0	0	0	0	0	171
23:00	1	3	7	30	45	16	4	0	0	0	0	0	0	106
Totals	134	420	1559	3413	2301	540	65	5	2					8439
% of Totals	2%	5%	18%	40%	27%	6%	1%	0%	0%					100%

AM Volumes	19	80	371	980	978	278	39	3	2	0	0	0	0	2750
% AM	0%	1%	4%	12%	12%	3%	0%	0%	0%					33%
AM Peak Hour	06:00	08:00	08:00	11:00	10:00	10:00	05:00		04:00					11:00
Volume	5	21	105	216	189	54	12	1	1					493
PM Volumes	115	340	1188	2433	1323	262	26	2	0	0	0	0	0	5689
% PM	1%	4%	14%	29%	16%	3%	0%	0%						67%
PM Peak Hour	17:00	17:00	17:00	16:00	16:00	14:00	22:00	13:00						16:00
Volume	36	106	220	342	168	33	9	1						748
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			914	↔	11%	1096	↔	13%	1492	↔	18%	4937	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	North Bound	22	28	28	34	37	8439
S Highland Ave	South Bound	21	29	28	35	39	9660

SPEED

S Highland Ave S/O Broad Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_004s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	3	3	9	12	8	0	0	0	0	0	0	0	37
01:00	0	2	3	3	5	4	2	1	0	0	0	0	0	20
02:00	0	0	0	3	4	4	2	0	0	0	0	0	0	13
03:00	0	0	0	6	5	4	1	0	0	0	0	0	0	16
04:00	0	4	4	9	12	7	3	2	1	0	0	0	0	42
05:00	1	2	5	11	28	31	13	6	1	0	0	0	0	98
06:00	10	24	23	57	89	76	24	3	1	0	0	0	0	307
07:00	11	62	135	156	169	75	8	1	0	0	0	0	0	617
08:00	27	78	121	245	176	69	9	1	2	0	0	0	0	728
09:00	14	49	75	157	175	67	15	5	0	0	0	0	0	557
10:00	2	17	77	135	169	75	24	5	0	0	0	0	0	504
11:00	3	46	76	132	191	100	17	2	0	0	0	0	0	567
12:00 PM	15	41	127	211	167	50	6	3	0	0	0	0	0	620
13:00	2	32	74	179	191	63	15	0	1	0	0	0	0	557
14:00	16	62	127	195	185	81	8	0	0	0	0	0	0	674
15:00	33	113	122	235	221	77	10	0	2	0	0	0	0	813
16:00	20	108	175	208	161	61	2	0	0	0	0	0	0	735
17:00	9	99	162	275	186	62	8	1	0	0	0	0	0	802
18:00	24	105	112	196	139	44	7	1	0	0	0	0	0	628
19:00	4	41	73	140	126	47	11	2	0	1	0	0	0	445
20:00	5	14	40	105	128	46	8	0	0	0	0	0	0	346
21:00	1	7	18	84	87	44	11	2	1	0	0	0	0	255
22:00	1	4	8	41	67	34	10	7	0	0	0	0	0	172
23:00	3	9	8	25	31	22	8	1	0	0	0	0	0	107
Totals	203	922	1568	2817	2724	1151	222	43	9	1				9660
% of Totals	2%	10%	16%	29%	28%	12%	2%	0%	0%	0%				100%

AM Volumes	70	287	522	923	1035	520	118	26	5	0	0	0	0	3506
% AM	1%	3%	5%	10%	11%	5%	1%	0%	0%					36%
AM Peak Hour	08:00	08:00	07:00	08:00	11:00	11:00	06:00	05:00	08:00					08:00
Volume	27	78	135	245	191	100	24	6	2					728
PM Volumes	133	635	1046	1894	1689	631	104	17	4	1	0	0	0	6154
% PM	1%	7%	11%	20%	17%	7%	1%	0%	0%	0%				64%
PM Peak Hour	15:00	15:00	16:00	17:00	15:00	14:00	13:00	22:00	15:00	19:00				15:00
Volume	33	113	175	275	221	81	15	7	2	1				813
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1345	14%	↔	1177	12%	↔	1537	16%	↔	5601	58%	↔

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	North Bound	22	28	28	34	37	8439
S Highland Ave	South Bound	21	29	28	35	39	9660

SPEED

S Highland Ave S/O Broad Ave

Day: Wednesday

Date: 2/24/2021

City: Ossining

Project #: NY21_380003_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	3	3	25	31	14	1	1	0	0	0	0	0	80
01:00	0	2	5	10	13	6	2	1	0	0	0	0	0	39
02:00	0	1	1	11	9	8	3	0	0	0	0	0	0	33
03:00	0	1	3	13	8	7	2	0	0	0	0	0	0	34
04:00	1	4	7	21	24	16	6	2	2	0	0	0	0	83
05:00	1	2	9	31	75	46	25	7	1	0	0	0	0	197
06:00	15	41	52	117	164	105	30	4	1	0	0	0	0	529
07:00	15	75	205	305	333	112	10	1	1	0	0	0	0	1057
08:00	32	99	226	431	300	98	13	1	2	0	0	0	0	1202
09:00	17	58	129	312	347	116	19	5	0	0	0	0	0	1003
10:00	2	21	120	279	358	129	25	5	0	0	0	0	0	939
11:00	4	60	133	348	351	141	21	2	0	0	0	0	0	1060
12:00 PM	21	54	245	452	328	80	7	3	0	0	0	0	0	1190
13:00	7	43	135	440	349	89	18	1	1	0	0	0	0	1083
14:00	26	81	213	442	343	114	10	0	0	0	0	0	0	1229
15:00	61	185	322	481	325	90	11	0	2	0	0	0	0	1477
16:00	30	146	337	550	329	88	3	0	0	0	0	0	0	1483
17:00	45	205	382	560	275	70	8	1	0	0	0	0	0	1546
18:00	30	146	272	463	231	50	7	1	0	0	0	0	0	1200
19:00	8	56	137	332	237	71	13	2	0	1	0	0	0	857
20:00	13	31	96	240	220	78	11	0	0	0	0	0	0	689
21:00	1	9	51	205	178	75	11	2	1	0	0	0	0	533
22:00	2	7	29	107	121	50	19	8	0	0	0	0	0	343
23:00	4	12	15	55	76	38	12	1	0	0	0	0	0	213
Totals	337	1342	3127	6230	5025	1691	287	48	11	1				18099
% of Totals	2%	7%	17%	34%	28%	9%	2%	0%	0%	0%				100%

AM Volumes	89	367	893	1903	2013	798	157	29	7	0	0	0	0	6256
% AM	0%	2%	5%	11%	11%	4%	1%	0%	0%					35%
AM Peak Hour	08:00	08:00	08:00	08:00	10:00	11:00	06:00	05:00	04:00					08:00
Volume	32	99	226	431	358	141	30	7	2					1202
PM Volumes	248	975	2234	4327	3012	893	130	19	4	1	0	0	0	11843
% PM	1%	5%	12%	24%	17%	5%	1%	0%	0%	0%				65%
PM Peak Hour	15:00	17:00	17:00	17:00	13:00	14:00	22:00	22:00	15:00	19:00				17:00
Volume	61	205	382	560	349	114	19	8	2	1				1546
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2259	↔	12%	2273	↔	13%	3029	↔	17%	10538	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	Summary	22	28	28	34	38	18099

SPEED

S Highland Ave S/O Broad Ave

Day: Thursday
Date: 2/25/2021

City: Ossining
Project #: NY21_380003_004n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	3	14	22	14	2	0	0	0	0	0	0	55
01:00	0	1	3	2	11	5	3	1	0	0	0	0	0	26
02:00	0	0	3	5	13	1	0	0	0	0	0	0	0	22
03:00	0	0	3	6	5	4	0	0	0	0	0	0	0	18
04:00	0	0	1	7	12	5	3	1	0	0	0	0	0	29
05:00	0	0	9	27	31	19	5	3	1	0	0	0	0	95
06:00	2	2	17	78	99	33	4	1	0	0	0	0	0	236
07:00	12	38	73	178	121	28	2	0	0	0	0	0	0	452
08:00	18	36	100	162	108	24	2	0	0	0	0	0	0	450
09:00	17	24	74	167	140	24	4	0	0	0	0	0	0	450
10:00	1	8	22	139	204	57	9	0	0	0	0	0	0	440
11:00	1	6	72	167	211	53	7	0	0	0	0	0	0	517
12:00 PM	3	8	71	188	197	51	6	0	0	0	0	0	0	524
13:00	2	9	48	174	224	56	4	1	0	0	0	0	0	518
14:00	0	16	102	204	158	32	1	0	0	0	0	0	0	513
15:00	11	55	213	267	90	10	0	0	0	0	0	0	0	646
16:00	7	48	143	305	183	22	1	0	0	0	0	0	0	709
17:00	23	53	205	316	146	18	0	0	0	0	0	0	0	761
18:00	3	24	128	273	123	13	1	0	0	0	0	0	0	565
19:00	0	3	60	195	124	17	0	0	0	0	0	0	0	399
20:00	0	6	48	139	105	26	3	0	0	0	0	0	0	327
21:00	1	1	22	83	94	28	3	1	1	0	0	0	0	234
22:00	1	3	16	54	58	16	5	0	0	0	0	0	0	153
23:00	0	0	12	33	35	16	5	1	0	0	0	0	0	102
Totals	102	341	1448	3183	2514	572	70	9	2					8241
% of Totals	1%	4%	18%	39%	31%	7%	1%	0%	0%					100%

AM Volumes	51	115	380	952	977	267	41	6	1	0	0	0	0	2790
% AM	1%	1%	5%	12%	12%	3%	0%	0%	0%					34%
AM Peak Hour	08:00	07:00	08:00	07:00	11:00	10:00	10:00	05:00	05:00					11:00
Volume	18	38	100	178	211	57	9	3	1					517
PM Volumes	51	226	1068	2231	1537	305	29	3	1	0	0	0	0	5451
% PM	1%	3%	13%	27%	19%	4%	0%	0%	0%					66%
PM Peak Hour	17:00	15:00	15:00	17:00	13:00	13:00	12:00	13:00	21:00					17:00
Volume	23	55	213	316	224	56	6	1	1					761
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			902	↔	11%	1042	↔	13%	1470	↔	18%	4827	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	North Bound	23	29	28	34	37	8241
S Highland Ave	South Bound	21	28	28	35	39	9626

SPEED

S Highland Ave S/O Broad Ave

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_004s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	2	10	17	12	3	0	0	1	0	0	0	46
01:00	0	0	0	4	9	4	3	0	0	0	0	0	0	20
02:00	0	0	2	5	8	2	0	0	0	0	0	0	0	17
03:00	0	0	0	2	6	4	1	0	0	0	0	0	0	13
04:00	0	2	3	6	11	9	7	3	0	0	0	0	0	41
05:00	2	1	4	12	22	39	9	7	0	0	0	0	0	96
06:00	4	12	28	69	106	86	18	3	0	0	0	0	0	326
07:00	29	101	167	136	144	36	17	0	0	0	0	0	0	630
08:00	45	126	179	174	151	62	12	5	0	0	0	0	0	754
09:00	10	57	81	152	177	80	14	3	1	0	0	0	0	575
10:00	5	38	90	154	190	83	17	4	0	0	0	0	0	581
11:00	8	22	112	156	138	72	15	2	1	0	0	0	0	526
12:00 PM	18	39	91	150	173	78	10	3	0	1	0	0	0	563
13:00	6	26	104	194	164	71	16	2	1	0	0	0	0	584
14:00	30	61	113	185	179	69	20	2	1	0	0	0	0	660
15:00	79	142	181	184	124	38	6	1	0	0	0	0	0	755
16:00	13	78	130	235	214	68	5	2	0	0	0	0	0	745
17:00	31	84	144	266	184	56	10	0	0	0	0	0	0	775
18:00	24	64	146	204	139	36	4	2	0	0	0	0	0	619
19:00	11	28	62	134	152	61	9	0	0	0	0	0	0	457
20:00	0	13	38	105	112	44	12	1	0	0	0	0	0	325
21:00	1	10	27	75	79	39	5	1	0	0	0	0	0	237
22:00	1	6	12	37	58	35	6	3	0	0	0	0	0	158
23:00	0	7	8	28	43	27	7	2	0	1	0	0	0	123
Totals	317	918	1724	2677	2600	1111	226	46	4	3				9626
% of Totals	3%	10%	18%	28%	27%	12%	2%	0%	0%	0%				100%

AM Volumes	103	360	668	880	979	489	116	27	2	1	0	0	0	3625
% AM	1%	4%	7%	9%	10%	5%	1%	0%	0%	0%				38%
AM Peak Hour	08:00	08:00	08:00	08:00	10:00	06:00	06:00	05:00	09:00					08:00
Volume	45	126	179	174	190	86	18	7	1	1				754
PM Volumes	214	558	1056	1797	1621	622	110	19	2	2	0	0	0	6001
% PM	2%	6%	11%	19%	17%	6%	1%	0%	0%	0%				62%
PM Peak Hour	15:00	15:00	15:00	17:00	16:00	12:00	14:00	12:00	13:00	12:00				17:00
Volume	79	142	181	266	214	78	20	3	1	1				775
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1384	↔	14%	1147	↔	12%	1520	↔	16%	5575	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	North Bound	23	29	28	34	37	8241
S Highland Ave	South Bound	21	28	28	35	39	9626

SPEED

S Highland Ave S/O Broad Ave

Day: Thursday

Date: 2/25/2021

City: Ossining

Project #: NY21_380003_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	5	24	39	26	5	0	0	1	0	0	0	101
01:00	0	1	3	6	20	9	6	1	0	0	0	0	0	46
02:00	0	0	5	10	21	3	0	0	0	0	0	0	0	39
03:00	0	0	3	8	11	8	1	0	0	0	0	0	0	31
04:00	0	2	4	13	23	14	10	4	0	0	0	0	0	70
05:00	2	1	13	39	53	58	14	10	1	0	0	0	0	191
06:00	6	14	45	147	205	119	22	4	0	0	0	0	0	562
07:00	41	139	240	314	265	64	19	0	0	0	0	0	0	1082
08:00	63	162	279	336	259	86	14	5	0	0	0	0	0	1204
09:00	27	81	155	319	317	104	18	3	1	0	0	0	0	1025
10:00	6	46	112	293	394	140	26	4	0	0	0	0	0	1021
11:00	9	28	184	323	349	125	22	2	1	0	0	0	0	1043
12:00 PM	21	47	162	338	370	129	16	3	0	1	0	0	0	1087
13:00	8	35	152	368	388	127	20	3	1	0	0	0	0	1102
14:00	30	77	215	389	337	101	21	2	1	0	0	0	0	1173
15:00	90	197	394	451	214	48	6	1	0	0	0	0	0	1401
16:00	20	126	273	540	397	90	6	2	0	0	0	0	0	1454
17:00	54	137	349	582	330	74	10	0	0	0	0	0	0	1536
18:00	27	88	274	477	262	49	5	2	0	0	0	0	0	1184
19:00	11	31	122	329	276	78	9	0	0	0	0	0	0	856
20:00	0	19	86	244	217	70	15	1	0	0	0	0	0	652
21:00	2	11	49	158	173	67	8	2	1	0	0	0	0	471
22:00	2	9	28	91	116	51	11	3	0	0	0	0	0	311
23:00	0	7	20	61	78	43	12	3	0	1	0	0	0	225
Totals	419	1259	3172	5860	5114	1683	296	55	6	3				17867
% of Totals	2%	7%	18%	33%	29%	9%	2%	0%	0%	0%				100%

AM Volumes	154	475	1048	1832	1956	756	157	33	3	1	0	0	0	6415
% AM	1%	3%	6%	10%	11%	4%	1%	0%	0%	0%				36%
AM Peak Hour	08:00	08:00	08:00	08:00	10:00	10:00	10:00	05:00	05:00					08:00
Volume	63	162	279	336	394	140	26	10	1	1				1204
PM Volumes	265	784	2124	4028	3158	927	139	22	3	2	0	0	0	11452
% PM	1%	4%	12%	23%	18%	5%	1%	0%	0%	0%				64%
PM Peak Hour	15:00	15:00	15:00	17:00	16:00	12:00	14:00	12:00	13:00	12:00				17:00
Volume	90	197	394	582	397	129	21	3	1	1				1536
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2286	↔	13%	2189	↔	12%	2990	↔	17%	10402	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Highland Ave	Summary	22	28	28	34	38	17867

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-86 -- English (ENU)

Datasets:

Site: [120-314] 360 FT North of Elizabeth St
Attribute: Croton Ave
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 2
Survey Duration: 19:21 Wednesday, March 17, 2021 => 9:52 Sunday, March 21, 2021,
Zone:
File: Croton 120-314 0 2021-03-21 0952.EC2 (Plus)
Identifier: FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 1:00 Thursday, March 18, 2021 => 13:00 Friday, March 19, 2021 (1.5)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: AB , Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7066 / 17294 (40.86%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-86
Site: 120-314.2.3WE

Description: 360 FT North of Elizabeth St

Filter time: 1:00 Thursday, March 18, 2021 => 13:00 Friday, March 19, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	*	*	*	*	33.0	*	*	33.0	33.0
0100-0200	*	*	*	10.0	14.0	*	*	12.0	12.0
0200-0300	*	*	*	9.0	6.0	*	*	7.5	7.5
0300-0400	*	*	*	29.0	24.0	*	*	26.5	26.5
0400-0500	*	*	*	16.0	18.0	*	*	17.0	17.0
0500-0600	*	*	*	73.0	76.0	*	*	74.5	74.5
0600-0700	*	*	*	172.0	201.0	*	*	186.5	186.5
0700-0800	*	*	*	317.0	331.0	*	*	324.0	324.0
0800-0900	*	*	*	375.0	339.0	*	*	357.0	357.0
0900-1000	*	*	*	271.0	271.0	*	*	271.0	271.0
1000-1100	*	*	*	270.0	256.0	*	*	263.0	263.0
1100-1200	*	*	*	287.0	292.0	*	*	289.5	289.5
1200-1300	*	*	*	275.0	311.0	*	*	293.0	293.0
1300-1400	*	*	*	317.0	*	*	*	317.0	317.0
1400-1500	*	*	*	319.0	*	*	*	319.0	319.0
1500-1600	*	*	*	341.0	*	*	*	341.0	341.0
1600-1700	*	*	*	355.0	*	*	*	355.0	355.0
1700-1800	*	*	*	337.0	*	*	*	337.0	337.0
1800-1900	*	*	*	279.0	*	*	*	279.0	279.0
1900-2000	*	*	*	283.0	*	*	*	283.0	283.0
2000-2100	*	*	*	205.0	*	*	*	205.0	205.0
2100-2200	*	*	*	159.0	*	*	*	159.0	159.0
2200-2300	*	*	*	114.0	*	*	*	114.0	114.0
2300-2400	*	*	*	81.0	*	*	*	81.0	81.0
Totals									
0700-1900	*	*	*	3743.0	*	*	*	3745.5	3745.5
0600-2200	*	*	*	4562.0	*	*	*	4579.0	4579.0
0600-0000	*	*	*	4757.0	*	*	*	4774.0	4774.0
0000-0000	*	*	*	*	*	*	*	4944.5	4944.5
AM Peak	*	*	*	*	0800	*	*		
	*	*	*	*	339.0	*	*		
PM Peak	*	*	*	1600	*	*	*		
	*	*	*	355.0	*	*	*		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-85 -- English (ENU)

Datasets:

Site: [120-314] 360 FT North of Elizabeth St
Attribute: Croton Ave
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 2
Survey Duration: 19:21 Wednesday, March 17, 2021 => 9:52 Sunday, March 21, 2021,
Zone:
File: Croton 120-314 0 2021-03-21 0952.EC2 (Plus)
Identifier: FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 1:00 Thursday, March 18, 2021 => 13:00 Friday, March 19, 2021 (1.5)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: BA , Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 8611 / 17294 (49.79%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-85
Site: 120-314.2.3WE

Description: 360 FT North of Elizabeth St

Filter time: 1:00 Thursday, March 18, 2021 => 13:00 Friday, March 19, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	*	*	*	*	37.0	*	*	37.0	37.0
0100-0200	*	*	*	11.0	17.0	*	*	14.0	14.0
0200-0300	*	*	*	12.0	12.0	*	*	12.0	12.0
0300-0400	*	*	*	14.0	11.0	*	*	12.5	12.5
0400-0500	*	*	*	28.0	25.0	*	*	26.5	26.5
0500-0600	*	*	*	77.0	84.0	*	*	80.5	80.5
0600-0700	*	*	*	182.0	190.0	*	*	186.0	186.0
0700-0800	*	*	*	365.0	358.0	*	*	361.5	361.5
0800-0900	*	*	*	393.0	419.0	*	*	406.0	406.0
0900-1000	*	*	*	360.0	346.0	*	*	353.0	353.0
1000-1100	*	*	*	300.0	302.0	*	*	301.0	301.0
1100-1200	*	*	*	313.0	379.0	*	*	346.0	346.0
1200-1300	*	*	*	394.0	402.0	*	*	398.0	398.0
1300-1400	*	*	*	386.0	*	*	*	386.0	386.0
1400-1500	*	*	*	440.0	*	*	*	440.0	440.0
1500-1600	*	*	*	440.0	*	*	*	440.0	440.0
1600-1700	*	*	*	424.0	*	*	*	424.0	424.0
1700-1800	*	*	*	471.0	*	*	*	471.0	471.0
1800-1900	*	*	*	429.0	*	*	*	429.0	429.0
1900-2000	*	*	*	342.0	*	*	*	342.0	342.0
2000-2100	*	*	*	264.0	*	*	*	264.0	264.0
2100-2200	*	*	*	167.0	*	*	*	167.0	167.0
2200-2300	*	*	*	130.0	*	*	*	130.0	130.0
2300-2400	*	*	*	87.0	*	*	*	87.0	87.0
Totals									
0700-1900	*	*	*	4715.0	*	*	*	4755.5	4755.5
0600-2200	*	*	*	5670.0	*	*	*	5714.5	5714.5
0600-0000	*	*	*	5887.0	*	*	*	5931.5	5931.5
0000-0000	*	*	*	*	*	*	*	6114.0	6114.0
AM Peak	*	*	*	*	0800	*	*		
	*	*	*	*	419.0	*	*		
PM Peak	*	*	*	1700	*	*	*		
	*	*	*	471.0	*	*	*		

* - No data.

MetroCount Traffic Executive Weekly Event Counts (Virtual Week)

VirtWeeklyEvent-87 -- English (ENU)

Datasets:

Site: [120-343] 100 FT East of X-Walk
Attribute: Main St WB
Input A: 6 - West bound A>B, East bound B>A. - Lane= 1, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 2, Excluded from totals.
Survey Duration: 19:14 Wednesday, March 17, 2021 => 9:54 Sunday, March 21, 2021,
Zone:
File: Main 120-343 0 2021-03-21 0955.EC1 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 1:00 Thursday, March 18, 2021 => 6:00 Friday, March 19, 2021 (1.20833)
Separation: GapX > 0 sec
Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 8546 / 9759 (87.57%)

Weekly Event Counts (Virtual Week)

VirtWeeklyEvent-87
Site: 120-343.1.2WE

Description: 100 FT East of X-Walk

Filter time: 1:00 Thursday, March 18, 2021 => 6:00 Friday, March 19, 2021

Scheme: Count events divided by setup divisor

Filter: GapX(>0) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	*	*	*	*	36.5	*	*	36.0	36.0
0100-0200	*	*	*	7.5	8.5	*	*	7.5	7.5
0200-0300	*	*	*	11.0	23.0	*	*	17.0	17.0
0300-0400	*	*	*	9.5	18.0	*	*	13.5	13.5
0400-0500	*	*	*	36.0	36.0	*	*	36.0	36.0
0500-0600	*	*	*	105.0	122.0	*	*	113.5	113.5
0600-0700	*	*	*	270.0	*	*	*	270.0	270.0
0700-0800	*	*	*	474.0	*	*	*	474.0	474.0
0800-0900	*	*	*	525.0	*	*	*	525.0	525.0
0900-1000	*	*	*	418.0	*	*	*	418.0	418.0
1000-1100	*	*	*	508.5	*	*	*	508.0	508.0
1100-1200	*	*	*	524.5	*	*	*	524.0	524.0
1200-1300	*	*	*	558.0	*	*	*	558.0	558.0
1300-1400	*	*	*	497.5	*	*	*	497.0	497.0
1400-1500	*	*	*	609.5	*	*	*	609.0	609.0
1500-1600	*	*	*	687.5	*	*	*	687.0	687.0
1600-1700	*	*	*	673.0	*	*	*	673.0	673.0
1700-1800	*	*	*	585.5	*	*	*	585.0	585.0
1800-1900	*	*	*	559.0	*	*	*	559.0	559.0
1900-2000	*	*	*	427.0	*	*	*	427.0	427.0
2000-2100	*	*	*	319.5	*	*	*	319.0	319.0
2100-2200	*	*	*	230.0	*	*	*	230.0	230.0
2200-2300	*	*	*	171.0	*	*	*	171.0	171.0
2300-2400	*	*	*	95.0	*	*	*	95.0	95.0
Totals									
0700-1900	*	*	*	6620.0	*	*	*	6617.0	6617.0
0600-2200	*	*	*	7866.5	*	*	*	7863.0	7863.0
0600-0000	*	*	*	8132.5	*	*	*	8129.0	8129.0
0000-0000	*	*	*	*	*	*	*	8352.5	8352.5
AM Peak	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*		
PM Peak	*	*	*	1500	*	*	*		
	*	*	*	687.5	*	*	*		

* - No data.

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Cedar Ln
City: Ossining
Control: Signalized

Project ID: 21-380002-002
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Cedar Ln				Cedar Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	94	10	0	0	127	0	0	0	0	0	0	27	0	1	0	260
7:15 AM	1	97	22	0	0	172	0	0	0	0	0	0	23	0	1	0	316
7:30 AM	1	147	19	0	1	188	0	0	0	0	0	0	38	0	0	0	394
7:45 AM	0	140	25	0	1	179	0	0	1	0	0	0	34	0	1	0	381
8:00 AM	0	113	23	0	0	163	0	0	0	0	0	0	29	0	0	0	328
8:15 AM	0	119	22	0	1	160	0	0	0	0	0	0	26	0	1	0	329
8:30 AM	2	103	25	0	0	159	0	0	0	0	1	0	25	0	3	0	318
8:45 AM	0	125	25	0	0	157	0	0	0	0	0	0	16	0	3	0	326
TOTAL VOLUMES :	NL 5	NT 938	NR 171	NU 0	SL 3	ST 1305	SR 0	SU 0	EL 1	ET 0	ER 1	EU 0	WL 218	WT 0	WR 10	WU 0	TOTAL 2652
APPROACH %'s :	0.45%	84.20%	15.35%	0.00%	0.23%	99.77%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	95.61%	0.00%	4.39%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	519	89	0	3	690	0	0	1	0	0	0	127	0	2	0	1432
PEAK HR FACTOR :	0.250	0.883	0.890	0.000	0.750	0.918	0.000	0.000	0.250	0.000	0.000	0.000	0.836	0.000	0.500	0.000	0.909
	0.912				0.917				0.250				0.849				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	1	194	30	0	4	130	0	0	0	0	1	0	29	0	2	0	391
4:15 PM	0	197	23	0	1	126	0	0	0	0	1	0	21	0	0	0	369
4:30 PM	0	198	42	0	3	149	0	0	0	0	0	0	28	0	2	0	422
4:45 PM	0	176	33	0	8	165	0	0	0	0	0	0	27	0	2	0	411
5:00 PM	0	188	27	0	2	160	0	0	0	0	0	0	19	0	3	0	399
5:15 PM	0	189	34	0	1	148	0	0	0	0	1	0	33	0	2	0	408
5:30 PM	2	167	31	0	2	138	0	0	0	0	0	0	26	0	1	0	367
5:45 PM	0	174	26	0	1	139	0	0	1	0	1	0	31	0	2	0	375
TOTAL VOLUMES :	NL 3	NT 1483	NR 246	NU 0	SL 22	ST 1155	SR 0	SU 0	EL 1	ET 0	ER 4	EU 0	WL 214	WT 0	WR 14	WU 0	TOTAL 3142
APPROACH %'s :	0.17%	85.62%	14.20%	0.00%	1.87%	98.13%	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	93.86%	0.00%	6.14%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	751	136	0	14	622	0	0	0	0	1	0	107	0	9	0	1640
PEAK HR FACTOR :	0.000	0.948	0.810	0.000	0.438	0.942	0.000	0.000	0.000	0.000	0.250	0.000	0.811	0.000	0.750	0.000	0.972
	0.924				0.919				0.250				0.829				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Snowden Ave
City: Ossining
Control: Signalized

Project ID: 21-380002-003
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Snowden Ave				Snowden Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	88	0	0	0	142	17	0	12	0	2	0	0	0	0	0	261
7:15 AM	3	109	0	0	0	178	23	0	14	0	6	0	0	0	0	0	333
7:30 AM	2	141	0	0	0	198	26	0	22	0	7	0	0	0	0	0	396
7:45 AM	2	157	2	0	1	184	24	0	25	0	9	0	0	0	0	0	404
8:00 AM	1	97	1	0	0	160	19	0	29	0	5	0	0	0	1	0	313
8:15 AM	5	108	0	0	0	177	18	0	21	0	6	0	0	1	0	0	336
8:30 AM	4	124	0	0	0	161	18	0	16	0	9	0	1	0	0	0	333
8:45 AM	2	110	2	0	0	157	9	0	29	0	4	0	0	0	1	0	314
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	19	934	5	0	1	1357	154	0	168	0	48	0	1	1	2	0	2690
	1.98%	97.49%	0.52%	0.00%	0.07%	89.75%	10.19%	0.00%	77.78%	0.00%	22.22%	0.00%	25.00%	25.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	10	503	3	0	1	719	87	0	97	0	27	0	0	1	1	0	1449
PEAK HR FACTOR :	0.500	0.801	0.375	0.000	0.250	0.908	0.837	0.000	0.836	0.000	0.750	0.000	0.000	0.250	0.250	0.000	0.897
	0.801				0.901				0.912				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	3	181	2	0	1	142	18	0	44	0	3	0	1	0	0	0	395
4:15 PM	2	183	0	0	0	127	23	0	28	0	3	0	0	0	1	0	367
4:30 PM	3	184	2	0	0	167	16	0	53	0	4	0	0	0	1	0	430
4:45 PM	6	168	1	0	0	171	28	0	42	0	9	0	0	0	2	0	427
5:00 PM	8	172	1	0	0	160	14	0	48	0	5	0	0	0	2	0	410
5:15 PM	5	179	1	0	0	161	14	0	39	1	4	0	0	0	1	0	405
5:30 PM	2	170	2	0	0	141	25	0	29	0	6	0	0	0	2	0	377
5:45 PM	4	174	1	0	0	164	21	0	35	0	4	0	1	0	0	0	404
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33	1411	10	0	1	1233	159	0	318	1	38	0	2	0	9	0	3215
	2.27%	97.04%	0.69%	0.00%	0.07%	88.51%	11.41%	0.00%	89.08%	0.28%	10.64%	0.00%	18.18%	0.00%	81.82%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	22	703	5	0	0	659	72	0	182	1	22	0	0	0	6	0	1672
PEAK HR FACTOR :	0.688	0.955	0.625	0.000	0.000	0.963	0.643	0.000	0.858	0.250	0.611	0.000	0.000	0.000	0.750	0.000	0.972
	0.966				0.918				0.899				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Van Cortlandt Ave/Montgomery St
City: Ossining
Control: Signalized

Project ID: 21-380002-004
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Van Cortlandt Ave/Montgomery St				Van Cortlandt Ave/Montgomery St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	2	85	5	0	8	126	1	0	1	1	5	0	22	0	6	0	262
7:15 AM	2	105	21	0	23	159	0	0	1	1	0	0	16	0	9	0	337
7:30 AM	1	127	41	0	28	184	0	0	0	0	1	0	27	0	11	0	420
7:45 AM	1	131	66	0	29	165	0	0	0	3	1	0	42	2	20	0	460
8:00 AM	1	95	14	0	19	148	1	0	1	1	1	0	23	0	11	0	315
8:15 AM	0	100	10	0	23	153	1	0	1	0	5	0	12	0	12	0	317
8:30 AM	0	112	43	0	15	160	0	0	0	0	4	0	12	0	22	0	368
8:45 AM	0	95	35	0	20	146	0	0	0	0	2	0	51	0	22	0	371
TOTAL VOLUMES :	NL 7	NT 850	NR 235	NU 0	SL 165	ST 1241	SR 3	SU 0	EL 4	ET 6	ER 19	EU 0	WL 205	WT 2	WR 113	WU 0	TOTAL 2850
APPROACH %'s :	0.64%	77.84%	21.52%	0.00%	11.71%	88.08%	0.21%	0.00%	13.79%	20.69%	65.52%	0.00%	64.06%	0.63%	35.31%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	458	142	0	99	656	1	0	2	5	3	0	108	2	51	0	1532
PEAK HR FACTOR :	0.625	0.874	0.538	0.000	0.853	0.891	0.250	0.000	0.500	0.417	0.750	0.000	0.643	0.250	0.638	0.000	0.833
	0.764				0.892				0.625				0.629				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	173	13	0	13	129	1	0	0	1	1	0	12	0	17	0	360
4:15 PM	3	169	8	0	9	119	0	0	1	1	4	0	9	0	20	0	343
4:30 PM	0	170	8	0	11	163	0	0	2	0	2	0	6	0	10	0	372
4:45 PM	4	170	6	0	5	176	0	0	2	2	0	0	8	0	5	0	378
5:00 PM	3	170	14	0	7	158	0	0	3	0	4	0	13	2	12	0	386
5:15 PM	1	177	17	0	7	158	1	0	0	0	1	0	7	0	4	0	373
5:30 PM	2	166	11	0	10	129	2	0	0	1	2	0	10	0	11	0	344
5:45 PM	3	171	11	0	9	162	0	0	2	0	0	0	8	0	8	0	374
TOTAL VOLUMES :	NL 16	NT 1366	NR 88	NU 0	SL 71	ST 1194	SR 4	SU 0	EL 10	ET 5	ER 14	EU 0	WL 73	WT 2	WR 87	WU 0	TOTAL 2930
APPROACH %'s :	1.09%	92.93%	5.99%	0.00%	5.59%	94.09%	0.32%	0.00%	34.48%	17.24%	48.28%	0.00%	45.06%	1.23%	53.70%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	8	687	45	0	30	655	1	0	7	2	7	0	34	2	31	0	1509
PEAK HR FACTOR :	0.500	0.970	0.662	0.000	0.682	0.930	0.250	0.000	0.583	0.250	0.438	0.000	0.654	0.250	0.646	0.000	0.977
	0.949				0.948				0.571				0.620				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & N Malcolm St
City: Ossining
Control: 1-Way Stop (EB)

Project ID: 21-380002-005
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				N Malcolm St				N Malcolm St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	3	93	0	0	0	149	4	0	7	0	16	0	0	0	0	0	272
7:15 AM	6	118	0	0	0	173	5	0	8	0	21	0	0	0	0	0	331
7:30 AM	10	178	0	0	0	201	2	0	12	0	22	0	0	0	0	0	425
7:45 AM	4	159	0	0	0	211	7	0	16	0	15	1	0	0	0	0	413
8:00 AM	6	105	0	0	0	170	2	0	5	0	21	0	0	0	0	0	309
8:15 AM	3	102	0	0	0	174	4	0	6	0	17	0	0	0	0	0	306
8:30 AM	9	155	0	0	0	165	1	0	4	0	22	0	0	0	0	0	356
8:45 AM	6	116	0	0	0	190	6	0	9	0	10	0	0	0	0	0	337
TOTAL VOLUMES :	NL 47	NT 1026	NR 0	NU 0	SL 0	ST 1433	SR 31	SU 0	EL 67	ET 0	ER 144	EU 1	WL 0	WT 0	WR 0	WU 0	TOTAL 2749
APPROACH %'s :	4.38%	95.62%	0.00%	0.00%	0.00%	97.88%	2.12%	0.00%	31.60%	0.00%	67.92%	0.47%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	26	560	0	0	0	755	16	0	41	0	79	1	0	0	0	0	1478
PEAK HR FACTOR :	0.650	0.787	0.000	0.000	0.000	0.895	0.571	0.000	0.641	0.000	0.898	0.250	0.000	0.000	0.000	0.000	0.869
	0.779				0.884				0.890								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	11	178	0	0	0	142	4	0	6	0	14	0	0	0	0	0	355
4:15 PM	13	179	0	0	0	133	8	0	4	0	12	0	0	0	0	0	349
4:30 PM	12	181	0	0	0	160	9	0	5	0	9	0	0	0	0	0	376
4:45 PM	9	170	0	0	0	181	4	0	7	0	24	0	0	0	0	0	395
5:00 PM	14	182	0	0	0	171	2	0	12	0	14	0	0	0	0	0	395
5:15 PM	15	181	0	0	0	149	4	0	9	0	11	0	0	0	0	0	369
5:30 PM	18	170	0	0	0	148	3	0	12	0	19	0	0	0	0	0	370
5:45 PM	11	177	0	0	0	154	7	0	6	0	18	0	0	0	0	0	373
TOTAL VOLUMES :	NL 103	NT 1418	NR 0	NU 0	SL 0	ST 1238	SR 41	SU 0	EL 61	ET 0	ER 121	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2982
APPROACH %'s :	6.77%	93.23%	0.00%	0.00%	0.00%	96.79%	3.21%	0.00%	33.52%	0.00%	66.48%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	50	714	0	0	0	661	19	0	33	0	58	0	0	0	0	0	1535
PEAK HR FACTOR :	0.833	0.981	0.000	0.000	0.000	0.913	0.528	0.000	0.688	0.000	0.604	0.000	0.000	0.000	0.000	0.000	0.972
	0.974				0.919				0.734								

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Havell St
City: Ossining
Control: 1-Way Stop (WB)

Project ID: 21-380002-006
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Havell St				Havell St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	93	4	0	1	155	0	0	0	0	0	0	10	0	3	0	266
7:15 AM	0	123	3	0	0	191	0	0	0	0	0	0	7	0	1	0	325
7:30 AM	0	171	2	0	2	220	0	0	0	0	0	0	4	0	5	0	404
7:45 AM	0	158	4	0	2	231	0	0	0	0	0	0	8	0	5	0	408
8:00 AM	0	118	9	0	2	186	0	0	0	0	0	0	13	0	1	0	329
8:15 AM	0	109	8	0	2	192	0	0	0	0	0	0	17	0	2	0	330
8:30 AM	0	153	11	0	1	191	0	0	0	0	0	0	5	0	7	0	368
8:45 AM	0	121	3	0	8	189	0	0	0	0	0	0	7	0	4	0	332
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1046	44	0	18	1555	0	0	0	0	0	0	71	0	28	0	2762
	0.00%	95.96%	4.04%	0.00%	1.14%	98.86%	0.00%	0.00%	0	0	0	0	71.72%	0.00%	28.28%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	556	23	0	8	829	0	0	0	0	0	0	42	0	13	0	1471
PEAK HR FACTOR :	0.000	0.813	0.639	0.000	1.000	0.897	0.000	0.000	0.000	0.000	0.000	0.000	0.618	0.000	0.650	0.000	0.901
	0.837				0.898								0.724				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	175	6	0	2	161	0	0	0	0	0	0	8	0	1	0	353
4:15 PM	0	201	8	0	3	144	0	0	0	0	0	0	3	0	2	0	361
4:30 PM	0	179	11	0	4	163	0	0	0	0	0	0	8	0	5	0	370
4:45 PM	0	189	8	0	8	183	0	0	0	0	0	0	7	0	7	0	402
5:00 PM	0	195	7	0	7	190	0	0	0	0	0	0	9	0	0	0	408
5:15 PM	0	190	5	0	1	159	0	0	0	0	0	0	4	0	4	0	363
5:30 PM	0	171	10	0	6	163	0	0	0	0	0	0	11	0	6	0	367
5:45 PM	0	192	16	0	4	160	0	0	0	0	0	0	5	0	3	0	380
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1492	71	0	35	1323	0	0	0	0	0	0	55	0	28	0	3004
	0.00%	95.46%	4.54%	0.00%	2.58%	97.42%	0.00%	0.00%	0	0	0	0	66.27%	0.00%	33.73%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	753	31	0	20	695	0	0	0	0	0	0	28	0	16	0	1543
PEAK HR FACTOR :	0.000	0.965	0.705	0.000	0.625	0.914	0.000	0.000	0.000	0.000	0.000	0.000	0.778	0.000	0.571	0.000	0.945
	0.970				0.907								0.786				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Denny St/Aqueduct St
City: Ossining
Control: 2-Way Stop (EB/WB)

Project ID: 21-380002-007
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Denny St/Aqueduct St				Denny St/Aqueduct St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	83	5	0	12	156	8	0	3	3	2	0	5	3	4	0	285
7:15 AM	1	112	3	0	11	173	5	0	4	4	4	0	3	4	18	0	342
7:30 AM	4	151	5	0	9	204	15	0	2	1	3	0	4	4	19	0	421
7:45 AM	1	158	3	0	12	211	6	0	8	0	4	0	3	1	15	0	422
8:00 AM	2	97	5	0	12	192	12	0	4	0	4	0	0	0	8	0	336
8:15 AM	1	106	2	0	6	185	8	0	2	1	2	0	2	2	8	0	325
8:30 AM	0	143	5	0	5	184	3	0	2	1	3	0	0	2	12	0	360
8:45 AM	3	116	3	1	13	176	11	0	2	0	2	0	4	4	12	0	347
TOTAL VOLUMES :	NL 13	NT 966	NR 31	NU 1	SL 80	ST 1481	SR 68	SU 0	EL 27	ET 10	ER 24	EU 0	WL 21	WT 20	WR 96	WU 0	TOTAL 2838
APPROACH %'s :	1.29%	95.55%	3.07%	0.10%	4.91%	90.91%	4.17%	0.00%	44.26%	16.39%	39.34%	0.00%	15.33%	14.60%	70.07%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	8	518	16	0	44	780	38	0	18	5	15	0	10	9	60	0	1521
PEAK HR FACTOR :	0.500	0.820	0.800	0.000	0.917	0.924	0.633	0.000	0.563	0.313	0.938	0.000	0.625	0.563	0.789	0.000	0.901
	0.836				0.941				0.792				0.731				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	3	179	6	0	6	140	9	0	2	0	7	0	3	3	13	0	371
4:15 PM	4	183	2	0	8	130	10	0	6	1	5	0	4	3	9	0	365
4:30 PM	3	182	2	0	9	157	7	0	3	0	2	0	1	2	11	0	379
4:45 PM	4	156	7	0	10	172	7	0	10	3	2	0	2	1	22	0	396
5:00 PM	1	172	11	0	21	165	11	0	3	5	1	0	7	2	13	0	412
5:15 PM	6	185	3	0	7	162	9	0	7	1	7	0	6	3	13	0	409
5:30 PM	7	167	8	0	6	150	4	0	8	3	2	0	11	4	18	0	388
5:45 PM	2	174	8	0	10	159	9	0	5	1	2	0	6	1	15	0	392
TOTAL VOLUMES :	NL 30	NT 1398	NR 47	NU 0	SL 77	ST 1235	SR 66	SU 0	EL 44	ET 14	ER 28	EU 0	WL 40	WT 19	WR 114	WU 0	TOTAL 3112
APPROACH %'s :	2.03%	94.78%	3.19%	0.00%	5.59%	89.62%	4.79%	0.00%	51.16%	16.28%	32.56%	0.00%	23.12%	10.98%	65.90%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	18	680	29	0	44	649	31	0	28	12	12	0	26	10	66	0	1605
PEAK HR FACTOR :	0.643	0.919	0.659	0.000	0.524	0.943	0.705	0.000	0.700	0.600	0.429	0.000	0.591	0.625	0.750	0.000	0.974
	0.937				0.919				0.867				0.773				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Croton Ave/Broadway
City: Ossining
Control: Signalized

Project ID: 21-380002-008
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Croton Ave/Broadway				Croton Ave/Broadway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:00 AM	4	62	37	0	52	115	2	0	0	0	3	0	53	7	18	0	353
7:15 AM	2	92	39	0	34	144	0	0	0	0	5	0	43	6	23	0	388
7:30 AM	0	113	40	0	54	143	1	0	0	0	12	0	50	6	47	0	466
7:45 AM	6	126	33	0	50	164	2	0	0	0	5	0	74	8	47	0	515
8:00 AM	2	79	52	0	49	161	1	0	0	0	9	0	56	7	27	0	443
8:15 AM	2	74	42	0	37	134	3	0	0	0	6	0	40	7	35	0	380
8:30 AM	2	117	57	0	41	156	6	0	0	0	7	0	71	9	34	0	500
8:45 AM	3	86	43	0	46	129	1	0	0	0	4	0	82	9	32	0	435
TOTAL VOLUMES :	NL 21	NT 749	NR 343	NU 0	SL 363	ST 1146	SR 16	SU 0	EL 0	ET 0	ER 51	EU 0	WL 469	WT 59	WR 263	WU 0	TOTAL 3480
APPROACH %'s :	1.89%	67.30%	30.82%	0.00%	23.80%	75.15%	1.05%	0.00%	0.00%	0.00%	100.00%	0.00%	59.29%	7.46%	33.25%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	396	184	0	177	615	12	0	0	0	27	0	241	31	143	0	1838
PEAK HR FACTOR :	0.500	0.786	0.807	0.000	0.885	0.938	0.500	0.000	0.000	0.000	0.750	0.000	0.814	0.861	0.761	0.000	0.892
	0.841				0.931				0.750				0.804				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:00 PM	2	147	39	0	29	122	0	0	0	0	6	0	61	11	55	0	472
4:15 PM	1	138	55	0	28	99	3	0	0	0	6	0	79	6	36	0	451
4:30 PM	2	147	44	0	21	124	0	0	0	0	7	0	80	7	40	0	472
4:45 PM	4	131	56	0	46	146	2	0	0	0	10	0	84	12	35	0	526
5:00 PM	4	155	45	0	43	133	1	0	0	0	13	0	94	6	38	0	532
5:15 PM	5	139	36	0	50	129	0	0	0	0	8	0	74	7	44	0	492
5:30 PM	3	151	51	0	35	117	6	0	0	0	8	0	71	12	45	0	499
5:45 PM	7	132	52	1	43	130	0	0	0	0	8	0	65	14	45	0	497
TOTAL VOLUMES :	NL 28	NT 1140	NR 378	NU 1	SL 295	ST 1000	SR 12	SU 0	EL 0	ET 0	ER 66	EU 0	WL 608	WT 75	WR 338	WU 0	TOTAL 3941
APPROACH %'s :	1.81%	73.69%	24.43%	0.06%	22.57%	76.51%	0.92%	0.00%	0.00%	0.00%	100.00%	0.00%	59.55%	7.35%	33.10%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	16	576	188	0	174	525	9	0	0	0	39	0	323	37	162	0	2049
PEAK HR FACTOR :	0.800	0.929	0.839	0.000	0.870	0.899	0.375	0.000	0.000	0.000	0.750	0.000	0.859	0.771	0.900	0.000	0.963
	0.951				0.912				0.750				0.946				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Main St
City: Ossining
Control: Signalized

Project ID: 21-380002-009
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	1.5 ST	0.5 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	8	110	0	0	0	109	65	0	0	0	0	0	0	0	0	0	292
7:15 AM	8	141	0	0	0	124	59	0	0	0	0	0	0	0	0	0	332
7:30 AM	13	161	0	0	0	144	73	0	0	0	0	0	0	0	0	0	391
7:45 AM	10	170	0	0	0	158	88	0	0	0	0	0	0	0	0	0	426
8:00 AM	19	139	0	0	0	165	52	0	0	0	0	0	0	0	0	0	375
8:15 AM	17	129	0	0	0	126	65	0	0	0	0	0	0	0	0	0	337
8:30 AM	20	156	0	0	0	166	58	0	0	0	0	0	0	0	0	0	400
8:45 AM	8	140	0	0	0	148	72	0	0	0	0	0	0	0	0	0	368
TOTAL VOLUMES :	NL 103	NT 1146	NR 0	NU 0	SL 0	ST 1140	SR 532	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2921
APPROACH %'s :	8.25%	91.75%	0.00%	0.00%	0.00%	68.18%	31.82%	0.00%									
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	66	594	0	0	0	615	263	0	0	0	0	0	0	0	0	0	1538
PEAK HR FACTOR :	0.825	0.874	0.000	0.000	0.000	0.926	0.747	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.903
	0.917				0.892												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	1.5 ST	0.5 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	21	204	0	0	0	130	62	0	0	0	0	0	0	0	0	0	417
4:15 PM	22	204	0	0	0	101	79	0	0	0	0	0	0	0	0	0	406
4:30 PM	23	208	0	0	0	140	77	0	0	0	0	0	0	0	0	0	448
4:45 PM	19	198	0	0	0	149	91	0	0	0	0	0	0	0	0	0	457
5:00 PM	12	199	0	0	0	159	70	0	0	0	0	0	0	0	0	0	440
5:15 PM	23	191	0	0	0	144	70	0	0	0	0	0	0	0	0	0	428
5:30 PM	17	210	0	0	0	124	70	0	0	0	0	0	0	0	0	0	421
5:45 PM	25	169	0	0	0	116	84	0	0	0	0	0	0	0	0	0	394
TOTAL VOLUMES :	NL 162	NT 1583	NR 0	NU 0	SL 0	ST 1063	SR 603	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3411
APPROACH %'s :	9.28%	90.72%	0.00%	0.00%	0.00%	63.81%	36.19%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	77	796	0	0	0	592	308	0	0	0	0	0	0	0	0	0	1773
PEAK HR FACTOR :	0.837	0.957	0.000	0.000	0.000	0.931	0.846	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.970
	0.945				0.938												

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Ellis Pl
City: Ossining
Control: 1-Way Stop(WB)

Project ID: 21-380002-010
Date: 2/24/2021

Data - Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Ellis Pl				Ellis Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:00 AM	0	115	11	0	0	115	0	0	0	0	0	0	0	0	7	0	248
7:15 AM	0	140	19	0	0	120	0	0	0	0	0	0	0	0	12	0	291
7:30 AM	0	142	22	0	0	141	0	0	0	0	0	0	0	0	17	0	322
7:45 AM	0	176	21	0	0	162	0	0	0	0	0	0	0	0	12	0	371
8:00 AM	0	153	23	0	0	159	0	0	0	0	0	0	0	0	13	0	348
8:15 AM	0	127	11	0	0	135	0	0	0	0	0	0	0	0	14	0	287
8:30 AM	0	158	12	0	0	155	0	0	0	0	0	0	0	0	12	0	337
8:45 AM	0	146	12	0	0	156	0	0	0	0	0	0	0	0	10	0	324
TOTAL VOLUMES :	NL 0	NT 1157	NR 131	NU 0	SL 0	ST 1143	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 97	WU 0	TOTAL 2528
APPROACH %'s :	0.00%	89.83%	10.17%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	614	67	0	0	611	0	0	0	0	0	0	0	0	51	0	1343
PEAK HR FACTOR :	0.000	0.872	0.728	0.000	0.000	0.943	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.911	0.000	0.905
	0.864				0.943								0.911				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:00 PM	0	222	20	0	0	118	0	0	0	0	0	0	0	0	18	0	378
4:15 PM	0	203	22	0	0	115	0	0	0	0	0	0	0	0	12	0	352
4:30 PM	0	214	18	0	0	135	0	0	0	0	0	0	0	0	18	0	385
4:45 PM	0	192	19	0	0	139	0	0	0	0	0	0	0	0	15	0	365
5:00 PM	0	203	23	0	0	169	0	0	0	0	0	0	0	0	11	0	406
5:15 PM	0	212	19	0	0	146	0	0	0	0	0	0	0	0	15	0	392
5:30 PM	0	205	33	0	0	122	0	0	0	0	0	0	0	0	9	0	369
5:45 PM	0	194	21	0	0	119	0	0	0	0	0	0	0	0	9	0	343
TOTAL VOLUMES :	NL 0	NT 1645	NR 175	NU 0	SL 0	ST 1063	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 107	WU 0	TOTAL 2990
APPROACH %'s :	0.00%	90.38%	9.62%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	821	79	0	0	589	0	0	0	0	0	0	0	0	59	0	1548
PEAK HR FACTOR :	0.000	0.959	0.859	0.000	0.000	0.871	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.819	0.000	0.953
	0.970				0.871								0.819				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Highland Ave & Church St
City: Ossining
Control: Signalized

Project ID: 21-380002-011
Date: 2/24/2021

Data - Total

NS/EW Streets:		N Highland Ave				N Highland Ave				Church St				Church St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
	7:00 AM	0	81	0	0	0	112	0	0	39	0	7	0	0	0	0	0	239
	7:15 AM	0	87	0	0	0	122	0	0	64	0	6	0	0	0	0	0	279
	7:30 AM	0	97	0	0	0	144	0	0	74	0	8	0	0	0	0	0	323
	7:45 AM	0	116	0	0	0	151	0	0	78	0	17	0	0	0	0	0	362
	8:00 AM	0	125	0	0	0	163	0	0	53	0	9	0	0	0	0	0	350
	8:15 AM	0	96	0	0	0	139	0	0	58	0	7	0	0	0	0	0	300
	8:30 AM	0	83	0	0	0	153	0	0	77	0	17	0	0	0	0	0	330
	8:45 AM	0	109	0	0	0	157	0	0	45	0	10	0	0	0	0	0	321
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	794	0	0	0	1141	0	0	488	0	81	0	0	0	0	0	2504
PEAK HR :		07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :		0	420	0	0	0	606	0	0	266	0	50	0	0	0	0	0	1342
PEAK HR FACTOR :		0.000	0.840	0.000	0.000	0.000	0.929	0.000	0.000	0.853	0.000	0.735	0.000	0.000	0.000	0.000	0.000	0.927
		0.840				0.929				0.832								

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
		0	145	0	0	0	114	0	0	93	0	31	0	0	0	0	0	383
	4:15 PM	0	166	0	0	0	122	0	0	75	0	23	0	0	0	0	0	386
	4:30 PM	0	120	0	0	0	131	0	0	101	0	32	0	0	0	0	0	384
	4:45 PM	0	124	0	0	0	139	0	0	91	0	22	0	0	0	0	0	376
	5:00 PM	0	156	0	0	0	161	0	0	78	0	56	0	0	0	0	0	451
	5:15 PM	0	145	0	0	0	149	0	0	74	0	38	0	0	0	0	0	406
	5:30 PM	0	165	0	0	0	131	0	0	69	0	30	0	0	0	0	0	395
	5:45 PM	0	143	0	0	0	114	0	0	74	0	25	0	0	0	0	0	356
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	1164	0	0	0	1061	0	0	655	0	257	0	0	0	0	0	3137
PEAK HR :		04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :		0	590	0	0	0	580	0	0	312	0	146	0	0	0	0	0	1628
PEAK HR FACTOR :		0.000	0.894	0.000	0.000	0.000	0.901	0.000	0.000	0.857	0.000	0.652	0.000	0.000	0.000	0.000	0.000	0.902
		0.894				0.901				0.854								

National Data & Surveying Services Intersection Turning Movement Count

Location: S Highland Ave & Maple Pl
City: Ossining
Control: 1-Way Stop(EB)

Project ID: 21-380002-012
Date: 2/24/2021

Data - Total

NS/EW Streets:	S Highland Ave				S Highland Ave				Maple Pl				Maple Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	78	0	0	0	114	2	0	0	0	9	0	0	0	0	0	205
7:15 AM	1	78	0	0	0	144	2	0	0	0	9	0	0	0	0	0	234
7:30 AM	6	103	0	0	0	144	1	0	0	0	9	0	0	0	0	0	263
7:45 AM	2	126	0	0	0	172	3	0	0	0	8	0	0	0	0	0	311
8:00 AM	3	106	0	0	0	161	2	0	0	0	8	0	0	0	0	0	280
8:15 AM	2	97	0	0	0	136	5	0	1	0	3	0	0	0	0	0	244
8:30 AM	3	84	0	0	0	157	6	0	0	0	6	0	0	0	0	0	256
8:45 AM	5	110	0	0	0	162	10	0	0	0	10	0	0	0	0	0	297
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	24	782	0	0	0	1190	31	0	1	0	62	0	0	0	0	0	2090
	2.98%	97.02%	0.00%	0.00%	0.00%	97.46%	2.54%	0.00%	1.59%	0.00%	98.41%	0.00%	0	0	0	0	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	13	432	0	0	0	613	11	0	1	0	28	0	0	0	0	0	1098
PEAK HR FACTOR :	0.542	0.857	0.000	0.000	0.000	0.891	0.550	0.000	0.250	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.883
	0.869				0.891				0.806								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	5	142	0	0	0	143	5	0	0	0	10	0	0	0	0	0	305
4:15 PM	7	169	0	0	0	136	7	0	0	0	12	0	0	0	0	0	331
4:30 PM	10	124	0	0	0	161	8	0	0	0	13	0	0	0	0	0	316
4:45 PM	12	132	0	0	0	142	5	0	0	0	15	0	0	0	0	0	306
5:00 PM	8	149	0	0	0	221	8	0	0	0	8	0	0	0	0	0	394
5:15 PM	9	153	0	0	0	166	11	0	0	0	14	0	0	0	0	0	353
5:30 PM	5	157	0	0	0	159	9	0	0	0	9	0	0	0	0	0	339
5:45 PM	5	143	0	0	0	133	5	0	0	0	7	0	0	0	0	0	293
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	61	1169	0	0	0	1261	58	0	0	0	88	0	0	0	0	0	2637
	4.96%	95.04%	0.00%	0.00%	0.00%	95.60%	4.40%	0.00%	0.00%	0.00%	100.00%	0.00%	0	0	0	0	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	34	591	0	0	0	688	33	0	0	0	46	0	0	0	0	0	1392
PEAK HR FACTOR :	0.708	0.941	0.000	0.000	0.000	0.778	0.750	0.000	0.000	0.000	0.767	0.000	0.000	0.000	0.000	0.000	0.883
	0.965				0.787				0.767								

National Data & Surveying Services Intersection Turning Movement Count

Location: S Highland Ave & Emwilton Pl/Waller Ave
City: Ossining
Control: Signalized

Project ID: 21-380002-013
Date: 2/24/2021

Data - Total

NS/EW Streets:	S Highland Ave				S Highland Ave				Emwilton Pl/Waller Ave				Emwilton Pl/Waller Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
7:00 AM	6	69	30	0	19	96	2	0	6	26	0	0	15	15	1	0	285
7:15 AM	2	79	34	0	29	125	3	0	2	29	10	0	22	16	8	0	359
7:30 AM	1	94	38	0	24	127	4	0	5	32	3	0	37	18	14	0	397
7:45 AM	3	99	28	0	29	148	1	0	7	39	4	0	50	19	22	0	449
8:00 AM	8	96	24	0	20	146	2	0	6	13	3	0	24	17	4	0	363
8:15 AM	6	84	30	0	20	128	2	0	1	22	3	0	36	20	5	0	357
8:30 AM	4	84	23	0	16	133	1	0	3	19	6	0	43	18	6	0	356
8:45 AM	3	100	23	0	21	145	4	0	4	20	4	0	39	9	9	0	381
TOTAL VOLUMES :	NL 33	NT 705	NR 230	NU 0	SL 178	ST 1048	SR 19	SU 0	EL 34	ET 200	ER 33	EU 0	WL 266	WT 132	WR 69	WU 0	TOTAL 2947
APPROACH %'s :	3.41%	72.83%	23.76%	0.00%	14.30%	84.18%	1.53%	0.00%	12.73%	74.91%	12.36%	0.00%	56.96%	28.27%	14.78%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	14	368	124	0	102	546	10	0	20	113	20	0	133	70	48	0	1568
PEAK HR FACTOR :	0.438	0.929	0.816	0.000	0.879	0.922	0.625	0.000	0.714	0.724	0.500	0.000	0.665	0.921	0.545	0.000	0.873
	0.951				0.924				0.765				0.690				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
4:00 PM	18	150	32	0	20	134	2	0	9	23	13	0	38	28	4	0	471
4:15 PM	8	150	30	0	29	113	3	0	2	34	1	0	47	21	4	0	442
4:30 PM	16	128	25	0	22	139	12	0	3	34	9	0	55	20	13	0	476
4:45 PM	10	133	37	0	42	111	8	0	5	32	9	0	56	39	12	0	494
5:00 PM	5	134	41	0	55	161	9	0	3	22	11	0	58	31	12	0	542
5:15 PM	13	141	29	0	28	154	6	0	8	26	5	0	59	22	8	0	499
5:30 PM	20	155	36	0	29	126	5	0	2	14	12	0	49	34	10	0	492
5:45 PM	14	128	23	0	30	111	7	0	7	25	8	0	57	25	6	0	441
TOTAL VOLUMES :	NL 104	NT 1119	NR 253	NU 0	SL 255	ST 1049	SR 52	SU 0	EL 39	ET 210	ER 68	EU 0	WL 419	WT 220	WR 69	WU 0	TOTAL 3857
APPROACH %'s :	7.05%	75.81%	17.14%	0.00%	18.81%	77.36%	3.83%	0.00%	12.30%	66.25%	21.45%	0.00%	59.18%	31.07%	9.75%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	48	563	143	0	154	552	28	0	18	94	37	0	222	126	42	0	2027
PEAK HR FACTOR :	0.600	0.908	0.872	0.000	0.700	0.857	0.778	0.000	0.563	0.734	0.771	0.000	0.941	0.808	0.875	0.000	0.935
	0.893				0.816				0.810				0.911				

National Data & Surveying Services Intersection Turning Movement Count

Location: S Highland Ave & Cedar PI
City: Ossining
Control: No Control

Project ID: 21-380002-014
Date: 2/24/2021

Data - Total

NS/EW Streets:	S Highland Ave				S Highland Ave				Cedar PI				Cedar PI				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	100	0	0	0	126	0	0	0	0	0	0	0	0	1	0	227
7:15 AM	1	118	1	0	1	157	0	0	0	0	0	0	1	0	0	0	279
7:30 AM	1	129	0	1	0	157	1	0	0	0	0	0	0	0	2	0	291
7:45 AM	0	115	1	0	1	197	1	2	2	0	1	0	0	0	3	0	323
8:00 AM	0	135	2	0	0	181	0	0	0	0	0	0	1	0	1	0	320
8:15 AM	1	108	0	1	1	156	0	0	0	0	1	0	2	0	0	0	270
8:30 AM	0	126	1	0	0	171	0	0	0	0	0	0	1	0	0	0	299
8:45 AM	1	109	0	0	1	195	0	0	1	0	0	0	1	0	0	0	308
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	940	5	2	4	1340	2	2	3	0	2	0	6	0	7	0	2317
	0.42%	98.84%	0.53%	0.21%	0.30%	99.41%	0.15%	0.15%	60.00%	0.00%	40.00%	0.00%	46.15%	0.00%	53.85%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	497	4	1	2	692	2	2	2	0	1	0	2	0	6	0	1213
PEAK HR FACTOR :	0.500	0.920	0.500	0.250	0.500	0.878	0.500	0.250	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.000	0.939
	0.920				0.868				0.250				0.667				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	195	0	0	1	173	1	0	2	0	0	0	0	0	1	0	373
4:15 PM	1	193	0	0	0	176	1	0	0	0	0	0	0	0	0	0	371
4:30 PM	1	174	0	0	0	189	1	1	1	0	0	0	0	0	1	0	368
4:45 PM	1	165	1	0	0	193	0	0	1	0	0	0	1	0	0	0	362
5:00 PM	0	189	0	1	0	216	0	0	1	0	1	0	0	0	0	0	408
5:15 PM	0	177	2	0	0	212	1	0	0	0	2	0	0	0	0	0	394
5:30 PM	1	205	0	0	1	190	1	0	1	0	0	0	0	0	2	0	401
5:45 PM	1	169	0	0	0	173	2	0	0	0	0	0	0	0	1	0	346
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	1467	3	1	2	1522	7	1	6	0	3	0	1	0	5	0	3023
	0.34%	99.39%	0.20%	0.07%	0.13%	99.35%	0.46%	0.07%	66.67%	0.00%	33.33%	0.00%	16.67%	0.00%	83.33%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	736	3	1	1	811	2	0	3	0	3	0	1	0	2	0	1565
PEAK HR FACTOR :	0.500	0.898	0.375	0.250	0.250	0.939	0.500	0.000	0.750	0.000	0.375	0.000	0.250	0.000	0.250	0.000	0.959
	0.900				0.942				0.750				0.375				

APPENDIX E

Technical Memo & Correspondence Regarding Calibration

MEMORANDUM



ENGINEERS
PLANNERS
SURVEYORS

Project: US Route 9 Road Diet Study; CM Project No. 120-314
Re: Accounting for the Novel Coronavirus Pandemic/COVID-19

It is important to note that the Novel Coronavirus/COVID-19 pandemic was anticipated to have an effect on the TMCs. This impact is indicated in the chart above showing the 2021 combined hourly volumes being lower than the 2018 NYSDOT combined hourly volumes. As owner of the roadway and a key stakeholder in this project, the NYSDOT was consulted on best practices for calibrating 2021 traffic data so that an existing conditions model would appropriately reflect “pre-pandemic” traffic. The Department indicated that 2021 volumes on US Route 9 and Croton Ave (NYS Route 133) would need to be compared to historical data and calibration factors calculated which would then be applied to the TMCs. Additionally, special consideration should be made to account for the absence of commuter traffic bound to/from Ossining Rail Road Station. Table 2.1 compares the historical combined peak study period volumes on US Route 9 and Croton Ave to the 2021 ATRs¹.

Table 2.1 – US Route 9 2018 vs 2021 Combined Peak Study Period Volumes

US Route 9	AM Peak Period (7:00 AM-9:00AM)	PM Peak Period (4:00 PM-6:00PM)
2018	2354	2661
2021	2137	2516
Percent Difference	-9.2%	-5.4%
Croton Ave	AM Peak Period (7:00 AM-9:00AM)	PM Peak Period (4:00 PM-6:00PM)
2019	1643	1675
2021	1436	1573
Percent Difference	-12.5%	-6.0%

Based on the above data, calibration factors were calculated for each roadway during each study period. Table 2.2 summarizes these calibration factors.

Table 2.2 – Novel Coronavirus/COVID-19 General Calibration Factors

Roadway	AM Peak Period (7:00 AM-9:00AM)	PM Peak Period (4:00 PM-6:00PM)
US Route 9	1.102	1.058
Croton Ave	1.144	1.065

The Village Engineer was consulted and it was determined that the general routes of commuters to/from Ossining Railroad Station are Snowden Avenue and Main Street. Using a similar methodology used for determining the general corridor calibration factors, historical data published by the NYSDOT and from previous traffic impact studies was used to calculate calibration factors that could then be applied to turning movements at the specific intersections.

A comparison of the sum of the as-counted hourly westbound trips from the US Route 9/Snowden Avenue intersection during the AM study peak periods (7:00 AM to 9:00 AM) to the 2016 NYSDOT ATR volumes shows that the 2021 as-counted volumes are -32% lower in the 7-8AM hour period and 31% higher in the 8-9AM hour period. The eastbound trips in the AM as well as both directions’ trips in the PM were higher by 21% or more. Therefore, the 2021 as-counted AM peak hour westbound trips departing US Route 9/Snowden intersection were factored up by 1.464 with the increase being distributed to the northbound left and southbound right based on each’s percent contribution. The northbound and southbound through movements would be factored up by 1.102 as discussed to account for the impacts of the pandemic. These increases were then be balanced between intersections throughout the corridor. The 2021 calibrated PM peak hour trips were not be adjusted.

¹ A fifth ATR collected 24-hour volume data at approximately the same location as NYSDOT ATR Station ID 870645; 360 feet north of Elizabeth St.

MEMORANDUM

Accounting for the Novel Coronavirus Pandemic/COVID-19

A comparison of the sum of the as-counted hourly westbound volumes from the US Route 9/Main Street intersection during the study peak periods (7:00 AM to 9:00 AM/4:00 PM to 6:00PM) to the 2015 NYSDOT ATR volumes shows that the 2021 as-counted volumes are -13% lower in the AM hours and +5% higher in the PM hours. A comparison of the 2021 as-counted volumes to the 2016 counts conducted for the Main Street/Spring Street Improvements Report prepared by Maser Consulting, dated October 3, 2016, shows that the 2021 as-counted volumes are -10.1% lower during the AM study peak hour (7:15 AM to 8:15 AM) and +26.5% higher in the PM study peak hour (4:30 PM to 5:30 PM). Therefore, the 2021 as-counted AM peak hour westbound volumes departing US Route 9/Main St intersection were factored up by 1.151 with the increase being distributed to the northbound left and southbound right based on each's percent contribution. The northbound and southbound through movements would be increased by 1.102 as discussed to account for the impacts of the pandemic. These increases were then be balanced between intersections throughout the corridor. The 2021 calibrated PM peak hour trips were not be adjusted.

On April 22, 2021, a virtual meeting was held with the NYSDOT representative engineer, the Village engineer, the Village Police Chief, and the Assistant Village Administrator to review the existing conditions model simulated using Synchro Version 10 software. During this meeting the representatives were able to comment on the model and provide local knowledge on how well it mirrored existing "pre-pandemic" conditions. These discussions were then used to further refine the model that is used as the basis for the study.

Starke Hipp

From: Parker, David S. (DOT) <David.Parker@dot.ny.gov>
Sent: Tuesday, March 30, 2021 3:47 PM
To: Starke Hipp
Cc: Mondello, Lisa (DOT); Frank Filiciotto; Mark Sargent
Subject: Reply: Ossining Road Diet; Volume Calibration

Follow Up Flag: Follow up
Due By: Wednesday, March 31, 2021 11:00 AM
Flag Status: Completed

Dear Starke Hipp:

This correspondence is in response to your below email requesting the concurrence of NYSDOT with the method for calibrating the modeling of traffic counts for the Ossining Road Diet Study.

The method for calculating the percent difference is acceptable. The percent differences determined for each roadway should be used as calculated for AM and PM periods (those shown in the tables). Do not use weighted average the calculations. For the intersection of Route 9 and Route 133 use the values determined for Route 133 on the Route 133 approach and the values determined for Route 9 on the Route 9 approach. These differences can be used to generate a present day normal condition. From here you will need to use your growth factors to project out into the future.

Two things that should be considered as part of the model for traffic on Route 9:

First is the modeling of traffic to and from the train station. Your model should state how this is included.

Second is whether a separate growth factor and percent difference calculation should be used south of Route 133 for Route 9. There is a count south of the study limits that shows a growth unlike other counts on Route 9. As we discussed, this count may be too far from your study to impact the counts you are modeling. If you are not using this count you should present the reasoning behind this decision.

Respectfully,

David Parker

David Parker

Transportation Analyst – Regional Traffic and Safety Group

New York State Department of Transportation, Hudson Valley Region

4 Burnett Boulevard, Poughkeepsie, NY 12603

(845)437-3320 | david.parker@dot.ny.gov

www.dot.ny.gov



From: Starke Hipp <shipp@cmellp.com>
Sent: Monday, March 29, 2021 9:29 AM
To: Parker, David S. (DOT) <David.Parker@dot.ny.gov>
Cc: Frank Filiciotto <ffiliciotto@cmellp.com>; Mark Sargent <MSargent@cmellp.com>; Mark Nadolny <MNadolny@cmellp.com>; Fior Perez <FPerez@cmellp.com>
Subject: Ossining Road Diet; Volume Calibration

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello David,

We completed our data collection along the US Route 9 corridor which included an additional ATR on NYS Route 133 to study daily traffic volumes along the roadway. Before proceeding with any modeling of the existing conditions, we wanted to check in with you to get concurrence on an acceptable calibration factor to apply to the counted data that would account for the effects of the ongoing COVID-19 pandemic.

Foreseeing the need to calibrate our data to historical data published by the NYSDOT, we installed two ATRs in the following locations which correspond to NYSDOT Count Stations:

- US Route 9 between Cedar Ln and Westview Ave | NYSDOT ATR Station ID 870053
- NYS Route 133 approximately 360 feet north of Elizabeth St | NYSDOT ATR Station ID 870645

The tables below summarize the comparison of the 2021 observed volumes to the historical data published by the NYSDOT:

US Route 9 Combined Volumes	AM Peak Period (7:00 AM-9:00AM)	PM Peak Period (4:00 PM-6:00PM)
2018	2354	2661
2021	2137	2516
Percent Difference	-9.2%	-5.4%

NYS Route 133 Combined Volumes	AM Peak Period (7:00 AM-9:00AM)	PM Peak Period (4:00 PM-6:00PM)
2019	1643	1675
2021	1436	1573
Percent Difference	-12.5%	-6.0%

The data in the tables above shows that the average AM peak period percent difference is -10.8% and the average PM peak period percent difference is -5.7%. For that reason, we propose to apply a +10% factor in the AM peak period and a +6.0% in the PM peak period to the total intersection volumes counted in 2021 with each movement being increased based on a weighted average.

Please let us know if this is an acceptable method for calibrating the 2021 counts to account for the impacts of the COVID-19 pandemic. If you have any questions please feel free to contact us at any time.

Thanks,

Starke W. Hipp, PE

NY, NC
Project Engineer

direct 914.800.9205
office 914.800.9201

APPENDIX F

Level of Service & Arterial Level of Service Reports

Draft

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6th Edition (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

Exhibits 20-2/21-8:
Level-of-Service Criteria for Stop Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c \geq 1.0$
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

EXISTING 2021
LOS REPORTS

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
Existing 2021_AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	156	2	680	122	2	888
Future Volume (vph)	156	2	680	122	2	888
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	12	12	12	16	16
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0			5.0
Lane Util. Factor	1.00		0.95			1.00
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	1.00		0.98			1.00
Flt Protected	0.95		1.00			1.00
Satd. Flow (prot)	2085		3390			2011
Flt Permitted	0.95		1.00			1.00
Satd. Flow (perm)	2085		3390			2009
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	173	2	756	136	2	987
RTOR Reduction (vph)	0	0	15	0	0	0
Lane Group Flow (vph)	175	0	877	0	0	989
Confl. Peds. (#/hr)	1	1		3	3	
Heavy Vehicles (%)	3%	0%	4%	2%	0%	6%
Turn Type	Perm		NA		Perm	NA
Protected Phases			1 3			1
Permitted Phases	4				1	
Actuated Green, G (s)	14.9		71.3			50.1
Effective Green, g (s)	14.9		71.3			50.1
Actuated g/C Ratio	0.15		0.74			0.52
Clearance Time (s)	5.0					5.0
Vehicle Extension (s)	2.0					3.0
Lane Grp Cap (vph)	322		2512			1046
v/s Ratio Prot			c0.26			
v/s Ratio Perm	c0.08					c0.49
v/c Ratio	0.54		0.35			0.95
Uniform Delay, d1	37.5		4.3			21.8
Progression Factor	1.00		0.00			1.00
Incremental Delay, d2	1.0		0.1			17.4
Delay (s)	38.5		0.1			39.2
Level of Service	D		A			D
Approach Delay (s)	38.5		0.1			39.2
Approach LOS	D		A			D
Intersection Summary						
HCM 2000 Control Delay			22.2		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.76			
Actuated Cycle Length (s)			96.2		Sum of lost time (s)	15.0
Intersection Capacity Utilization			65.4%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
Existing 2021_AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	WT			TT	TT	
Traffic Volume (vph)	99	34	15	703	909	135
Future Volume (vph)	99	34	15	703	909	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			0.95	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	0.99			1.00	1.00	
Frt	0.97			1.00	0.98	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1651			3412	3347	
Flt Permitted	0.96			0.71	1.00	
Satd. Flow (perm)	1651			2418	3347	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	111	38	17	790	1021	152
RTOR Reduction (vph)	12	0	0	0	11	0
Lane Group Flow (vph)	137	0	0	807	1162	0
Confl. Peds. (#/hr)	8	1	1			1
Heavy Vehicles (%)	1%	19%	38%	5%	6%	2%
Turn Type	Perm		Perm	NA	NA	
Protected Phases				1	1 4	
Permitted Phases	3		1			
Actuated Green, G (s)	16.2			50.1	70.0	
Effective Green, g (s)	16.2			50.1	70.0	
Actuated g/C Ratio	0.17			0.52	0.73	
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	278			1259	2435	
v/s Ratio Prot					c0.35	
v/s Ratio Perm	c0.08			c0.33		
v/c Ratio	0.49			0.64	0.48	
Uniform Delay, d1	36.3			16.6	5.5	
Progression Factor	1.00			1.00	0.29	
Incremental Delay, d2	1.4			2.5	0.0	
Delay (s)	37.6			19.1	1.6	
Level of Service	D			B	A	
Approach Delay (s)	37.6			19.1	1.6	
Approach LOS	D			B	A	
Intersection Summary						
HCM 2000 Control Delay			10.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			96.2		Sum of lost time (s)	15.0
Intersection Capacity Utilization			46.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave
Existing 2021_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	18	13	204	4	101	4	613	235	149	792	2
Future Volume (veh/h)	4	18	13	204	4	101	4	613	235	149	792	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2022	2097	2052	1900	1841	1841	1988	1973	2018
Adj Flow Rate, veh/h	5	21	15	234	5	116	5	705	270	171	910	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	5	0	3	0	4	4	2	3	0
Cap, veh/h	76	254	161	341	6	132	48	1514	577	262	1479	3
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	103	1026	651	1075	23	533	3	2415	920	317	2360	5
Grp Volume(v), veh/h	41	0	0	355	0	0	538	0	442	418	0	665
Grp Sat Flow(s),veh/h/ln	1780	0	0	1631	0	0	1834	0	1505	888	0	1794
Q Serve(g_s), s	0.0	0.0	0.0	15.2	0.0	0.0	0.0	0.0	12.4	19.5	0.0	17.5
Cycle Q Clear(g_c), s	1.4	0.0	0.0	16.6	0.0	0.0	12.3	0.0	12.4	31.9	0.0	17.5
Prop In Lane	0.12		0.37	0.66		0.33	0.01		0.61	0.41		0.00
Lane Grp Cap(c), veh/h	492	0	0	479	0	0	1195	0	943	620	0	1125
V/C Ratio(X)	0.08	0.00	0.00	0.74	0.00	0.00	0.45	0.00	0.47	0.67	0.00	0.59
Avail Cap(c_a), veh/h	602	0	0	584	0	0	1195	0	943	620	0	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	28.7	0.0	0.0	7.9	0.0	7.9	12.8	0.0	8.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.0	0.0	0.0	1.2	0.0	1.7	5.8	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	6.8	0.0	0.0	4.5	0.0	3.8	6.1	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	0.0	32.7	0.0	0.0	9.1	0.0	9.5	18.5	0.0	11.1
LnGrp LOS	C	A	A	C	A	A	A	A	A	B	A	B
Approach Vol, veh/h		41			355			980			1083	
Approach Delay, s/veh		23.2			32.7			9.3			14.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		24.8		55.0		24.8				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0				
Max Q Clear Time (g_c+l1), s		33.9		18.6		14.4		3.4				
Green Ext Time (p_c), s		7.8		1.2		8.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				15.0								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	11.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	55	87	31	797	988	21
Future Vol, veh/h	55	87	31	797	988	21
Conflicting Peds, #/hr	0	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	4	8	8	7	6
Mvmt Flow	63	100	36	916	1136	24
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1682	585	1164	0	-	0
Stage 1	1152	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Critical Hdwy	6.8	6.98	4.26	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.28	-	-	-
Pot Cap-1 Maneuver	87	449	563	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	447	561	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	150.9	1.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	561	-	153	-	-	
HCM Lane V/C Ratio	0.064	-	1.067	-	-	
HCM Control Delay (s)	11.9	0.7	150.9	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	8.5	-	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	16	812	21	8	1067
Future Vol, veh/h	35	16	812	21	8	1067
Conflicting Peds, #/hr	0	0	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	8	0	0	7
Mvmt Flow	39	18	902	23	9	1186
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1538	476	0	0	938	0
Stage 1	927	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	84	520	-	-	739	-
Stage 1	300	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	514	-	-	730	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	69.3	0		0.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 109		730	-	
HCM Lane V/C Ratio	-	- 0.52		0.012	-	
HCM Control Delay (s)	-	- 69.3		10	0.2	
HCM Lane LOS	-	- F		A	A	
HCM 95th %tile Q(veh)	-	- 2.4		0	-	

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	6	17	11	10	80	10	729	19	56	997	49
Future Vol, veh/h	24	6	17	11	10	80	10	729	19	56	997	49
Conflicting Peds, #/hr	1	0	8	8	0	1	1	0	6	6	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	0	0	0	0	2	0	9	6	2	7	0
Mvmt Flow	27	7	19	12	11	89	11	810	21	62	1108	54

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1694	2119	590	1539	2136	423	1163	0	0	837	0	0
Stage 1	1260	1260	-	849	849	-	-	-	-	-	-	-
Stage 2	434	859	-	690	1287	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.5	6.9	6.9	5.9	6.64	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.62	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4	3.3	3.5	4	3.32	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	51	456	104	71	600	608	-	-	793	-	-
Stage 1	174	244	-	376	438	-	-	-	-	-	-	-
Stage 2	560	376	-	456	293	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	34	38	452	69	53	596	607	-	-	788	-	-
Mov Cap-2 Maneuver	34	38	-	69	53	-	-	-	-	-	-	-
Stage 1	168	189	-	361	420	-	-	-	-	-	-	-
Stage 2	448	361	-	324	226	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	252.1		40.6		0.3		1.4	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	607	-	-	52 209	788	-	-
HCM Lane V/C Ratio	0.018	-	-	1.004 0.537	0.079	-	-
HCM Control Delay (s)	11	0.2	-	252.1 40.6	10	1	-
HCM Lane LOS	B	A	-	F E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.4 2.8	0.3	-	-

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave
Existing 2021_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	34	255	31	197	11	561	188	239	782	4
Future Volume (vph)	0	0	34	255	31	197	11	561	188	239	782	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	11	11	16	11	11	11
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes			1.00	1.00	0.98		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.88		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1439	1666	1481		1777	3296	1682	1581	3161	
Flt Permitted			1.00	0.95	0.99		0.32	1.00	1.00	0.25	1.00	
Satd. Flow (perm)			1439	1666	1481		596	3296	1682	421	3161	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	39	290	35	224	12	638	214	272	889	5
RTOR Reduction (vph)	0	0	36	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3	261	288	0	13	638	214	272	894	0
Confl. Peds. (#/hr)						9	13		5	5		13
Heavy Vehicles (%)	0%	0%	6%	6%	0%	10%	0%	8%	8%	7%	7%	0%
Turn Type			Prot	Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases			4	3	3		5	2		1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			6.8	25.9	25.9		36.9	36.0	36.0	56.7	50.8	
Effective Green, g (s)			6.8	25.9	25.9		36.9	36.0	36.0	56.7	50.8	
Actuated g/C Ratio			0.07	0.25	0.25		0.35	0.34	0.34	0.54	0.49	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)			93	413	367		220	1136	580	403	1538	
v/s Ratio Prot			c0.00	0.16	c0.19		0.00	0.19		c0.10	0.28	
v/s Ratio Perm							0.02		0.13	c0.27		
v/c Ratio			0.03	0.63	0.78		0.06	0.56	0.37	0.67	0.58	
Uniform Delay, d1			45.7	35.0	36.6		22.0	27.8	25.7	15.1	19.2	
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2			0.0	3.5	11.1		0.0	2.0	1.8	3.5	1.6	
Delay (s)			45.7	38.5	47.7		22.0	29.8	27.5	18.6	20.8	
Level of Service			D	D	D		C	C	C	B	C	
Approach Delay (s)		45.7			43.4			29.1			20.3	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.4			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			104.4			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			55.5%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
Existing 2021_AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			LT	TH	TH	LT
Traffic Volume (vph)	0	0	60	789	723	348
Future Volume (vph)	0	0	60	789	723	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1857	3475	3129	
Flt Permitted			0.22	1.00	1.00	
Satd. Flow (perm)			433	3475	3129	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	67	887	812	391
RTOR Reduction (vph)	0	0	0	0	41	0
Lane Group Flow (vph)	0	0	67	887	1162	0
Confl. Peds. (#/hr)			9			9
Heavy Vehicles (%)	0%	0%	0%	7%	6%	8%
Turn Type			Perm	NA	NA	
Protected Phases				1	1	
Permitted Phases			1			
Actuated Green, G (s)			41.6	41.6	41.6	
Effective Green, g (s)			41.6	41.6	41.6	
Actuated g/C Ratio			0.76	0.76	0.76	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)			328	2633	2370	
v/s Ratio Prot				0.26	0.37	
v/s Ratio Perm			0.15			
v/c Ratio			0.20	0.34	0.49	
Uniform Delay, d1			1.9	2.2	2.6	
Progression Factor			1.00	1.00	1.00	
Incremental Delay, d2			1.4	0.3	0.7	
Delay (s)			3.3	2.5	3.3	
Level of Service			A	A	A	
Approach Delay (s)	0.0			2.6	3.3	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			3.0	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			54.9	Sum of lost time (s)		10.0
Intersection Capacity Utilization			43.9%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	67	782	97	0	723
Future Vol, veh/h	0	67	782	97	0	723
Conflicting Peds, #/hr	0	0	0	19	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	7	1	0	6
Mvmt Flow	0	74	869	108	0	803
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	508	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.84	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	596	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	585	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 585		-		
HCM Lane V/C Ratio	-	- 0.127		-		
HCM Control Delay (s)	-	- 12		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.4		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
Existing 2021_AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	327	44	0	552	723	0
Future Volume (vph)	327	44	0	552	723	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	11
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		6.0	6.0	
Lane Util. Factor	0.97	1.00		0.95	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	2954	1162		3443	3273	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	2954	1162		3443	3273	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	359	48	0	607	795	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	359	48	0	607	795	0
Confl. Peds. (#/hr)		16				
Heavy Vehicles (%)	4%	18%	0%	8%	7%	0%
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	20.7	13.2		25.8	25.8	
Effective Green, g (s)	20.7	13.2		25.8	25.8	
Actuated g/C Ratio	0.36	0.23		0.45	0.45	
Clearance Time (s)		5.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0	
Lane Grp Cap (vph)	1063	266		1544	1468	
v/s Ratio Prot	c0.12			0.18	c0.24	
v/s Ratio Perm		0.04				
v/c Ratio	0.34	0.18		0.39	0.54	
Uniform Delay, d1	13.4	17.8		10.6	11.5	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.3		0.2	0.4	
Delay (s)	13.6	18.1		10.8	12.0	
Level of Service	B	B		B	B	
Approach Delay (s)	14.1			10.8	12.0	
Approach LOS	B			B	B	
Intersection Summary						
HCM 2000 Control Delay		12.0		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.50				
Actuated Cycle Length (s)		57.5		Sum of lost time (s)		16.0
Intersection Capacity Utilization		38.5%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖↗	↖↗	
Traffic Vol, veh/h	0	37	14	552	757	10
Future Vol, veh/h	0	37	14	552	757	10
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	0	8	7	13
Mvmt Flow	0	43	16	634	870	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	452	892	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	8.16	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	0	475	769	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	469	759	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.4	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	759	-	469	-	-	
HCM Lane V/C Ratio	0.021	-	0.091	-	-	
HCM Control Delay (s)	9.8	0.2	13.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton Pl
Existing 2021_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	181	37	161	83	66	17	451	129	167	619	8
Future Volume (veh/h)	49	181	37	161	83	66	17	451	129	167	619	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1900	1781	1885	1737	1900	1796	1841	1826	1811	1900
Adj Flow Rate, veh/h	56	208	43	185	95	76	20	518	148	192	711	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	10	6	0	8	1	11	0	7	4	5	6	0
Cap, veh/h	347	455	94	291	301	241	384	1148	326	443	1765	22
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.01	0.44	0.44	0.08	0.51	0.51
Sat Flow, veh/h	1119	1448	299	1063	957	766	1810	2606	740	1739	3478	44
Grp Volume(v), veh/h	56	0	251	185	0	171	20	338	328	192	352	368
Grp Sat Flow(s),veh/h/ln	1119	0	1747	1063	0	1723	1810	1706	1640	1739	1721	1802
Q Serve(g_s), s	3.6	0.0	10.4	15.3	0.0	6.9	0.6	12.6	12.7	5.2	11.5	11.5
Cycle Q Clear(g_c), s	10.5	0.0	10.4	25.8	0.0	6.9	0.6	12.6	12.7	5.2	11.5	11.5
Prop In Lane	1.00		0.17	1.00		0.44	1.00		0.45	1.00		0.02
Lane Grp Cap(c), veh/h	347	0	549	291	0	542	384	752	722	443	873	914
V/C Ratio(X)	0.16	0.00	0.46	0.64	0.00	0.32	0.05	0.45	0.45	0.43	0.40	0.40
Avail Cap(c_a), veh/h	364	0	577	308	0	569	659	752	722	591	873	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	24.9	35.2	0.0	23.7	13.9	17.7	17.8	12.3	13.9	13.9
Incr Delay (d2), s/veh	0.8	0.0	2.1	8.5	0.0	1.2	0.0	1.9	2.1	0.2	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	4.6	4.6	0.0	2.9	0.2	5.2	5.0	1.9	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	27.1	43.7	0.0	24.9	13.9	19.7	19.8	12.5	15.2	15.2
LnGrp LOS	C	A	C	D	A	C	B	B	B	B	B	B
Approach Vol, veh/h		307			356			686			912	
Approach Delay, s/veh		27.3			34.7			19.6			14.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	45.0		33.6	6.2	51.1		33.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+l1), s	7.2	14.7		27.8	2.6	13.5		12.5				
Green Ext Time (p_c), s	0.2	2.9		0.8	0.0	3.0		3.6				
Intersection Summary												
HCM 6th Ctrl Delay				21.0								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	589	4	2	815
Future Vol, veh/h	2	8	589	4	2	815
Conflicting Peds, #/hr	1	2	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	50	0	7	25	0	6
Mvmt Flow	2	9	627	4	2	867
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1086	336	0	0	649	0
Stage 1	647	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	4	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	269	731	-	-	947	-
Stage 1	533	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	263	717	-	-	931	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.9	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 533		931	-	
HCM Lane V/C Ratio	-	- 0.02		0.002	-	
HCM Control Delay (s)	-	- 11.9		8.9	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
Existing 2021_PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	114	10	804	146	15	668
Future Volume (vph)	114	10	804	146	15	668
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	12	12	12	16	16
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0			5.0
Lane Util. Factor	1.00		0.95			1.00
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.99		0.98			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	2100		3456			2089
Flt Permitted	0.96		1.00			0.97
Satd. Flow (perm)	2100		3456			2033
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	118	10	829	151	15	689
RTOR Reduction (vph)	3	0	15	0	0	0
Lane Group Flow (vph)	125	0	965	0	0	704
Confl. Peds. (#/hr)				3	3	
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%
Turn Type	Perm		NA		Perm	NA
Protected Phases			1 3			1
Permitted Phases	4				1	
Actuated Green, G (s)	13.7		73.5			50.1
Effective Green, g (s)	13.7		73.5			50.1
Actuated g/C Ratio	0.14		0.76			0.52
Clearance Time (s)	5.0					5.0
Vehicle Extension (s)	2.0					3.0
Lane Grp Cap (vph)	295		2613			1047
v/s Ratio Prot			c0.28			
v/s Ratio Perm	c0.06					c0.35
v/c Ratio	0.42		0.37			0.67
Uniform Delay, d1	38.1		4.0			17.5
Progression Factor	1.00		0.06			1.00
Incremental Delay, d2	0.4		0.1			3.4
Delay (s)	38.5		0.3			20.9
Level of Service	D		A			C
Approach Delay (s)	38.5		0.3			20.9
Approach LOS	D		A			C
Intersection Summary						
HCM 2000 Control Delay			11.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			97.2		Sum of lost time (s)	15.0
Intersection Capacity Utilization			62.5%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
Existing 2021_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	193	23	23	757	706	76
Future Volume (vph)	193	23	23	757	706	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			0.95	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.99			1.00	0.99	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1774			3531	3476	
Flt Permitted	0.96			0.67	1.00	
Satd. Flow (perm)	1774			2359	3476	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	199	24	24	780	728	78
RTOR Reduction (vph)	4	0	0	0	8	0
Lane Group Flow (vph)	219	0	0	804	798	0
Confl. Peds. (#/hr)	1		6			6
Heavy Vehicles (%)	1%	0%	5%	2%	2%	3%
Turn Type	Perm		Perm	NA	NA	
Protected Phases				1	1 4	
Permitted Phases	3		1			
Actuated Green, G (s)	18.4			50.1	68.8	
Effective Green, g (s)	18.4			50.1	68.8	
Actuated g/C Ratio	0.19			0.52	0.71	
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	335			1215	2460	
v/s Ratio Prot					c0.23	
v/s Ratio Perm	c0.12			c0.34		
v/c Ratio	0.65			0.66	0.32	
Uniform Delay, d1	36.5			17.3	5.4	
Progression Factor	1.00			1.00	0.19	
Incremental Delay, d2	4.5			2.8	0.0	
Delay (s)	41.0			20.2	1.1	
Level of Service	D			C	A	
Approach Delay (s)	41.0			20.2	1.1	
Approach LOS	D			C	A	
Intersection Summary						
HCM 2000 Control Delay			14.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			97.2		Sum of lost time (s)	15.0
Intersection Capacity Utilization			58.0%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave
Existing 2021_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	7	36	2	33	8	740	49	32	696	1
Future Volume (veh/h)	7	2	7	36	2	33	8	740	49	32	696	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2052	2097	2097	1900	1870	1900	1973	1988	2018
Adj Flow Rate, veh/h	7	2	7	37	2	34	8	755	50	33	710	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	3	0	0	0	2	0	3	2	0
Cap, veh/h	127	47	75	149	29	85	61	2446	161	129	2620	4
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	457	430	690	629	270	784	8	3294	216	95	3528	5
Grp Volume(v), veh/h	16	0	0	73	0	0	429	0	384	375	0	369
Grp Sat Flow(s),veh/h/ln	1577	0	0	1684	0	0	1858	0	1661	1820	0	1808
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	5.2	0.0	0.0	4.4
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.5	0.0	0.0	5.2	0.0	5.2	4.0	0.0	4.4
Prop In Lane	0.44		0.44	0.51		0.47	0.02		0.13	0.09		0.00
Lane Grp Cap(c), veh/h	249	0	0	264	0	0	1434	0	1233	1409	0	1343
V/C Ratio(X)	0.06	0.00	0.00	0.28	0.00	0.00	0.30	0.00	0.31	0.27	0.00	0.28
Avail Cap(c_a), veh/h	640	0	0	689	0	0	1434	0	1233	1409	0	1343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	0.0	27.8	0.0	0.0	2.9	0.0	2.9	2.8	0.0	2.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.7	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.1	0.0	0.0	1.3	0.0	1.2	1.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	0.0	28.4	0.0	0.0	3.4	0.0	3.6	3.2	0.0	3.3
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		16			73			813			744	
Approach Delay, s/veh		27.1			28.4			3.5			3.3	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		12.3		55.0		12.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0				
Max Q Clear Time (g_c+I1), s		6.4		4.5		7.2		2.6				
Green Ext Time (p_c), s		5.7		0.3		6.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				4.7								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	35	63	53	762	719	20
Future Vol, veh/h	35	63	53	762	719	20
Conflicting Peds, #/hr	0	3	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	2	2	0
Mvmt Flow	36	65	55	786	741	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1268	397	775	0	-	0
Stage 1	765	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.8	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	163	602	850	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	593	839	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	25.4	1.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	839	-	276	-	-	
HCM Lane V/C Ratio	0.065	-	0.366	-	-	
HCM Control Delay (s)	9.6	0.5	25.4	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	17	798	33	21	761
Future Vol, veh/h	31	17	798	33	21	761
Conflicting Peds, #/hr	1	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	75	0
Mvmt Flow	33	18	840	35	22	801
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1316	450	0	0	887	0
Stage 1	870	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	5.6	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.95	-
Pot Cap-1 Maneuver	122	541	-	-	432	-
Stage 1	325	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	535	-	-	427	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	40	0		1		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 152		427	-	
HCM Lane V/C Ratio	-	- 0.332		0.052	-	
HCM Control Delay (s)	-	- 40		13.9	0.6	
HCM Lane LOS	-	- E		B	A	
HCM 95th %tile Q(veh)	-	- 1.4		0.2	-	

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	10	13	17	8	62	15	745	24	50	706	36
Future Vol, veh/h	24	10	13	17	8	62	15	745	24	50	706	36
Conflicting Peds, #/hr	3	0	11	11	0	3	25	0	17	17	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	25	10	13	18	8	64	15	768	25	52	728	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1297	1716	419	1312	1722	417	790	0	0	810	0	0
Stage 1	876	876	-	828	828	-	-	-	-	-	-	-
Stage 2	421	840	-	484	894	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	6.9	5.9	6.6	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	121	91	589	147	120	611	839	-	-	825	-	-
Stage 1	314	369	-	386	446	-	-	-	-	-	-	-
Stage 2	586	384	-	583	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	88	75	569	112	99	599	819	-	-	812	-	-
Mov Cap-2 Maneuver	88	75	-	112	99	-	-	-	-	-	-	-
Stage 1	296	320	-	367	425	-	-	-	-	-	-	-
Stage 2	495	366	-	484	365	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	61.3		26.1		0.4		1.1	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	819	-	-	110 259	812	-	-
HCM Lane V/C Ratio	0.019	-	-	0.44 0.346	0.063	-	-
HCM Control Delay (s)	9.5	0.2	-	61.3 26.1	9.7	0.5	-
HCM Lane LOS	A	A	-	F D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9 1.5	0.2	-	-

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave

Existing 2021_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	40	354	34	170	16	613	191	169	563	3
Future Volume (vph)	0	0	40	354	34	170	16	613	191	169	563	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	11	11	16	11	11	11
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes			1.00	1.00	0.95		1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		0.99	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.91		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1525	1749	1567		1760	3490	1749	1674	3283	
Flt Permitted			1.00	0.95	0.99		0.43	1.00	1.00	0.26	1.00	
Satd. Flow (perm)			1525	1749	1567		791	3490	1749	460	3283	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	42	373	36	179	17	645	201	178	593	3
RTOR Reduction (vph)	0	0	39	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3	302	286	0	17	645	201	178	596	0
Confl. Peds. (#/hr)						58	49		18	18		49
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	2%	2%	1%	3%	0%
Turn Type			Prot	Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases			4	3	3		5	2		1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			6.6	24.9	24.9		37.9	35.9	35.9	52.3	45.3	
Effective Green, g (s)			6.6	24.9	24.9		37.9	35.9	35.9	52.3	45.3	
Actuated g/C Ratio			0.07	0.25	0.25		0.38	0.36	0.36	0.53	0.46	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)			101	440	394		323	1268	635	383	1505	
v/s Ratio Prot			c0.00	0.17	c0.18		0.00	c0.18		c0.05	0.18	
v/s Ratio Perm							0.02		0.11	0.19		
v/c Ratio			0.03	0.69	0.73		0.05	0.51	0.32	0.46	0.40	
Uniform Delay, d1			43.1	33.4	33.8		19.0	24.6	22.6	13.7	17.7	
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2			0.0	4.8	7.0		0.0	1.5	1.3	0.3	0.8	
Delay (s)			43.1	38.2	40.8		19.0	26.0	23.9	14.0	18.5	
Level of Service			D	D	D		B	C	C	B	B	
Approach Delay (s)		43.1			39.5			25.4			17.5	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			26.7			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			98.8			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			56.0%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
Existing 2021_PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	82	858	630	327
Future Volume (vph)	0	0	82	858	630	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1837	3681	3249	
Flt Permitted			0.29	1.00	1.00	
Satd. Flow (perm)			557	3681	3249	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	85	885	649	337
RTOR Reduction (vph)	0	0	0	0	47	0
Lane Group Flow (vph)	0	0	85	885	939	0
Confl. Peds. (#/hr)			12			12
Heavy Vehicles (%)	0%	0%	1%	1%	2%	3%
Turn Type			Perm	NA	NA	
Protected Phases				1	1	
Permitted Phases			1			
Actuated Green, G (s)			41.6	41.6	41.6	
Effective Green, g (s)			41.6	41.6	41.6	
Actuated g/C Ratio			0.76	0.76	0.76	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)			422	2789	2461	
v/s Ratio Prot				0.24	0.29	
v/s Ratio Perm			0.15			
v/c Ratio			0.20	0.32	0.38	
Uniform Delay, d1			1.9	2.1	2.3	
Progression Factor			1.00	1.00	1.00	
Incremental Delay, d2			1.1	0.3	0.5	
Delay (s)			3.0	2.4	2.7	
Level of Service			A	A	A	
Approach Delay (s)	0.0			2.5	2.7	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			2.6	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.35			
Actuated Cycle Length (s)			54.9	Sum of lost time (s)		10.0
Intersection Capacity Utilization			41.2%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	878	85	0	630
Future Vol, veh/h	0	62	878	85	0	630
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	0	2
Mvmt Flow	0	65	924	89	0	663
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	512	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.84	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	593	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	590	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.9	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	590		-		
HCM Lane V/C Ratio	-	0.111		-		
HCM Control Delay (s)	-	11.9		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.4		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
Existing 2021_PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	369	157	0	594	630	0
Future Volume (vph)	369	157	0	594	630	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	11
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		6.0	6.0	
Lane Util. Factor	0.97	1.00		0.95	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3012	1349		3681	3467	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	3012	1349		3681	3467	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	410	174	0	660	700	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	410	174	0	660	700	0
Confl. Peds. (#/hr)		15	7			7
Heavy Vehicles (%)	2%	2%	0%	1%	1%	0%
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	22.4	15.1		24.8	24.8	
Effective Green, g (s)	22.4	15.1		24.8	24.8	
Actuated g/C Ratio	0.38	0.26		0.43	0.43	
Clearance Time (s)		5.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0	
Lane Grp Cap (vph)	1159	349		1568	1477	
v/s Ratio Prot	c0.14			0.18	c0.20	
v/s Ratio Perm		c0.13				
v/c Ratio	0.35	0.50		0.42	0.47	
Uniform Delay, d1	12.7	18.3		11.7	12.0	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.1		0.2	0.2	
Delay (s)	12.9	19.5		11.9	12.3	
Level of Service	B	B		B	B	
Approach Delay (s)	14.9			11.9	12.3	
Approach LOS	B			B	B	
Intersection Summary						
HCM 2000 Control Delay		12.9		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.50				
Actuated Cycle Length (s)		58.2		Sum of lost time (s)		16.0
Intersection Capacity Utilization		37.8%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖↗	↖↗	
Traffic Vol, veh/h	0	53	41	594	752	35
Future Vol, veh/h	0	53	41	594	752	35
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	1	2	3
Mvmt Flow	0	61	47	683	864	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	463	915	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	8.14	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	0	468	754	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	462	744	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	744	-	462	-	-	
HCM Lane V/C Ratio	0.063	-	0.132	-	-	
HCM Control Delay (s)	10.2	0.5	14	-	-	
HCM Lane LOS	B	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton Pl
Existing 2021_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	121	36	241	118	48	47	567	140	159	609	37
Future Volume (veh/h)	20	121	36	241	118	48	47	567	140	159	609	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1856	1900	1900	1900	1900	1885	1870	1870	1870	1856
Adj Flow Rate, veh/h	22	130	39	259	127	52	51	610	151	171	655	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	0	3	0	0	0	0	1	2	2	2	3
Cap, veh/h	356	436	131	377	398	163	412	1271	314	418	1677	102
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.03	0.45	0.45	0.07	0.49	0.49
Sat Flow, veh/h	1171	1400	420	1229	1277	523	1810	2838	701	1781	3400	207
Grp Volume(v), veh/h	22	0	169	259	0	179	51	384	377	171	342	353
Grp Sat Flow(s),veh/h/ln	1171	0	1820	1229	0	1800	1810	1791	1749	1781	1777	1830
Q Serve(g_s), s	1.3	0.0	6.3	18.1	0.0	6.8	1.4	13.5	13.5	4.4	10.8	10.8
Cycle Q Clear(g_c), s	8.1	0.0	6.3	24.4	0.0	6.8	1.4	13.5	13.5	4.4	10.8	10.8
Prop In Lane	1.00		0.23	1.00		0.29	1.00		0.40	1.00		0.11
Lane Grp Cap(c), veh/h	356	0	567	377	0	561	412	802	783	418	876	903
V/C Ratio(X)	0.06	0.00	0.30	0.69	0.00	0.32	0.12	0.48	0.48	0.41	0.39	0.39
Avail Cap(c_a), veh/h	385	0	611	407	0	605	667	802	783	588	876	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	23.3	32.6	0.0	23.5	12.9	17.3	17.4	12.4	14.2	14.2
Incr Delay (d2), s/veh	0.3	0.0	1.1	8.4	0.0	1.2	0.0	2.0	2.1	0.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.8	6.1	0.0	3.0	0.5	5.8	5.7	1.7	4.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	24.4	41.0	0.0	24.7	13.0	19.4	19.5	12.6	15.5	15.5
LnGrp LOS	C	A	C	D	A	C	B	B	B	B	B	B
Approach Vol, veh/h		191			438			812			866	
Approach Delay, s/veh		24.7			34.3			19.0			14.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	45.0		32.8	7.4	49.1		32.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+l1), s	6.4	15.5		26.4	3.4	12.8		10.1				
Green Ext Time (p_c), s	0.1	3.3		1.4	0.0	2.9		2.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.9								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	753	3	0	886
Future Vol, veh/h	1	1	753	3	0	886
Conflicting Peds, #/hr	1	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	1	1	801	3	0	943

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1284	411	0	0	812
Stage 1	811	-	-	-	-
Stage 2	473	-	-	-	-
Critical Hdwy	4.8	5.9	-	-	4.1
Critical Hdwy Stg 1	3.8	-	-	-	-
Critical Hdwy Stg 2	3.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	325	668	-	-	823
Stage 1	632	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	322	662	-	-	817
Mov Cap-2 Maneuver	322	-	-	-	-
Stage 1	627	-	-	-	-
Stage 2	778	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	817
HCM Lane V/C Ratio	-	-	0.005	-
HCM Control Delay (s)	-	-	13.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	0.4	4.2	0.0	31
Cedar Pl	14	0.1	3.3	0.0	29
Emwilton Pl	13	15.8	22.7	0.1	9
	17	1.6	6.9	0.0	23
Maple Pl	12	0.3	4.3	0.0	27
Church St	11	11.8	22.1	0.1	14
Ellis Pl	10	2.1	5.3	0.0	19
Main St	9	8.3	12.6	0.0	10
Eastern Ave	22	10.7	14.8	0.0	8
Croton Ave	8	30.6	33.7	0.0	2
	28	2.3	13.9	0.1	26
Denny St	7	1.8	10.1	0.1	26
Havell St	6	1.0	8.1	0.1	25
North Malcolm St	5	1.1	10.4	0.1	27
Van Corlandt Ave	4	8.2	15.5	0.1	14
Snowden Ave	3	13.2	27.6	0.1	17
Cedar Ln	2	1.8	7.5	0.0	20
Total		111.2	223.0	0.9	15

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 211.3

Arterial Level of Service: SB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	23.7	34.8	0.1	9
Snowden Ave	3	3.4	9.1	0.0	17
Montgomery St	4	17.9	32.5	0.1	14
North Malcolm St	5	1.6	9.0	0.1	24
Havell St	6	0.5	10.1	0.1	28
Aqueduct St	7	1.5	8.4	0.1	25
	28	0.7	9.2	0.1	28
Broadway	8	21.9	33.1	0.1	11
Eastern Ave	22	2.2	5.6	0.0	14
Main St	9	5.7	9.8	0.0	12
Ellis Pl	10	2.2	6.4	0.0	20
Church St	11	9.4	12.5	0.0	8
Maple Pl	12	1.9	12.1	0.1	25
	17	0.9	5.0	0.0	23
Waller Ave	13	11.3	16.2	0.0	10
Cedar Pl	14	5.5	12.7	0.1	16
	16	0.7	3.9	0.0	24
Total		111.1	230.3	1.0	16

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 191.6

Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

This time is reduced from total.

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	0.5	4.7	0.0	30
Cedar Pl	14	0.2	3.3	0.0	28
Emwilton Pl	13	18.2	25.1	0.1	8
	17	1.9	7.1	0.0	22
Maple Pl	12	1.0	5.0	0.0	24
Church St	11	22.1	32.5	0.1	9
Ellis Pl	10	7.7	10.8	0.0	9
Main St	9	23.3	27.9	0.0	5
Eastern Ave	22	33.2	37.3	0.0	3
Croton Ave	8	46.0	49.3	0.0	2
	28	2.5	13.9	0.1	25
Denny St	7	2.1	10.5	0.1	25
Havell St	6	1.5	8.7	0.1	24
North Malcolm St	5	1.4	10.7	0.1	26
Van Corlandt Ave	4	5.3	13.0	0.1	17
Snowden Ave	3	14.7	29.6	0.1	16
Cedar Ln	2	2.3	8.1	0.0	19
Total		183.9	297.5	0.9	11

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 289.5

Arterial Level of Service: SB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	22.4	32.4	0.1	9
Snowden Ave	3	3.1	8.8	0.0	17
Montgomery St	4	4.8	20.0	0.1	24
North Malcolm St	5	1.0	8.7	0.1	25
Havell St	6	1.1	10.6	0.1	27
Aqueduct St	7	1.4	8.2	0.1	25
	28	0.6	9.1	0.1	29
Broadway	8	32.5	43.7	0.1	8
Eastern Ave	22	2.5	5.9	0.0	13
Main St	9	6.0	10.1	0.0	12
Ellis Pl	10	5.1	9.3	0.0	14
Church St	11	15.7	18.7	0.0	5
Maple Pl	12	2.8	13.2	0.1	23
	17	0.8	5.0	0.0	23
Waller Ave	13	11.0	15.9	0.0	10
Cedar Pl	14	5.4	12.7	0.1	16
	16	0.6	3.8	0.0	25
Total		116.8	236.2	1.0	15

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 200.0

Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

This time is reduced from total.

NULL 2032
LOS REPORTS

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
No-Build 2032_AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	165	2	718	129	2	938
Future Volume (vph)	165	2	718	129	2	938
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	12	12	12	16	16
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0			5.0
Lane Util. Factor	1.00		0.95			1.00
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	1.00		0.98			1.00
Flt Protected	0.95		1.00			1.00
Satd. Flow (prot)	2085		3391			2011
Flt Permitted	0.95		1.00			1.00
Satd. Flow (perm)	2085		3391			2009
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	183	2	798	143	2	1042
RTOR Reduction (vph)	0	0	15	0	0	0
Lane Group Flow (vph)	185	0	926	0	0	1044
Confl. Peds. (#/hr)	1	1		3	3	
Heavy Vehicles (%)	3%	0%	4%	2%	0%	6%
Turn Type	Perm		NA		Perm	NA
Protected Phases			1 3			1
Permitted Phases	4				1	
Actuated Green, G (s)	15.0		71.8			50.1
Effective Green, g (s)	15.0		71.8			50.1
Actuated g/C Ratio	0.15		0.74			0.52
Clearance Time (s)	5.0					5.0
Vehicle Extension (s)	2.0					3.0
Lane Grp Cap (vph)	323		2515			1039
v/s Ratio Prot			c0.27			
v/s Ratio Perm	c0.09					c0.52
v/c Ratio	0.57		0.37			1.00
Uniform Delay, d1	37.9		4.4			23.3
Progression Factor	1.00		0.00			1.00
Incremental Delay, d2	1.5		0.1			29.1
Delay (s)	39.5		0.1			52.4
Level of Service	D		A			D
Approach Delay (s)	39.5		0.1			52.4
Approach LOS	D		A			D
Intersection Summary						
HCM 2000 Control Delay			28.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.81			
Actuated Cycle Length (s)			96.8		Sum of lost time (s)	15.0
Intersection Capacity Utilization			68.6%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
No-Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	104	36	16	743	961	142
Future Volume (vph)	104	36	16	743	961	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			0.95	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	0.99			1.00	1.00	
Frt	0.97			1.00	0.98	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1652			3412	3347	
Flt Permitted	0.96			0.70	1.00	
Satd. Flow (perm)	1652			2395	3347	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	117	40	18	835	1080	160
RTOR Reduction (vph)	12	0	0	0	11	0
Lane Group Flow (vph)	145	0	0	853	1229	0
Confl. Peds. (#/hr)	8	1	1			1
Heavy Vehicles (%)	1%	19%	38%	5%	6%	2%
Turn Type	Perm		Perm	NA	NA	
Protected Phases				1	1	4
Permitted Phases	3		1			
Actuated Green, G (s)	16.7			50.1	70.1	
Effective Green, g (s)	16.7			50.1	70.1	
Actuated g/C Ratio	0.17			0.52	0.72	
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	285			1239	2423	
v/s Ratio Prot					c0.37	
v/s Ratio Perm	c0.09			c0.36		
v/c Ratio	0.51			0.69	0.51	
Uniform Delay, d1	36.3			17.5	5.8	
Progression Factor	1.00			1.00	0.30	
Incremental Delay, d2	1.4			3.1	0.0	
Delay (s)	37.7			20.6	1.8	
Level of Service	D			C	A	
Approach Delay (s)	37.7			20.6	1.8	
Approach LOS	D			C	A	
Intersection Summary						
HCM 2000 Control Delay			11.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			96.8		Sum of lost time (s)	15.0
Intersection Capacity Utilization			48.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave

No-Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	18	14	215	4	107	4	648	248	158	837	2
Future Volume (veh/h)	4	18	14	215	4	107	4	648	248	158	837	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2022	2097	2052	1900	1841	1841	1988	1973	2018
Adj Flow Rate, veh/h	5	21	16	247	5	123	5	745	285	182	962	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	5	0	3	0	4	4	2	3	0
Cap, veh/h	76	258	175	351	6	138	47	1493	568	248	1415	3
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	102	998	677	1073	22	534	3	2416	919	298	2291	5
Grp Volume(v), veh/h	42	0	0	375	0	0	568	0	467	429	0	717
Grp Sat Flow(s),veh/h/ln	1777	0	0	1629	0	0	1833	0	1505	800	0	1794
Q Serve(g_s), s	0.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0	13.9	26.5	0.0	20.6
Cycle Q Clear(g_c), s	1.5	0.0	0.0	17.9	0.0	0.0	13.8	0.0	13.9	40.4	0.0	20.6
Prop In Lane	0.12		0.38	0.66		0.33	0.01		0.61	0.42		0.00
Lane Grp Cap(c), veh/h	509	0	0	495	0	0	1178	0	930	557	0	1109
V/C Ratio(X)	0.08	0.00	0.00	0.76	0.00	0.00	0.48	0.00	0.50	0.77	0.00	0.65
Avail Cap(c_a), veh/h	594	0	0	576	0	0	1178	0	930	557	0	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	0.0	28.7	0.0	0.0	8.5	0.0	8.6	16.1	0.0	9.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.9	0.0	0.0	1.4	0.0	1.9	9.9	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	0.0	11.8	0.0	0.0	8.9	0.0	7.8	12.4	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	0.0	0.0	33.6	0.0	0.0	10.0	0.0	10.5	26.0	0.0	12.8
LnGrp LOS	C	A	A	C	A	A	A	A	B	C	A	B
Approach Vol, veh/h		42			375			1035			1146	
Approach Delay, s/veh		22.9			33.6			10.2			17.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		25.9		55.0		25.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0				
Max Q Clear Time (g_c+I1), s		42.4		19.9		15.9		3.5				
Green Ext Time (p_c), s		4.9		1.1		8.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	18.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	91	33	842	1044	22
Future Vol, veh/h	58	91	33	842	1044	22
Conflicting Peds, #/hr	0	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	4	8	8	7	6
Mvmt Flow	67	105	38	968	1200	25
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1777	618	1229	0	-	0
Stage 1	1217	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.8	6.98	4.26	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.28	-	-	-
Pot Cap-1 Maneuver	75	427	531	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 63	425	529	-	-	-
Mov Cap-2 Maneuver	~ 63	-	-	-	-	-
Stage 1	208	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	246.4	1.3		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	529	-	131	-	-	
HCM Lane V/C Ratio	0.072	-	1.307	-	-	
HCM Control Delay (s)	12.3	0.9	246.4	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	10.9	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	17	858	22	8	1127
Future Vol, veh/h	37	17	858	22	8	1127
Conflicting Peds, #/hr	0	0	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	8	0	0	7
Mvmt Flow	41	19	953	24	9	1252
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1622	502	0	0	990	0
Stage 1	978	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	73	499	-	-	706	-
Stage 1	280	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	493	-	-	697	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	92.8	0		0.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 95		697	-	
HCM Lane V/C Ratio	-	- 0.632		0.013	-	
HCM Control Delay (s)	-	- 92.8		10.2	0.2	
HCM Lane LOS	-	- F		B	A	
HCM 95th %tile Q(veh)	-	- 3		0	-	

Intersection												
Int Delay, s/veh	15											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	6	18	12	11	85	11	770	20	59	1053	52
Future Vol, veh/h	25	6	18	12	11	85	11	770	20	59	1053	52
Conflicting Peds, #/hr	1	0	8	8	0	1	1	0	6	6	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	0	0	0	0	2	0	9	6	2	7	0
Mvmt Flow	28	7	20	13	12	94	12	856	22	66	1170	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1791	2240	623	1626	2258	446	1229	0	0	884	0	0
Stage 1	1332	1332	-	897	897	-	-	-	-	-	-	-
Stage 2	459	908	-	729	1361	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.5	6.9	6.9	5.9	6.64	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.62	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4	3.3	3.5	4	3.32	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	49	43	434	91	61	581	574	-	-	761	-	-
Stage 1	157	225	-	354	419	-	-	-	-	-	-	-
Stage 2	541	357	-	435	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 24	29	430	54	42	577	573	-	-	757	-	-
Mov Cap-2 Maneuver	~ 24	29	-	54	42	-	-	-	-	-	-	-
Stage 1	150	162	-	338	399	-	-	-	-	-	-	-
Stage 2	420	340	-	284	197	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	462.7		64.5		0.3		1.7	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	573	-	-	38	171	757	-
HCM Lane V/C Ratio	0.021	-	-	1.433	0.702	0.087	-
HCM Control Delay (s)	11.4	0.2	-	462.7	64.5	10.2	1.3
HCM Lane LOS	B	A	-	F	F	B	A
HCM 95th %tile Q(veh)	0.1	-	-	5.7	4.2	0.3	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave
No-Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	36	269	33	208	12	593	199	252	827	4
Future Volume (vph)	0	0	36	269	33	208	12	593	199	252	827	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	11	11	16	11	11	11
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes			1.00	1.00	0.98		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.88		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1439	1666	1483		1778	3296	1681	1581	3162	
Flt Permitted			1.00	0.95	0.99		0.28	1.00	1.00	0.23	1.00	
Satd. Flow (perm)			1439	1666	1483		525	3296	1681	376	3162	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	41	306	38	236	14	674	226	286	940	5
RTOR Reduction (vph)	0	0	38	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3	275	305	0	14	674	226	286	945	0
Confl. Peds. (#/hr)						9	13		5	5		13
Heavy Vehicles (%)	0%	0%	6%	6%	0%	10%	0%	8%	8%	7%	7%	0%
Turn Type			Prot	Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases			4	3	3		5	2		1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			6.9	27.1	27.1		36.8	34.9	34.9	55.6	48.7	
Effective Green, g (s)			6.9	27.1	27.1		36.8	34.9	34.9	55.6	48.7	
Actuated g/C Ratio			0.07	0.26	0.26		0.35	0.33	0.33	0.53	0.47	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)			94	431	384		207	1099	560	380	1472	
v/s Ratio Prot			c0.00	0.17	c0.21		0.00	0.20		c0.11	0.30	
v/s Ratio Perm							0.02		0.13	c0.29		
v/c Ratio			0.03	0.64	0.79		0.07	0.61	0.40	0.75	0.64	
Uniform Delay, d1			45.7	34.4	36.1		22.2	29.2	26.8	16.5	21.3	
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2			0.0	3.5	11.4		0.1	2.6	2.2	7.3	2.2	
Delay (s)			45.8	37.9	47.5		22.2	31.8	29.0	23.8	23.5	
Level of Service			D	D	D		C	C	C	C	C	
Approach Delay (s)		45.8			42.9			30.9			23.5	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.4			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			104.6			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			57.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
No-Build 2032_AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	63	834	764	368
Future Volume (vph)	0	0	63	834	764	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1857	3475	3129	
Flt Permitted			0.20	1.00	1.00	
Satd. Flow (perm)			398	3475	3129	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	71	937	858	413
RTOR Reduction (vph)	0	0	0	0	41	0
Lane Group Flow (vph)	0	0	71	937	1230	0
Confl. Peds. (#/hr)			9			9
Heavy Vehicles (%)	0%	0%	0%	7%	6%	8%
Turn Type			Perm	NA	NA	
Protected Phases				1	1	
Permitted Phases			1			
Actuated Green, G (s)			41.6	41.6	41.6	
Effective Green, g (s)			41.6	41.6	41.6	
Actuated g/C Ratio			0.76	0.76	0.76	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)			301	2633	2370	
v/s Ratio Prot				0.27	0.39	
v/s Ratio Perm			0.18			
v/c Ratio			0.24	0.36	0.52	
Uniform Delay, d1			2.0	2.2	2.7	
Progression Factor			1.00	1.00	1.00	
Incremental Delay, d2			1.8	0.4	0.8	
Delay (s)			3.8	2.6	3.5	
Level of Service			A	A	A	
Approach Delay (s)	0.0			2.7	3.5	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			3.1	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.48			
Actuated Cycle Length (s)			54.9	Sum of lost time (s)		10.0
Intersection Capacity Utilization			45.7%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	70	827	102	0	764
Future Vol, veh/h	0	70	827	102	0	764
Conflicting Peds, #/hr	0	0	0	19	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	7	1	0	6
Mvmt Flow	0	78	919	113	0	849
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	535	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.84	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	577	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	567	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	567		-		
HCM Lane V/C Ratio	-	0.137		-		
HCM Control Delay (s)	-	12.4		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.5		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
No-Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→		→→	→→	
Traffic Volume (vph)	346	47	0	583	764	0
Future Volume (vph)	346	47	0	583	764	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	11
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		6.0	6.0	
Lane Util. Factor	0.97	1.00		0.95	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	2954	1162		3443	3273	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	2954	1162		3443	3273	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	380	52	0	641	840	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	380	52	0	641	840	0
Confl. Peds. (#/hr)		16				
Heavy Vehicles (%)	4%	18%	0%	8%	7%	0%
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	21.3	13.7		27.7	27.7	
Effective Green, g (s)	21.3	13.7		27.7	27.7	
Actuated g/C Ratio	0.36	0.23		0.46	0.46	
Clearance Time (s)		5.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0	
Lane Grp Cap (vph)	1048	265		1589	1511	
v/s Ratio Prot	c0.13			0.19	c0.26	
v/s Ratio Perm		0.04				
v/c Ratio	0.36	0.20		0.40	0.56	
Uniform Delay, d1	14.3	18.7		10.7	11.7	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.4		0.2	0.4	
Delay (s)	14.5	19.1		10.9	12.1	
Level of Service	B	B		B	B	
Approach Delay (s)	15.1			10.9	12.1	
Approach LOS	B			B	B	

Intersection Summary

HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖↗	↖↗	
Traffic Vol, veh/h	0	39	15	583	800	11
Future Vol, veh/h	0	39	15	583	800	11
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	0	8	7	13
Mvmt Flow	0	45	17	670	920	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	478	944	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	8.16	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	0	453	735	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	447	725	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.9	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	725	-	447	-	-	
HCM Lane V/C Ratio	0.024	-	0.1	-	-	
HCM Control Delay (s)	10.1	0.2	13.9	-	-	
HCM Lane LOS	B	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton PI
No-Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	191	39	170	87	69	18	477	137	177	654	8
Future Volume (veh/h)	52	191	39	170	87	69	18	477	137	177	654	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1811	1900	1781	1885	1737	1900	1796	1841	1826	1811	1900
Adj Flow Rate, veh/h	67	245	50	218	112	88	23	612	176	227	838	10
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	10	6	0	8	1	11	0	7	4	5	6	0
Cap, veh/h	330	465	95	264	309	243	331	1110	319	404	1758	21
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.01	0.43	0.43	0.09	0.50	0.50
Sat Flow, veh/h	1093	1452	296	1024	966	759	1810	2598	746	1739	3481	42
Grp Volume(v), veh/h	67	0	295	218	0	200	23	401	387	227	414	434
Grp Sat Flow(s),veh/h/ln	1093	0	1748	1024	0	1724	1810	1706	1638	1739	1721	1802
Q Serve(g_s), s	4.7	0.0	12.9	17.1	0.0	8.3	0.7	16.5	16.6	6.5	14.7	14.7
Cycle Q Clear(g_c), s	13.0	0.0	12.9	30.0	0.0	8.3	0.7	16.5	16.6	6.5	14.7	14.7
Prop In Lane	1.00		0.17	1.00		0.44	1.00		0.46	1.00		0.02
Lane Grp Cap(c), veh/h	330	0	560	264	0	553	331	729	700	404	869	910
V/C Ratio(X)	0.20	0.00	0.53	0.83	0.00	0.36	0.07	0.55	0.55	0.56	0.48	0.48
Avail Cap(c_a), veh/h	330	0	560	264	0	553	595	729	700	522	869	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	26.0	39.5	0.0	24.5	15.1	20.1	20.1	14.1	15.1	15.1
Incr Delay (d2), s/veh	1.1	0.0	2.8	23.2	0.0	1.4	0.0	3.0	3.1	0.5	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	9.6	11.0	0.0	6.4	0.5	11.2	10.9	4.3	9.9	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	28.8	62.6	0.0	25.9	15.1	23.1	23.2	14.6	17.0	16.9
LnGrp LOS	C	A	C	E	A	C	B	C	C	B	B	B
Approach Vol, veh/h	362			418			811			1075		
Approach Delay, s/veh	29.1			45.1			22.9			16.4		
Approach LOS	C			D			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	45.0		35.0	6.4	52.3		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	8.5	18.6		32.0	2.7	16.7		15.0				
Green Ext Time (p_c), s	0.2	3.4		0.0	0.0	3.6		3.9				
Intersection Summary												
HCM 6th Ctrl Delay	24.6											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	624	4	2	861
Future Vol, veh/h	2	8	624	4	2	861
Conflicting Peds, #/hr	1	2	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	50	0	7	25	0	6
Mvmt Flow	2	9	664	4	2	916
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1147	354	0	0	686	0
Stage 1	684	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	4	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	251	715	-	-	917	-
Stage 1	516	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	245	701	-	-	901	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 511		901	-	
HCM Lane V/C Ratio	-	- 0.021		0.002	-	
HCM Control Delay (s)	-	- 12.2		9	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
No-Build 2032_PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	121	11	849	155	16	705
Future Volume (vph)	121	11	849	155	16	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	12	12	12	16	16
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0			5.0
Lane Util. Factor	1.00		0.95			1.00
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.99		0.98			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	2099		3456			2089
Flt Permitted	0.96		1.00			0.97
Satd. Flow (perm)	2099		3456			2026
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	125	11	875	160	16	727
RTOR Reduction (vph)	3	0	15	0	0	0
Lane Group Flow (vph)	133	0	1020	0	0	743
Confl. Peds. (#/hr)				3	3	
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%
Turn Type	Perm		NA		Perm	NA
Protected Phases			1 3			1
Permitted Phases	4				1	
Actuated Green, G (s)	14.0		74.0			50.1
Effective Green, g (s)	14.0		74.0			50.1
Actuated g/C Ratio	0.14		0.76			0.51
Clearance Time (s)	5.0					5.0
Vehicle Extension (s)	2.0					3.0
Lane Grp Cap (vph)	299		2609			1035
v/s Ratio Prot			c0.30			
v/s Ratio Perm	c0.06					c0.37
v/c Ratio	0.44		0.39			0.72
Uniform Delay, d1	38.4		4.2			18.5
Progression Factor	1.00		0.07			1.00
Incremental Delay, d2	0.4		0.1			4.3
Delay (s)	38.8		0.4			22.8
Level of Service	D		A			C
Approach Delay (s)	38.8		0.4			22.8
Approach LOS	D		A			C
Intersection Summary						
HCM 2000 Control Delay			11.8		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			98.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			65.7%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
No-Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	204	24	24	800	746	80
Future Volume (vph)	204	24	24	800	746	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			0.95	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.99			1.00	0.99	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1774			3531	3477	
Flt Permitted	0.96			0.66	1.00	
Satd. Flow (perm)	1774			2338	3477	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	210	25	25	825	769	82
RTOR Reduction (vph)	4	0	0	0	8	0
Lane Group Flow (vph)	231	0	0	850	843	0
Confl. Peds. (#/hr)	1		6			6
Heavy Vehicles (%)	1%	0%	5%	2%	2%	3%
Turn Type	Perm		Perm	NA	NA	
Protected Phases				1	1 4	
Permitted Phases	3		1			
Actuated Green, G (s)	18.9			50.1	69.1	
Effective Green, g (s)	18.9			50.1	69.1	
Actuated g/C Ratio	0.19			0.51	0.71	
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	342			1195	2451	
v/s Ratio Prot					c0.24	
v/s Ratio Perm	c0.13			c0.36		
v/c Ratio	0.68			0.71	0.34	
Uniform Delay, d1	36.7			18.4	5.6	
Progression Factor	1.00			1.00	0.19	
Incremental Delay, d2	5.2			3.6	0.0	
Delay (s)	41.9			22.0	1.1	
Level of Service	D			C	A	
Approach Delay (s)	41.9			22.0	1.1	
Approach LOS	D			C	A	
Intersection Summary						
HCM 2000 Control Delay			15.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.65			
Actuated Cycle Length (s)			98.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			60.5%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave

No-Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	7	39	2	35	8	782	52	34	735	1
Future Volume (veh/h)	7	2	7	39	2	35	8	782	52	34	735	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2052	2097	2097	1900	1870	1900	1973	1988	2018
Adj Flow Rate, veh/h	7	2	7	40	2	36	8	798	53	35	750	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	3	0	0	0	2	0	3	2	0
Cap, veh/h	128	47	77	152	28	86	60	2441	161	129	2606	3
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	463	429	694	647	257	775	8	3294	217	95	3516	5
Grp Volume(v), veh/h	16	0	0	78	0	0	454	0	405	394	0	392
Grp Sat Flow(s),veh/h/ln	1586	0	0	1680	0	0	1858	0	1661	1808	0	1808
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	4.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	0.0	5.6	0.0	5.6	4.3	0.0	4.8
Prop In Lane	0.44		0.44	0.51		0.46	0.02		0.13	0.09		0.00
Lane Grp Cap(c), veh/h	252	0	0	266	0	0	1431	0	1231	1398	0	1340
V/C Ratio(X)	0.06	0.00	0.00	0.29	0.00	0.00	0.32	0.00	0.33	0.28	0.00	0.29
Avail Cap(c_a), veh/h	640	0	0	687	0	0	1431	0	1231	1398	0	1340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	0.0	27.9	0.0	0.0	3.0	0.0	3.0	2.8	0.0	2.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.7	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.2	0.0	0.0	1.4	0.0	1.3	1.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	0.0	28.5	0.0	0.0	3.6	0.0	3.7	3.3	0.0	3.4
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		16			78			859			786	
Approach Delay, s/veh		27.0			28.5			3.6			3.4	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		12.5		55.0		12.5				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0				
Max Q Clear Time (g_c+I1), s		6.8		4.7		7.6		2.6				
Green Ext Time (p_c), s		6.1		0.3		6.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				4.8								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	66	56	805	760	21
Future Vol, veh/h	37	66	56	805	760	21
Conflicting Peds, #/hr	0	3	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	2	2	0
Mvmt Flow	38	68	58	830	784	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1339	419	819	0	-	0
Stage 1	808	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.8	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	147	583	818	-	-	-
Stage 1	404	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	574	808	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	29.8	1.2		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	808	-	249	-	-	
HCM Lane V/C Ratio	0.071	-	0.426	-	-	
HCM Control Delay (s)	9.8	0.6	29.8	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	2	-	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	18	843	35	22	804
Future Vol, veh/h	33	18	843	35	22	804
Conflicting Peds, #/hr	1	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	75	0
Mvmt Flow	35	19	887	37	23	846
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1388	474	0	0	936	0
Stage 1	918	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	5.6	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.95	-
Pot Cap-1 Maneuver	108	521	-	-	407	-
Stage 1	304	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	95	515	-	-	402	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	49.3	0		1.1		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 133		402	-	
HCM Lane V/C Ratio	-	- 0.404		0.058	-	
HCM Control Delay (s)	-	- 49.3		14.5	0.7	
HCM Lane LOS	-	- E		B	A	
HCM 95th %tile Q(veh)	-	- 1.7		0.2	-	

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	11	14	18	8	66	16	787	25	53	749	38
Future Vol, veh/h	25	11	14	18	8	66	16	787	25	53	749	38
Conflicting Peds, #/hr	3	0	11	11	0	3	25	0	17	17	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	26	11	14	19	8	68	16	811	26	55	772	39

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1372	1813	442	1386	1819	439	836	0	0	854	0	0
Stage 1	927	927	-	873	873	-	-	-	-	-	-	-
Stage 2	445	886	-	513	946	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	6.9	5.9	6.6	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	5.9	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	107	79	569	131	106	593	807	-	-	794	-	-
Stage 1	293	350	-	365	428	-	-	-	-	-	-	-
Stage 2	567	365	-	564	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	75	64	550	94	85	582	788	-	-	781	-	-
Mov Cap-2 Maneuver	75	64	-	94	85	-	-	-	-	-	-	-
Stage 1	275	298	-	345	405	-	-	-	-	-	-	-
Stage 2	471	346	-	455	341	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	82.3		31		0.4		1.2	
HCM LOS	F		D					

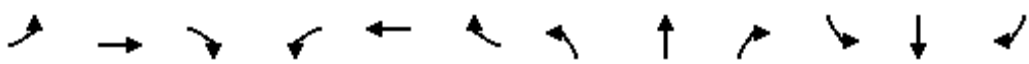
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	788	-	-	94	231	781	-
HCM Lane V/C Ratio	0.021	-	-	0.548	0.411	0.07	-
HCM Control Delay (s)	9.7	0.2	-	82.3	31	10	0.6
HCM Lane LOS	A	A	-	F	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	2.5	1.9	0.2	-

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave

No-Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	42	374	36	180	17	648	202	179	596	3
Future Volume (vph)	0	0	42	374	36	180	17	648	202	179	596	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	11	11	16	11	11	11
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes			1.00	1.00	0.95		1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		0.99	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.91		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1525	1749	1569		1761	3490	1748	1674	3283	
Flt Permitted			1.00	0.95	0.99		0.41	1.00	1.00	0.24	1.00	
Satd. Flow (perm)			1525	1749	1569		765	3490	1748	417	3283	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	44	394	38	189	18	682	213	188	627	3
RTOR Reduction (vph)	0	0	41	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3	319	302	0	18	682	213	188	630	0
Confl. Peds. (#/hr)						58	49		18	18		49
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	2%	2%	1%	3%	0%
Turn Type			Prot	Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases			4	3	3		5	2		1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			6.7	25.8	25.8		37.7	35.7	35.7	53.0	46.0	
Effective Green, g (s)			6.7	25.8	25.8		37.7	35.7	35.7	53.0	46.0	
Actuated g/C Ratio			0.07	0.26	0.26		0.38	0.36	0.36	0.53	0.46	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)			101	448	402		306	1239	620	373	1502	
v/s Ratio Prot			c0.00	0.18	c0.19		0.00	c0.20		c0.06	0.19	
v/s Ratio Perm							0.02		0.12	0.20		
v/c Ratio			0.03	0.71	0.75		0.06	0.55	0.34	0.50	0.42	
Uniform Delay, d1			43.9	34.0	34.4		19.8	26.0	23.8	14.4	18.3	
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2			0.0	5.7	8.2		0.0	1.8	1.5	0.4	0.9	
Delay (s)			43.9	39.6	42.6		19.9	27.7	25.3	14.8	19.2	
Level of Service			D	D	D		B	C	C	B	B	
Approach Delay (s)		43.9			41.1			27.0			18.2	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			27.9			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			100.5			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			58.5%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
No-Build 2032_PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	86	906	665	347
Future Volume (vph)	0	0	86	906	665	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	0.95	0.95	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1837	3681	3248	
Flt Permitted			0.27	1.00	1.00	
Satd. Flow (perm)			520	3681	3248	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	89	934	686	358
RTOR Reduction (vph)	0	0	0	0	48	0
Lane Group Flow (vph)	0	0	89	934	996	0
Confl. Peds. (#/hr)			12			12
Heavy Vehicles (%)	0%	0%	1%	1%	2%	3%
Turn Type			Perm	NA	NA	
Protected Phases				1	1	
Permitted Phases			1			
Actuated Green, G (s)			41.6	41.6	41.6	
Effective Green, g (s)			41.6	41.6	41.6	
Actuated g/C Ratio			0.76	0.76	0.76	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)			394	2789	2461	
v/s Ratio Prot				0.25	0.31	
v/s Ratio Perm			0.17			
v/c Ratio			0.23	0.33	0.40	
Uniform Delay, d1			1.9	2.2	2.3	
Progression Factor			1.00	1.00	1.00	
Incremental Delay, d2			1.3	0.3	0.5	
Delay (s)			3.3	2.5	2.8	
Level of Service			A	A	A	
Approach Delay (s)	0.0			2.6	2.8	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			2.7	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.37			
Actuated Cycle Length (s)			54.9	Sum of lost time (s)		10.0
Intersection Capacity Utilization			43.0%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	65	927	90	0	665
Future Vol, veh/h	0	65	927	90	0	665
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	0	2
Mvmt Flow	0	68	976	95	0	700
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	541	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.84	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	573	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	570	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	570		-		
HCM Lane V/C Ratio	-	0.12		-		
HCM Control Delay (s)	-	12.2		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.4		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
No-Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↰		↰↱	↰↱	
Traffic Volume (vph)	390	167	0	627	665	0
Future Volume (vph)	390	167	0	627	665	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	11
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		6.0	6.0	
Lane Util. Factor	0.97	1.00		0.95	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3012	1349		3681	3433	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	3012	1349		3681	3433	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	433	186	0	697	739	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	433	186	0	697	739	0
Confl. Peds. (#/hr)		15	7			7
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	23.5	16.1		26.9	26.9	
Effective Green, g (s)	23.5	16.1		26.9	26.9	
Actuated g/C Ratio	0.38	0.26		0.44	0.44	
Clearance Time (s)		5.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0	
Lane Grp Cap (vph)	1152	353		1612	1504	
v/s Ratio Prot	c0.14			0.19	c0.22	
v/s Ratio Perm		c0.14				
v/c Ratio	0.38	0.53		0.43	0.49	
Uniform Delay, d1	13.7	19.4		12.0	12.4	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.4		0.2	0.3	
Delay (s)	13.9	20.8		12.1	12.6	
Level of Service	B	C		B	B	
Approach Delay (s)	16.0			12.1	12.6	
Approach LOS	B			B	B	

Intersection Summary

HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	61.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	43	627	795	37
Future Vol, veh/h	0	56	43	627	795	37
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	1	2	3
Mvmt Flow	0	64	49	721	914	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	490	968	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	8.14	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	0	445	720	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	439	711	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.6	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	711	-	439	-	-	
HCM Lane V/C Ratio	0.07	-	0.147	-	-	
HCM Control Delay (s)	10.4	0.5	14.6	-	-	
HCM Lane LOS	B	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

HCM 6th Signalized Intersection Summary 120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton Pl
No-Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	128	38	254	125	50	49	599	149	168	644	39
Future Volume (veh/h)	21	128	38	254	125	50	49	599	149	168	644	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1900	1856	1900	1900	1900	1900	1885	1870	1870	1870	1856
Adj Flow Rate, veh/h	23	138	41	273	134	54	53	644	160	181	692	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	0	3	0	0	0	0	1	2	2	2	3
Cap, veh/h	359	450	134	379	412	166	390	1244	309	399	1655	100
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.03	0.44	0.44	0.08	0.49	0.49
Sat Flow, veh/h	1162	1404	417	1218	1284	517	1810	2835	703	1781	3401	206
Grp Volume(v), veh/h	23	0	179	273	0	188	53	406	398	181	361	373
Grp Sat Flow(s),veh/h/ln	1162	0	1821	1218	0	1802	1810	1791	1748	1781	1777	1830
Q Serve(g_s), s	1.4	0.0	6.8	19.8	0.0	7.2	1.5	15.0	15.1	4.8	11.9	12.0
Cycle Q Clear(g_c), s	8.6	0.0	6.8	26.6	0.0	7.2	1.5	15.0	15.1	4.8	11.9	12.0
Prop In Lane	1.00		0.23	1.00		0.29	1.00		0.40	1.00		0.11
Lane Grp Cap(c), veh/h	359	0	584	379	0	578	390	786	767	399	864	891
V/C Ratio(X)	0.06	0.00	0.31	0.72	0.00	0.33	0.14	0.52	0.52	0.45	0.42	0.42
Avail Cap(c_a), veh/h	369	0	599	390	0	593	637	786	767	557	864	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	23.3	33.3	0.0	23.5	13.7	18.6	18.6	13.2	15.1	15.1
Incr Delay (d2), s/veh	0.3	0.0	1.1	9.9	0.0	1.2	0.1	2.4	2.5	0.3	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.0	6.7	0.0	3.2	0.6	6.5	6.4	1.8	5.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	24.4	43.2	0.0	24.7	13.7	21.0	21.1	13.5	16.6	16.5
LnGrp LOS	C	A	C	D	A	C	B	C	C	B	B	B
Approach Vol, veh/h	202			461			857			915		
Approach Delay, s/veh	24.7			35.6			20.6			16.0		
Approach LOS	C			D			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	45.0		34.2	7.6	49.3		34.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	6.8	17.1		28.6	3.5	14.0		10.6				
Green Ext Time (p_c), s	0.2	3.5		0.6	0.0	3.1		2.3				
Intersection Summary												
HCM 6th Ctrl Delay				22.0								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	796	3	0	936
Future Vol, veh/h	1	1	796	3	0	936
Conflicting Peds, #/hr	1	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	1	1	847	3	0	996
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1356	434	0	0	858	0
Stage 1	857	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	4.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	3.8	-	-	-	-	-
Critical Hdwy Stg 2	3.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	304	649	-	-	791	-
Stage 1	613	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	301	643	-	-	785	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.8	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	410	785	-	
HCM Lane V/C Ratio	-	-	0.005	-	-	
HCM Control Delay (s)	-	-	13.8	0	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	0.5	4.3	0.0	31
Cedar Pl	14	0.2	3.3	0.0	28
Emwilton Pl	13	16.5	23.4	0.1	9
Maple Pl	12	2.7	12.0	0.1	23
Church St	11	28.3	39.2	0.1	8
Ellis Pl	10	3.5	6.2	0.0	14
Main St	9	13.1	18.3	0.0	9
Eastern Ave	22	13.8	17.0	0.0	5
Croton Ave	8	33.3	36.9	0.0	2
Denny St	7	4.0	23.6	0.2	26
Havell St	6	1.0	8.2	0.1	25
North Malcolm St	5	1.9	11.3	0.1	25
Van Corlandt Ave	4	10.0	17.4	0.1	13
Snowden Ave	3	19.0	33.7	0.1	14
Cedar Ln	2	2.2	7.8	0.0	19
Total		150.1	262.5	0.9	13

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 254.9

Arterial Level of Service: SB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	19.3	80.9	0.0	7
Snowden Ave	3	4.0	9.7	0.0	15
Montgomery St	4	19.5	34.4	0.1	14
North Malcolm St	5	1.8	9.1	0.1	24
Havell St	6	0.6	10.2	0.1	28
Aqueduct St	7	1.6	8.5	0.1	24
Broadway	8	25.0	44.6	0.2	14
Eastern Ave	22	3.5	6.9	0.0	11
Main St	9	4.5	7.6	0.0	12
Ellis Pl	10	5.8	10.9	0.0	15
Church St	11	11.8	14.6	0.0	6
Maple Pl	12	2.6	13.3	0.1	24
Waller Ave	13	12.9	21.7	0.1	13
Cedar Pl	14	6.2	13.5	0.1	15
	16	0.7	3.9	0.0	24
Total		119.9	289.7	0.9	15

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 204.9

Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

This time is reduced from total.

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	0.5	4.3	0.0	31
Cedar Pl	14	0.3	3.5	0.0	27
Emwilton Pl	13	17.5	24.4	0.1	9
Maple Pl	12	7.3	16.6	0.1	17
Church St	11	97.2	107.7	0.1	3
Ellis Pl	10	10.6	13.3	0.0	6
Main St	9	36.3	41.6	0.0	4
Eastern Ave	22	31.4	34.9	0.0	3
Croton Ave	8	54.3	57.4	0.0	1
Denny St	7	4.5	23.8	0.2	26
Havell St	6	1.2	8.3	0.1	25
North Malcolm St	5	1.5	10.9	0.1	26
Van Corlandt Ave	4	5.1	12.8	0.1	17
Snowden Ave	3	18.5	33.3	0.1	14
Cedar Ln	2	2.4	8.0	0.0	19
Total		288.5	400.8	0.9	8

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 393.0

Arterial Level of Service: SB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	20.6	51.8	0.0	7
Snowden Ave	3	3.9	9.6	0.0	16
Montgomery St	4	6.2	21.4	0.1	22
North Malcolm St	5	1.2	8.8	0.1	25
Havell St	6	1.3	10.8	0.1	26
Aqueduct St	7	1.7	8.5	0.1	24
Broadway	8	36.1	55.8	0.2	11
Eastern Ave	22	2.6	6.0	0.0	13
Main St	9	4.3	7.4	0.0	12
Ellis Pl	10	4.4	9.5	0.0	17
Church St	11	15.3	17.9	0.0	5
Maple Pl	12	4.9	15.5	0.1	21
Waller Ave	13	17.0	26.0	0.1	11
Cedar Pl	14	7.0	14.1	0.1	15
	16	0.7	3.9	0.0	24
Total		127.3	267.1	0.9	14

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 211.4

This time is reduced from total.

Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

BUILD 2032
LOS REPORTS

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
Build 2032_AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	165	2	718	129	2	938
Future Volume (vph)	165	2	718	129	2	938
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	12	12
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	0.85	1.00	1.00
Flt Protected	0.95		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1837		1888	1587	1784	1775
Flt Permitted	0.95		1.00	1.00	0.28	1.00
Satd. Flow (perm)	1837		1888	1587	526	1775
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	183	2	798	143	2	1042
RTOR Reduction (vph)	0	0	0	18	0	0
Lane Group Flow (vph)	185	0	798	125	2	1042
Confl. Peds. (#/hr)	1	1		3	3	
Heavy Vehicles (%)	3%	0%	4%	2%	0%	6%
Turn Type	Perm		NA	Perm	Perm	NA
Protected Phases			1 3			1
Permitted Phases	4			1 3	1	
Actuated Green, G (s)	18.0		92.0	92.0	75.0	75.0
Effective Green, g (s)	18.0		92.0	92.0	75.0	75.0
Actuated g/C Ratio	0.15		0.77	0.77	0.62	0.62
Clearance Time (s)	5.0				5.0	5.0
Vehicle Extension (s)	2.0				3.0	3.0
Lane Grp Cap (vph)	275		1447	1216	328	1109
v/s Ratio Prot			c0.42			c0.59
v/s Ratio Perm	c0.10			0.08	0.00	
v/c Ratio	0.67		0.55	0.10	0.01	0.94
Uniform Delay, d1	48.2		5.7	3.5	8.5	20.4
Progression Factor	1.00		0.15	0.08	1.00	1.00
Incremental Delay, d2	5.0		0.3	0.0	0.0	15.9
Delay (s)	53.2		1.1	0.3	8.5	36.4
Level of Service	D		A	A	A	D
Approach Delay (s)	53.2		1.0			36.3
Approach LOS	D		A			D
Intersection Summary						
HCM 2000 Control Delay			22.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.86			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			67.1%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	104	36	16	743	961	142
Future Volume (vph)	104	36	16	743	961	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	11
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.97		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1615		1264	1683	1852	1495
Flt Permitted	0.96		0.05	1.00	1.00	1.00
Satd. Flow (perm)	1615		71	1683	1852	1495
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	117	40	18	835	1080	160
RTOR Reduction (vph)	10	0	0	0	0	16
Lane Group Flow (vph)	147	0	18	835	1080	144
Confl. Peds. (#/hr)	8	1	1			1
Heavy Vehicles (%)	1%	19%	38%	5%	6%	2%
Parking (#/hr)				0		
Turn Type	Perm		Perm	NA	NA	Perm
Protected Phases				1	1 4	
Permitted Phases	3		1			1 4
Actuated Green, G (s)	12.0		75.0	75.0	98.0	98.0
Effective Green, g (s)	12.0		75.0	75.0	98.0	98.0
Actuated g/C Ratio	0.10		0.62	0.62	0.82	0.82
Clearance Time (s)	5.0		5.0	5.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	161		44	1051	1512	1220
v/s Ratio Prot				c0.50	c0.58	
v/s Ratio Perm	c0.09		0.25			0.10
v/c Ratio	0.91		0.41	0.79	0.71	0.12
Uniform Delay, d1	53.5		11.3	16.8	4.8	2.2
Progression Factor	1.00		0.23	0.21	0.18	0.17
Incremental Delay, d2	46.2		2.5	0.6	0.6	0.0
Delay (s)	99.7		5.1	4.1	1.5	0.4
Level of Service	F		A	A	A	A
Approach Delay (s)	99.7			4.1	1.3	
Approach LOS	F			A	A	
Intersection Summary						
HCM 2000 Control Delay			9.2	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.81			
Actuated Cycle Length (s)			120.0	Sum of lost time (s)		15.0
Intersection Capacity Utilization			66.9%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave

Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	18	14	215	4	107	4	648	248	158	837	2
Future Volume (veh/h)	4	18	14	215	4	107	4	648	248	158	837	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.98		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2022	2097	2052	1900	1914	1914	1988	2052	2099
Adj Flow Rate, veh/h	5	21	16	247	5	123	5	745	285	182	962	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	5	0	3	0	4	4	2	3	0
Cap, veh/h	60	222	153	290	5	120	144	801	307	230	1317	3
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.81	0.81	0.01	0.21	0.21
Sat Flow, veh/h	118	985	678	1069	22	532	1810	1317	504	1893	2047	4
Grp Volume(v), veh/h	42	0	0	375	0	0	5	0	1030	182	0	964
Grp Sat Flow(s),veh/h/ln	1780	0	0	1623	0	0	1810	0	1821	1893	0	2051
Q Serve(g_s), s	0.0	0.0	0.0	24.7	0.0	0.0	0.1	0.0	52.3	1.9	0.0	52.6
Cycle Q Clear(g_c), s	2.3	0.0	0.0	27.0	0.0	0.0	0.1	0.0	52.3	1.9	0.0	52.6
Prop In Lane	0.12		0.38	0.66		0.33	1.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	434	0	0	415	0	0	144	0	1108	230	0	1320
V/C Ratio(X)	0.10	0.00	0.00	0.90	0.00	0.00	0.03	0.00	0.93	0.79	0.00	0.73
Avail Cap(c_a), veh/h	434	0	0	415	0	0	208	0	1108	277	0	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.63	0.00	0.63
Uniform Delay (d), s/veh	36.9	0.0	0.0	46.6	0.0	0.0	22.9	0.0	9.5	52.2	0.0	37.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	22.7	0.0	0.0	0.1	0.0	14.7	8.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.0	0.0	19.9	0.0	0.0	0.1	0.0	21.3	9.2	0.0	36.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	0.0	69.2	0.0	0.0	23.0	0.0	24.1	60.2	0.0	39.8
LnGrp LOS	D	A	A	E	A	A	C	A	C	E	A	D
Approach Vol, veh/h		42			375			1035			1146	
Approach Delay, s/veh		37.0			69.2			24.1			43.1	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	82.2		32.0	10.0	78.0		32.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	73.0		27.0	8.0	70.0		27.0				
Max Q Clear Time (g_c+I1), s	2.1	54.6		29.0	3.9	54.3		4.3				
Green Ext Time (p_c), s	0.0	7.6		0.0	0.2	7.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				39.2								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	91	33	842	1044	22
Future Vol, veh/h	58	91	33	842	1044	22
Conflicting Peds, #/hr	0	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	4	8	8	7	6
Mvmt Flow	67	105	38	968	1200	25
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2261	1218	1229	0	-	0
Stage 1	1217	-	-	-	-	-
Stage 2	1044	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.272	-	-	-
Pot Cap-1 Maneuver	~ 46	218	547	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 39	217	545	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	104	0.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	545	-	182	-	-	
HCM Lane V/C Ratio	0.07	-	0.941	-	-	
HCM Control Delay (s)	12.1	0	104	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	7.4	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	17	858	22	8	1127
Future Vol, veh/h	37	17	858	22	8	1127
Conflicting Peds, #/hr	0	0	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	8	0	0	7
Mvmt Flow	41	19	953	24	9	1252
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2248	978	0	0	990	0
Stage 1	978	-	-	-	-	-
Stage 2	1270	-	-	-	-	-
Critical Hdwy	7	6.5	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 32	283	-	-	706	-
Stage 1	312	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 30	279	-	-	697	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	308	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	43.3	0		0.1		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	152	697	-	
HCM Lane V/C Ratio	-	-	0.395	0.013	-	
HCM Control Delay (s)	-	-	43.3	10.2	0	
HCM Lane LOS	-	-	E	B	A	
HCM 95th %tile Q(veh)	-	-	1.7	0	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	25.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	6	18	12	11	85	11	770	20	59	1053	52
Future Vol, veh/h	25	6	18	12	11	85	11	770	20	59	1053	52
Conflicting Peds, #/hr	1	0	8	8	0	1	1	0	6	6	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	0	0	0	0	2	0	9	6	2	7	0
Mvmt Flow	28	7	20	13	12	94	12	856	22	66	1170	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2277	2240	1208	2250	2258	874	1229	0	0	884	0	0
Stage 1	1332	1332	-	897	897	-	-	-	-	-	-	-
Stage 2	945	908	-	1353	1361	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	6.5	5.9	5.92	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 27	43	225	44	61	375	574	-	-	765	-	-
Stage 1	186	225	-	392	419	-	-	-	-	-	-	-
Stage 2	309	357	-	234	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 15	38	223	32	54	372	573	-	-	761	-	-
Mov Cap-2 Maneuver	~ 15	38	-	32	54	-	-	-	-	-	-	-
Stage 1	182	205	-	381	408	-	-	-	-	-	-	-
Stage 2	219	347	-	187	250	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	826.7		115		0.2		0.5	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	573	-	-	26	134	761	-
HCM Lane V/C Ratio	0.021	-	-	2.094	0.896	0.086	-
HCM Control Delay (s)	11.4	-	-	826.7	115	10.2	-
HCM Lane LOS	B	-	-	F	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	6.6	5.9	0.3	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave

Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	36	269	33	208	12	593	199	252	827	4
Future Volume (vph)	0	0	36	269	33	208	12	593	199	252	827	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	13	12	12	13	13
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.97		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.87		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1488	1754	1514		1841	1854	1490	1636	1601	
Flt Permitted			1.00	0.95	1.00		0.17	1.00	1.00	0.24	1.00	
Satd. Flow (perm)			1488	1754	1514		330	1854	1490	406	1601	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	41	306	38	236	14	674	226	286	940	5
RTOR Reduction (vph)	0	0	40	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1	306	274	0	14	674	226	286	945	0
Confl. Peds. (#/hr)						9	13		5	5		13
Heavy Vehicles (%)	0%	0%	6%	6%	0%	10%	0%	8%	8%	7%	7%	0%
Parking (#/hr)												0
Turn Type			Over	Split	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases			5	4	4		5	2	4	1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			2.4	24.6	24.6		70.6	68.2	92.8	85.4	78.0	
Effective Green, g (s)			2.4	24.6	24.6		70.6	68.2	92.8	85.4	78.0	
Actuated g/C Ratio			0.02	0.21	0.21		0.59	0.57	0.77	0.71	0.65	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	3.0	3.0		2.0	2.0	3.0	2.0	2.0	
Lane Grp Cap (vph)			29	359	310		224	1053	1214	413	1040	
v/s Ratio Prot			0.00	0.17	c0.18		0.00	0.36	0.04	c0.07	c0.59	
v/s Ratio Perm							0.04		0.11	0.42		
v/c Ratio			0.03	0.85	0.88		0.06	0.64	0.19	0.69	0.91	
Uniform Delay, d1			57.7	46.0	46.3		14.5	17.6	3.6	12.8	18.0	
Progression Factor			1.00	1.00	1.00		0.83	0.75	0.77	1.32	0.79	
Incremental Delay, d2			0.1	17.4	24.4		0.0	2.5	0.1	2.9	9.9	
Delay (s)			57.8	63.4	70.7		12.1	15.7	2.8	19.8	24.1	
Level of Service			E	E	E		B	B	A	B	C	
Approach Delay (s)		57.8			66.8			12.5			23.1	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			29.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			76.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			←	↑	↑	←
Traffic Volume (vph)	0	0	63	834	764	368
Future Volume (vph)	0	0	63	834	764	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	13
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.96	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1797	1701	1533	
Flt Permitted			0.14	1.00	1.00	
Satd. Flow (perm)			272	1701	1533	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	71	937	858	413
RTOR Reduction (vph)	0	0	0	0	6	0
Lane Group Flow (vph)	0	0	71	937	1265	0
Confl. Peds. (#/hr)			9			9
Heavy Vehicles (%)	0%	0%	0%	7%	6%	8%
Parking (#/hr)				0	0	
Turn Type			pm+pt	NA	NA	
Protected Phases			5	2	6	
Permitted Phases			2			
Actuated Green, G (s)			105.2	105.2	101.2	
Effective Green, g (s)			105.2	105.2	101.2	
Actuated g/C Ratio			0.88	0.88	0.84	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			2.0	2.0	2.0	
Lane Grp Cap (vph)			238	1491	1292	
v/s Ratio Prot				0.55	0.82	
v/s Ratio Perm			0.26			
v/c Ratio			0.30	0.63	0.98	
Uniform Delay, d1			1.2	2.0	8.4	
Progression Factor			0.96	1.09	0.91	
Incremental Delay, d2			2.6	1.6	13.2	
Delay (s)			3.7	3.8	20.9	
Level of Service			A	A	C	
Approach Delay (s)	0.0			3.8	20.9	
Approach LOS	A			A	C	
Intersection Summary						
HCM 2000 Control Delay			13.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.94			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			67.1%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	70	827	102	0	764
Future Vol, veh/h	0	70	827	102	0	764
Conflicting Peds, #/hr	0	0	0	19	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	7	1	0	6
Mvmt Flow	0	78	919	113	0	849
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	995	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	403	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	396	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 396		-		
HCM Lane V/C Ratio	-	- 0.196		-		
HCM Control Delay (s)	-	- 16.3		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.7		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	346	47	0	583	764	0
Future Volume (vph)	346	47	0	583	764	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	13	13
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.91		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1631	1174		1685	1602	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1631	1174		1685	1602	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	380	52	0	641	840	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	380	52	0	641	840	0
Confl. Peds. (#/hr)		16				
Heavy Vehicles (%)	4%	18%	0%	8%	7%	0%
Parking (#/hr)				0	0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	34.7	14.0		75.3	75.3	
Effective Green, g (s)	34.7	14.0		75.3	75.3	
Actuated g/C Ratio	0.29	0.12		0.63	0.63	
Clearance Time (s)		5.0		5.0	5.0	
Vehicle Extension (s)		4.0		2.0	2.0	
Lane Grp Cap (vph)	471	136		1057	1005	
v/s Ratio Prot	c0.23			0.38	c0.52	
v/s Ratio Perm		0.04				
v/c Ratio	0.81	0.38		0.61	0.84	
Uniform Delay, d1	39.5	49.0		13.4	17.5	
Progression Factor	1.00	1.00		1.52	0.69	
Incremental Delay, d2	10.3	2.4		1.9	2.4	
Delay (s)	49.8	51.4		22.2	14.4	
Level of Service	D	D		C	B	
Approach Delay (s)	50.0			22.2	14.4	
Approach LOS	D			C	B	
Intersection Summary						
HCM 2000 Control Delay		25.1		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio		0.87				
Actuated Cycle Length (s)		120.0		Sum of lost time (s)		15.0
Intersection Capacity Utilization		67.7%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	15	583	800	11
Future Vol, veh/h	0	39	15	583	800	11
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	0	8	7	13
Mvmt Flow	0	45	17	670	920	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	938	944	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.43	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.2	-	-	-
Pot Cap-1 Maneuver	0	233	735	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	231	727	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.3	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	727	-	231	-	-	
HCM Lane V/C Ratio	0.024	-	0.194	-	-	
HCM Control Delay (s)	10.1	0	24.3	-	-	
HCM Lane LOS	B	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

HCM 6th Signalized Intersection Summary 120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton Pl
Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	191	39	170	87	69	18	477	137	177	654	8
Future Volume (veh/h)	52	191	39	170	87	69	18	477	137	177	654	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.92	0.97		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1811	1900	1781	1885	1737	1900	1868	1841	1826	1884	1976
Adj Flow Rate, veh/h	67	245	45	218	112	79	23	612	157	227	838	10
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	10	6	0	8	1	11	0	7	4	5	6	0
Cap, veh/h	243	257	47	239	319	225	157	903	736	349	1012	12
Arrive On Green	0.17	0.17	0.17	0.10	0.32	0.32	0.01	0.48	0.48	0.02	0.18	0.18
Sat Flow, veh/h	1048	1466	269	1697	1008	711	1810	1868	1523	1739	1857	22
Grp Volume(v), veh/h	67	0	290	218	0	191	23	612	157	227	0	848
Grp Sat Flow(s),veh/h/ln	1048	0	1735	1697	0	1718	1810	1868	1523	1739	0	1879
Q Serve(g_s), s	6.8	0.0	19.9	12.0	0.0	10.3	0.8	30.2	7.1	7.3	0.0	52.2
Cycle Q Clear(g_c), s	6.8	0.0	19.9	12.0	0.0	10.3	0.8	30.2	7.1	7.3	0.0	52.2
Prop In Lane	1.00		0.16	1.00		0.41	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	243	0	304	239	0	544	157	903	736	349	0	1024
V/C Ratio(X)	0.28	0.00	0.96	0.91	0.00	0.35	0.15	0.68	0.21	0.65	0.00	0.83
Avail Cap(c_a), veh/h	243	0	304	239	0	544	208	903	736	349	0	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	49.0	37.4	0.0	31.5	24.1	23.8	17.9	20.1	0.0	43.8
Incr Delay (d2), s/veh	2.2	0.0	40.9	35.3	0.0	1.4	0.2	4.1	0.7	3.4	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	0.0	17.7	12.0	0.0	8.0	0.6	20.2	4.8	6.2	0.0	37.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	89.9	72.7	0.0	32.9	24.2	27.9	18.5	23.5	0.0	51.5
LnGrp LOS	D	A	F	E	A	C	C	C	B	C	A	D
Approach Vol, veh/h	357		409				792				1075	
Approach Delay, s/veh	81.7		54.1				25.9				45.6	
Approach LOS	F		D				C				D	
Timer - Assigned Phs	1	2	4		5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	63.0	43.0		6.6	70.4	17.0	26.0				
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	58.0	28.0		5.0	62.0	12.0	21.0				
Max Q Clear Time (g_c+I1), s	9.3	32.2	12.3		2.8	54.2	14.0	21.9				
Green Ext Time (p_c), s	0.0	3.1	2.1		0.0	2.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	45.9											
HCM 6th LOS	D											

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	624	4	2	861
Future Vol, veh/h	2	8	624	4	2	861
Conflicting Peds, #/hr	1	2	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	50	0	7	25	0	6
Mvmt Flow	2	9	664	4	2	916
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1605	686	0	0	686	0
Stage 1	684	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Critical Hdwy	4.9	5.2	-	-	4.1	-
Critical Hdwy Stg 1	3.9	-	-	-	-	-
Critical Hdwy Stg 2	3.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	218	546	-	-	917	-
Stage 1	618	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	536	-	-	901	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	487	901	-	
HCM Lane V/C Ratio	-	-	0.022	0.002	-	
HCM Control Delay (s)	-	-	12.6	9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
Build 2032_PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	121	11	849	155	16	705
Future Volume (vph)	121	11	849	155	16	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	12	12
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	0.85	1.00	1.00
Flt Protected	0.96		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1852		1925	1619	1787	1844
Flt Permitted	0.96		1.00	1.00	0.23	1.00
Satd. Flow (perm)	1852		1925	1619	439	1844
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	125	11	875	160	16	727
RTOR Reduction (vph)	3	0	0	19	0	0
Lane Group Flow (vph)	133	0	875	141	16	727
Confl. Peds. (#/hr)				3	3	
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%
Turn Type	Perm		NA	Perm	Perm	NA
Protected Phases			1 3			1
Permitted Phases	4			1 3	1	
Actuated Green, G (s)	17.8		92.2	92.2	68.5	68.5
Effective Green, g (s)	17.8		92.2	92.2	68.5	68.5
Actuated g/C Ratio	0.15		0.77	0.77	0.57	0.57
Clearance Time (s)	5.0				5.0	5.0
Vehicle Extension (s)	2.0				3.0	3.0
Lane Grp Cap (vph)	274		1479	1243	250	1052
v/s Ratio Prot			c0.45			c0.39
v/s Ratio Perm	c0.07			0.09	0.04	
v/c Ratio	0.49		0.59	0.11	0.06	0.69
Uniform Delay, d1	46.9		5.9	3.5	11.5	18.3
Progression Factor	1.00		0.12	0.09	1.00	1.00
Incremental Delay, d2	0.5		0.3	0.0	0.5	3.7
Delay (s)	47.4		1.1	0.3	12.0	22.0
Level of Service	D		A	A	B	C
Approach Delay (s)	47.4		0.9			21.8
Approach LOS	D		A			C
Intersection Summary						
HCM 2000 Control Delay			12.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.65			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			60.4%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	204	24	24	800	746	80
Future Volume (vph)	204	24	24	800	746	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	11
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1772		1662	1732	1925	1456
Flt Permitted	0.96		0.06	1.00	1.00	1.00
Satd. Flow (perm)	1772		102	1732	1925	1456
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	210	25	25	825	769	82
RTOR Reduction (vph)	3	0	0	0	0	11
Lane Group Flow (vph)	232	0	25	825	769	71
Confl. Peds. (#/hr)	1		6			6
Heavy Vehicles (%)	1%	0%	5%	2%	2%	3%
Parking (#/hr)				0		
Turn Type	Perm		Perm	NA	NA	Perm
Protected Phases				1	1 4	
Permitted Phases	3		1			1 4
Actuated Green, G (s)	18.7		68.5	68.5	91.3	91.3
Effective Green, g (s)	18.7		68.5	68.5	91.3	91.3
Actuated g/C Ratio	0.16		0.57	0.57	0.76	0.76
Clearance Time (s)	5.0		5.0	5.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	276		58	988	1464	1107
v/s Ratio Prot				c0.48	c0.40	
v/s Ratio Perm	c0.13		0.24			0.05
v/c Ratio	0.84		0.43	0.84	0.53	0.06
Uniform Delay, d1	49.2		14.7	21.1	5.7	3.6
Progression Factor	1.00		0.24	0.37	0.15	0.04
Incremental Delay, d2	19.5		14.2	5.5	0.1	0.0
Delay (s)	68.7		17.7	13.3	1.0	0.1
Level of Service	E		B	B	A	A
Approach Delay (s)	68.7			13.5	0.9	
Approach LOS	E			B	A	
Intersection Summary						
HCM 2000 Control Delay			14.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.80			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			63.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave

Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	7	39	2	35	8	782	52	34	735	1
Future Volume (veh/h)	7	2	7	39	2	35	8	782	52	34	735	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.93	0.93		0.93	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2052	2097	2097	1900	1945	1976	1973	2067	2099
Adj Flow Rate, veh/h	7	2	7	40	2	36	8	798	53	35	750	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	3	0	0	0	2	0	3	2	0
Cap, veh/h	90	33	62	104	18	65	352	1198	80	471	1604	2
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.01	0.74	0.74	0.02	0.26	0.26
Sat Flow, veh/h	532	373	703	665	201	742	1810	1622	108	1879	2064	3
Grp Volume(v), veh/h	16	0	0	78	0	0	8	0	851	35	0	751
Grp Sat Flow(s),veh/h/ln	1608	0	0	1608	0	0	1810	0	1730	1879	0	2067
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	0.0	0.2	0.0	30.4	0.0	0.0	36.8
Cycle Q Clear(g_c), s	1.0	0.0	0.0	5.4	0.0	0.0	0.2	0.0	30.4	0.0	0.0	36.8
Prop In Lane	0.44		0.44	0.51		0.46	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	185	0	0	187	0	0	352	0	1277	471	0	1606
V/C Ratio(X)	0.09	0.00	0.00	0.42	0.00	0.00	0.02	0.00	0.67	0.07	0.00	0.47
Avail Cap(c_a), veh/h	311	0	0	187	0	0	410	0	1277	521	0	1606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.84	0.00	0.84
Uniform Delay (d), s/veh	50.4	0.0	0.0	52.3	0.0	0.0	11.3	0.0	8.1	15.3	0.0	23.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.3	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	2.3	0.0	0.0	0.1	0.0	10.3	0.5	0.0	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	0.0	0.0	53.7	0.0	0.0	11.3	0.0	9.4	15.3	0.0	24.5
LnGrp LOS	D	A	A	D	A	A	B	A	A	B	A	C
Approach Vol, veh/h		16			78			859			786	
Approach Delay, s/veh		50.6			53.7			9.4			24.1	
Approach LOS		D			D			A			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	98.3		15.6	10.8	93.6		15.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	75.0		10.0	9.0	75.0		21.0				
Max Q Clear Time (g_c+I1), s	2.2	38.8		7.4	2.0	32.4		3.0				
Green Ext Time (p_c), s	0.0	6.4		0.1	0.0	8.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.4								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	66	56	805	760	21
Future Vol, veh/h	37	66	56	805	760	21
Conflicting Peds, #/hr	0	3	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	2	2	0
Mvmt Flow	38	68	58	830	784	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1754	811	819	0	-	0
Stage 1	808	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	95	379	818	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	373	808	-	-	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.3	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	808	-	291	-	-	
HCM Lane V/C Ratio	0.071	-	0.365	-	-	
HCM Control Delay (s)	9.8	0	24.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-	

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	18	843	35	22	804
Future Vol, veh/h	33	18	843	35	22	804
Conflicting Peds, #/hr	1	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	75	0
Mvmt Flow	35	19	887	37	23	846
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1811	918	0	0	936	0
Stage 1	918	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Critical Hdwy	7	6.5	-	-	4.85	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.875	-
Pot Cap-1 Maneuver	65	308	-	-	504	-
Stage 1	337	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	59	304	-	-	498	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	28.5	0		0.3		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	206	498	-	
HCM Lane V/C Ratio	-	-	0.261	0.047	-	
HCM Control Delay (s)	-	-	28.5	12.6	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	1	0.1	-	

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	11	14	18	8	66	16	787	25	53	749	38
Future Vol, veh/h	25	11	14	18	8	66	16	787	25	53	749	38
Conflicting Peds, #/hr	3	0	11	11	0	3	25	0	17	17	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	26	11	14	19	8	68	16	811	26	55	772	39

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1824	1813	828	1798	1819	844	836	0	0	854	0	0
Stage 1	927	927	-	873	873	-	-	-	-	-	-	-
Stage 2	897	886	-	925	946	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	60	79	374	85	106	393	807	-	-	794	-	-
Stage 1	324	350	-	402	428	-	-	-	-	-	-	-
Stage 2	337	365	-	380	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	42	69	361	65	93	385	788	-	-	781	-	-
Mov Cap-2 Maneuver	42	69	-	65	93	-	-	-	-	-	-	-
Stage 1	310	318	-	388	413	-	-	-	-	-	-	-
Stage 2	266	352	-	323	364	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	171.9		49		0.2		0.6	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	788	-	-	63	172	781	-
HCM Lane V/C Ratio	0.021	-	-	0.818	0.551	0.07	-
HCM Control Delay (s)	9.7	-	-	171.9	49	10	-
HCM Lane LOS	A	-	-	F	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	2.8	0.2	-

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave

Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	42	374	36	180	17	648	202	179	596	3
Future Volume (vph)	0	0	42	374	36	180	17	648	202	179	596	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	13	12	12	13	13
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.87		1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		0.99	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.88		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1578	1841	1485		1829	1963	1551	1734	1662	
Flt Permitted			1.00	0.95	1.00		0.27	1.00	1.00	0.21	1.00	
Satd. Flow (perm)			1578	1841	1485		523	1963	1551	383	1662	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	44	394	38	189	18	682	213	188	627	3
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1	394	227	0	18	682	213	188	630	0
Confl. Peds. (#/hr)						58	49		18	18		49
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	2%	2%	1%	3%	0%
Parking (#/hr)												0
Turn Type			Over	Split	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases			5	4	4		5	2	4	1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			3.0	31.8	31.8		63.2	60.2	92.0	78.2	70.2	
Effective Green, g (s)			3.0	31.8	31.8		63.2	60.2	92.0	78.2	70.2	
Actuated g/C Ratio			0.02	0.27	0.27		0.53	0.50	0.77	0.65	0.59	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	3.0	3.0		2.0	2.0	3.0	2.0	2.0	
Lane Grp Cap (vph)			39	487	393		308	984	1253	395	972	
v/s Ratio Prot			0.00	c0.21	0.15		0.00	c0.35	0.05	c0.05	c0.38	
v/s Ratio Perm							0.03		0.09	0.26		
v/c Ratio			0.03	0.81	0.58		0.06	0.69	0.17	0.48	0.65	
Uniform Delay, d1			57.1	41.3	38.3		26.3	22.8	3.8	30.0	16.6	
Progression Factor			1.00	1.00	1.00		0.67	0.79	0.85	1.11	0.93	
Incremental Delay, d2			1.3	9.6	2.1		0.3	3.4	0.1	3.9	3.2	
Delay (s)			58.4	50.8	40.3		18.1	21.5	3.3	37.2	18.7	
Level of Service			E	D	D		B	C	A	D	B	
Approach Delay (s)		58.4			47.0			17.2			23.0	
Approach LOS		E			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			27.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			77.5%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	86	906	665	347
Future Volume (vph)	0	0	86	906	665	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	13
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.98	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1773	1802	1589	
Flt Permitted			0.23	1.00	1.00	
Satd. Flow (perm)			430	1802	1589	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	89	934	686	358
RTOR Reduction (vph)	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	89	934	1037	0
Confl. Peds. (#/hr)			12			12
Heavy Vehicles (%)	0%	0%	1%	1%	2%	3%
Parking (#/hr)				0	0	
Turn Type			pm+pt	NA	NA	
Protected Phases			5	2	6	
Permitted Phases			2			
Actuated Green, G (s)			105.0	105.0	101.0	
Effective Green, g (s)			105.0	105.0	101.0	
Actuated g/C Ratio			0.88	0.88	0.84	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			2.0	2.0	2.0	
Lane Grp Cap (vph)			376	1576	1337	
v/s Ratio Prot				0.52	c0.65	
v/s Ratio Perm			0.21			
v/c Ratio			0.24	0.59	0.78	
Uniform Delay, d1			1.2	1.9	4.3	
Progression Factor			1.02	0.92	0.77	
Incremental Delay, d2			1.2	1.3	3.4	
Delay (s)			2.4	3.1	6.8	
Level of Service			A	A	A	
Approach Delay (s)	0.0			3.0	6.8	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			4.9	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.75			
Actuated Cycle Length (s)			120.0	Sum of lost time (s)		15.0
Intersection Capacity Utilization			69.7%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	65	927	90	0	665
Future Vol, veh/h	0	65	927	90	0	665
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	0	2
Mvmt Flow	0	68	976	95	0	700
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	1029	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	389	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	387	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 387		-		
HCM Lane V/C Ratio	-	- 0.177		-		
HCM Control Delay (s)	-	- 16.3		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.6		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	390	167	0	627	665	0
Future Volume (vph)	390	167	0	627	665	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	13	13
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.94		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1663	1393		1802	1680	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1663	1393		1802	1680	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	433	186	0	697	739	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	433	186	0	697	739	0
Confl. Peds. (#/hr)		15	7			7
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%
Parking (#/hr)				0	0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	41.5	20.0		68.5	68.5	
Effective Green, g (s)	41.5	20.0		68.5	68.5	
Actuated g/C Ratio	0.35	0.17		0.57	0.57	
Clearance Time (s)		5.0		5.0	5.0	
Vehicle Extension (s)		4.0		2.0	2.0	
Lane Grp Cap (vph)	575	232		1028	959	
v/s Ratio Prot	c0.26			0.39	c0.44	
v/s Ratio Perm		0.13				
v/c Ratio	0.75	0.80		0.68	0.77	
Uniform Delay, d1	34.7	48.1		18.0	19.7	
Progression Factor	1.00	1.00		0.28	0.59	
Incremental Delay, d2	5.9	18.7		2.7	4.1	
Delay (s)	40.6	66.8		7.7	15.6	
Level of Service	D	E		A	B	
Approach Delay (s)	48.5			7.7	15.6	
Approach LOS	D			A	B	
Intersection Summary						
HCM 2000 Control Delay		22.8		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio		0.80				
Actuated Cycle Length (s)		120.0		Sum of lost time (s)		15.0
Intersection Capacity Utilization		64.9%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	43	627	795	37
Future Vol, veh/h	0	56	43	627	795	37
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	1	2	3
Mvmt Flow	0	64	49	721	914	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	947	968	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.42	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	0	231	720	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	229	712	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.8	0.7		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	712	-	229	-	-	
HCM Lane V/C Ratio	0.069	-	0.281	-	-	
HCM Control Delay (s)	10.4	0	26.8	-	-	
HCM Lane LOS	B	A	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-	

HCM 6th Signalized Intersection Summary 120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton Pl
Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	128	38	254	125	50	49	599	149	168	644	39
Future Volume (veh/h)	21	128	38	254	125	50	49	599	149	168	644	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.98		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1900	1856	1900	1900	1900	1900	1961	1870	1870	1945	1930
Adj Flow Rate, veh/h	23	138	35	273	134	51	53	644	144	181	692	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	0	3	0	0	0	0	1	2	2	2	3
Cap, veh/h	189	165	42	350	394	150	246	1002	801	357	997	58
Arrive On Green	0.11	0.11	0.11	0.15	0.30	0.30	0.03	0.51	0.51	0.02	0.18	0.18
Sat Flow, veh/h	1134	1449	367	1810	1305	497	1810	1961	1568	1781	1820	105
Grp Volume(v), veh/h	23	0	173	273	0	185	53	644	144	181	0	732
Grp Sat Flow(s),veh/h/ln	1134	0	1816	1810	0	1802	1810	1961	1568	1781	0	1925
Q Serve(g_s), s	2.2	0.0	11.2	15.4	0.0	9.6	1.7	28.7	5.9	5.5	0.0	42.7
Cycle Q Clear(g_c), s	2.2	0.0	11.2	15.4	0.0	9.6	1.7	28.7	5.9	5.5	0.0	42.7
Prop In Lane	1.00		0.20	1.00		0.28	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	189	0	207	350	0	544	246	1002	801	357	0	1055
V/C Ratio(X)	0.12	0.00	0.84	0.78	0.00	0.34	0.22	0.64	0.18	0.51	0.00	0.69
Avail Cap(c_a), veh/h	211	0	242	372	0	601	246	1002	801	365	0	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.1	0.0	52.1	37.9	0.0	32.6	19.9	21.4	15.8	17.4	0.0	39.7
Incr Delay (d2), s/veh	1.0	0.0	28.1	9.7	0.0	1.3	0.2	3.2	0.5	0.4	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	6.7	7.8	0.0	4.4	0.7	13.7	2.2	2.3	0.0	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	80.2	47.6	0.0	33.9	20.1	24.5	16.3	17.8	0.0	43.5
LnGrp LOS	D	A	F	D	A	C	C	C	B	B	A	D
Approach Vol, veh/h	196				458				841			
Approach Delay, s/veh	76.5				42.1				22.9			
Approach LOS	E				D				C			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	66.3		41.2	8.0	70.8	22.6	18.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	57.0		40.0	3.0	62.0	19.0	16.0				
Max Q Clear Time (g_c+I1), s	7.5	30.7		11.6	3.7	44.7	17.4	13.2				
Green Ext Time (p_c), s	0.0	3.2		2.6	0.0	3.3	0.1	0.5				

Intersection Summary

HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	796	3	0	936
Future Vol, veh/h	1	1	796	3	0	936
Conflicting Peds, #/hr	1	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	1	1	847	3	0	996
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1854	858	0	0	858	0
Stage 1	857	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	4.4	5.2	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	230	456	-	-	791	-
Stage 1	675	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	228	452	-	-	785	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 424		785	-	
HCM Lane V/C Ratio	-	- 0.005		-	-	
HCM Control Delay (s)	-	- 13.5		0	-	
HCM Lane LOS	-	- B		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	1.2	5.0	0.0	26
Cedar Pl	14	2.7	5.8	0.0	16
Emwilton Pl	13	17.9	24.8	0.1	8
Maple Pl	12	4.7	14.0	0.1	20
Church St	11	22.5	33.0	0.1	10
Ellis Pl	10	2.6	5.3	0.0	16
Main St	9	8.5	13.7	0.0	12
Eastern Ave	22	7.9	11.1	0.0	8
Croton Ave	8	12.0	15.0	0.0	5
Denny St	7	55.5	75.1	0.2	8
Havell St	6	23.3	30.7	0.1	7
North Malcolm St	5	36.2	47.3	0.1	6
Van Corlandt Ave	4	27.3	37.7	0.1	6
Snowden Ave	3	5.1	20.3	0.1	24
Cedar Ln	2	0.6	5.9	0.0	23
Total		228.0	344.7	0.9	10

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 333.1

Arterial Level of Service: SB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	21.6	107.7	0.1	7
Snowden Ave	3	7.3	12.6	0.0	11
Montgomery St	4	28.2	45.0	0.1	11
North Malcolm St	5	2.8	10.2	0.1	22
Havell St	6	4.4	13.9	0.1	20
Aqueduct St	7	3.5	10.4	0.1	20
Broadway	8	30.2	49.6	0.2	12
Eastern Ave	22	5.6	9.2	0.0	9
Main St	9	8.0	11.2	0.0	8
Ellis Pl	10	4.9	10.0	0.0	16
Church St	11	6.7	9.7	0.0	9
Maple Pl	12	3.1	13.7	0.1	23
Waller Ave	13	7.8	16.8	0.1	16
Cedar Pl	14	1.2	8.5	0.1	25
	16	0.2	3.4	0.0	28
Total		135.5	331.7	1.0	14

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 220.6

This time is reduced from total.

Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	8.8	19.0	0.0	10
Cedar Pl	14	11.6	14.6	0.0	6
Emwilton Pl	13	29.5	36.8	0.1	6
Maple Pl	12	24.1	33.4	0.1	8
Church St	11	68.6	79.3	0.1	4
Ellis Pl	10	5.1	8.1	0.0	11
Main St	9	14.4	19.6	0.0	8
Eastern Ave	22	11.9	15.8	0.0	6
Croton Ave	8	17.2	20.2	0.0	4
Denny St	7	6.7	26.7	0.2	23
Havell St	6	7.0	14.0	0.1	15
North Malcolm St	5	22.4	32.6	0.1	9
Van Corlandt Ave	4	21.9	29.4	0.1	7
Snowden Ave	3	15.0	30.4	0.1	16
Cedar Ln	2	1.1	6.4	0.0	21
Total		265.3	386.4	0.9	9

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 352.8

Arterial Level of Service: SB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	15.6	23.5	0.1	9
Snowden Ave	3	2.5	7.7	0.0	18
Montgomery St	4	2.2	17.6	0.1	27
North Malcolm St	5	1.7	9.2	0.1	24
Havell St	6	4.9	14.5	0.1	19
Aqueduct St	7	2.1	8.9	0.1	23
Broadway	8	17.2	36.6	0.2	17
Eastern Ave	22	3.9	7.3	0.0	11
Main St	9	7.2	10.3	0.0	9
Ellis Pl	10	5.7	10.8	0.0	15
Church St	11	9.7	12.5	0.0	7
Maple Pl	12	3.7	14.2	0.1	23
Waller Ave	13	26.2	35.1	0.1	8
Cedar Pl	14	2.2	9.4	0.1	22
	16	0.2	3.4	0.0	28
Total		104.9	220.9	1.0	16

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 194.0

Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

This time is reduced from total.

BUILD - LPI 2032

LOS REPORTS

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
Build 2032_AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T	L	L	T
Traffic Volume (vph)	165	2	718	129	2	938
Future Volume (vph)	165	2	718	129	2	938
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	12	12
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	0.85	1.00	1.00
Flt Protected	0.95		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1836		1888	1585	1783	1775
Flt Permitted	0.95		1.00	1.00	0.29	1.00
Satd. Flow (perm)	1836		1888	1585	551	1775
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	183	2	798	143	2	1042
RTOR Reduction (vph)	0	0	0	16	0	0
Lane Group Flow (vph)	185	0	798	127	2	1042
Confl. Peds. (#/hr)	1	1		3	3	
Heavy Vehicles (%)	3%	0%	4%	2%	0%	6%
Turn Type	Perm		NA	Perm	Perm	NA
Protected Phases			1 3			1
Permitted Phases	4			1 3	1	
Actuated Green, G (s)	18.4		111.6	111.6	91.0	91.0
Effective Green, g (s)	18.4		111.6	111.6	91.0	91.0
Actuated g/C Ratio	0.13		0.80	0.80	0.65	0.65
Clearance Time (s)	5.0				5.0	5.0
Vehicle Extension (s)	2.0				3.0	3.0
Lane Grp Cap (vph)	241		1505	1263	358	1153
v/s Ratio Prot			c0.42			c0.59
v/s Ratio Perm	c0.10			0.08	0.00	
v/c Ratio	0.77		0.53	0.10	0.01	0.90
Uniform Delay, d1	58.7		5.0	3.1	8.6	20.8
Progression Factor	1.00		0.10	0.05	1.00	1.00
Incremental Delay, d2	12.4		0.2	0.0	0.0	11.6
Delay (s)	71.1		0.7	0.2	8.6	32.4
Level of Service	E		A	A	A	C
Approach Delay (s)	71.1		0.7			32.3
Approach LOS	E		A			C
Intersection Summary						
HCM 2000 Control Delay			21.9		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.85			
Actuated Cycle Length (s)			140.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			67.1%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	104	36	16	743	961	142
Future Volume (vph)	104	36	16	743	961	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	11
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.97		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1620		1264	1683	1852	1494
Flt Permitted	0.96		0.04	1.00	1.00	1.00
Satd. Flow (perm)	1620		59	1683	1852	1494
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	117	40	18	835	1080	160
RTOR Reduction (vph)	9	0	0	0	0	14
Lane Group Flow (vph)	148	0	18	835	1080	146
Confl. Peds. (#/hr)	8	1	1			1
Heavy Vehicles (%)	1%	19%	38%	5%	6%	2%
Parking (#/hr)				0		
Turn Type	Perm		Perm	NA	NA	Perm
Protected Phases				1	1 4	
Permitted Phases	3		1			1 4
Actuated Green, G (s)	15.6		91.0	91.0	114.4	114.4
Effective Green, g (s)	15.6		91.0	91.0	114.4	114.4
Actuated g/C Ratio	0.11		0.65	0.65	0.82	0.82
Clearance Time (s)	5.0		5.0	5.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	180		38	1093	1513	1220
v/s Ratio Prot				c0.50	c0.58	
v/s Ratio Perm	c0.09		0.31			0.10
v/c Ratio	0.82		0.47	0.76	0.71	0.12
Uniform Delay, d1	60.8		12.4	17.0	5.6	2.6
Progression Factor	1.00		0.15	0.14	0.14	0.10
Incremental Delay, d2	25.1		3.8	0.5	0.6	0.0
Delay (s)	86.0		5.7	2.9	1.4	0.3
Level of Service	F		A	A	A	A
Approach Delay (s)	86.0			3.0	1.3	
Approach LOS	F			A	A	
Intersection Summary						
HCM 2000 Control Delay			7.8	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.78			
Actuated Cycle Length (s)			140.0	Sum of lost time (s)		15.0
Intersection Capacity Utilization			66.9%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave

Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	18	14	215	4	107	4	648	248	158	837	2
Future Volume (veh/h)	4	18	14	215	4	107	4	648	248	158	837	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2022	2097	2052	1900	1914	1914	1988	2052	2099
Adj Flow Rate, veh/h	5	21	16	247	5	123	5	745	285	182	962	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	5	0	3	0	4	4	2	3	0
Cap, veh/h	58	223	155	287	5	122	136	791	303	488	1347	3
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	1.00	1.00	0.02	0.22	0.22
Sat Flow, veh/h	128	975	678	1069	22	533	1810	1317	504	1893	2047	4
Grp Volume(v), veh/h	42	0	0	375	0	0	5	0	1030	182	0	964
Grp Sat Flow(s),veh/h/ln	1780	0	0	1624	0	0	1810	0	1821	1893	0	2051
Q Serve(g_s), s	0.0	0.0	0.0	29.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	61.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	32.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	61.0
Prop In Lane	0.12		0.38	0.66		0.33	1.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	436	0	0	414	0	0	136	0	1094	488	0	1350
V/C Ratio(X)	0.10	0.00	0.00	0.91	0.00	0.00	0.04	0.00	0.94	0.37	0.00	0.71
Avail Cap(c_a), veh/h	436	0	0	414	0	0	189	0	1094	544	0	1350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.63	0.00	0.63
Uniform Delay (d), s/veh	42.7	0.0	0.0	53.9	0.0	0.0	26.5	0.0	0.0	16.7	0.0	42.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	23.2	0.0	0.0	0.1	0.0	16.3	0.3	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	0.0	22.4	0.0	0.0	0.1	0.0	8.6	6.0	0.0	42.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	0.0	0.0	77.0	0.0	0.0	26.6	0.0	16.3	17.0	0.0	44.7
LnGrp LOS	D	A	A	E	A	A	C	A	B	B	A	D
Approach Vol, veh/h		42			375			1035			1146	
Approach Delay, s/veh		42.8			77.0			16.4			40.3	
Approach LOS		D			E			B			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	97.1		37.0	13.9	89.1		37.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	88.0		32.0	13.0	80.0		32.0				
Max Q Clear Time (g_c+I1), s	2.2	63.0		34.0	2.0	2.0		4.6				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.4	13.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				36.1								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	91	33	842	1044	22
Future Vol, veh/h	58	91	33	842	1044	22
Conflicting Peds, #/hr	0	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	4	8	8	7	6
Mvmt Flow	67	105	38	968	1200	25
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2261	1218	1229	0	-	0
Stage 1	1217	-	-	-	-	-
Stage 2	1044	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.272	-	-	-
Pot Cap-1 Maneuver	~ 46	218	547	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 39	217	545	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	104	0.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	545	-	182	-	-	
HCM Lane V/C Ratio	0.07	-	0.941	-	-	
HCM Control Delay (s)	12.1	0	104	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	7.4	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	17	858	22	8	1127
Future Vol, veh/h	37	17	858	22	8	1127
Conflicting Peds, #/hr	0	0	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	8	0	0	7
Mvmt Flow	41	19	953	24	9	1252
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2248	978	0	0	990	0
Stage 1	978	-	-	-	-	-
Stage 2	1270	-	-	-	-	-
Critical Hdwy	7	6.5	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 32	283	-	-	706	-
Stage 1	312	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 30	279	-	-	697	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	308	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	43.3	0		0.1		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	152	697	-	
HCM Lane V/C Ratio	-	-	0.395	0.013	-	
HCM Control Delay (s)	-	-	43.3	10.2	0	
HCM Lane LOS	-	-	E	B	A	
HCM 95th %tile Q(veh)	-	-	1.7	0	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	25.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	6	18	12	11	85	11	770	20	59	1053	52
Future Vol, veh/h	25	6	18	12	11	85	11	770	20	59	1053	52
Conflicting Peds, #/hr	1	0	8	8	0	1	1	0	6	6	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	0	0	0	0	2	0	9	6	2	7	0
Mvmt Flow	28	7	20	13	12	94	12	856	22	66	1170	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2277	2240	1208	2250	2258	874	1229	0	0	884	0	0
Stage 1	1332	1332	-	897	897	-	-	-	-	-	-	-
Stage 2	945	908	-	1353	1361	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	6.5	5.9	5.92	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 27	43	225	44	61	375	574	-	-	765	-	-
Stage 1	186	225	-	392	419	-	-	-	-	-	-	-
Stage 2	309	357	-	234	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 15	38	223	32	54	372	573	-	-	761	-	-
Mov Cap-2 Maneuver	~ 15	38	-	32	54	-	-	-	-	-	-	-
Stage 1	182	205	-	381	408	-	-	-	-	-	-	-
Stage 2	219	347	-	187	250	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	826.7	115	0.2	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	573	-	-	26	134	761	-
HCM Lane V/C Ratio	0.021	-	-	2.094	0.896	0.086	-
HCM Control Delay (s)	11.4	-	-	826.7	115	10.2	-
HCM Lane LOS	B	-	-	F	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	6.6	5.9	0.3	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave

Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	36	269	33	208	12	593	199	252	827	4
Future Volume (vph)	0	0	36	269	33	208	12	593	199	252	827	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	13	12	12	13	13
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.96		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.87		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1488	1754	1510		1841	1854	1488	1636	1601	
Flt Permitted			1.00	0.95	1.00		0.07	1.00	1.00	0.21	1.00	
Satd. Flow (perm)			1488	1754	1510		132	1854	1488	368	1601	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	41	306	38	236	14	674	226	286	940	5
RTOR Reduction (vph)	0	0	40	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1	306	274	0	14	674	226	286	945	0
Confl. Peds. (#/hr)						9	13		5	5		13
Heavy Vehicles (%)	0%	0%	6%	6%	0%	10%	0%	8%	8%	7%	7%	0%
Parking (#/hr)												0
Turn Type			Over	Split	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases			5	4	4		5	2	4	1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			2.4	26.6	26.6		73.4	71.0	97.6	92.4	85.0	
Effective Green, g (s)			2.4	26.6	26.6		73.4	71.0	97.6	92.4	85.0	
Actuated g/C Ratio			0.02	0.19	0.19		0.52	0.51	0.70	0.66	0.61	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	3.0	3.0		2.0	2.0	3.0	2.0	2.0	
Lane Grp Cap (vph)			25	333	286		98	940	1037	391	972	
v/s Ratio Prot			0.00	0.17	c0.18		0.00	0.36	0.04	c0.09	c0.59	
v/s Ratio Perm							0.07		0.11	0.40		
v/c Ratio			0.03	0.92	0.96		0.14	0.72	0.22	0.73	0.97	
Uniform Delay, d1			67.7	55.6	56.1		54.7	26.7	7.6	37.7	26.4	
Progression Factor			1.00	1.00	1.00		0.72	0.92	1.02	1.08	1.08	
Incremental Delay, d2			0.2	29.2	41.4		0.2	3.9	0.1	4.4	18.8	
Delay (s)			67.8	84.8	97.6		39.5	28.4	7.8	45.1	47.4	
Level of Service			E	F	F		D	C	A	D	D	
Approach Delay (s)		67.8			90.8			23.5			46.8	
Approach LOS		E			F			C			D	
Intersection Summary												
HCM 2000 Control Delay			48.7			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			76.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	63	834	764	368
Future Volume (vph)	0	0	63	834	764	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	13
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.96	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1797	1701	1531	
Flt Permitted			0.16	1.00	1.00	
Satd. Flow (perm)			299	1701	1531	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	71	937	858	413
RTOR Reduction (vph)	0	0	0	0	6	0
Lane Group Flow (vph)	0	0	71	937	1265	0
Confl. Peds. (#/hr)			9			9
Heavy Vehicles (%)	0%	0%	0%	7%	6%	8%
Parking (#/hr)				0	0	
Turn Type			pm+pt	NA	NA	
Protected Phases			5	2	6	
Permitted Phases			2			
Actuated Green, G (s)			125.2	125.2	121.2	
Effective Green, g (s)			125.2	125.2	121.2	
Actuated g/C Ratio			0.89	0.89	0.87	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			2.0	2.0	2.0	
Lane Grp Cap (vph)			267	1521	1325	
v/s Ratio Prot				0.55	c0.83	
v/s Ratio Perm			0.24			
v/c Ratio			0.27	0.62	0.96	
Uniform Delay, d1			1.0	1.7	7.3	
Progression Factor			0.95	0.92	0.66	
Incremental Delay, d2			2.0	1.5	7.7	
Delay (s)			3.0	3.1	12.5	
Level of Service			A	A	B	
Approach Delay (s)	0.0			3.1	12.5	
Approach LOS	A			A	B	
Intersection Summary						
HCM 2000 Control Delay			8.4	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.93			
Actuated Cycle Length (s)			140.0	Sum of lost time (s)		15.0
Intersection Capacity Utilization			67.1%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	70	827	102	0	764
Future Vol, veh/h	0	70	827	102	0	764
Conflicting Peds, #/hr	0	0	0	19	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	7	1	0	6
Mvmt Flow	0	78	919	113	0	849
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	995	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	403	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	396	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 396		-		
HCM Lane V/C Ratio	-	- 0.196		-		
HCM Control Delay (s)	-	- 16.3		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.7		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
Build 2032_AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	346	47	0	583	764	0
Future Volume (vph)	346	47	0	583	764	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	13	13
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.93		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1631	1194		1685	1602	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1631	1194		1685	1602	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	380	52	0	641	840	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	380	52	0	641	840	0
Confl. Peds. (#/hr)		16				
Heavy Vehicles (%)	4%	18%	0%	8%	7%	0%
Parking (#/hr)				0	0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	40.1	21.0		89.9	89.9	
Effective Green, g (s)	40.1	21.0		89.9	89.9	
Actuated g/C Ratio	0.29	0.15		0.64	0.64	
Clearance Time (s)		5.0		5.0	5.0	
Vehicle Extension (s)		4.0		2.0	2.0	
Lane Grp Cap (vph)	467	179		1082	1028	
v/s Ratio Prot	c0.23			0.38	c0.52	
v/s Ratio Perm		0.04				
v/c Ratio	0.81	0.29		0.59	0.82	
Uniform Delay, d1	46.5	52.9		14.5	18.9	
Progression Factor	1.00	1.00		0.39	0.59	
Incremental Delay, d2	10.9	1.2		1.7	2.4	
Delay (s)	57.4	54.1		7.3	13.5	
Level of Service	E	D		A	B	
Approach Delay (s)	57.0			7.3	13.5	
Approach LOS	E			A	B	
Intersection Summary						
HCM 2000 Control Delay		21.3		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio		0.85				
Actuated Cycle Length (s)		140.0		Sum of lost time (s)		15.0
Intersection Capacity Utilization		67.7%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	15	583	800	11
Future Vol, veh/h	0	39	15	583	800	11
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	0	8	7	13
Mvmt Flow	0	45	17	670	920	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	938	944	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.43	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.2	-	-	-
Pot Cap-1 Maneuver	0	233	735	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	231	727	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.3	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	727	-	231	-	-	
HCM Lane V/C Ratio	0.024	-	0.194	-	-	
HCM Control Delay (s)	10.1	0	24.3	-	-	
HCM Lane LOS	B	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

HCM 6th Signalized Intersection Summary 120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton Pl
Build 2032_AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	191	39	170	87	69	18	477	137	177	654	8
Future Volume (veh/h)	52	191	39	170	87	69	18	477	137	177	654	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.92	0.97		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1811	1900	1781	1885	1737	1900	1868	1841	1826	1884	1976
Adj Flow Rate, veh/h	67	245	45	218	112	79	23	612	157	227	838	10
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	10	6	0	8	1	11	0	7	4	5	6	0
Cap, veh/h	244	269	49	269	338	239	147	899	732	340	1011	12
Arrive On Green	0.18	0.18	0.18	0.12	0.34	0.34	0.01	0.48	0.48	0.03	0.18	0.18
Sat Flow, veh/h	1051	1467	269	1697	1009	712	1810	1868	1523	1739	1857	22
Grp Volume(v), veh/h	67	0	290	218	0	191	23	612	157	227	0	848
Grp Sat Flow(s),veh/h/ln	1051	0	1736	1697	0	1721	1810	1868	1523	1739	0	1879
Q Serve(g_s), s	7.8	0.0	22.9	14.2	0.0	11.6	0.9	35.4	8.4	8.6	0.0	60.9
Cycle Q Clear(g_c), s	7.8	0.0	22.9	14.2	0.0	11.6	0.9	35.4	8.4	8.6	0.0	60.9
Prop In Lane	1.00		0.16	1.00		0.41	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	244	0	319	269	0	577	147	899	732	340	0	1024
V/C Ratio(X)	0.27	0.00	0.91	0.81	0.00	0.33	0.16	0.68	0.21	0.67	0.00	0.83
Avail Cap(c_a), veh/h	254	0	335	290	0	614	163	899	732	356	0	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	56.0	40.4	0.0	34.8	28.2	28.0	21.0	23.6	0.0	51.1
Incr Delay (d2), s/veh	2.2	0.0	30.7	15.0	0.0	1.2	0.2	4.2	0.7	3.5	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	18.6	11.4	0.0	8.8	0.7	23.5	5.7	7.5	0.0	42.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	86.7	55.4	0.0	36.0	28.4	32.2	21.7	27.1	0.0	58.8
LnGrp LOS	D	A	F	E	A	D	C	C	C	C	A	E
Approach Vol, veh/h	357			409			792			1075		
Approach Delay, s/veh	80.2			46.3			30.0			52.1		
Approach LOS	F			D			C			D		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	72.3		52.0	6.8	81.3	21.3	30.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	63.0		50.0	3.0	72.0	18.0	27.0				
Max Q Clear Time (g_c+I1), s	10.6	37.4		13.6	2.9	62.9	16.2	24.9				
Green Ext Time (p_c), s	0.1	3.1		3.0	0.0	3.0	0.1	0.8				

Intersection Summary

HCM 6th Ctrl Delay 48.4
HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	624	4	2	861
Future Vol, veh/h	2	8	624	4	2	861
Conflicting Peds, #/hr	1	2	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	50	0	7	25	0	6
Mvmt Flow	2	9	664	4	2	916
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1605	686	0	0	686	0
Stage 1	684	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Critical Hdwy	4.9	5.2	-	-	4.1	-
Critical Hdwy Stg 1	3.9	-	-	-	-	-
Critical Hdwy Stg 2	3.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	218	546	-	-	917	-
Stage 1	618	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	536	-	-	901	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 487		901	-	
HCM Lane V/C Ratio	-	- 0.022		0.002	-	
HCM Control Delay (s)	-	- 12.6		9	-	
HCM Lane LOS	-	- B		A	-	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

2: US 9 & Cedar Ln
Build 2032_PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	121	11	849	155	16	705
Future Volume (vph)	121	11	849	155	16	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	12	12
Grade (%)	-10%		0%			2%
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	0.85	1.00	1.00
Flt Protected	0.96		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1852		1925	1619	1787	1844
Flt Permitted	0.96		1.00	1.00	0.23	1.00
Satd. Flow (perm)	1852		1925	1619	439	1844
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	125	11	875	160	16	727
RTOR Reduction (vph)	3	0	0	19	0	0
Lane Group Flow (vph)	133	0	875	141	16	727
Confl. Peds. (#/hr)				3	3	
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%
Turn Type	Perm		NA	Perm	Perm	NA
Protected Phases			1 3			1
Permitted Phases	4			1 3	1	
Actuated Green, G (s)	17.8		92.2	92.2	68.5	68.5
Effective Green, g (s)	17.8		92.2	92.2	68.5	68.5
Actuated g/C Ratio	0.15		0.77	0.77	0.57	0.57
Clearance Time (s)	5.0				5.0	5.0
Vehicle Extension (s)	2.0				3.0	3.0
Lane Grp Cap (vph)	274		1479	1243	250	1052
v/s Ratio Prot			c0.45			c0.39
v/s Ratio Perm	c0.07			0.09	0.04	
v/c Ratio	0.49		0.59	0.11	0.06	0.69
Uniform Delay, d1	46.9		5.9	3.5	11.5	18.3
Progression Factor	1.00		0.12	0.09	1.00	1.00
Incremental Delay, d2	0.5		0.3	0.0	0.5	3.7
Delay (s)	47.4		1.1	0.3	12.0	22.0
Level of Service	D		A	A	B	C
Approach Delay (s)	47.4		0.9			21.8
Approach LOS	D		A			C
Intersection Summary						
HCM 2000 Control Delay			12.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.65			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			60.4%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

3: US 9 & Snowden Ave
Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	W
Traffic Volume (vph)	204	24	24	800	746	80
Future Volume (vph)	204	24	24	800	746	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	11
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1772		1662	1732	1925	1456
Flt Permitted	0.96		0.06	1.00	1.00	1.00
Satd. Flow (perm)	1772		102	1732	1925	1456
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	210	25	25	825	769	82
RTOR Reduction (vph)	3	0	0	0	0	11
Lane Group Flow (vph)	232	0	25	825	769	71
Confl. Peds. (#/hr)	1		6			6
Heavy Vehicles (%)	1%	0%	5%	2%	2%	3%
Parking (#/hr)				0		
Turn Type	Perm		Perm	NA	NA	Perm
Protected Phases				1	1 4	
Permitted Phases	3		1			1 4
Actuated Green, G (s)	18.7		68.5	68.5	91.3	91.3
Effective Green, g (s)	18.7		68.5	68.5	91.3	91.3
Actuated g/C Ratio	0.16		0.57	0.57	0.76	0.76
Clearance Time (s)	5.0		5.0	5.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	276		58	988	1464	1107
v/s Ratio Prot				c0.48	c0.40	
v/s Ratio Perm	c0.13		0.24			0.05
v/c Ratio	0.84		0.43	0.84	0.53	0.06
Uniform Delay, d1	49.2		14.7	21.1	5.7	3.6
Progression Factor	1.00		0.59	0.73	0.15	0.04
Incremental Delay, d2	19.5		17.9	6.9	0.1	0.0
Delay (s)	68.7		26.5	22.2	1.0	0.1
Level of Service	E		C	C	A	A
Approach Delay (s)	68.7			22.4	0.9	
Approach LOS	E			C	A	
Intersection Summary						
HCM 2000 Control Delay			18.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.80			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			63.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
120-314; Ossining Road Diet

4: US 9 & Montgomery St/Van Corlandt Ave

Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	7	39	2	35	8	782	52	34	735	1
Future Volume (veh/h)	7	2	7	39	2	35	8	782	52	34	735	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.93	0.93		0.93	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	2052	2097	2097	1900	1945	1976	1973	2067	2099
Adj Flow Rate, veh/h	7	2	7	40	2	36	8	798	53	35	750	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	3	0	0	0	2	0	3	2	0
Cap, veh/h	90	33	62	104	18	65	417	1230	82	472	1604	2
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.01	0.76	0.76	0.01	0.26	0.26
Sat Flow, veh/h	532	373	703	665	201	742	1810	1622	108	1879	2064	3
Grp Volume(v), veh/h	16	0	0	78	0	0	8	0	851	35	0	751
Grp Sat Flow(s),veh/h/ln	1608	0	0	1608	0	0	1810	0	1730	1879	0	2067
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	0.0	0.1	0.0	28.1	0.5	0.0	36.8
Cycle Q Clear(g_c), s	1.0	0.0	0.0	5.4	0.0	0.0	0.1	0.0	28.1	0.5	0.0	36.8
Prop In Lane	0.44		0.44	0.51		0.46	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	185	0	0	187	0	0	417	0	1312	472	0	1606
V/C Ratio(X)	0.09	0.00	0.00	0.42	0.00	0.00	0.02	0.00	0.65	0.07	0.00	0.47
Avail Cap(c_a), veh/h	311	0	0	193	0	0	475	0	1312	497	0	1606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.84	0.00	0.84
Uniform Delay (d), s/veh	50.4	0.0	0.0	52.3	0.0	0.0	8.3	0.0	6.9	6.4	0.0	23.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.5	0.0	0.0	0.0	0.0	2.5	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	2.3	0.0	0.0	0.1	0.0	9.6	0.2	0.0	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	0.0	0.0	53.7	0.0	0.0	8.3	0.0	9.4	6.4	0.0	24.5
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	C
Approach Vol, veh/h		16			78			859			786	
Approach Delay, s/veh		50.6			53.7			9.4			23.7	
Approach LOS		D			D			A			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	98.3		15.6	8.4	96.0		15.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	79.0		11.0	5.0	79.0		21.0				
Max Q Clear Time (g_c+I1), s	2.1	38.8		7.4	2.5	30.1		3.0				
Green Ext Time (p_c), s	0.0	6.5		0.1	0.0	8.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.2								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	66	56	805	760	21
Future Vol, veh/h	37	66	56	805	760	21
Conflicting Peds, #/hr	0	3	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	8	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	2	2	0
Mvmt Flow	38	68	58	830	784	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1754	811	819	0	-	0
Stage 1	808	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	95	379	818	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	373	808	-	-	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.3	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	808	-	291	-	-	
HCM Lane V/C Ratio	0.071	-	0.365	-	-	
HCM Control Delay (s)	9.8	0	24.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-	

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	18	843	35	22	804
Future Vol, veh/h	33	18	843	35	22	804
Conflicting Peds, #/hr	1	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	3	-	12	-	-	-8
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	75	0
Mvmt Flow	35	19	887	37	23	846
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1811	918	0	0	936	0
Stage 1	918	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Critical Hdwy	7	6.5	-	-	4.85	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.875	-
Pot Cap-1 Maneuver	65	308	-	-	504	-
Stage 1	337	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	59	304	-	-	498	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	28.5	0		0.3		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	206	498	-	
HCM Lane V/C Ratio	-	-	0.261	0.047	-	
HCM Control Delay (s)	-	-	28.5	12.6	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	1	0.1	-	

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	11	14	18	8	66	16	787	25	53	749	38
Future Vol, veh/h	25	11	14	18	8	66	16	787	25	53	749	38
Conflicting Peds, #/hr	3	0	11	11	0	3	25	0	17	17	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-3	-	-	-3	-	-	-8	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	26	11	14	19	8	68	16	811	26	55	772	39

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1824	1813	828	1798	1819	844	836	0	0	854	0	0
Stage 1	927	927	-	873	873	-	-	-	-	-	-	-
Stage 2	897	886	-	925	946	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	60	79	374	85	106	393	807	-	-	794	-	-
Stage 1	324	350	-	402	428	-	-	-	-	-	-	-
Stage 2	337	365	-	380	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	42	69	361	65	93	385	788	-	-	781	-	-
Mov Cap-2 Maneuver	42	69	-	65	93	-	-	-	-	-	-	-
Stage 1	310	318	-	388	413	-	-	-	-	-	-	-
Stage 2	266	352	-	323	364	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	171.9		49		0.2		0.6	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	788	-	-	63	172	781	-
HCM Lane V/C Ratio	0.021	-	-	0.818	0.551	0.07	-
HCM Control Delay (s)	9.7	-	-	171.9	49	10	-
HCM Lane LOS	A	-	-	F	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	2.8	0.2	-

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

8: US 9 & Broadway/Croton Ave

Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	42	374	36	180	17	648	202	179	596	3
Future Volume (vph)	0	0	42	374	36	180	17	648	202	179	596	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	13	12	12	13	13
Grade (%)		8%			-6%			-4%			6%	
Total Lost time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.86		1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt			0.86	1.00	0.88		1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1578	1841	1454		1841	1963	1544	1734	1662	
Flt Permitted			1.00	0.95	1.00		0.23	1.00	1.00	0.17	1.00	
Satd. Flow (perm)			1578	1841	1454		447	1963	1544	312	1662	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	44	394	38	189	18	682	213	188	627	3
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1	394	227	0	18	682	213	188	630	0
Confl. Peds. (#/hr)						58	49		18	18		49
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	2%	2%	1%	3%	0%
Parking (#/hr)												0
Turn Type			Over	Split	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases			5	4	4		5	2	4	1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)			2.4	35.0	35.0		67.6	65.2	100.2	82.6	75.2	
Effective Green, g (s)			2.4	35.0	35.0		67.6	65.2	100.2	82.6	75.2	
Actuated g/C Ratio			0.02	0.25	0.25		0.48	0.47	0.72	0.59	0.54	
Clearance Time (s)			5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)			2.0	3.0	3.0		2.0	2.0	3.0	2.0	2.0	
Lane Grp Cap (vph)			27	460	363		239	914	1105	310	892	
v/s Ratio Prot			0.00	c0.21	0.16		0.00	c0.35	0.05	c0.05	c0.38	
v/s Ratio Perm							0.03		0.09	0.30		
v/c Ratio			0.03	0.86	0.63		0.08	0.75	0.19	0.61	0.71	
Uniform Delay, d1			67.7	50.1	46.7		38.2	30.6	6.6	44.8	24.2	
Progression Factor			1.00	1.00	1.00		0.65	0.78	0.79	1.00	1.00	
Incremental Delay, d2			0.2	14.5	3.3		0.0	4.8	0.1	2.3	4.7	
Delay (s)			67.8	64.6	50.0		25.1	28.5	5.2	47.1	28.8	
Level of Service			E	E	D		C	C	A	D	C	
Approach Delay (s)		67.8			59.3			23.0			33.1	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			36.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			77.5%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

9: US 9 & Main St
Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	86	906	665	347
Future Volume (vph)	0	0	86	906	665	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	13	13	13
Grade (%)	0%			-6%	4%	
Total Lost time (s)			5.0	5.0	5.0	
Lane Util. Factor			1.00	1.00	1.00	
Frpb, ped/bikes			1.00	1.00	0.98	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1778	1802	1586	
Flt Permitted			0.23	1.00	1.00	
Satd. Flow (perm)			422	1802	1586	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	89	934	686	358
RTOR Reduction (vph)	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	89	934	1037	0
Confl. Peds. (#/hr)			12			12
Heavy Vehicles (%)	0%	0%	1%	1%	2%	3%
Parking (#/hr)				0	0	
Turn Type			pm+pt	NA	NA	
Protected Phases			5	2	6	
Permitted Phases			2			
Actuated Green, G (s)			125.0	125.0	117.0	
Effective Green, g (s)			125.0	125.0	117.0	
Actuated g/C Ratio			0.89	0.89	0.84	
Clearance Time (s)			5.0	5.0	5.0	
Vehicle Extension (s)			2.0	2.0	2.0	
Lane Grp Cap (vph)			405	1608	1325	
v/s Ratio Prot			0.00	c0.52	c0.65	
v/s Ratio Perm			0.19			
v/c Ratio			0.22	0.58	0.78	
Uniform Delay, d1			7.5	1.7	5.5	
Progression Factor			0.68	0.64	0.68	
Incremental Delay, d2			0.1	1.2	3.3	
Delay (s)			5.2	2.3	7.0	
Level of Service			A	A	A	
Approach Delay (s)	0.0			2.5	7.0	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			4.8	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.76			
Actuated Cycle Length (s)			140.0	Sum of lost time (s)		15.0
Intersection Capacity Utilization			69.7%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	65	927	90	0	665
Future Vol, veh/h	0	65	927	90	0	665
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	-11	-	-6	-	-	7
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	0	2
Mvmt Flow	0	68	976	95	0	700
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	1029	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	389	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	387	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 387		-		
HCM Lane V/C Ratio	-	- 0.177		-		
HCM Control Delay (s)	-	- 16.3		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.6		-		

HCM Signalized Intersection Capacity Analysis

120-314; Ossining Road Diet

11: US 9 & Church St
Build 2032_PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	390	167	0	627	665	0
Future Volume (vph)	390	167	0	627	665	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	13	13
Grade (%)	12%			-6%	6%	
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.94		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1663	1397		1802	1680	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1663	1397		1802	1680	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	433	186	0	697	739	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	433	186	0	697	739	0
Confl. Peds. (#/hr)		15	7			7
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%
Parking (#/hr)				0	0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3 4			1	1	
Permitted Phases		3				
Actuated Green, G (s)	46.6	25.0		83.4	83.4	
Effective Green, g (s)	46.6	25.0		83.4	83.4	
Actuated g/C Ratio	0.33	0.18		0.60	0.60	
Clearance Time (s)		5.0		5.0	5.0	
Vehicle Extension (s)		4.0		2.0	2.0	
Lane Grp Cap (vph)	553	249		1073	1000	
v/s Ratio Prot	c0.26			0.39	c0.44	
v/s Ratio Perm		0.13				
v/c Ratio	0.78	0.75		0.65	0.74	
Uniform Delay, d1	42.1	54.5		18.7	20.4	
Progression Factor	1.00	1.00		0.24	0.60	
Incremental Delay, d2	7.5	12.3		2.4	3.5	
Delay (s)	49.7	66.8		6.9	15.7	
Level of Service	D	E		A	B	
Approach Delay (s)	54.8			6.9	15.7	
Approach LOS	D			A	B	
Intersection Summary						
HCM 2000 Control Delay		24.5		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio		0.78				
Actuated Cycle Length (s)		140.0		Sum of lost time (s)		15.0
Intersection Capacity Utilization		64.9%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	43	627	795	37
Future Vol, veh/h	0	56	43	627	795	37
Conflicting Peds, #/hr	0	0	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	12	-	-	0	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	1	2	3
Mvmt Flow	0	64	49	721	914	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	947	968	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.42	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	0	231	720	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	229	712	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.8	0.7		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	712	-	229	-	-	
HCM Lane V/C Ratio	0.069	-	0.281	-	-	
HCM Control Delay (s)	10.4	0	26.8	-	-	
HCM Lane LOS	B	A	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-	

HCM 6th Signalized Intersection Summary 120-314; Ossining Road Diet

13: US 9 & Waller Ave/Emwilton Pl
Build 2032_PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	128	38	254	125	50	49	599	149	168	644	39
Future Volume (veh/h)	21	128	38	254	125	50	49	599	149	168	644	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.98		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1900	1856	1900	1900	1900	1900	1961	1870	1870	1945	1930
Adj Flow Rate, veh/h	23	138	35	273	134	51	53	644	144	181	692	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	0	3	0	0	0	0	1	2	2	2	3
Cap, veh/h	179	163	41	337	383	146	256	1063	851	372	1052	61
Arrive On Green	0.11	0.11	0.11	0.15	0.29	0.29	0.02	0.54	0.54	0.02	0.19	0.19
Sat Flow, veh/h	1134	1448	367	1810	1305	497	1810	1961	1569	1781	1820	105
Grp Volume(v), veh/h	23	0	173	273	0	185	53	644	144	181	0	732
Grp Sat Flow(s),veh/h/ln	1134	0	1816	1810	0	1801	1810	1961	1569	1781	0	1925
Q Serve(g_s), s	2.6	0.0	13.1	18.1	0.0	11.3	1.8	31.3	6.5	5.9	0.0	49.3
Cycle Q Clear(g_c), s	2.6	0.0	13.1	18.1	0.0	11.3	1.8	31.3	6.5	5.9	0.0	49.3
Prop In Lane	1.00		0.20	1.00		0.28	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	179	0	204	337	0	529	256	1063	851	372	0	1112
V/C Ratio(X)	0.13	0.00	0.85	0.81	0.00	0.35	0.21	0.61	0.17	0.49	0.00	0.66
Avail Cap(c_a), veh/h	205	0	246	372	0	605	256	1063	851	398	0	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	60.9	44.7	0.0	38.9	21.3	21.8	16.1	17.8	0.0	43.8
Incr Delay (d2), s/veh	1.2	0.0	29.7	11.6	0.0	1.4	0.1	2.6	0.4	0.4	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	7.7	9.2	0.0	5.3	0.8	15.1	2.5	2.6	0.0	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	90.6	56.3	0.0	40.4	21.4	24.4	16.6	18.1	0.0	46.9
LnGrp LOS	E	A	F	E	A	D	C	C	B	B	A	D
Approach Vol, veh/h	196				458				841			
Approach Delay, s/veh	86.7				49.9				22.9			
Approach LOS	F				D				C			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	80.9		46.1	8.0	85.9	25.3	20.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	68.0		47.0	3.0	75.0	23.0	19.0				
Max Q Clear Time (g_c+I1), s	7.9	33.3		13.3	3.8	51.3	20.1	15.1				
Green Ext Time (p_c), s	0.1	3.3		2.8	0.0	3.6	0.2	0.7				

Intersection Summary

HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	796	3	0	936
Future Vol, veh/h	1	1	796	3	0	936
Conflicting Peds, #/hr	1	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	-10	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	1	1	847	3	0	996
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1854	858	0	0	858	0
Stage 1	857	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	4.4	5.2	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	230	456	-	-	791	-
Stage 1	675	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	228	452	-	-	785	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	424	785	-	
HCM Lane V/C Ratio	-	-	0.005	-	-	
HCM Control Delay (s)	-	-	13.5	0	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	1.6	5.5	0.0	24
Cedar Pl	14	4.1	7.1	0.0	13
Emwilton Pl	13	22.6	29.6	0.1	7
Maple Pl	12	8.3	17.6	0.1	16
Church St	11	14.2	24.9	0.1	13
Ellis Pl	10	2.4	5.1	0.0	17
Main St	9	10.3	15.4	0.0	10
Eastern Ave	22	8.3	11.7	0.0	8
Croton Ave	8	14.0	17.1	0.0	5
Denny St	7	58.0	78.0	0.2	8
Havell St	6	28.7	36.0	0.1	6
North Malcolm St	5	45.1	55.8	0.1	5
Van Corlandt Ave	4	30.0	39.2	0.1	6
Snowden Ave	3	5.2	20.4	0.1	24
Cedar Ln	2	0.7	6.0	0.0	23
Total		253.5	369.4	0.9	9

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 356.8

Arterial Level of Service: SB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	14.4	25.8	0.1	10
Snowden Ave	3	2.3	7.6	0.0	18
Montgomery St	4	9.3	24.5	0.1	20
North Malcolm St	5	1.8	9.2	0.1	24
Havell St	6	2.6	12.4	0.1	23
Aqueduct St	7	3.5	10.4	0.1	20
Broadway	8	34.4	53.9	0.2	11
Eastern Ave	22	5.1	8.9	0.0	9
Main St	9	7.8	10.8	0.0	8
Ellis Pl	10	5.8	10.9	0.0	15
Church St	11	6.6	9.8	0.0	9
Maple Pl	12	2.4	13.0	0.1	25
Waller Ave	13	19.9	29.1	0.1	10
Cedar Pl	14	1.5	8.8	0.1	24
	16	0.2	3.4	0.0	28
Total		117.6	238.6	1.0	15

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 209.4

Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

This time is reduced from total.

Arterial Level of Service: NB US 9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	3.3	7.7	0.0	18
Cedar Pl	14	6.3	9.3	0.0	10
Emwilton Pl	13	23.6	30.5	0.1	7
Maple Pl	12	14.7	24.1	0.1	11
Church St	11	45.0	55.8	0.1	6
Ellis Pl	10	4.6	7.6	0.0	12
Main St	9	15.6	20.9	0.0	8
Eastern Ave	22	11.2	15.0	0.0	6
Croton Ave	8	16.0	19.0	0.0	4
Denny St	7	5.2	25.1	0.2	24
Havell St	6	2.4	9.4	0.1	22
North Malcolm St	5	4.7	14.2	0.1	20
Van Corlandt Ave	4	6.3	13.8	0.1	16
Snowden Ave	3	14.9	30.1	0.1	16
Cedar Ln	2	1.1	6.4	0.0	22
Total		174.8	288.8	0.9	12

These times are reduced from total.

Actual Travel Time from Cedar Pl to Cedar Ln = 271.8

Arterial Level of Service: SB US 9

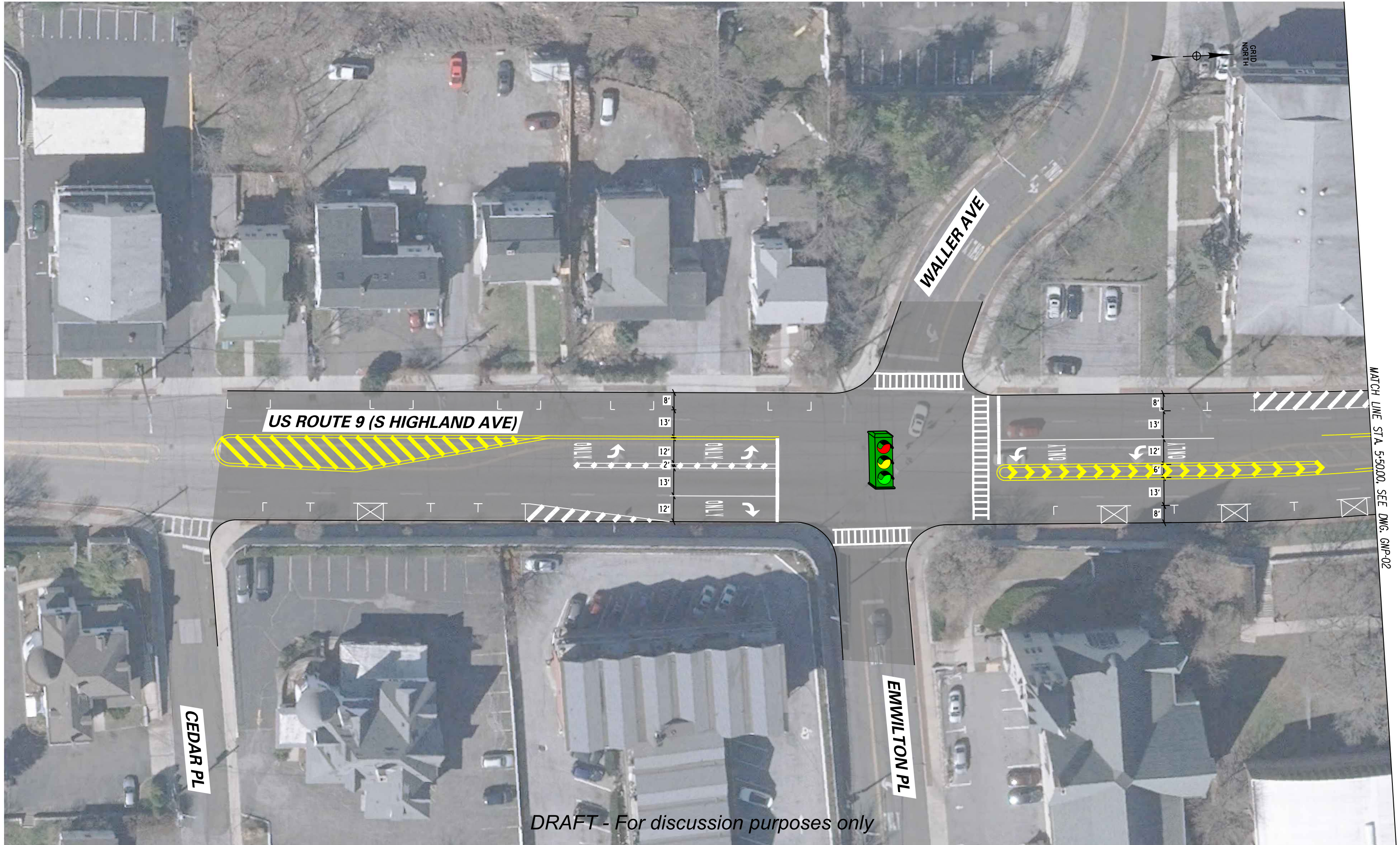
Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Cedar Ln	2	15.4	24.6	0.1	9
Snowden Ave	3	2.6	7.8	0.0	18
Montgomery St	4	4.2	19.7	0.1	24
North Malcolm St	5	1.7	9.2	0.1	24
Havell St	6	4.2	13.8	0.1	20
Aqueduct St	7	2.4	9.3	0.1	22
Broadway	8	28.6	48.1	0.2	13
Eastern Ave	22	5.9	9.3	0.0	8
Main St	9	9.0	12.2	0.0	7
Ellis Pl	10	7.9	13.0	0.0	12
Church St	11	8.2	11.0	0.0	8
Maple Pl	12	5.5	16.1	0.1	20
Waller Ave	13	25.5	34.5	0.1	8
Cedar Pl	14	1.9	9.2	0.1	23
	16	0.2	3.4	0.0	28
Total		123.3	241.4	1.0	15

This time is reduced from total.

Actual Travel Time from Cedar Ln to Cedar Pl = 213.4

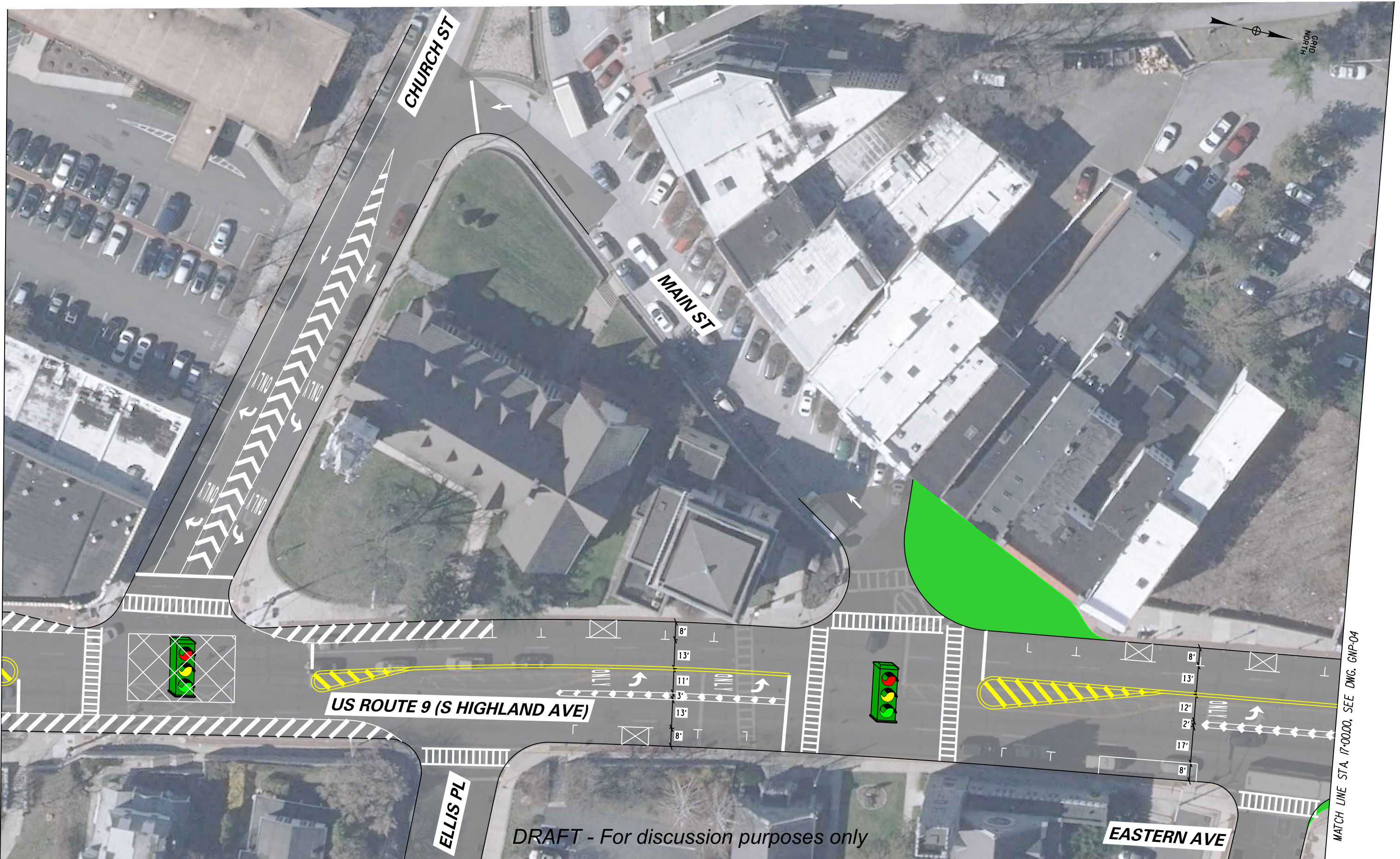
Travel times are reduced because the study area begins at Cedar Ln and ends at Cedar Pl. The times listed at those nodes are the travel time up to and beyond the study area.

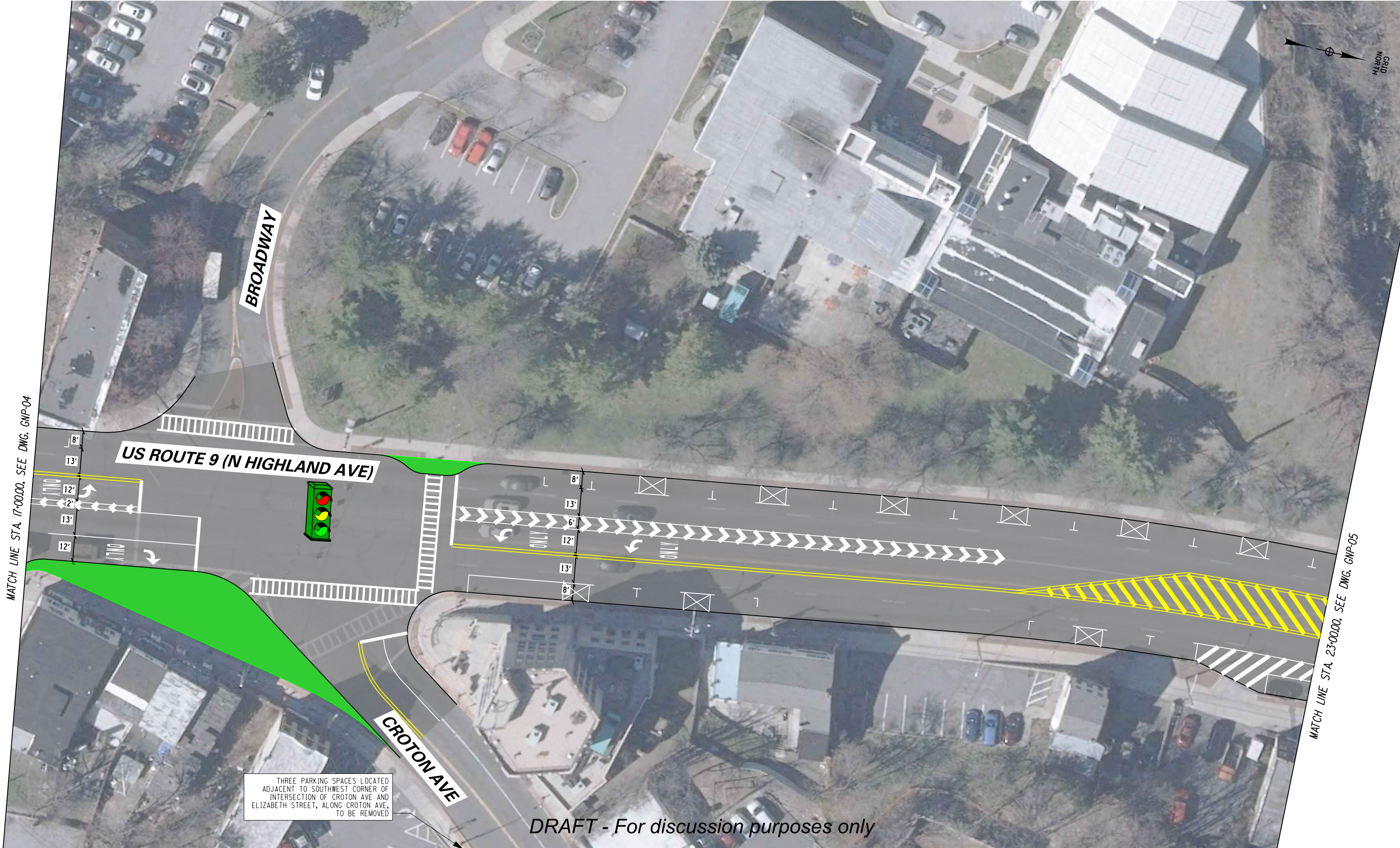
This time is reduced from total.



MATCH LINE STA. 5+50.00, SEE DWG. GNP-02

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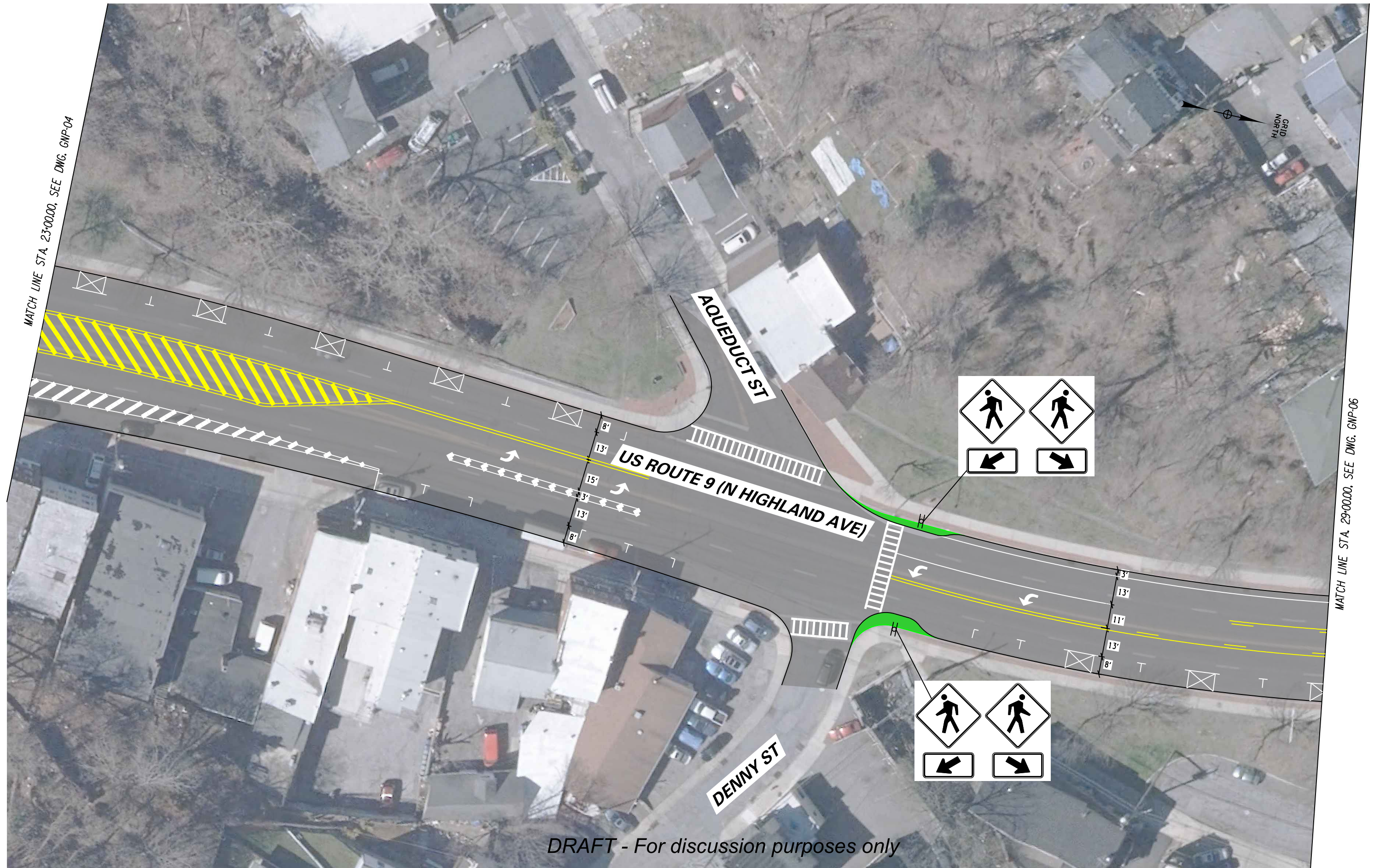
US ROUTE 9 (N HIGHLAND AVE)

BROADWAY

CROTON AVE

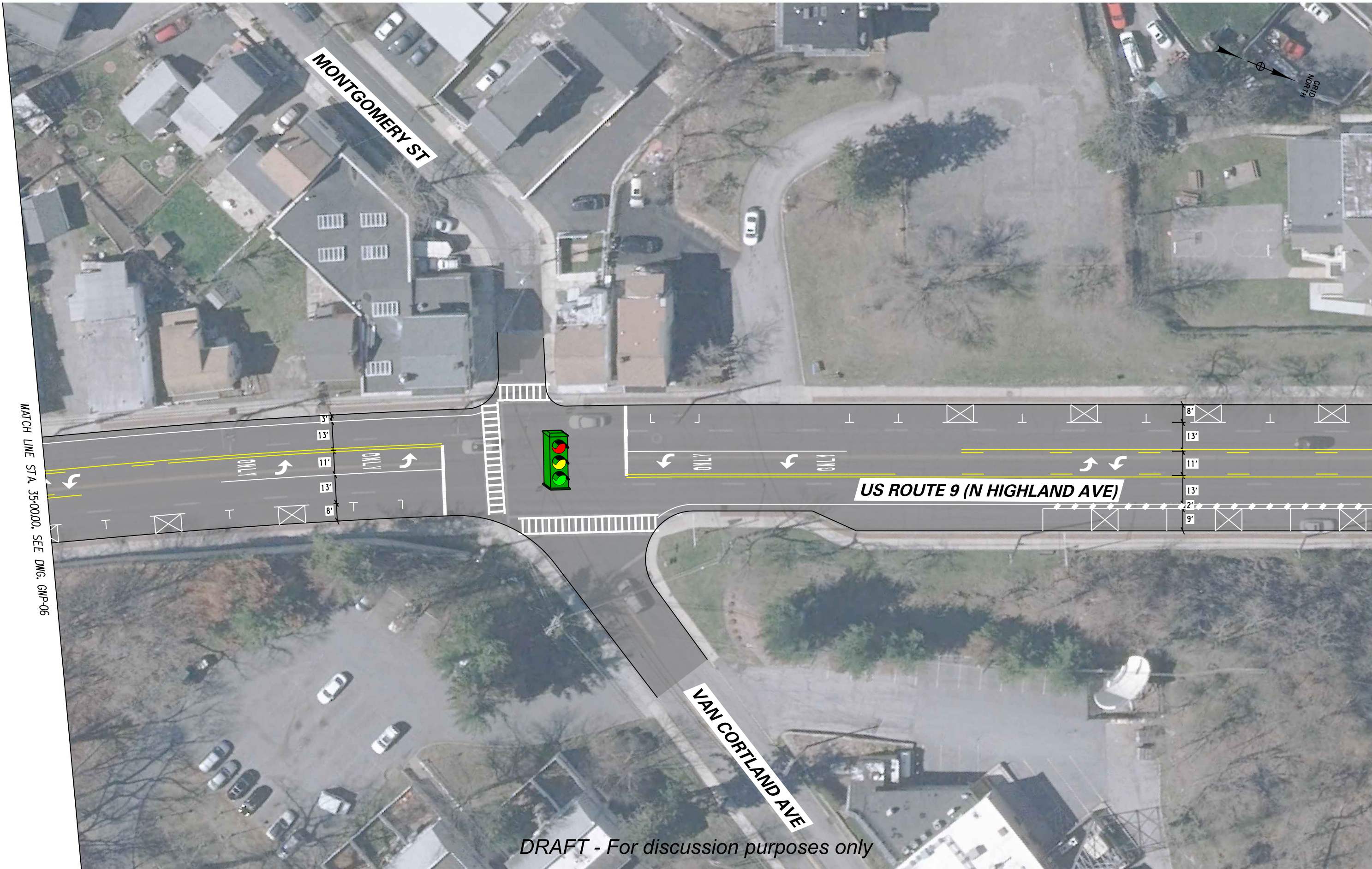
THREE PARKING SPACES LOCATED
ADJACENT TO SOUTHWEST CORNER OF
INTERSECTION OF CROTON AVE AND
ELIZABETH STREET, ALONG CROTON AVE,
TO BE REMOVED

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MATCH LINE STA. 4+00.00, SEE DWG. GNP-07