

**TIM
MILLER
ASSOCIATES, INC.**

10 North Street, Cold Spring, NY 10516

(845) 265-4400

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February 26, 2016

Ingrid Richards, Chair, and the Town of Ossining Planning Board
John Paul Rodrigues Operations Center
Town of Ossining Building and Planning Department
101 Route 9A - P.O. Box 1166
Ossining, NY 10562

RE: Parth Knolls, LLC, Residential Project
NYS Route 9A and NYS Route 134 Intersection Traffic

Dear Chair Richards:

This letter responds to public comments regarding traffic at the NYS Route 134 and NYS Route 9A intersection made at the February 18, 2016 Ossining Planning Board meeting. The comments referred to the congested operation of the said intersection. On behalf of Parth Knolls, LLC, I submit that further analysis of this situation is unnecessary as:

1. The contribution of site traffic to the intersection will be very low,
2. Traffic has been declining in the area,
3. The intersection has recently been studied for the larger River Knolls project with a recommended signal timing improvement and that the Parth Knolls traffic would be within the background growth anticipated, and
4. The New York State Department of Transportation (NYS DOT) already recognizes NYS Route 9A corridor is an existing issue and is planning improvements.

Small Site Traffic Contribution

Mr. Stolman's memorandum to the Board dated February 17, 2016 indicated agreement with the site traffic generation and distribution projected by Tim Miller Associates, Inc. (TMA) for Parth Knolls. Table 1 below indicates, based on traffic site distribution Figure 8 and 9 of the TMA study, that less than 24 vehicles from the project site would be traveling through the NYS Route 9A and NYS Route 134 intersection in any peak hour.

Given the amount of site peak hour traffic projected is less than one vehicle per two minutes spread over several lanes, the change will not be perceptible given the volume of peak hour traffic on NYS Route 9A and NYS Route 134 from NYS DOT (counts shown in Table 2). The traffic that would likely increase delay the most is left turning traffic, however no left turning traffic is anticipated except an occasional truck. The right turning site bound traffic onto NYS Route 134, being on its own lane (see Attachment B), is the least likely to cause any change in delay.

With site traffic under 24 vehicles per hour, modeling of the traffic movements would not be particularly useful. Modeling is unlikely to change the results of a capacity analysis especially given the lack of left turning traffic.

Table 1 Anticipated distribution through the NYS Route 9A and NYS Route 134 intersection			
Traffic volume from Traffic Capacity Analysis	Routing through the NYS Route 134 and NYS Route 9A intersection	Traffic Volumes*	
		A.M. Peak Hour	P.M. Peak Hour
Route 9A off ramp right turn to Hawkes Avenue	NYS Route 9A northbound (westbound) through volume	3	15
Hawkes Avenue left turn onto NYS Route 134 (Kitchawan State Route)	NYS Route 134 right turn onto NYS Route 9A southbound	12**	8**
NYS Route 134 (Kitchawan State Route) right turn onto Hawkes Avenue	NYS Route 9A southbound right turn onto NYS Route 134	3**	0
	Worst case site Vehicles through intersection of NYS Route 134 and NYS Route 9A	18	23
* Based on Figures 8 and 9 from Tim Miller Associates, Inc. Traffic Capacity Study January 22, 2016 and reviewed Frederick P. Clark, Inc. Memorandum February 17, 2016.			
Based on the existing volumes from the Knoll River Traffic Study these volumes would be less than shown by as much as 35 percent.			

Table 2 Site Traffic Relative to NYS Route 9A and NYS Route 134 Link Volume		
Location	Two-way Traffic Volume	
	A.M. Peak Hour	P.M. Peak Hour
Total site vehicles through intersection of NYS Route 134 and NYS Route 9A	18*	23*
NYS Route 9A	3029**	2956**
NYS Route 134	609**	518 (535)**
* from Table 1		
** Attachment A NYS DOT counts for the same time periods except the 535 occurs after the peak of the NYS Route 9A.		

Traffic volumes as discussed in the TMA October letter have been declining on NYS Route 9A, and as shown in Table 3 also on NYS Route 134. Using the decline in daily traffic (Table 3) and Table 2 peak hour volumes, estimated intersection traffic in each peak hour has

declined about 500 vehicles. The decline is well above the site's traffic, less than 24 vehicles peak hour traffic being added by the Parth Knolls project.

Table 3 Average Annual Daily Traffic			
	Daily Traffic Volumes		
Year	NYS Route 9A	NYS Route 134	NYS Route 134
	(Station 87_ 0624)	(Station 87_ 0474) ³	(Station 87_ 0473) ⁴
2003	39870	7040	2500
2006		6270	2410
2007	35710		
2009		6441	2326
2011	34034		
2013		6045 ²	2048*
2014	33903 ²		
Change since 2003	-5967	-995	-452
* New York State Department of Transportation (NYS DOT) forecast. Source: New York State Department of Transportation (NYS DOT) Historical Average Annual Daily Traffic https://www.dot.ny.gov/highway-data-services .			
² See Attachment A for traffic volumes.			
³ North of NYS Route 9A.			
⁴ Hawkes Avenue south of NYS Route 9A.			

River Knolls Study

The River Knoll project investigated the intersection of NYS Route 9A and NYS Route 134. The intersection is shown to have some poor levels of service under existing conditions. The River Knoll project is anticipated to increase delays but not worsen levels of service. The River Knoll project at 188 apartment units is larger than Parth Knolls at 53 apartment units. The Knoll River project is located on Croton Dam Road south of NYS Route 9A and thus is better located for access to the NYS Route 134 and NYS Route 9A intersection. The on-ramp to NYS Route 9A northbound takes Parth Knolls traffic away from NYS Route 134 is not convenient for the River Knoll traffic. The River Knolls project study included a two percent per year background growth despite the historic decline in traffic. This background growth would include minor projects as Parth Knolls. Given the low Parth Knolls traffic through the intersection, any retiming discussed in the River Knolls Study would be just as appropriate without the Parth Knolls project as with it.

Recognized Existing Problem

The Metropolitan Planning Organization (New York Metro Transportation Council) provides a regional transportation plan (2014-2040 Regional Transportation Plan, entitled *A Shared Vision for a Sustainable Region*, adopted on September 4, 2013) to outline future transportation improvements. This report recognizes the need to improve the NYS Route 9A

corridor in the NYS Route 9A Truck and Safety Project. This corridor not only serves the Town of Ossining but also carries traffic from northwestern Westchester County, western Putnam County, and Dutchess County and hence is regional in nature.

Existing bridges have height restrictions and limit roadway width. The improvements recommended in the Regional Transportation Plan 2014-2040 which could eliminate the height restriction is not anticipated to occur before the site construction, as it is not currently included on the Transportation Improvement Program. Construction trucks leaving the Parth Knolls site will be routed to the NYS Route 134 traffic signal as the northbound on-ramp is close to the underpass which has a 10 foot 6 inch height restriction in the right lane.

Two planning projects may further divert traffic from NYS Route 9A in the long term:

- A. Empire Corridor Planning Tier 1 EIS is to look at transit improvements for the future Westchester County Metro North Corridor.
- B. The US Route 9 Community Emphasis Area Study which will look at Route 9 through Westchester County.

NYS Route 9A projects are already being programmed in the Transportation Improvement Program (New York Metropolitan Transportation Council, January 13, 2016) that lays out short term project funding. These two projects (see Attachment C) are:

- NYS Route 9A reconstruction at Executive Boulevard (\$21 to \$31 million)
- NYS Route 100C bridge replacement over Route 9A (\$12.5 to \$19 million)

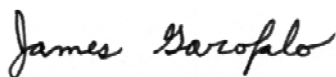
These plans demonstrate the New York Metropolitan Transportation Council's commitment to ongoing studies and improvement in the NYS Route 9A corridor.

Recommendation

Given the small contribution of Parth Knolls site traffic to the intersection (under 24 trips in any peak hour Table 1), the historical decline in traffic at the intersection (Table 3 amounting to over 500 trips in any peak hour), that the NYS DOT recognizes the corridor is an existing regional problem and is already beginning to address the issues directly and indirectly through high cost alternatives, and a suggested separate low cost signal timing improvement for River Knoll project (River Knoll Full Environmental Assessment Form) which accounts for background growth above the Parth Knolls project traffic, no further analysis of the intersection needs to be considered regarding the Parth Knolls site's impact to this intersection.

Please contact me if there is any question concerning this information.

Sincerely,



James A. Garofalo, AICP CTP
Director, Transportation Division
TIM MILLER ASSOCIATES, INC.

ATTACHMENT A

Volume Data

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: NY 9A ROAD NAME: FROM: ACC RT 133 OSSINING TO: RT 134
DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 0044
STATE DIR CODE: 1 WK OF YR: 43 PLACEMENT: 1.12 MI N OF RT 133
DATE OF COUNT: 10/24/2011 @ REF MARKER: 9A87032161
NOTES LANE 0: NB TRAVEL AND PASSING LANES 2 LANES TOTAL NB
COUNT TYPE: AXLE PAIRS
COUNT TAKEN BY: ORG CODE: TST INITIALS: AJW
COUNT TYPE: DOT-R08CWW44bVol HPMS SAMPLE:

COUNTY: Westchester
TOWN: OSSINING
LION#: 1006190
BIN: 1006190
RR CROSSING:
BATCH ID: DOT-R08CWW44bVol HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: AJW												PROCESSED BY: ORG CODE: DOT INITIALS: jh																	
AM												PM																	
DATE	DAY	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	DAILY HIGH	DAILY HIGH	TOTAL COUNT	TOTAL COUNT
12	1	TO	TO	TO	TO	5	6	7	8	9	10	11	12	1	TO	TO	TO	5	6	TO	TO	8	TO	9	10	11	12		
1	2	TO	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12					

1	S																												
2	S																												
3	M																												
4	T																												
5	W																												
6	T																												
7	F																												
8	S																												
9	S																												
10	M																												
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24	M																												
25	T																												
26	W																												
27	T																												
28	F																												
29	S																												
30	S																												
31	M																												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																		ADT							
163	70	48	67	97	188	527	854	797	689	653	755	766	834	1091	1680	1952	1918	1699	1108	713	619	408	307	18003	
DAYS				HOURS		WEEKDAYS		WEEKDAYS		WEEKDAYS		WEEKDAYS		WEEKDAYS		WEEKDAYS		WEEKDAYS		WEEKDAYS		WEEKDAYS		WEEKDAYS	
Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted
5	93	93	5	5	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: NY 9A ROAD NAME: FROM: ACC RT 133 OSSINING TO: RT 134 COUNTY: Westchester
DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 0038 FUNC. CLASS: 14 OSSINING
STATE DIR CODE: 2 WK OF YR: 43 PLACEMENT: 1.12 MI N OF RT 133 NHS: yes TOWN:
DATE OF COUNT: 10/24/2011 @ REF MARKER: 9A87032161 JURIS: NYSDOT LION#:
NOTES LANE 0: SB TRAVEL AND PASSING LANES 2 LANES TOTAL SDDDL DATA: CC Str: RR CROSSING: 1006190
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08CWW44bVol HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: AJW
PROCESSED BY: ORG CODE: DOT INITIALS: jh

DATE	DAY	AM												PM												TOTAL COUNT	DAILY HIGH	DAILY LOW	
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11				12
		12	1	2	3	4	5	6	7	8	9	10	11	12															
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO															
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				

[illegible]

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

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																	ADT							
73	33	50	86	235	774	1948	2175	2017	1540	1010	909	845	867	954	960	1004	940	701	482	374	296	241	166	18680
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAYS Counted</u>	AVERAGE WEEKDAY									Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)								
					Hours	High Hour	% of day																	
5	93	5	93	5		2175	12%	0.979	1.068											AADT	17491			

ROUTE #:	NY 9A	ROAD NAME:	FROM: ACC RT 133 OSSINING	TO: RT 134	COUNTY:	Westchester
STATION:	870624	STATE DIR CODE:	PLACEMENT: 1.12 MI N OF RT 133		DATE OF COUNT:	10/24/2011

New York State Department of Transportation
Roadway Traffic Count Hourly Report

STATION: 870474

ROUTE/ROAD: NY134
FED DIR CODE: 1, 5
ST DIR CODE: 1, 2
DOT ID: 100066
BEGIN DATE: 4/17/2013
NOTES 1: 000000870474
NOTES 2:
TAKEN BY: TST-BEK

FROM: RT 9A
REF. MARKER: 13487011028
END MILEPOST: 4.47
LANES BY DIR: 1 North 1 South
WEEK OF YEAR: 16
PLACEMENT: 0.3 Mile N of Allapattus Rd
PROCESSED BY: DOT-jh

TO: RT 987G OVER TACONIC STATE PKWY
FUNC. CLASS: 16 - U Minor Arterial
FACTOR GROUP: 30
CC STN:
ADDL DATA:
JURISDICTION: 01-NYS DOT
BATCH ID: DOT-R08CWW16B

REGION-COUNTY: 8-WESTCHESTER
MUNI: New Castle-Town-0570
BIN:
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Axle
SPEED LIMIT: 40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
4/17, Wed													291	302	386	487	557	531	451	261	180	150	89	30	3715		
4/18, Thu	22	14	16	18	26	79	356	624	551	341	272	257	286	287	376	470	504	571	455	296	198	171	99	50	6339	624	07-08
4/19, Fri	31	18	17	16	25	84	321	602	505	351	316	319	315	307	440	521	498	483	437	244	154	167	97	77	6345	602	07-08
4/20, Sat	48	24	26	15	12	40	107	237	308	276	302	349	356	330	330	368	375	347	294	196	142	131	112	66	4791	375	16-17
4/21, Sun	47	37	26	25	22	36	61	130	156	262	227	331	384	382	381	360	315	271	217	168	117	102	65	36	4158	384	12-13
4/22, Mon	18	10	13	23	32	90	355	620	493	342	244	263	247	254	346	473	518	528	425	277	178	108	78	36	5971	620	07-08
4/23, Tue	13	12	19	16	32	80	352	631	538	349	268	288												2598			

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

	22	14	17	16	27	80	340	609	513	340	271	277	270	277	363	469	518	535	437	274	182	141	87	38	AWDT	

AVERAGE WEEKDAY														ESTIMATED			
DAYS		HOURS		WEEKDAYS		WEEKDAY		Roadway		North		South		AADT			
Counted		Counted		Counted		Hours		High Hour	% of day	High Hour	% of day	High Hour	% of day	Roadway	North	South	
6		144		3		78		609	10	348	11.4	325	10.6	6045	3014	3030	

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98

ATTACHMENT B

Intersection of
NYS Route 134 and NYS Route 9A



Imagery ©2016 Google, Map data ©2016 Google 50 ft

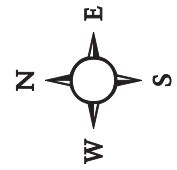


Figure 1: Intersection of NYS Route 9A and NYS Route 134
 Parth Knolls, LLC
 Town of Ossining, Westchester County, NY
 Scale: Graphic Scale as shown
 Source: Google Maps

ATTACHMENT C

Transportation Improvement Program
Projects

**** New York Metropolitan Transportation Council ****
Westchester County Listing

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION		FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2013							POST FFY 2018
	COUNTY	TOTAL PROJECT COST				PRE FFY 2014	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018		
AQ CODE													
NYSDOT 802500 BRIDGE <Exempt>	BRIDGE REPLACEMENT: ROUTE 100C/ROUTE 9A BRIDGE. INCLUDES FULL REPLACEMENT, FOR THE BRIDGE CARRYING ROUTE 100C OVER ROUTE 9A. TOWN OF GREENBURGH, WESTCHESTER COUNTY BIN 1006110		NHPP 04/2015 SDF 04/2015 NHPP 04/2015 SDF 04/2015 NHPP 10/2016 SDF 10/2016 NHPP 12/2018 SDF 12/2018 NHPP 12/2018 SDF 12/2018 NHPP 10/2018 SDF 10/2018 TOTAL 5YR COST :	0.480 0.120 0.020 0.005 0.600 0.150 0.000 0.000 0.000 0.000 0.000 0.000 1.375	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES CONINSP CONINSP CONST CONST ROWACQU ROWACQU			0.480 0.120 0.020 0.005		0.600 0.150			1.280 0.320 8.664 2.166 0.380 0.095
AQC-A19P	WESTCHESTER	TPC: \$12.5-\$19M	TOTAL 5YR COST :	1.375		0.000	0.000	0.625	0.000	0.750	0.000	0.000	12.905
NYSDOT 802707 R&P <Exempt>	RTE 120A CORRECTIVE PAVEMENT TREATMENT- PUTNAM AVENUE TO THE CONNECTICUT LINE. THIS PROJECT WILL USE A MILL AND FILL TREATMENT TO RESURFACE ROUTE 120A FROM PUTNAM AVENUE TO THE CONNECTICUT LINE IN THE TOWNS OF HARRISON AND RYE.		STP LG URBAN 08/2015 SDF 08/2015 STP LG URBAN 12/2015 SDF 12/2015 STP LG URBAN 12/2015 SDF 12/2015 TOTAL 5YR COST :	0.026 0.006 0.134 0.034 1.120 0.028 1.348	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.026 0.006	0.134 0.034 1.120 0.028				
AQC-A10Z	WESTCHESTER	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.348		0.000	0.000	0.032	1.316	0.000	0.000	0.000	0.000
NYSDOT 802818 R&P <Exempt>	ROUTE 121 CORRECTIVE PAVEMENT TREATMENT IN-KIND: RTE 22-RTE 35. THIS PROJECT WILL CONSIST OF RESURFACING A SEGMENT OF ASPHALT PAVEMENT ON STATE ROUTE 121 IN THE TOWN OF BEDFORD, WESTCHESTER COUNTY		SDF 06/2014 NHPP 07/2014 SDF 07/2014 NHPP 07/2014 SDF 07/2014 TOTAL 5YR COST :	0.044 0.214 0.054 1.790 0.447 2.549	DETLDES CONINSP CONINSP CONST CONST		0.044 0.214 0.054 1.790 0.447						
AQC-A10P	WESTCHESTER	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.549		0.000	2.549	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 802906 R&P <Exempt>	RTE 123 CORRECTIVE PAVEMENT TREATMENT CONANT VALLEY RD-RT 35. PROJECT IS TO PERFORM BASIC MILL AND FILL REPAIRS WITH ISOLATED PAVEMENT REPAIRS IN THE ROUTE 123 FROM CONANT VALLEY RD TO ROUTE 35. TOWN OF LE WISBORO		STP LG URBAN 08/2015 SDF 08/2015 STP LG URBAN 12/2015 SDF 12/2015 STP LG URBAN 12/2015 SDF 12/2015 TOTAL 5YR COST :	0.036 0.009 0.180 0.045 1.784 0.446 2.500	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.036 0.009	0.180 0.045 1.784 0.446				
AQC-A10Z	WESTCHESTER	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.500		0.000	0.000	0.045	2.455	0.000	0.000	0.000	0.000
NYSDOT 803813 R&P <Exempt>	ROUTE 133 CORRECTIVE PAVEMENT TREATMENT IN KIND-PROJECT WILL CONSIST OF RESURFACING A SEGMENT OF ASPHALT PAVEMENT ON STATE ROUTE 133 FROM ROUTE 120-VILLAGE OF MT KISCO, WESTCHESTER COUNTY		SDF 06/2014 NHPP 07/2014 SDF 07/2014 NHPP 07/2014 SDF 07/2014 TOTAL 5YR COST :	0.040 0.198 0.049 1.647 0.412 2.346	DETLDES CONINSP CONINSP CONST CONST		0.040 0.198 0.049 1.647 0.412						
AQC-A10P	WESTCHESTER	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.346		0.000	2.346	0.000	0.000	0.000	0.000	0.000	0.000

Westchester County Listing

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION		FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2013						POST FFY 2018
	COUNTY	TOTAL PROJECT COST				PRE FFY 2014	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	
AQ CODE												
NYS DOT 809944 SAFETY <Exempt>			SAFETY IMPROVEMENT: CROSS COUNTY PARKWAY OVERHEAD SIGN. PROJECT CONSISTS OF CONSTRUCTING & INSTALLING NEW OVERHEAD SIGN ON CROSS COUNTY PARKWAY (EASTBOUND) TO PROVIDE BETTER DRIVING DIRECTIONS TO REDUCE ACCIDENTS CAUSED BY SUDDEN LANE CHANGES. C/YONKERS	HSIP 08/2013 SDF 08/2013 HSIP 06/2014 SDF 06/2014 SDF 06/2014 HSIP 06/2014 SDF 06/2014 SDF 06/2014 HSIP 11/2013 SDF 11/2013 TOTAL 5YR COST :	0.000 0.000 0.067 0.007 0.019 0.549 0.156 0.061 0.013 0.001	0.018 0.002	0.067 0.007 0.019 0.549 0.156 0.061 0.013 0.001					
AQ-A6P	WESTCHESTER	TPC: \$0.6-\$1.5 M		TOTAL 5YR COST :	0.873	0.020	0.873	0.000	0.000	0.000	0.000	0.000
NYS DOT 810322 CONST <Exempt>			ROUTE 9A: ROUTE 119 EXECUTIVE BOULEVARD. RECONSTRUCTION OF ROUTE 9A, WHICH IS 4 LANES UNDIVIDED INTO 4 LANES DIVIDED W/LEFT TURN LANES. IMPROVING EXISTING/ADDING SIDEWALKS. TOWNS OF GREENBURGH & MT PLEASANT & VILLAGE OF ELMSFORD;	NHPP 10/2015 SDF 10/2015 NHPP 10/2015 SDF 10/2015 TOTAL 5YR COST :	1.540 0.385 0.060 0.015			1.540 0.385 0.060 0.015				
AQ-C7Z	WESTCHESTER	TPC: \$21-\$31 M		TOTAL 5YR COST :	2.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000
LOCAL 810350 SAFETY <Exempt>			REPLACE SIDEWALK ALONG ROUTE 9A IN HAMLET OF MONTROSE. KINGS FERRY RD- VA HOSPITAL, CONSTRUCT 5 FOOT WIDE CONCRETE SIDEWALK AND IMPROVE CURB AND DRAINAGE ON THE WEST SIDE OF RTE 9A (ALBANY POST RD). HAMLET OF MONTROSE, TOWN OF CORTLANDT. NY405 HPP 1500	HPP 05/2016 LOCAL 05/2016 HPP 05/2016 LOCAL 05/2016 TOTAL 5YR COST :	0.020 0.005 0.216 0.054			0.020 0.005 0.216 0.054				
AQ-C2P	WESTCHESTER	TPC: <\$0.75 M		TOTAL 5YR COST :	0.295	0.000	0.000	0.000	0.295	0.000	0.000	0.000
WESTCHESTER 811013 BRIDGE <Exempt>			BRONX RIVER PARKWAY/BRONX RIVER & MNR @ CRANE ROAD BRIDGE REHABILITATION (BIN 3348779). TOWN OF GREENBURGH, TOWN OF SCARSDALE AND VILLAGE OF SCARSDALE.	HBRR 09/2013 LOCAL 09/2013 STATE 09/2013 TOTAL 5YR COST :	0.000 0.000 0.000	0.560 0.035 0.105						
AQ-A19P	WESTCHESTER	TPC: \$40-\$60 M		TOTAL 5YR COST :	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000
NYS DOT 813120 R&P <Exempt>			RTE 22 CORRECTIVE PAVEMENT TREATMENT. THIS PROJECT WILL RESURFACE A SEGMENT OF ROUTE 22 FROM CREST AVENUE TO SPRAGUE ROAD IN THE TOWN OF EASTCHESTER IN WESTCHESTER COUNTY.	SDF 05/2015 NHPP 08/2015 SDF 08/2015 NHPP 08/2015 SDF 08/2015 TOTAL 5YR COST :	0.040 0.202 0.050 1.680 0.420			0.040 0.202 0.050 1.680 0.420				
AQ-A10Z	WESTCHESTER	TPC: \$2-\$4 M		TOTAL 5YR COST :	2.392	0.000	0.000	2.392	0.000	0.000	0.000	0.000