

STATE ROUTE 133 BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION

Town and Village of Ossining, Westchester County



January 2018



Department of
Transportation

STATE ROUTE 133



Trailhead to Old Croton Aqueduct on Main Street in Ossining



Trailhead to North County Trail along Route 100 in Millwood

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I. Introduction

The purpose of this evaluation is to determine the feasibility of designating New York State Route 133 (Route 133) between State Route 9 in the Village of Ossining and State Route 100 in the Town of New Castle, Westchester County, New York as a designated bike route and develop conceptual design options that would be necessary for the designation. A map of the Route 133 corridor is shown on the following page.

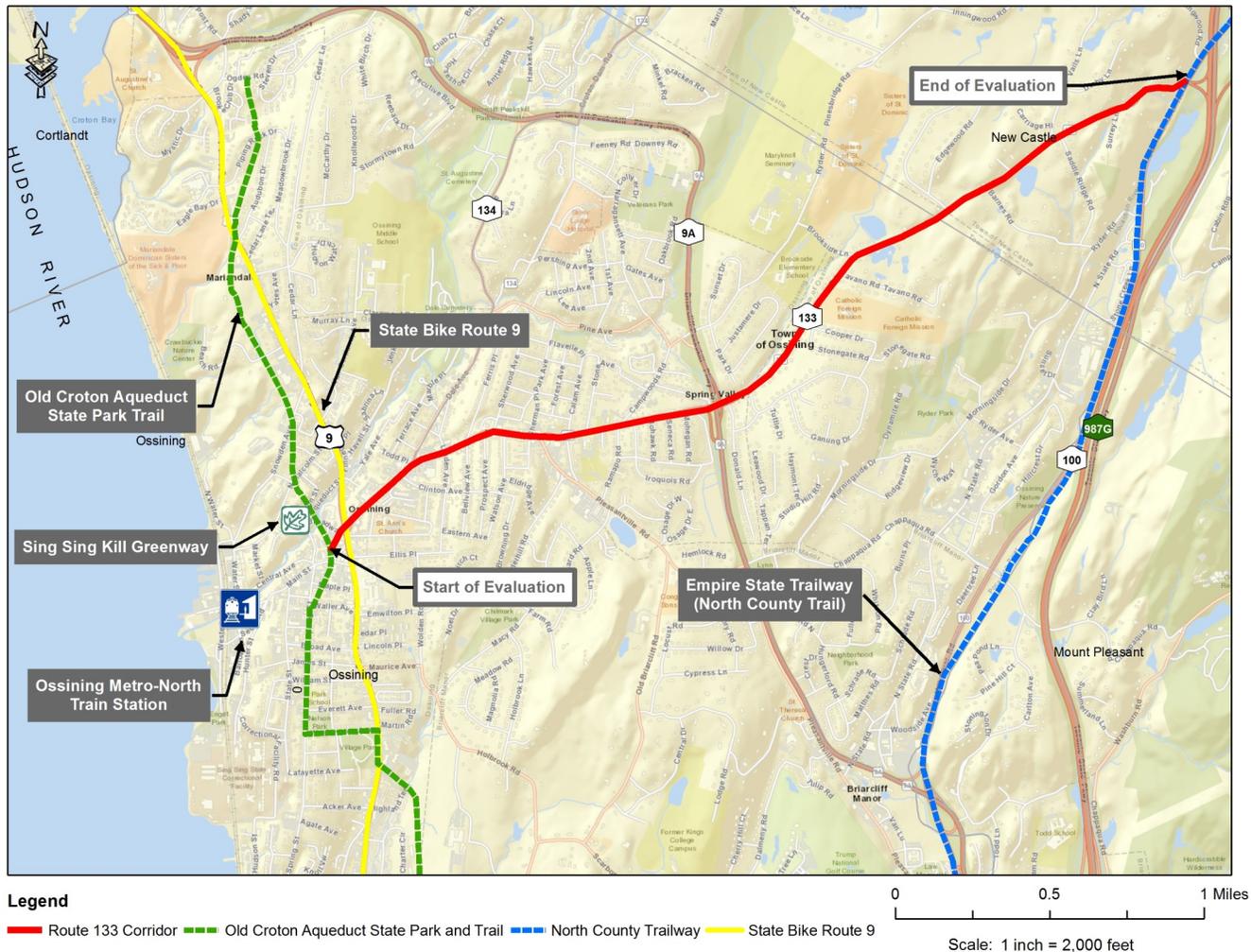
This evaluation was completed by New York State Department of Transportation (NYSDOT) to be incorporated into the Town and Village of Ossining Bike Route Study which is exploring opportunities to develop east-west, on-street bike route connections in their community. The designation of Route 133 as a bike route would provide locals and visitors a connection between the Old Croton Aqueduct State Park, Sing Sing Kill Greenway, State Bike Route 9, Ossining Metro-North Train Station, the Hudson River Waterfront and other downtown amenities with the North County Trailway segment of the Empire State Trail (EST). The Route 133 corridor is owned and maintained by the NYSDOT apart from approximately 0.75 miles of roadway between Route 9 and Pleasantville Road which falls under the jurisdiction of the Village of Ossining. The Route 133 corridor is approximately 3.3 miles long as shown on page 2.



Trailhead to Sing Sing Kill Greenway Trail

The evaluation is organized in two sections; the first section provides an overview of the existing conditions and the second section offers design concepts to support the potential future designation of Route 133 as a bike route. It is important to note that this evaluation does not conclude with a final recommendation, but rather provides different options for consideration.

BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION



Route 133 Corridor Evaluation Area with Destinations of Interest

II. Existing Conditions Inventory, Data Collection & Analysis

Data Collection & Analysis

This portion of the evaluation consisted of reviewing and analyzing existing data and completing a field assessment of existing conditions.

Roadway Functional Classification

The functional classification of a roadway defines the role of the roadway in moving vehicles through a network of highways and specifies roadway design criteria. The Route 133 corridor is classified as an urban minor arterial.

Accident Data

An accident analysis was performed to identify any existing issues which may not support the designation of Route 133 as a bike route or pose a significant challenge in achieving such designation. Crash data for Route 133 between March 2014 and February 2017 collected from the NYSDOT Accident Location Information System (ALIS) was used for this analysis. The data was analyzed to determine if there were any significant patterns of accidents within the corridor.

During the three-year period reviewed there were a total of thirty-seven (37) crashes recorded along the corridor; ten during 2014; twelve during 2015; thirteen during 2016 and four during 2017. None of the 37 crashes involved a bicyclist and no patterns or clusters were observed that would preclude Route 133 from being considered a designated bike route.



Hamlet of Millwood Sign in North County Trailway Parking lot

BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION

Vehicle Volumes & Speed

The Annual Average Daily Traffic (AADT) volumes, posted speed and average speed for segments of Route 133 are summarized in the table below, as follows:

Route 133 Vehicle Volumes & Speeds			
Route 133 Segments	AADT (# of vehicles)	Posted Speed (mph)	Average Travel Speed EB/WB (mph)
Route 9 to Route 134	13,455	30	17/20
Route 134 to Route 9A	8,632	30	17/20
Route 9A to Route 100	6,620	35	36/37

Route 133 Traffic Data

The slower average travelling speed and lower volume of vehicles between Route 9 and Route 9A can be associated with the downtown character of this section. The lower traffic volume observed in the eastern portion of the study corridor can be attributed to travelers leaving the Route 133 corridor where it intersects with Route 134 and Route 9A.

Vehicle Classification

A review of vehicle classification data from 2015 indicated approximately 97% of the vehicles travelling within the corridor are passenger vehicles, 2.5% are buses and box trucks and the remaining 0.5% are tractor trailers. The overall percentage of heavy vehicles (buses, trucks and tractor trailers) travelling within the corridor is low (~3%) and therefore does not preclude Route 133 from being designated a bike route.

Inventory of Existing Conditions

This portion of the evaluation consisted of a field review of existing conditions.

Inventory of Existing Conditions

The field review found that Route 133 had three distinct segments based on roadway section and adjacent land use as follows:

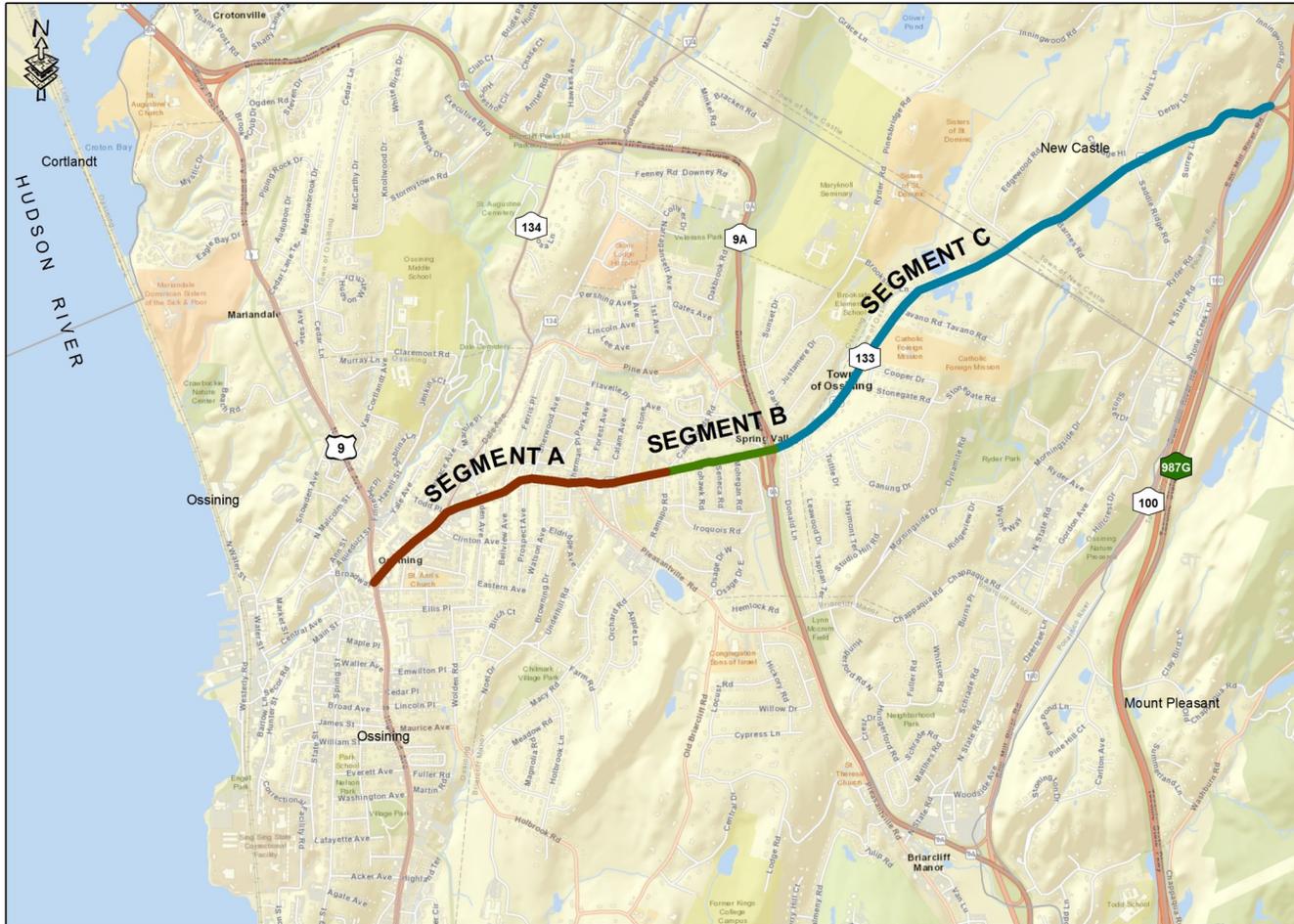
- Number of travel lanes
- Pavement width
- Shoulder width
- On-street parking
- Pavement condition
- Type of road edge (curb and gutter, gravel shoulder, etc.)
- Utility pole locations
- Adjacent land use

Based on the inventory of the existing conditions and a general knowledge of the study corridor, the route has been broken up into the following three segments

- Segment A: Route 9/Old Croton Aqueduct State Park Trailway to Ramapo Road
- Segment B: Ramapo Road to Route 9A
- Segment C: Route 9A to Route 100/ Empire State Trail

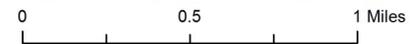
A map of the three segments is shown on following page.

BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION



Legend

- Segment A
- Segment C
- Segment B



Scale: 1 inch = 2,000 feet

Map of Evaluated Route 133 Segments

STATE ROUTE 133

Segment A: Route 9 to Ramapo Road

Route 133 between Route 9 and Ramapo Road is one lane in each direction, servicing both residential and commercial development and consists of a paved curb to curb width that varies from 29-34 feet, with 8 foot on-street parking and no shoulders. On-street parking is present on both sides of the road between Route 9 and Elizabeth Street and on one side between Elizabeth Street and Ramapo Road.

Concrete sidewalks are present on both sides of Route 133 with the sidewalk between Route 9 and Clinton Ave raised above the travel lane with a stone retaining wall and railing. Street trees, lighting posts and parking meters flank the corridor within the segment. Utility poles carrying electric, telephone and cable TV lines are located predominantly along the north side of Route 133 within this segment. And, the drainage consists of curb and gutter with catch basins.

This segment is in an urban/village setting consisting of commercial storefronts, local restaurants and public buildings including the Ossining Public Library. The pavement condition for this segment was rated a 7 out of 10 (10 being best) in 2016. Segment A is approximately 1.0 mile (5,280 ft.) in length.



Existing Conditions—Route 9 to Ramapo Road

Segment B: Ramapo Road to Route 9A

Route 133 between Ramapo Road and Route 9A is one lane in each direction servicing primarily residential development with a paved width of 26 feet with shoulders that vary between 0-3 feet and no on-street parking. Concrete sidewalks are present along the north side only. There are curb and gutters with catch basins along the north side of the road and the south side consists of and paved gutter with catch basins. Utility poles carrying electric, telephone and cable TV lines exist along both side of the corridor through this section. The pavement condition for this segment was rated 6 out of 10 (10 being best) in 2016. Segment B is approximately 0.3 mile (1600 ft.) in length.



Existing Conditions—Ramapo Road to Route 9A

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Segment C: Route 9A to Route 100

Route 133 between Route 9A and Route 100 is two lanes servicing primarily residential development with a paved width of 30 feet, shoulders that vary between 0 and 4 feet, and a mix of gravel and pavement beyond the edge of pavement. No on-street parking or sidewalk is present. This segment is not curbed allowing stormwater to sheet flow off the roadway and infiltrate. Utility poles carrying electric, telephone and cable TV lines run predominately along the north side of the roadway. Along this segment there are a couple stone walls delineating private properties. In the eastern portion the homes are on larger lots set back further from the road. The pavement condition for this segment vary between a 5 and 7 out of 10 (10 being best) with the 7 rating existing east of Vails Lane. Segment C is approximately 2.0 miles (10,560 ft.) in length.

Conclusion

Based on the analysis of the corridors traffic data and a field review of the existing conditions, Route 133, as it currently exists, does not safely support the designation as a state bike route.

However, the review has not identified a reason for precluding Route 133 as a designated bike route contingent upon the implementation of one of the concepts presented in Chapter III of this report .



Existing Conditions—Route 9A to Route 100

III. Bike Route Concepts

Introduction

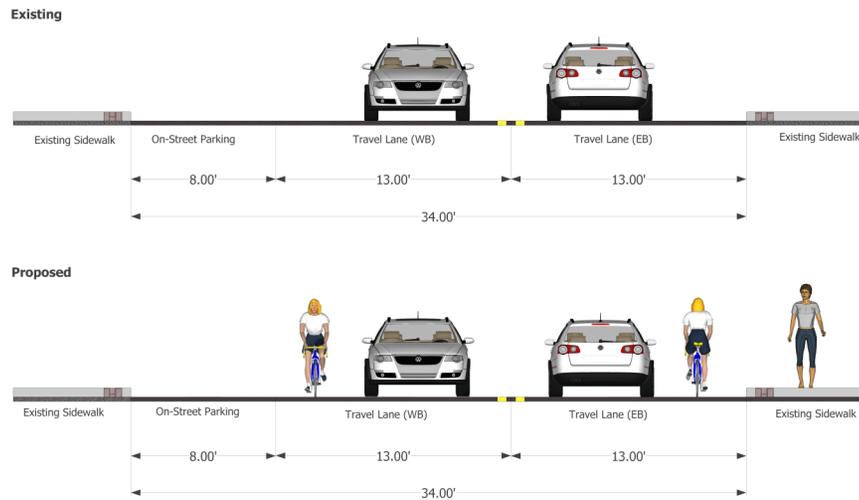
This feasibility evaluation focused on the overall corridor bike facility type and typical street cross-sections. The concepts identified in this chapter represent a retrofit of the existing roadway holding the existing curb line and sidewalk. In segments where curb and sidewalks are not present (Segments B and Segment C) roadway widening was considered to allow for more accommodating bike facilities.

Additional considerations should be made for impacts to private property, intersection treatments to make the bike route operate safely and comfortably and the incorporation of additional signing directing visitors to municipal parking where on-street parking has been removed. Public outreach and the development of a Public Involvement Plan is also recommended during the next stages of any potential project development.

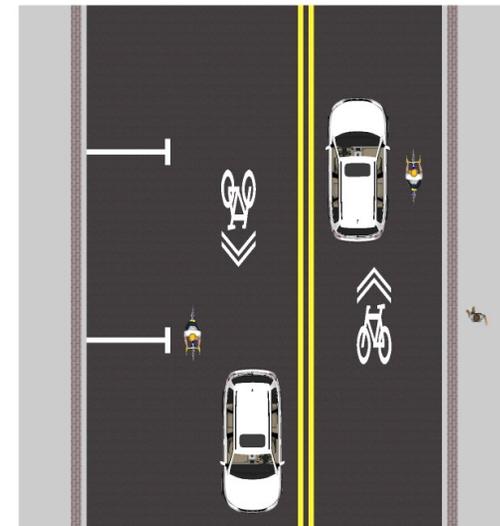
Concept 1—Paved Shoulders

Concept 1 is based on using the roadway shoulder to accommodate cyclists along Route 133 while retaining the existing on-street parking along the corridor. In order to preserve the existing on-street parking a shared roadway facility has been proposed where additional Right of Way (ROW) was not available due to adjacent land-use constraints.

Under this concept, Segment A, Route 9 to Ramapo Road, can accommodate a shared roadway while maintaining the existing curb line. Only resurfacing and restriping the roadway to include the shared roadway markings (“sharrows”) are needed for this segment.



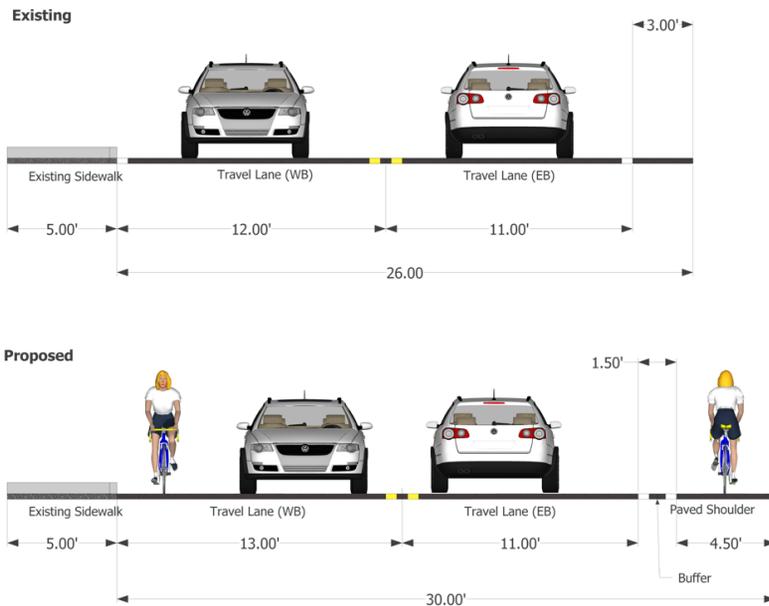
Concept 1, Segment A — Cross Section



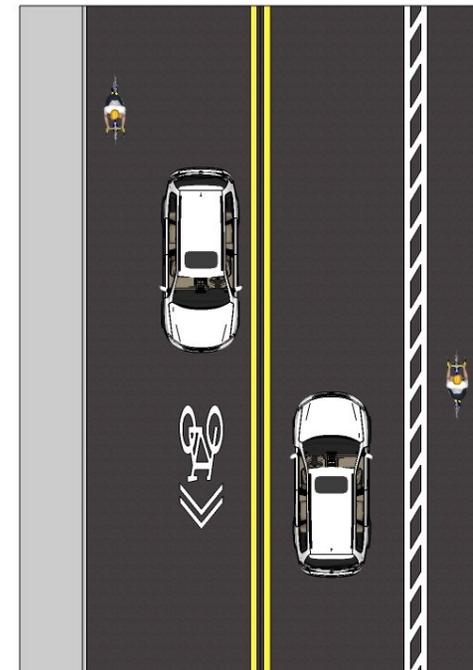
Concept 1, Segment A — Pavement Markings

BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION

Under this concept, Segment B, Ramapo Road to Route 9A would consist of a shared roadway westbound and a 4.5 foot paved shoulder with a 1.5 foot buffer eastbound. In order to achieve the necessary width for the paved shoulder and buffer, the roadway adjacent to the eastbound travel lane would need to be widened by 4 feet. In addition to widening resurfacing, relocating overhead utility and restriping the roadway to include “sharrows” and buffer would be needed for this segment.



Concept 1, Segment B —Cross Section

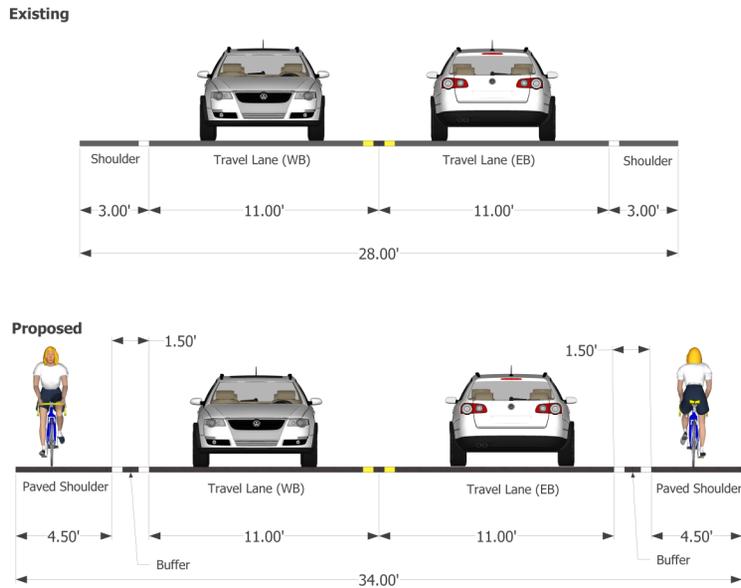


Concept 1, Segment B — Pavement Markings

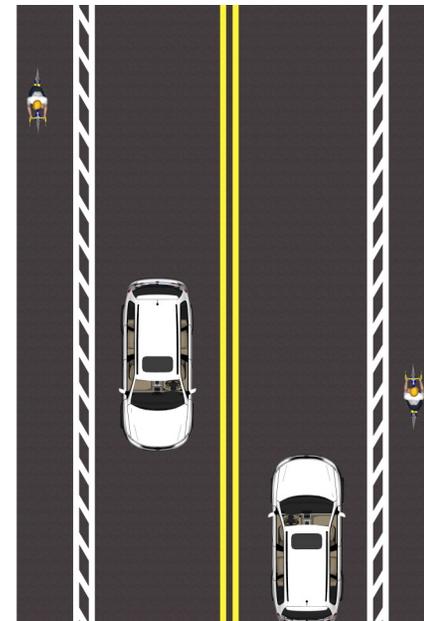
STATE ROUTE 133

Under this concept, Segment C, Route 9A to Route 100, would consist of 4.5 foot paved shoulders with a 1.5 foot buffer in both directions. In order to achieve the necessary width for the paved shoulder and buffer, the roadway would need to be widened by 6 feet. In addition to widening relocating overhead utilities, resurfacing and restriping the roadway including the buffers would be needed for this segment.

Concept 1 preliminary construction costs are estimated to be \$2.3M; this does not include Right of Way (ROW) or engineering costs.



Concept 1, Segment C —Cross Section

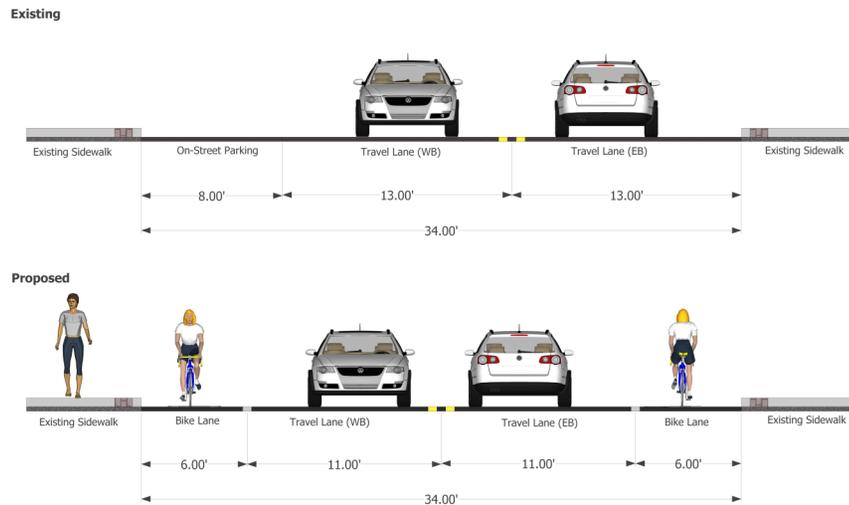


Concept 1, Segment C — Pavement Markings

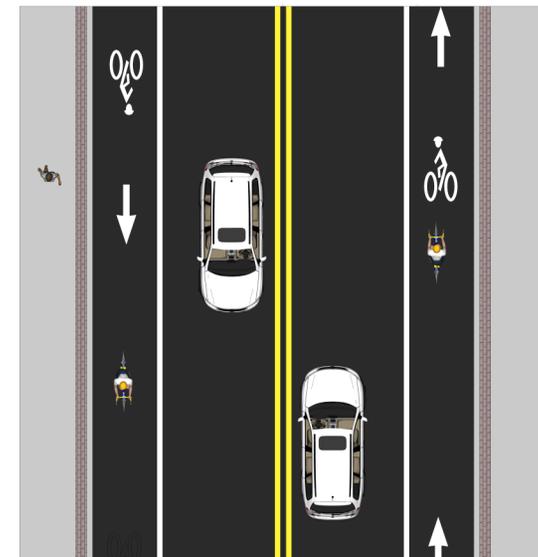
Concept 2 —Dedicated Bike Lanes

Concept 2 uses dedicated bike lanes to accommodate cyclists along Route 133. This concept would require removing on-street parking between Route 9 and Ramapo Road and widening the roadway between Ramapo Road and Route 100.

Under Concept 2, Segment A, Route 9 to Ramapo Road, would consist of 6 foot bike lanes adjacent to the existing curb line in both directions. Removing existing on-street parking, reducing the travel lane width from 13 to 11 foot lanes in both directions, resurfacing and restriping the roadway to include bicycle lane pavement markings would be needed for this segment.



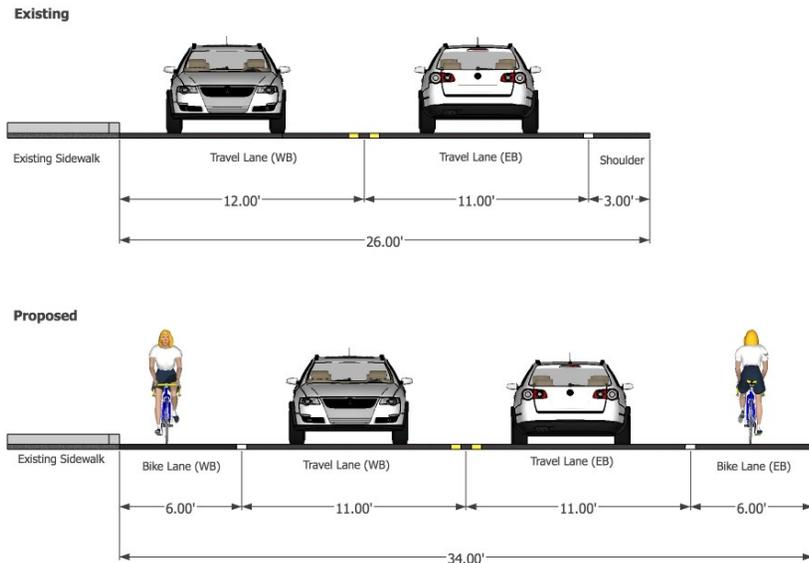
Concept 2, Segment A —Cross Section



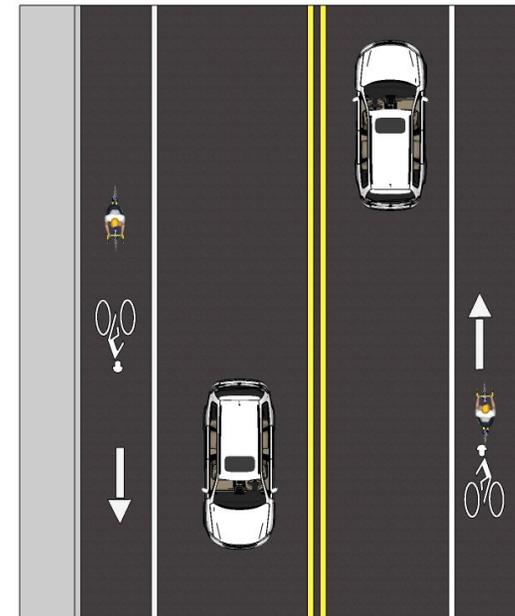
Concept 2, Segment A — Pavement Markings

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Under this concept, Segment B, Ramapo Road to Route 9A, would consist of 6 foot bike lane in both directions. In order to achieve the necessary width for the bike lane and maintain the curb line along the westbound travel lane, the roadway adjacent to the eastbound travel lane would need to be widened by 8 feet. In addition to widening, resurfacing, relocating overhead utilities and restriping the roadway to include bicycle lane markings would be needed for this segment.



Concept 2, Segment B —Cross Section

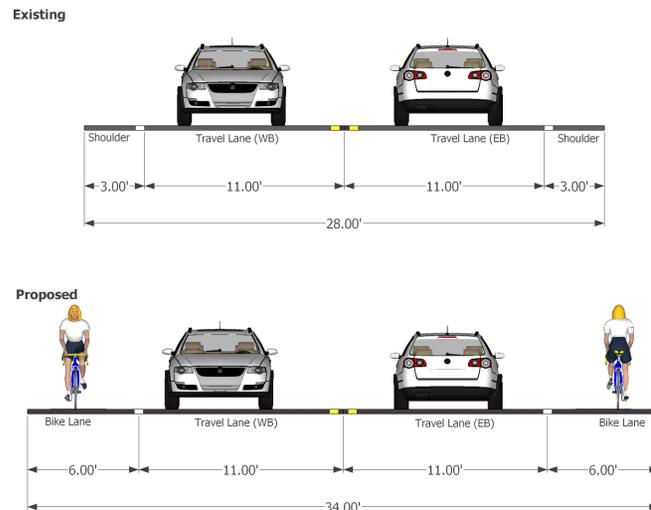


Concept 2, Segment B — Pavement Markings

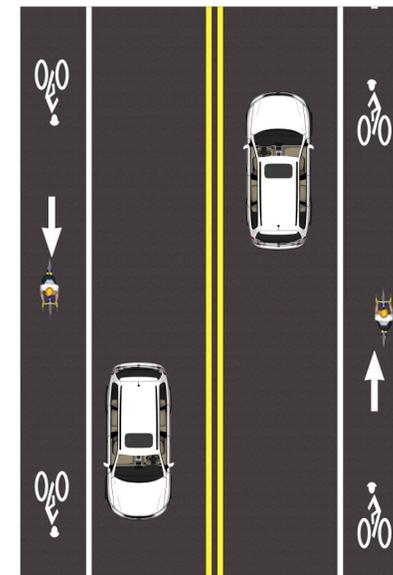
BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION

Under this concept, Segment C, Route 9A to Route 100, would consist of 6 foot bike lanes in both directions. In order to achieve the necessary width, the roadway would need to be widened by 6 feet. Resurfacing, restriping to include bicycle lane pavement markings and relocating overhead utility poles would also be needed.

Concept 2 preliminary construction costs are estimated to be \$2.8 M, this does not include ROW or engineering costs. To accommodate for the reduction in on-street parking incorporating more signs directing visitors to municipal parking should be considered.



Concept 2, Segment C — Cross Section

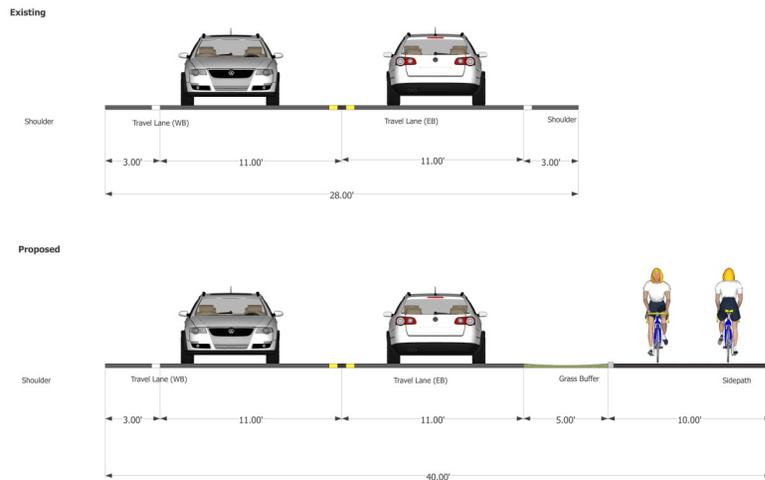


Concept 2, Segment C — Pavement Markings

Concept 3 —Sidepath

Concept 3 uses a combination the previous two concepts for Segments A and B and a sidepath along Segment C to accommodate cyclists along Route 133.

Under this concept, Segment C, Route 9A to Route 100, consists of a 10 foot side path with a 5 foot grass buffer. In order to achieve the necessary width for the proposed facility the roadway will need to be widened by 12 feet. This segment involves and construction of a full depth asphalt sidepath, construction of the grass buffer and curbing, striping the roadway and path with facility specific pavement markings and utility pole relocation.



Concept 3, Segment C —Cross Section



Concept 3, Segment C — Pavement Markings

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Both sides of Route 133 were considered to support a sidepath, however, the south side proved to be the most viable for several reasons: a majority of the utility poles are located along the north side of the roadway significantly reducing the number of poles to be relocated, there are a fewer number of driveways along the southern side allowing for a more continuous travel pattern creating less points of conflict and the properties are set back farther from roadway along the south side reducing the impact to residential properties.

Concept 3 preliminary construction costs are estimated to be \$4.5 M, almost double that of Concept 1 and Concept 2. This does not include ROW or engineering costs. Snow removal along the sidepath and maintenance of the grass buffer will be the responsibility of the municipality.

ROUTE 133 BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION

Resources

New York State Department of Transportation. (2017). *Highway Design Manual. Chapter 2.* New York State Department of Transportation, Albany.

New York State Department of Transportation. (2017). *Highway Design Manual. Chapter 5 – Basic Design.* New York State Department of Transportation, Albany.

New York State Department of Transportation. (2015). *Highway Design Manual. Chapter 17 – Bicycle Facility Design.* New York State Department of Transportation, Albany.

New York State Department of Transportation. *NYS Traffic Data Viewer.* [On-line]. Available. <https://gis3.dot.ny.gov/html5viewer/?viewer=tdv>

Federal Highway Administration. (2012). *Manual on Uniform Traffic Control Devices for Streets and Highways* [On-line]. Available. <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>

American Association of State Highway and Transportation Officials. (2012) *Guide for the Development of Bicycle Facilities* American Association of State Highway and Transportation Officials Washington, D.C.

New York State Department of Transportation. (2017). *Empire State Trail Design Guide.* New York State Department of Transportation, Albany

Appendix A. Photos from Field Review

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Route 9 and Elizabeth Ave

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Elizabeth Ave and Clinton Road

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Clinton Road and Linden Ave

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Clinton Road and Linden Ave

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Linden Ave and Belleview Ave

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Belleview Ave and Pleasantville Road

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Belleview Ave and Pleasantville Road

Segment A - Route 9 to Ramapo Road



Looking east on Route 133 between Pleasantville Road and Ramapo Road

Segment B - Ramapo Road to Route 9A



Looking east on Route 133 between Ramapo Road and Route 9A

Segment B - Ramapo Road to Route 9A



Looking east on Route 133 between Ramapo Road and Route 9A

Segment B - Ramapo Road to Route 9A



Looking east on Route 133 between Ramapo Road and Route 9A

Segment B - Ramapo Road to Route 9A



Looking east on Route 133 under the Route 9A overpass

Segment C - Route 9A to Ramapo Road



Looking east on Route 133 between Route 9A and Route 100

Segment C - Route 9A to Route 100



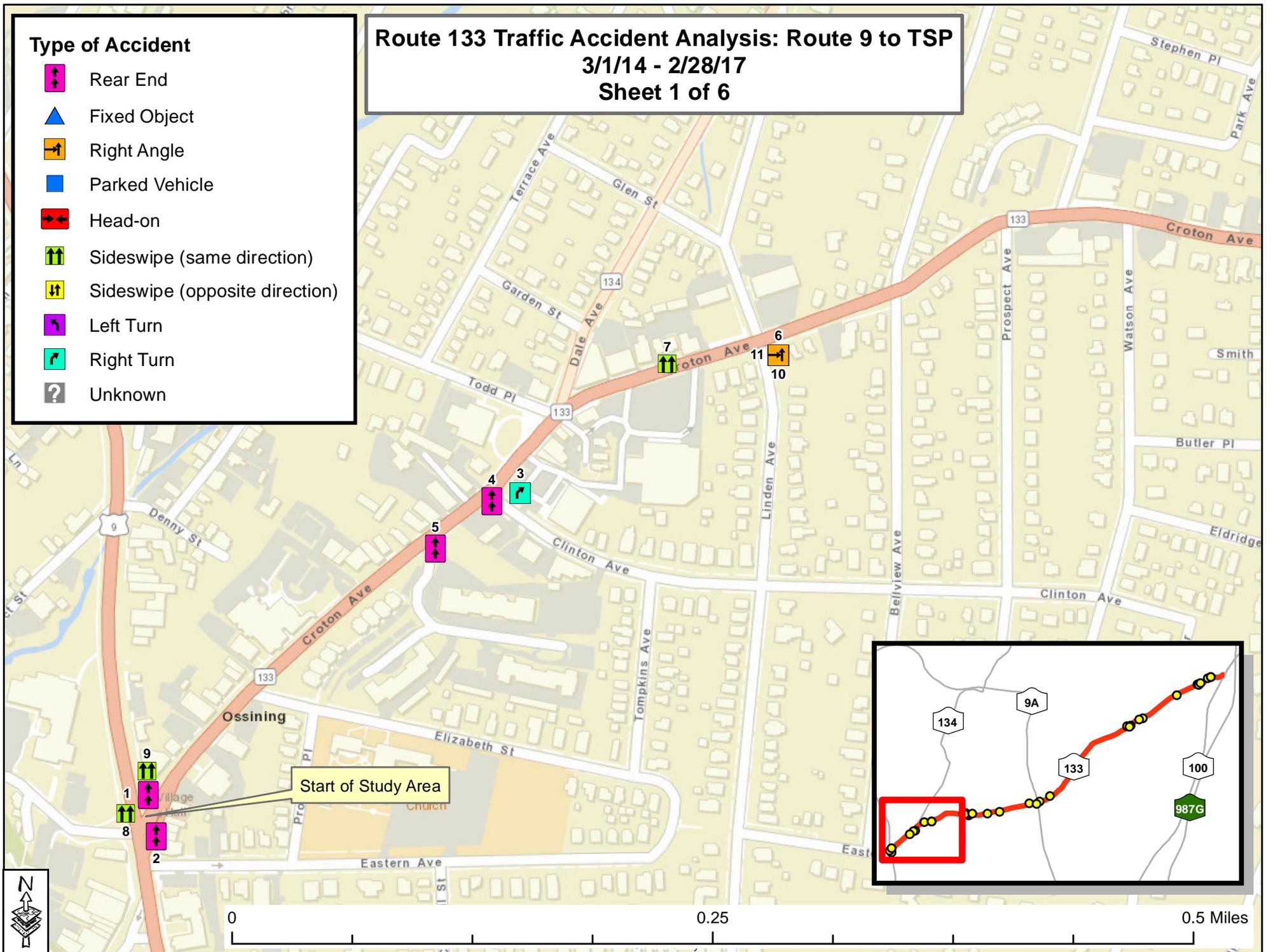
Looking east on Route 133 between Route 9A and Route 100

Appendix B. Accident Analysis

Type of Accident

-  Rear End
-  Fixed Object
-  Right Angle
-  Parked Vehicle
-  Head-on
-  Sideswipe (same direction)
-  Sideswipe (opposite direction)
-  Left Turn
-  Right Turn
-  Unknown

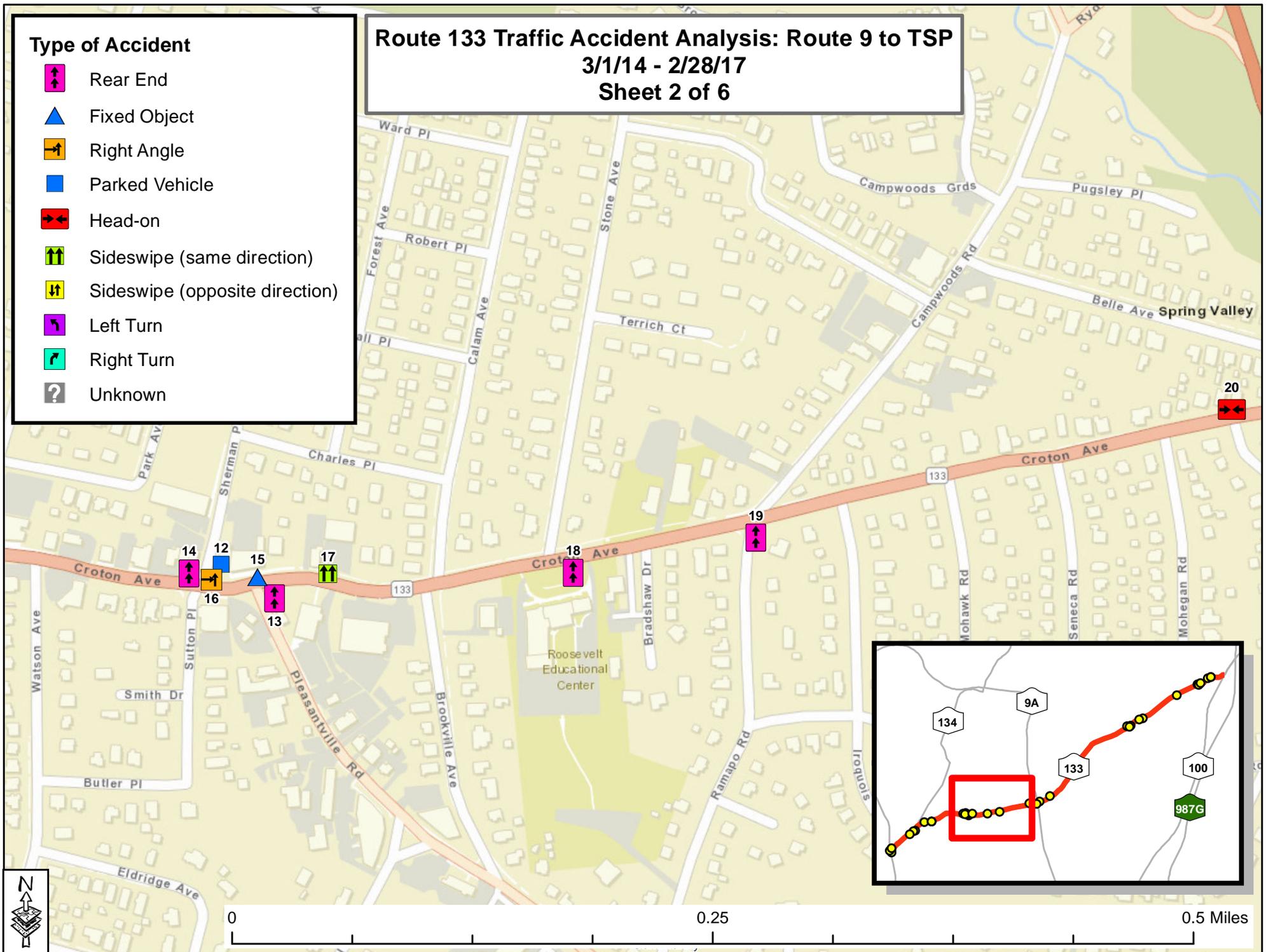
Route 133 Traffic Accident Analysis: Route 9 to TSP 3/1/14 - 2/28/17 Sheet 1 of 6



Type of Accident

-  Rear End
-  Fixed Object
-  Right Angle
-  Parked Vehicle
-  Head-on
-  Sideswipe (same direction)
-  Sideswipe (opposite direction)
-  Left Turn
-  Right Turn
-  Unknown

Route 133 Traffic Accident Analysis: Route 9 to TSP 3/1/14 - 2/28/17 Sheet 2 of 6

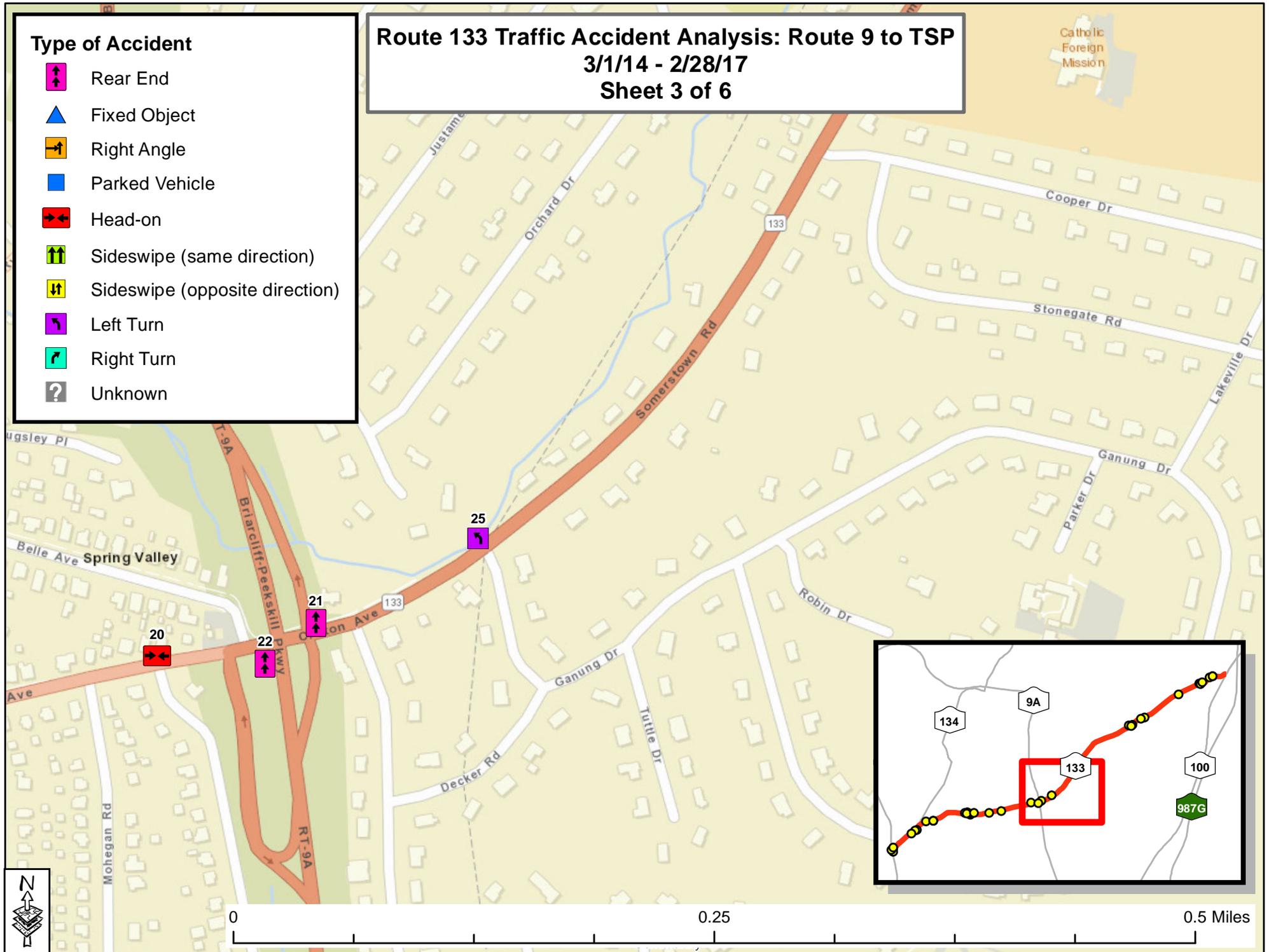


Type of Accident

-  Rear End
-  Fixed Object
-  Right Angle
-  Parked Vehicle
-  Head-on
-  Sideswipe (same direction)
-  Sideswipe (opposite direction)
-  Left Turn
-  Right Turn
-  Unknown

Route 133 Traffic Accident Analysis: Route 9 to TSP

3/1/14 - 2/28/17
Sheet 3 of 6

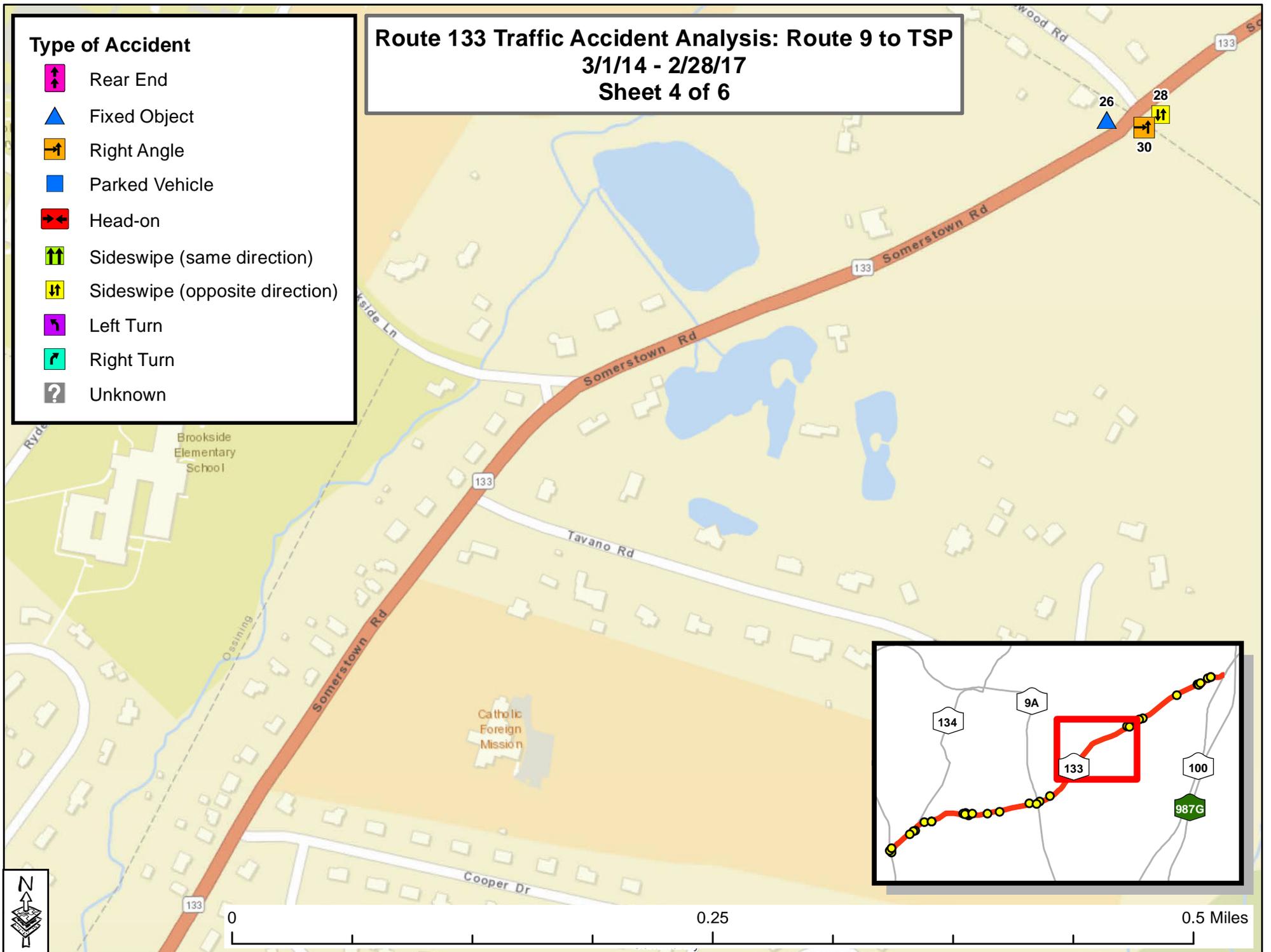


Type of Accident

-  Rear End
-  Fixed Object
-  Right Angle
-  Parked Vehicle
-  Head-on
-  Sideswipe (same direction)
-  Sideswipe (opposite direction)
-  Left Turn
-  Right Turn
-  Unknown

Route 133 Traffic Accident Analysis: Route 9 to TSP

3/1/14 - 2/28/17
Sheet 4 of 6

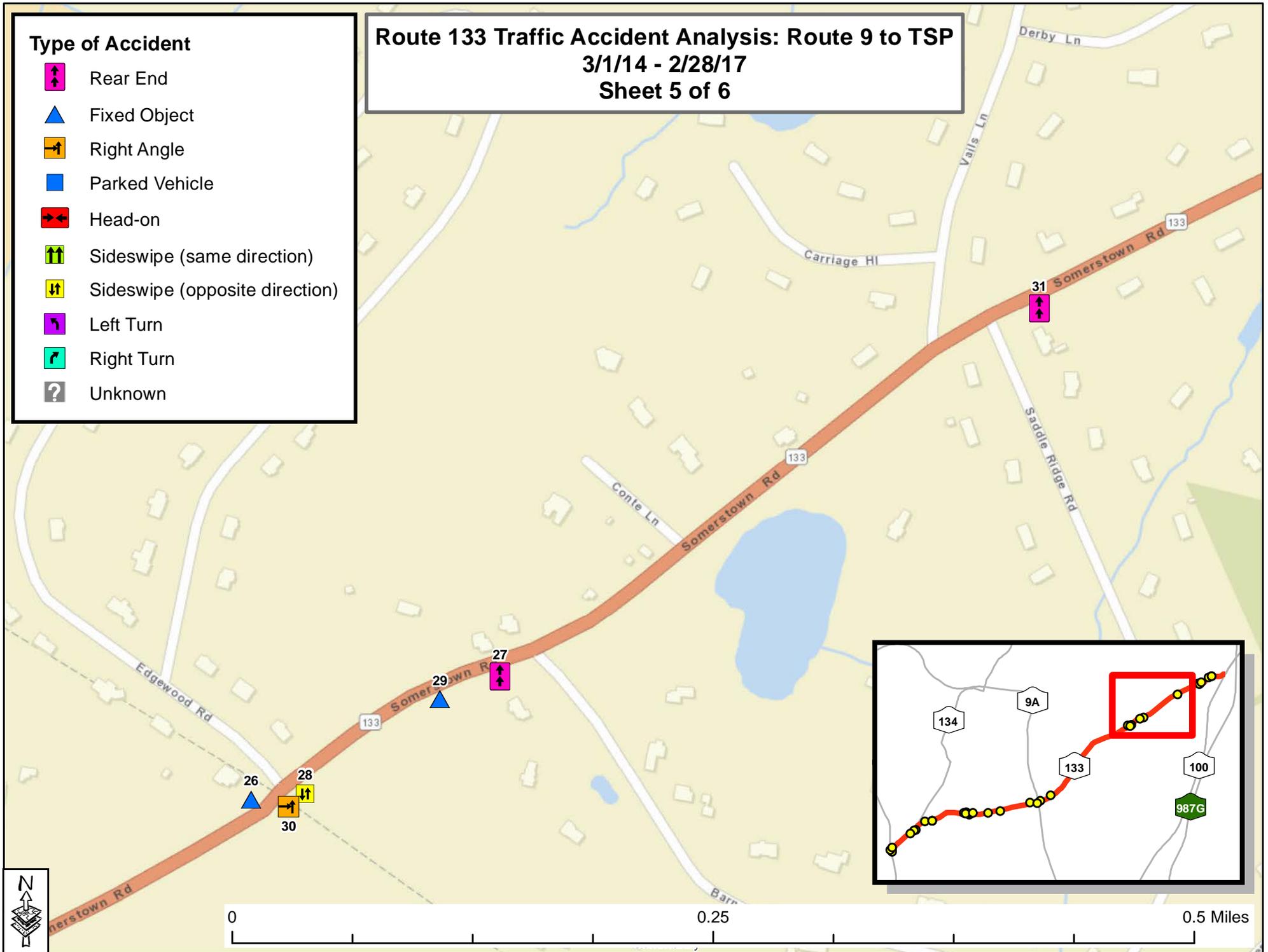


Type of Accident

-  Rear End
-  Fixed Object
-  Right Angle
-  Parked Vehicle
-  Head-on
-  Sideswipe (same direction)
-  Sideswipe (opposite direction)
-  Left Turn
-  Right Turn
-  Unknown

Route 133 Traffic Accident Analysis: Route 9 to TSP

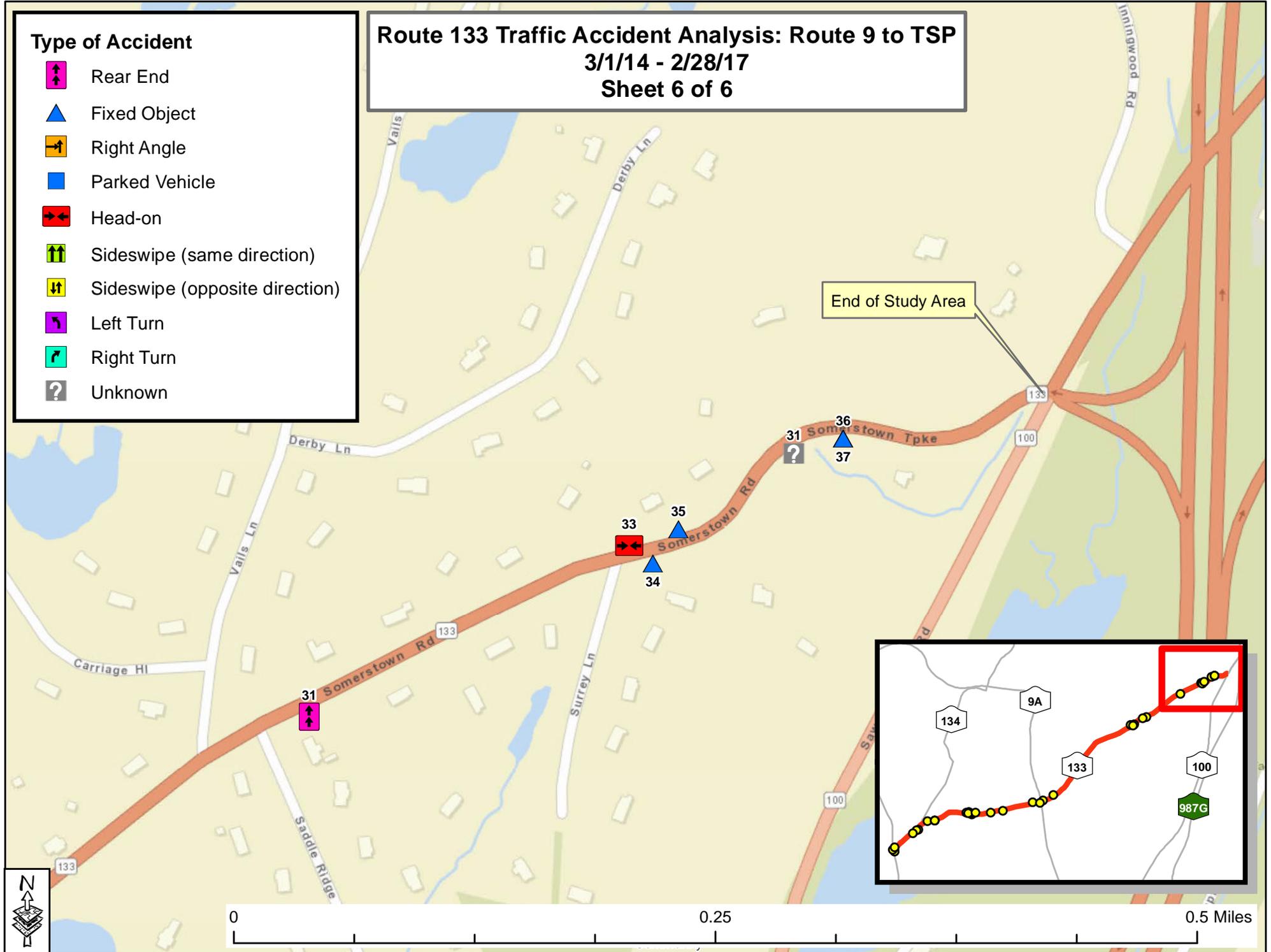
3/1/14 - 2/28/17
Sheet 5 of 6



Type of Accident

-  Rear End
-  Fixed Object
-  Right Angle
-  Parked Vehicle
-  Head-on
-  Sideswipe (same direction)
-  Sideswipe (opposite direction)
-  Left Turn
-  Right Turn
-  Unknown

Route 133 Traffic Accident Analysis: Route 9 to TSP 3/1/14 - 2/28/17 Sheet 6 of 6



Appendix C. Vehicle Volume, Class & Speed Data

**New York State Department of Transportation
Traffic Count Hourly Report**

ROUTE #: NY 133	ROAD NAME: CROTON AVE	FROM: RT 9 OSSINING	TO: RT 134 W OF OSSINING	COUNTY: Westchester
DIRECTION: Eastbound	FACTOR GROUP: 30	REC. SERIAL #: JT11	FUNC. CLASS: 16	VILLAGE:
STATE DIR CODE: 6	WK OF YR: 51	PLACEMENT: 780' E of Rt 9	NHS: no	LION#:
DATE OF COUNT: 12/20/2015		@ REF MARKER:	JURIS: County	BIN:
NOTES LANE 1: EB 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	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		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			
1	T																											
2	W																											
3	T																											
4	F																											
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19	S																											
20	S																											
21	M	49	30	20	36	28	108	264	350	343	309	318	337	341	341	349	364	391	376	393	384	334	230	163	112	5970	393	18
22	T	54	25	20	37	32	81	255	320	340	317	306	384	368	389	349	377	412	349	367	362	265	247	194	109	5959	412	16
23	W	57	29	19	30	26	88	243	330	354	344	314	338															
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											
31	T																											

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

56	27	20	34	29	84	254	333	346	323	313	353	354	365	349	370	402	362	380	373	300	238	178	110	5953
<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>																
4	68	2	54	402		7%	1.000	0.986	AADT															
									6038															

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: NY 133	ROAD NAME: CROTON AVE	FROM: RT 9 OSSINING	TO: RT 134 W OF OSSINING	COUNTY: Westchester
DIRECTION: Westbound	FACTOR GROUP: 30	REC. SERIAL #: JV29	FUNC. CLASS: 16	VILLAGE:
STATE DIR CODE: 7	WK OF YR: 51	PLACEMENT: 780' E of Rt 9	NHS: no	LION#:
DATE OF COUNT: 12/20/2015		@ REF MARKER:	JURIS: County	BIN:
NOTES LANE 1: 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	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M	56	32	19	15	39	95	301	421	472	439	395	415	458	434	445	474	533	464	510	459	356	264	182	112	7390	533	16
22	T	45	20	19	11	39	95	287	400	427	440	405	456	431	467	465	469	519	498	472	396	352	294	196	126	7329	519	16
23	W	56	31	26	18	35	93	290	415	414	374	385	408															
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)															ADT											
50	26	22	14	37	94	293	412	438	418	395	426	444	450	455	472	526	481	491	428	354	279	189	119	7313		
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>		<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>		<u>% of day</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		ESTIMATED														
4	68	2		54	526		7%		1.000	0.986		AADT 7417														

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 133 ROAD NAME: 133 YEAR: 2009 STATION: 870467
 COUNTY NAME: Westchester MONTH: April
 REGION CODE: 8
 FROM: ACC RT 9A
 TO: START 100 OLAP
 REF-MARKER: 133 87011024
 END MILEPOINT: 0110331 NO. OF LANES: 2
 FUNC-CLASS: 16 HPMS NO: 30713800
 STATION NO: 0467 LION#:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB BATCH ID: DOT-r8contractor17

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	3606	3513	7119
NUMBER OF AXLES	7274	7087	14361
% HEAVY VEHICLES (F4-F13)	5.13%	5.35%	5.24%
% TRUCKS AND BUSES (F3-F13)	20.44%	20.69%	20.56%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	12	0	0	0	0	0	0	0	0	0	0	12
	2:00	0	7	0	0	0	0	0	0	0	0	0	0	7
	3:00	0	14	0	0	0	0	0	0	0	0	0	0	14
	4:00	0	17	2	0	1	0	0	0	0	0	0	0	20
	5:00	0	12	2	0	0	0	0	0	0	0	0	0	14
	6:00	0	41	6	0	2	0	0	0	0	0	0	0	49
	7:00	0	145	21	1	3	1	0	0	0	0	0	0	171
	8:00	0	341	72	3	12	1	0	2	1	0	0	0	432
	9:00	1	298	64	5	11	1	0	2	1	0	0	0	383
	10:00	0	184	41	13	14	1	0	1	1	0	0	0	255
DIRECTION	11:00	0	143	34	2	11	2	0	1	0	0	0	0	193
East	12:00	0	136	35	3	11	0	0	1	0	0	0	0	186
	13:00	0	155	32	2	8	1	0	1	0	0	0	0	199
	14:00	0	139	32	1	10	0	0	0	1	0	0	0	183
	15:00	1	166	36	4	7	0	0	1	0	0	0	0	215
	16:00	0	188	38	6	10	0	0	0	1	0	0	0	243
	17:00	0	188	34	2	7	0	0	1	0	0	0	0	232
	18:00	0	188	34	1	5	0	0	1	0	0	0	0	229
	19:00	0	150	22	0	4	0	0	0	0	0	0	0	176
	20:00	0	122	17	0	1	0	0	0	0	0	0	0	140
	21:00	1	92	16	0	2	0	0	0	0	0	0	0	111
	22:00	0	64	6	0	0	0	0	0	0	0	0	0	70
	23:00	0	41	4	0	0	0	0	0	0	0	0	0	45
	24:00	0	23	4	0	0	0	0	0	0	0	0	0	27
TOTAL VEHICLES	3	2866	552	43	119	7	0	10	6	0	0	0	0	3606
TOTAL AXLES	6	5732	1104	108	238	21	0	35	30	0	0	0	0	7274
ENDING HOUR	1:00	0	16	1	0	0	0	0	0	0	0	0	0	17
	2:00	0	8	1	0	0	0	0	0	0	0	0	0	9
	3:00	0	4	0	0	0	1	0	0	0	0	0	0	5
	4:00	0	5	0	0	1	0	0	0	0	0	0	0	6
	5:00	0	7	1	0	1	0	0	0	0	0	0	0	9
	6:00	0	13	3	1	0	0	0	0	0	0	0	0	17
	7:00	0	59	14	0	2	0	0	1	0	0	0	0	76
	8:00	0	116	21	7	7	1	0	0	1	0	0	0	153
	9:00	0	144	40	6	9	1	0	2	0	0	0	0	202
	10:00	0	130	38	1	14	1	0	0	0	0	0	0	184
DIRECTION	11:00	0	110	34	3	8	1	0	0	0	0	0	0	156
West	12:00	0	118	30	4	8	1	0	1	0	0	0	0	162
	13:00	0	147	35	4	11	0	0	2	1	0	0	0	200
	14:00	0	143	33	1	8	0	0	0	1	0	0	0	186
	15:00	0	175	38	4	12	0	0	1	0	0	0	0	230
	16:00	0	222	41	6	13	0	0	1	0	0	0	0	283
	17:00	2	282	54	2	10	0	0	2	1	0	0	0	353
	18:00	0	358	60	0	9	0	0	3	0	0	0	0	430
	19:00	1	256	38	1	5	0	0	1	0	0	0	0	302
	20:00	0	168	21	0	2	0	0	0	0	0	0	0	191
	21:00	0	110	13	0	3	0	0	0	0	0	0	0	126
	22:00	0	87	11	0	0	0	0	0	0	0	0	0	98
	23:00	0	65	8	0	1	0	0	0	0	0	0	0	74
	24:00	0	40	4	0	0	0	0	0	0	0	0	0	44
TOTAL VEHICLES	3	2783	539	40	124	6	0	13	5	0	0	0	0	3513
TOTAL AXLES	6	5566	1078	100	248	18	0	46	25	0	0	0	0	7087
GRAND TOTAL VEHICLES	6	5649	1091	83	243	13	0	23	11	0	0	0	0	7119
GRAND TOTAL AXLES	12	11298	2182	208	486	39	0	80	55	0	0	0	0	14361

VEHICLE CLASSIFICATION CODES:

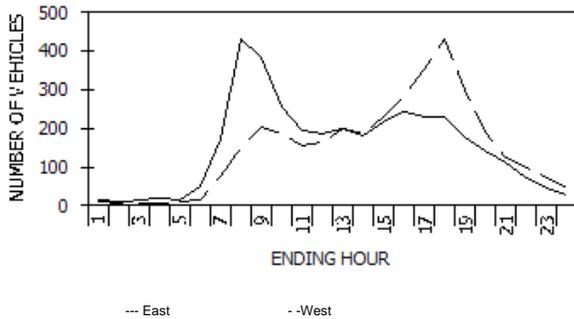
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM |
|-------|-------|-------------------------------|
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



--- East --West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
East	8	432		8	585
West	18	430		18	659

SOURCE: NYS DOT DATA SERVICES BUREAU

**New York State Department of Transportation
Speed Count Average Weekday Report**

Station: 870467
Route #: NY 133 Road name: 133
From: ACC RT 9A
To: START 100 OLAP
Direction: East

Start date: Tue 04/28/2009 13:00
End date: Tue 05/05/2009 09:45
County: Westchester
Town: NEW CASTLE
Speed limit: 40
LION#:

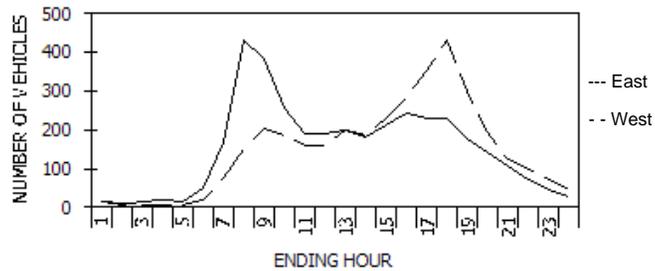
Count duration: 165 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-r8contractor17
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: TGB

Speeds, mph																	Avg	50th%	85th%	Total		
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0				
1:00	0	0	1	3	5	2	2	1	0	0	0	0	0	21%	7%	0%	0%	0%	37.8	38.0	47.3	14
2:00	0	0	0	1	2	3	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	38.8	40.0	43.6	6
3:00	0	0	1	0	7	5	2	0	0	0	0	0	0	13%	0%	0%	0%	0%	39.2	39.7	44.8	15
4:00	0	0	1	3	6	4	4	2	1	0	0	0	0	33%	14%	5%	0%	0%	40.2	40.7	49.9	21
5:00	1	0	0	1	2	5	3	2	0	0	0	0	0	36%	14%	0%	0%	0%	37.0	43.0	49.9	14
6:00	0	0	0	5	16	20	6	1	0	0	0	0	0	15%	2%	0%	0%	0%	40.1	40.8	45.0	48
7:00	1	0	3	17	56	67	22	4	0	0	0	0	0	15%	2%	0%	0%	0%	39.4	40.6	45.2	170
8:00	1	2	11	78	191	128	19	2	0	0	0	0	0	5%	0%	0%	0%	0%	37.5	38.3	43.3	432
9:00	1	1	5	76	181	100	18	0	0	0	0	0	0	5%	0%	0%	0%	0%	37.5	38.0	43.1	382
10:00	0	0	6	55	120	67	8	0	0	0	0	0	0	3%	0%	0%	0%	0%	37.3	37.8	42.8	256
11:00	1	0	8	36	86	50	10	1	0	0	0	0	0	6%	1%	0%	0%	0%	37.1	38.0	43.3	192
12:00	1	0	7	38	88	44	10	1	0	0	0	0	0	6%	1%	0%	0%	0%	37.0	37.8	43.1	189
13:00	0	0	8	43	88	50	11	0	0	0	0	0	0	6%	0%	0%	0%	0%	37.3	37.8	43.2	200
14:00	0	0	4	36	81	48	13	1	0	0	0	0	0	8%	1%	0%	0%	0%	37.8	38.2	43.6	183
15:00	0	1	5	45	96	57	8	2	0	0	0	0	0	5%	1%	0%	0%	0%	37.4	38.0	43.1	214
16:00	0	0	15	49	87	71	20	1	0	0	0	0	0	9%	0%	0%	0%	0%	37.5	38.4	44.0	243
17:00	0	0	3	39	95	78	15	2	0	0	0	0	0	7%	1%	0%	0%	0%	38.5	38.9	43.9	232
18:00	1	0	4	34	110	69	12	1	0	0	0	0	0	6%	0%	0%	0%	0%	37.9	38.5	43.5	231
19:00	0	2	7	25	68	60	12	2	0	0	0	0	0	8%	1%	0%	0%	0%	38.0	39.0	44.0	176
20:00	0	0	2	23	57	44	13	1	0	0	0	0	0	10%	1%	0%	0%	0%	38.6	39.0	44.3	140
21:00	0	0	2	20	52	29	6	0	0	0	0	0	0	6%	0%	0%	0%	0%	37.8	38.2	43.3	109
22:00	1	0	2	11	28	22	7	0	0	0	0	0	0	10%	0%	0%	0%	0%	37.4	38.9	44.2	71
23:00	0	0	1	6	17	17	4	0	0	0	0	0	0	9%	0%	0%	0%	0%	38.8	39.6	44.2	45
24:00	1	0	1	5	8	8	2	1	0	0	0	0	0	12%	4%	0%	0%	0%	35.7	38.8	44.5	26
Avg. Daily Total	9	6	97	649	1547	1048	227	25	1	0	0	0	0	7.0	0.7	0.0	0.0	0.0	37.7	38.4	43.7	3609
Percent	0.2%	0.2%	2.7%	18.0%	42.9%	29.0%	6.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.2%	0.4%	3.1%	21.1%	64.0%	93.0%	99.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	4	27	64	44	9	1	0	0	0	0	0									

TRAFFIC FLOW BY DIRECTION

Direction	Avg. Speed	50th% Speed	85th% Speed
East	37.7	38.4	43.7
West	37.4	38.2	43.3

Peak Hour Data					
Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
East	8	432		8	585
West	18	430		18	661



**New York State Department of Transportation
Speed Count Average Weekday Report**

Station: 870467
Route #: NY 133 Road name: 133
From: ACC RT 9A
To: START 100 OLAP
Direction: West

Start date: Tue 04/28/2009 13:00
End date: Tue 05/05/2009 09:45
County: Westchester
Town: NEW CASTLE
Speed limit: 40
LION#:

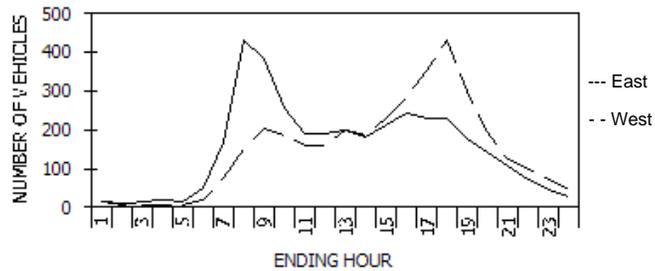
Count duration: 165 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-r8contractor17
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: TGB

Speeds, mph																	Avg	50th%	85th%	Total		
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0				
1:00	0	0	1	4	6	4	2	0	0	0	0	0	0	12%	0%	0%	0%	0%	37.3	38.0	44.4	17
2:00	0	0	0	1	4	2	2	1	0	0	0	0	0	30%	10%	0%	0%	0%	40.7	40.0	48.8	10
3:00	0	0	0	2	2	2	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	37.1	37.6	42.8	6
4:00	0	0	1	1	2	2	1	0	0	0	0	0	0	14%	0%	0%	0%	0%	37.1	38.8	44.9	7
5:00	0	0	0	1	4	2	1	0	0	0	0	0	0	13%	0%	0%	0%	0%	38.9	38.8	44.6	8
6:00	0	0	0	3	6	6	3	0	0	0	0	0	0	17%	0%	0%	0%	0%	39.4	40.0	45.6	18
7:00	0	0	1	6	24	31	12	2	1	0	0	0	0	19%	4%	1%	0%	0%	40.6	41.3	46.5	77
8:00	2	2	6	18	61	49	13	2	0	0	0	0	0	10%	1%	0%	0%	0%	37.3	39.0	44.2	153
9:00	1	2	6	41	90	53	9	1	0	0	0	0	0	5%	0%	0%	0%	0%	36.9	37.9	43.1	203
10:00	1	0	5	39	82	49	7	2	0	0	0	0	0	5%	1%	0%	0%	0%	37.1	37.9	43.1	185
11:00	1	0	6	34	68	41	8	1	0	0	0	0	0	6%	1%	0%	0%	0%	36.9	37.9	43.2	159
12:00	0	1	4	26	77	47	6	0	0	0	0	0	0	4%	0%	0%	0%	0%	37.7	38.3	43.1	161
13:00	2	1	4	34	88	60	10	1	0	0	0	0	0	6%	1%	0%	0%	0%	37.2	38.4	43.5	200
14:00	1	0	4	36	86	52	6	1	0	0	0	0	0	4%	1%	0%	0%	0%	37.3	38.1	43.0	186
15:00	2	4	6	51	102	57	9	0	0	0	0	0	0	4%	0%	0%	0%	0%	36.3	37.6	42.8	231
16:00	1	4	12	49	130	76	10	1	0	0	0	0	0	4%	0%	0%	0%	0%	36.8	38.0	43.0	283
17:00	1	0	8	68	162	95	18	1	0	0	0	0	0	5%	0%	0%	0%	0%	37.5	38.1	43.3	353
18:00	1	0	7	75	227	105	15	0	0	0	0	0	0	3%	0%	0%	0%	0%	37.5	38.0	42.7	430
19:00	0	0	5	52	137	92	14	2	0	0	0	0	0	5%	1%	0%	0%	0%	38.1	38.5	43.5	302
20:00	1	0	4	29	89	57	11	2	0	0	0	0	0	7%	1%	0%	0%	0%	37.9	38.6	43.7	193
21:00	0	0	4	32	57	26	6	0	0	0	0	0	0	5%	0%	0%	0%	0%	36.9	37.4	42.6	125
22:00	0	0	3	22	44	24	4	0	0	0	0	0	0	4%	0%	0%	0%	0%	37.2	37.7	42.9	97
23:00	0	0	2	14	35	16	6	1	0	0	0	0	0	9%	1%	0%	0%	0%	37.8	38.0	43.8	74
24:00	1	0	1	5	19	14	4	0	0	0	0	0	0	9%	0%	0%	0%	0%	37.1	39.0	44.1	44
Avg. Daily Total	15	14	90	643	1602	962	177	18	1	0	0	0	0	5.6	0.5	0.0	0.0	0.0	37.4	38.2	43.3	3522
Percent	0.4%	0.4%	2.6%	18.3%	45.5%	27.3%	5.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.4%	0.8%	3.4%	21.6%	67.1%	94.4%	99.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	1	4	27	67	40	7	1	0	0	0	0	0									147

TRAFFIC FLOW BY DIRECTION

Direction	Avg. Speed	50th% Speed	85th% Speed
East	37.7	38.4	43.7
West	37.4	38.2	43.3

Peak Hour Data					
Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
East	8	432		8	585
West	18	430		18	661



New York State Department of Transportation Roadway Traffic Count Hourly Report

STATION: 870646

ROUTE/ROAD: NY133 CROTON AVE	FROM: RT 134 W OF OSSINING	TO: RT 9A OVER	REGION-COUNTY: 8-WESTCHESTER
FED DIR CODE: 3, 7	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Ossining-Village-1368
ST DIR CODE: 7	END MILEPOST: 1.34	FACTOR GROUP: 30	BIN:
DOT ID: 100065	LANES BY DIR: 1 East 1 West	CC STN:	RR CROSSING:
BEGIN DATE: 8/12/2014	WEEK OF YEAR: 32	ADDL DATA:	HPMS SAMPLE:
NOTES 1: WB TRAVEL LANE	PLACEMENT: 546 FT W OF RAMAPO RD	JURISDICTION: 01-NYS DOT	1 WAY CODE:
NOTES 2:			COUNT TYPE: Axle
TAKEN BY: TST-AJW	PROCESSED BY: DOT-jh	BATCH ID: DOT-R08CWW33B	SPEED LIMIT: 30

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
8/12, Tue																						236	190	116	542		
8/13, Wed	67	26	21	31	45	135	397	612	621	501	490	550	594	575	630	600	669	726	620	482	375	275	206	113	9361	726	17-18
8/14, Thu	67	29	24	21	46	140	435	651	650	566	489	589	594	600	652	644	723	778	644	484	436	245	197	139	9843	778	17-18
8/15, Fri	64	47	43	28	58	125	420	624	625	538	501	568	616	581	664	684	772	808	611	483	404	295	222	166	9947	808	17-18
8/16, Sat	119	74	48	45	38	81	228	452	420	504	558	631	618	589	578	557	542	507	495	405	342	307	220	173	8531	631	11-12
8/17, Sun	108	80	54	58	53	65	118	183	281	352	403	430	463	481	432	421	428	417	395	404	360	278	196	121	6581	481	13-14
8/18, Mon	57	34	20	23	50	131	412	619	587	567	478	499	577	575	547	676	658	708	645	507	408	227	186	116	9307	708	17-18
8/19, Tue	54	37	18	16	54	140	419	679	607	542	539	587	580	564	581	680	707	782	658	539	417	287	200	150	9837	782	17-18
8/20, Wed	78	40	29	25	50	117	441	669	664	505	484	567	566	535	560	645	662	764	659	530	411	9001					
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																								AWDT			
	65	35	27	24	50	129	414	632	616	528	489	551	573	561	584	639	673	740	635	500	403	250	193	125	9434		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				ESTIMATED AADT				
				Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway	East	West
8	192	5	126	740	7.8	348	8.2	462	8.9	8632	3873	4758

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
8	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98

New York State Department of Transportation

STATION: 870646

EB Traffic Count Hourly Report

ROUTE/ROAD: NY133 CROTON AVE	FROM: RT 134 W OF OSSINING	TO: RT 9A OVER	REGION-COUNTY: 8-WESTCHESTER
FED DIR CODE: 3	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Ossining-Village-1368
ST DIR CODE: 7	END MILEPOST: 1.34	FACTOR GROUP: 30	BIN:
DOT ID: 100065	LANES BY DIR: 1 East	CC STN:	RR CROSSING:
BEGIN DATE: 8/12/2014	WEEK OF YEAR: 32	ADDL DATA:	HPMS SAMPLE:
NOTES 1: WB TRAVEL LANE	PLACEMENT: 546 FT W OF RAMAPO RD	JURISDICTION: 01-NYS DOT	1 WAY CODE:
NOTES 2:			COUNT TYPE: Axle
TAKEN BY: TST-AJW	PROCESSED BY: DOT-jh	BATCH ID: DOT-R08CWW33B	SPEED LIMIT: 30

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
8/12, Tue																						94	80	54	228		
8/13, Wed	30	13	10	14	23	71	200	340	288	215	234	227	253	270	279	242	280	278	248	220	170	113	85	45	4148	340	07-08
8/14, Thu	35	13	10	10	24	85	240	361	294	262	228	247	258	276	303	272	310	280	236	206	187	100	86	63	4386	361	07-08
8/15, Fri	37	18	24	11	33	66	232	362	313	234	235	262	266	251	303	294	306	314	236	189	168	123	93	79	4449	362	07-08
8/16, Sat	57	25	22	21	22	44	131	270	201	232	271	286	288	260	280	215	204	204	220	179	143	141	89	66	3871	288	12-13
8/17, Sun	44	28	16	24	33	33	56	81	147	174	200	210	230	211	185	186	188	175	154	184	180	117	91	52	2999	230	12-13
8/18, Mon	20	20	7	12	28	83	214	328	274	261	221	219	242	260	231	308	268	271	269	229	194	88	76	61	4184	328	07-08
8/19, Tue	26	14	7	9	31	87	238	368	313	237	273	251	259	246	265	288	284	292	293	244	163	127	82	66	4463	368	07-08
8/20, Wed	40	16	11	17	27	67	252	364	314	220	232	254	256	219	250	278	258	287	255	235	194				4046		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																								AWDT			
	34	15	12	12	27	74	226	348	295	234	233	239	250	250	261	273	276	277	256	223	179	103	80	57	4234		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				ESTIMATED AADT				
				Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway	East	West
8	192	5	126	740	7.8	348	8.2	462	8.9	8632	3873	4758

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
8	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98

New York State Department of Transportation

STATION: 870646

WB Traffic Count Hourly Report

ROUTE/ROAD: NY133 CROTON AVE	FROM: RT 134 W OF OSSINING	TO: RT 9A OVER	REGION-COUNTY: 8-WESTCHESTER
FED DIR CODE: 7	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Ossining-Village-1368
ST DIR CODE: 7	END MILEPOST: 1.34	FACTOR GROUP: 30	BIN:
DOT ID: 100065	LANES BY DIR: 1 West	CC STN:	RR CROSSING:
BEGIN DATE: 8/12/2014	WEEK OF YEAR: 32	ADDL DATA:	HPMS SAMPLE:
NOTES 1: WB TRAVEL LANE	PLACEMENT: 546 FT W OF RAMAPO RD	JURISDICTION: 01-NYS DOT	1 WAY CODE:
NOTES 2:			COUNT TYPE: Axle
TAKEN BY: TST-AJW	PROCESSED BY: DOT-jh	BATCH ID: DOT-R08CWW33B	SPEED LIMIT: 30

DATE																									DAILY	HIGH	HIGH
	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	TOTAL	COUNT	HOUR
8/12, Tue																						142	110	62	314		
8/13, Wed	37	13	11	17	22	64	197	272	333	286	256	323	341	305	351	358	389	448	372	262	205	162	121	68	5213	448	17-18
8/14, Thu	32	16	14	11	22	55	195	290	356	304	261	342	336	324	349	372	413	498	408	278	249	145	111	76	5457	498	17-18
8/15, Fri	27	29	19	17	25	59	188	262	312	304	266	306	350	330	361	390	466	494	375	294	236	172	129	87	5498	494	17-18
8/16, Sat	62	49	26	24	16	37	97	182	219	272	287	345	330	329	298	342	338	303	275	226	199	166	131	107	4660	345	11-12
8/17, Sun	64	52	38	34	20	32	62	102	134	178	203	220	233	270	247	235	240	242	241	220	180	161	105	69	3582	270	13-14
8/18, Mon	37	14	13	11	22	48	198	291	313	306	257	280	335	315	316	368	390	437	376	278	214	139	110	55	5123	437	17-18
8/19, Tue	28	23	11	7	23	53	181	311	294	305	266	336	321	318	316	392	423	490	365	295	254	160	118	84	5374	490	17-18
8/20, Wed	38	24	18	8	23	50	189	305	350	285	252	313	310	316	310	367	404	477	404	295	217				4955		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																								AWDT			
	32	21	14	12	23	55	188	284	321	294	256	312	323	311	323	365	397	462	379	277	224	147	112	68	5200		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				ESTIMATED AADT				
				Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway	East	West
8	192	5	126	740	7.8	348	8.2	462	8.9	8632	3873	4758

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
8	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 133 ROAD NAME: CROTON AVE
 COUNTY NAME: Westchester
 REGION CODE: 8
 FROM: RT 9 OSSINING
 TO: RT 134 W OF OSSINING
 REF-MARKER:
 END MILEPOINT: 0032 NO. OF LANES: 2
 FUNC-CLASS: 16 HPMS NO:
 STATION NO: 0645 LION#:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: BB
 PROCESSED BY: ORG CODE: DOT INITIALS: CEL

YEAR: 2015
 MONTH: December

STATION: 870645

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	5937	7149	13086
NUMBER OF AXLES	11979	14421	26399
% HEAVY VEHICLES (F4-F13)	4.01%	4.03%	4.02%
% TRUCKS AND BUSES (F3-F13)	15.41%	15.86%	15.66%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

BATCH ID: DOT-R08C52aTST5195

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR														
1:00	0	102	8	0	0	0	0	0	0	0	0	0	0	110
2:00	0	49	4	0	0	0	0	0	0	0	0	0	0	53
3:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27
4:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
5:00	0	30	2	0	2	0	0	1	0	0	0	0	0	35
6:00	0	23	4	0	2	0	0	0	0	0	0	0	0	29
7:00	0	70	19	1	2	1	0	0	1	0	0	0	0	94
8:00	0	212	40	2	4	0	0	0	1	0	0	0	0	259
9:00	0	255	58	10	10	0	0	0	1	0	0	0	0	334
10:00	2	265	46	20	6	2	0	0	1	0	0	0	0	342
DIRECTION														
11:00	0	258	45	9	8	2	0	0	1	0	0	0	0	323
12:00	1	249	41	6	8	4	0	0	1	0	0	0	0	310
13:00	0	285	45	7	9	3	0	0	1	0	0	0	0	350
14:00	2	286	48	6	6	5	0	0	1	0	0	0	0	354
15:00	0	298	44	6	12	2	0	1	0	0	0	0	0	363
16:00	0	295	39	10	6	2	0	0	0	0	0	0	0	352
17:00	0	308	44	13	4	0	0	0	0	0	0	0	0	369
18:00	0	350	33	7	4	0	0	0	0	0	0	0	0	394
19:00	0	320	34	2	4	0	0	0	0	0	0	0	0	360
20:00	0	340	34	5	3	0	0	0	0	0	0	0	0	382
21:00	0	335	34	2	4	0	0	0	0	0	0	0	0	375
22:00	0	272	19	0	2	0	0	0	1	0	0	0	0	294
23:00	0	214	20	1	0	0	0	0	0	0	0	0	0	235
24:00	0	161	12	0	2	0	0	0	0	0	0	0	0	175
TOTAL VEHICLES	5	5017	677	107	99	21	0	2	9	0	0	0	0	5937
TOTAL AXLES	10	10034	1354	268	198	63	0	7	45	0	0	0	0	11979
ENDING HOUR														
1:00	1	108	5	0	1	0	0	0	0	0	0	0	0	115
2:00	0	46	2	0	0	0	0	0	0	0	0	0	0	48
3:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
4:00	0	18	2	0	2	0	0	0	0	0	0	0	0	22
5:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
6:00	0	30	4	1	2	0	0	0	0	0	0	0	0	37
7:00	0	78	15	1	1	0	0	0	1	0	0	0	0	96
8:00	0	235	44	6	3	2	0	0	1	0	0	0	0	291
9:00	1	319	55	15	12	2	0	0	2	0	0	0	0	406
10:00	0	344	59	14	11	2	1	2	3	0	0	0	0	436
11:00	1	322	60	6	13	3	1	0	1	0	0	0	0	407
DIRECTION														
12:00	1	310	51	4	15	3	0	0	2	0	0	0	0	386
13:00	1	333	61	4	13	4	1	0	1	0	0	0	0	418
14:00	1	354	60	8	14	4	0	0	0	0	0	0	0	441
15:00	1	358	64	5	12	2	0	0	0	0	0	0	0	442
16:00	2	350	64	14	9	0	0	0	0	0	0	0	0	439
17:00	0	392	48	10	12	1	0	0	0	0	0	0	0	463
18:00	2	434	57	6	6	0	0	0	0	0	0	0	0	505
19:00	4	407	46	4	4	0	0	0	0	0	0	0	0	465
20:00	2	418	50	2	5	1	0	0	0	0	0	0	0	478
21:00	3	367	36	0	4	2	0	0	1	0	0	0	0	413
22:00	0	314	26	1	2	0	0	0	0	0	0	0	0	343
23:00	1	250	20	1	0	1	0	0	0	0	0	0	0	273
24:00	0	174	12	0	0	0	0	0	0	0	0	0	0	186
TOTAL VEHICLES	21	5994	846	102	142	27	3	2	12	0	0	0	0	7149
TOTAL AXLES	42	11988	1692	255	284	81	12	7	60	0	0	0	0	14421
GRAND TOTAL VEHICLES	26	11011	1523	209	241	48	3	4	21	0	0	0	0	13086
GRAND TOTAL AXLES	52	22022	3046	522	482	144	12	14	105	0	0	0	0	26400

VEHICLE CLASSIFICATION CODES:

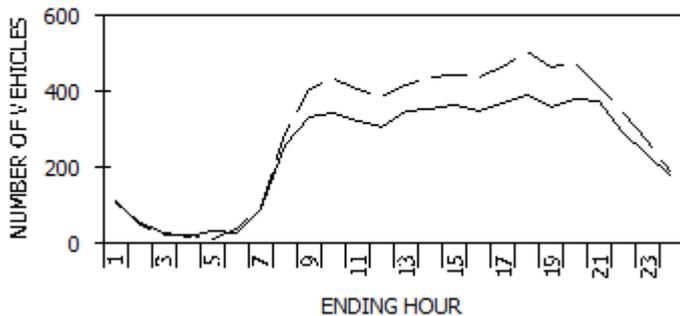
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM |
|-------|-------|-------------------------------|
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



--- East

- - - West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
East	18	394		10	778
West	18	505		18	899

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 133 ROAD NAME:
 COUNTY NAME: Westchester
 REGION CODE: 8
 FROM: RT 9A OVER
 TO: START 100/133 OLAP
 REF-MARKER: 133 87011026
 END MILEPOINT: 0325
 FUNC-CLASS: 16
 STATION NO: 0467
 COUNT TAKEN BY: HPMS NO: 3071380
 PROCESSED BY: LION#: INITIALS: JA
 ORG CODE: DOT INITIALS: CEL

YEAR: 2015
 MONTH: April

STATION: 870467

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	3473	3452	6925
NUMBER OF AXLES	6979	6943	13921
% HEAVY VEHICLES (F4-F13)	2.19%	2.20%	2.19%
% TRUCKS AND BUSES (F3-F13)	11.32%	12.80%	12.06%
AXLE CORRECTION FACTOR	1.00	0.99	0.99

BATCH ID: DOT-R08C16ATST5112

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR														
1:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:00	0	20	1	0	0	1	0	0	0	0	0	0	0	22
7:00	0	95	10	0	0	0	0	0	0	0	0	0	0	105
8:00	0	342	43	0	1	1	0	0	0	0	0	0	0	387
9:00	1	418	48	0	6	0	0	0	0	0	0	0	0	473
10:00	0	259	28	1	16	1	0	0	1	0	0	0	0	306
DIRECTION														
East														
11:00	0	146	24	1	4	2	0	0	1	0	0	0	0	178
12:00	0	132	19	0	3	1	0	0	1	0	0	0	0	156
13:00	0	147	19	1	6	1	0	1	1	0	0	0	0	176
14:00	0	143	20	0	3	1	0	1	1	0	0	0	0	169
15:00	0	150	23	1	1	1	0	0	0	0	0	0	0	176
16:00	0	205	20	0	5	1	0	0	0	0	0	0	0	231
17:00	0	224	23	0	4	0	0	0	0	0	0	0	0	251
18:00	0	204	11	0	2	0	0	0	0	0	0	0	0	217
19:00	1	187	10	0	1	0	0	0	1	0	0	0	0	200
20:00	0	135	5	0	1	0	0	0	0	0	0	0	0	141
21:00	0	90	3	0	1	0	0	0	0	0	0	0	0	94
22:00	0	76	5	0	0	0	0	0	0	0	0	0	0	81
23:00	0	47	2	0	0	0	0	0	0	0	0	0	0	49
24:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27
TOTAL VEHICLES	2	3078	317	4	54	10	0	2	6	0	0	0	0	3473
TOTAL AXLES	4	6156	634	10	108	30	0	7	30	0	0	0	0	6979
ENDING HOUR														
1:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
2:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00	0	12	3	0	2	0	0	0	0	0	0	0	0	17
7:00	0	32	5	2	1	0	0	0	0	0	0	0	0	40
8:00	0	118	12	1	4	0	0	0	0	0	0	0	0	135
9:00	0	177	24	0	3	1	0	1	0	0	0	0	0	206
10:00	0	169	29	1	6	1	0	0	0	0	0	0	0	206
DIRECTION														
West														
11:00	0	121	21	1	4	1	0	0	1	0	0	0	0	149
12:00	0	115	22	1	3	1	0	0	1	0	0	0	0	143
13:00	0	136	19	1	5	1	1	1	1	0	0	0	0	165
14:00	0	156	24	1	4	2	0	1	1	0	0	0	0	189
15:00	0	159	19	1	4	0	0	1	1	0	0	0	0	185
16:00	0	215	30	1	6	0	1	0	0	0	0	0	0	253
17:00	0	269	40	0	3	0	0	0	0	0	0	0	0	312
18:00	0	405	48	0	1	0	0	1	0	0	0	0	0	455
19:00	1	353	22	0	1	0	0	0	0	0	0	0	0	377
20:00	1	199	18	0	0	0	0	0	0	0	0	0	0	218
21:00	0	136	8	0	0	0	0	0	0	0	0	0	0	144
22:00	1	90	8	0	0	0	0	0	0	0	0	0	0	99
23:00	0	60	3	0	0	0	0	0	0	0	0	0	0	63
24:00	0	44	6	0	0	0	0	0	0	0	0	0	0	50
TOTAL VEHICLES	3	3007	366	10	47	7	2	5	5	0	0	0	0	3452
TOTAL AXLES	6	6014	732	25	94	21	8	18	25	0	0	0	0	6943
GRAND TOTAL VEHICLES	5	6085	683	14	101	17	2	7	11	0	0	0	0	6925
GRAND TOTAL AXLES	10	12170	1366	35	202	51	8	24	55	0	0	0	0	13922

VEHICLE CLASSIFICATION CODES:

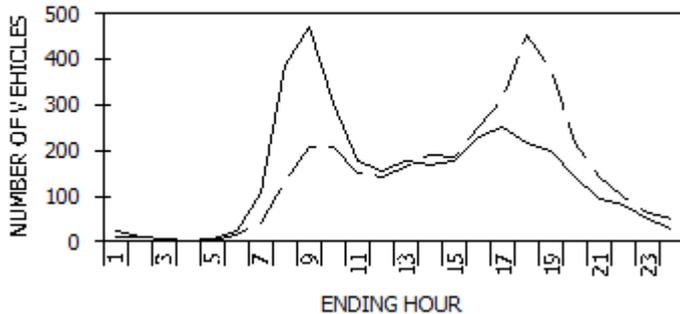
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM |
|-------|-------|-------------------------------|
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



--- East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
East	9	473		9	679
West	18	455		18	672

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 870645
Route #: NY 133 Road name: CROTON AVE
From: RT 9 OSSINING
To: RT 134 W OF OSSINING
Direction: East

Start date: Sun 12/20/2015 16:00
End date: Wed 12/23/2015 13:45
County: Westchester
Town:
Speed limit: 30
LION#:

Count duration: 70 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-R08C52aTST5195
Count taken by: Org: TST Init: BB
Processed by: Org: DOT Init: CEL

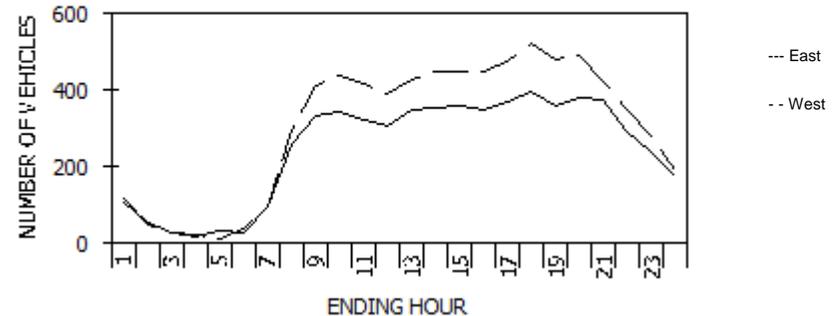
Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	2	18	57	28	4	0	1	0	0	0	0	0	0	0.9	0.0	0.0	0.0	0.0	27.4	28.1	33.0	110
2:00	2	8	24	13	6	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.3	28.5	34.3	53
3:00	2	6	5	12	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.4	30.3	34.2	27
4:00	0	1	10	7	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.9	29.0	33.1	18
5:00	0	3	15	12	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.6	29.7	34.6	34
6:00	0	2	10	12	4	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.2	30.9	35.0	28
7:00	3	14	43	28	8	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.5	28.7	33.9	96
8:00	42	87	91	34	6	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.5	25.1	30.2	260
9:00	170	100	52	13	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	17.2	19.8	26.6	336
10:00	194	90	48	11	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	16.7	17.8	25.9	344
11:00	172	96	45	9	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	16.9	18.8	25.8	323
12:00	164	101	39	6	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	16.9	19.0	25.0	310
13:00	212	94	38	7	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	16.2	16.6	24.6	351
14:00	225	88	38	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	15.9	15.7	24.3	353
15:00	245	84	30	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	15.5	14.8	23.8	362
16:00	231	86	33	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	15.7	15.3	24.0	352
17:00	272	65	32	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	15.1	13.7	23.4	371
18:00	308	71	16	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	14.8	12.9	22.1	397
19:00	278	70	12	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	14.8	13.0	22.0	360
20:00	300	60	20	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	14.7	12.8	22.1	382
21:00	236	94	42	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	15.9	15.9	24.4	374
22:00	154	96	38	4	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	16.9	19.1	25.0	293
23:00	73	96	54	13	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	19.5	22.4	28.1	237
24:00	18	58	68	25	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.0	26.0	31.3	177
Avg. Daily Total	3303	1488	860	249	43	4	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	16.8	18.1	26.6	5948
Percent 55.5%	25.0%	14.5%	4.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent 55.5%	80.5%	95.0%	99.2%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	138	62	36	10	2	0	0	0	0	0	0	0	0									248

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	16.8	18.1	26.6
West	19.9	22.8	28.9

Direction	Peak Hour Data			
	Hour	Count	2-way	Count
East	18	397	A.M.	782
West	18	524	P.M.	921



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 870645
Route #: NY 133 Road name: CROTON AVE
From: RT 9 OSSINING
To: RT 134 W OF OSSINING
Direction: West

Start date: Sun 12/20/2015 16:00
End date: Wed 12/23/2015 13:45
County: Westchester
Town:
Speed limit: 30
LION#:

Count duration: 70 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-R08C52aTST5195
Count taken by: Org: TST Init: BB
Processed by: Org: DOT Init: CEL

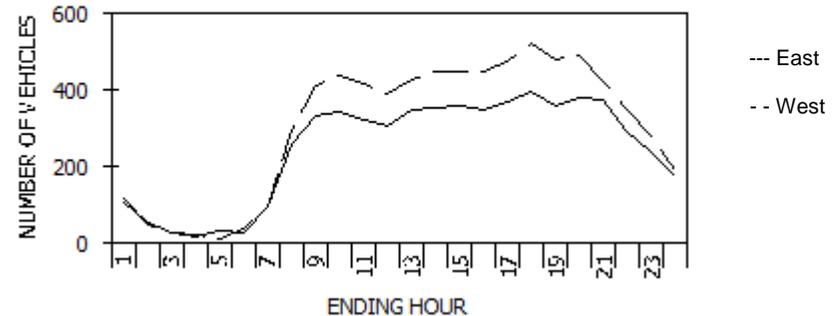
Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	2	20	51	38	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.9	28.7	33.8	119
2:00	0	5	22	18	5	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.3	29.6	34.4	50
3:00	0	4	10	6	4	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.6	29.6	37.7	26
4:00	0	1	8	8	4	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.5	31.0	36.1	21
5:00	0	0	6	6	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.3	31.3	36.9	15
6:00	0	2	16	11	6	2	1	0	0	0	0	0	0	2.6	0.0	0.0	0.0	0.0	30.7	30.5	37.8	38
7:00	1	9	33	36	13	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.7	30.7	35.7	95
8:00	8	62	119	83	20	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.2	28.3	33.8	295
9:00	48	141	168	45	9	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.4	25.6	29.8	412
10:00	69	127	177	57	7	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.8	25.7	30.0	438
11:00	74	161	141	37	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.8	24.2	29.3	416
12:00	65	162	129	34	4	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.0	24.1	29.2	394
13:00	95	183	127	19	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	20.8	23.3	28.4	426
14:00	84	215	126	23	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.2	23.3	28.4	450
15:00	149	185	104	12	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	19.2	22.1	27.5	452
16:00	126	196	107	16	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	19.8	22.6	27.8	449
17:00	188	186	86	14	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	18.3	21.4	26.8	476
18:00	330	152	37	4	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	15.9	15.9	23.8	524
19:00	416	55	7	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	14.1	11.6	19.6	479
20:00	248	199	41	5	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	16.9	19.9	24.3	493
21:00	180	177	58	5	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	17.8	20.9	25.1	421
22:00	84	162	90	15	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	20.4	22.9	28.0	351
23:00	45	114	92	26	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.1	24.2	29.3	280
24:00	11	44	84	41	9	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.9	27.5	32.9	191
Avg. Daily Total	2223	2562	1839	560	105	21	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	19.9	22.8	28.9	7311
Percent	30.4%	35.0%	25.2%	7.7%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	30.4%	65.4%	90.6%	98.3%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	93	107	77	23	4	1	0	0	0	0	0	0	0									305

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	16.8	18.1	26.6
West	19.9	22.8	28.9

Direction	Peak Hour Data				
	Hour	Count	2-way	Hour	Count
East	18	397	A.M.	10	782
West	18	524	P.M.	18	921



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 870467
Route #: NY 133 Road name:
From: RT 9A OVER
To: START 100/133 OLAP
Direction: East

Start date: Fri 04/17/2015 13:00
End date: Thu 04/23/2015 15:45
County: Westchester
Town: NEW CASTLE
Speed limit: 35
LION#:

Count duration: 147 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-R08C16ATST5112
Count taken by: Org: TST Init: JA
Processed by: Org: DOT Init: CEL

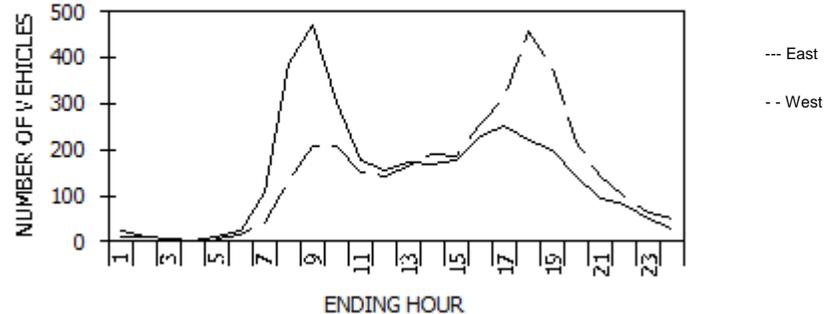
Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	3	3	2	1	0	0	0	0	0	0	11.1	0.0	0.0	0.0	0.0	37.4	37.6	44.2	9
2:00	0	0	0	4	3	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	36.0	35.9	41.7	9
3:00	0	0	0	0	2	1	1	0	0	0	0	0	0	25.0	0.0	0.0	0.0	0.0	40.9	40.0	47.0	4
4:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.8	35.0	38.6	2
5:00	0	0	0	1	4	2	2	0	0	0	0	0	0	22.2	0.0	0.0	0.0	0.0	39.7	39.4	46.7	9
6:00	0	0	0	4	9	6	3	0	0	0	0	0	0	13.6	0.0	0.0	0.0	0.0	38.8	38.9	44.8	22
7:00	0	0	0	16	50	32	8	0	0	0	0	0	0	7.5	0.0	0.0	0.0	0.0	38.6	38.8	43.8	106
8:00	6	2	10	113	180	66	10	0	0	0	0	0	0	2.6	0.0	0.0	0.0	0.0	35.4	36.8	41.4	387
9:00	0	5	20	136	235	68	9	0	0	0	0	0	0	1.9	0.0	0.0	0.0	0.0	35.9	36.7	40.5	473
10:00	2	6	14	88	138	50	8	0	0	0	0	0	0	2.6	0.0	0.0	0.0	0.0	35.3	36.6	41.3	306
11:00	0	3	15	47	77	32	5	0	0	0	0	0	0	2.8	0.0	0.0	0.0	0.0	35.5	36.6	41.6	179
12:00	0	3	8	36	72	29	6	0	0	0	0	0	0	3.9	0.0	0.0	0.0	0.0	36.1	37.1	42.1	154
13:00	0	1	7	37	85	40	4	1	0	0	0	0	0	2.9	0.6	0.0	0.0	0.0	36.9	37.6	42.4	175
14:00	1	1	11	46	75	28	7	1	0	0	0	0	0	4.7	0.6	0.0	0.0	0.0	35.7	36.8	41.9	170
15:00	3	4	12	38	78	33	8	0	0	0	0	0	0	4.5	0.0	0.0	0.0	0.0	35.0	37.0	42.3	176
16:00	3	6	16	59	98	42	7	1	0	0	0	0	0	3.4	0.4	0.0	0.0	0.0	34.9	36.7	41.9	232
17:00	3	5	7	57	112	56	9	1	0	0	0	0	0	4.0	0.4	0.0	0.0	0.0	35.9	37.4	42.6	250
18:00	1	6	8	46	105	47	6	1	0	0	0	0	0	3.2	0.5	0.0	0.0	0.0	36.1	37.4	42.3	220
19:00	1	6	8	40	93	40	11	1	0	0	0	0	0	6.0	0.5	0.0	0.0	0.0	36.1	37.5	42.8	200
20:00	0	3	8	36	59	32	4	0	0	0	0	0	0	2.8	0.0	0.0	0.0	0.0	36.0	37.1	42.3	142
21:00	2	3	8	25	37	15	3	0	0	0	0	0	0	3.2	0.0	0.0	0.0	0.0	33.9	36.2	41.4	93
22:00	0	3	8	27	30	10	2	0	0	0	0	0	0	2.5	0.0	0.0	0.0	0.0	34.3	35.4	40.0	80
23:00	0	1	2	15	22	9	1	1	0	0	0	0	0	3.9	2.0	0.0	0.0	0.0	36.0	36.8	41.9	51
24:00	0	0	1	7	12	5	2	1	0	0	0	0	0	10.7	3.6	0.0	0.0	0.0	37.3	37.6	43.8	28
Avg. Daily Total	22	58	163	882	1580	647	117	8	0	0	0	0	0	3.6	0.2	0.0	0.0	0.0	35.7	37.0	42.0	3477
Percent	0.6%	1.7%	4.7%	25.4%	45.4%	18.6%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.6%	2.3%	7.0%	32.4%	77.8%	96.4%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	2	7	37	66	27	5	0	0	0	0	0	0									145

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	35.7	37.0	42.0
West	36.8	37.8	43.1

Direction	Peak Hour Data			
	Hour	Count	2-way	Hour
East	9	473	A.M.	9
West	18	456	P.M.	18



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 870467
Route #: NY 133 Road name:
From: RT 9A OVER
To: START 100/133 OLAP
Direction: West

Start date: Fri 04/17/2015 13:00
End date: Thu 04/23/2015 15:45
County: Westchester
Town: NEW CASTLE
Speed limit: 35
LION#:

Count duration: 147 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-R08C16ATST5112
Count taken by: Org: TST Init: JA
Processed by: Org: DOT Init: CEL

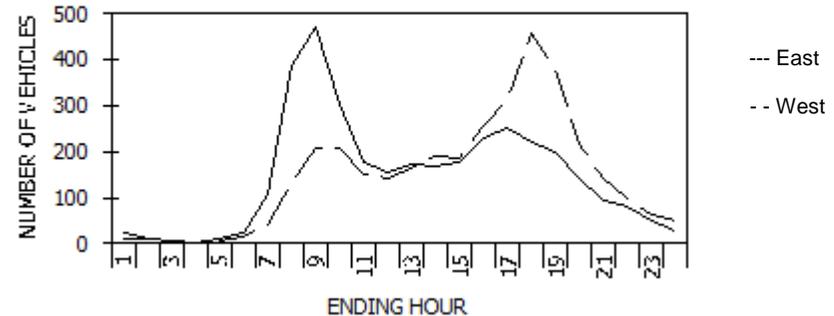
Speeds, mph

Hour	0.0- 20.0	20.1- 25.0	25.1- 30.0	30.1- 35.0	35.1- 40.0	40.1- 45.0	45.1- 50.0	50.1- 55.0	55.1- 60.0	60.1- 65.0	65.1- 70.0	70.1- 75.0	75.1- 95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	2	5	9	6	1	1	0	0	0	0	0	8.3	4.2	0.0	0.0	0.0	37.0	37.8	43.7	24
2:00	0	0	0	2	5	3	1	0	0	0	0	0	0	9.1	0.0	0.0	0.0	0.0	38.4	38.6	44.0	11
3:00	0	0	0	2	2	2	1	0	0	0	0	0	0	14.3	0.0	0.0	0.0	0.0	38.3	38.8	44.9	7
4:00	0	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
5:00	0	0	0	1	1	1	1	0	0	0	0	0	0	25.0	0.0	0.0	0.0	0.0	39.2	40.0	47.0	4
6:00	0	0	0	2	6	6	1	1	0	0	0	0	0	12.5	6.3	0.0	0.0	0.0	39.7	40.0	44.7	16
7:00	0	1	2	6	10	12	7	2	0	0	0	0	0	22.5	5.0	0.0	0.0	0.0	38.6	40.5	47.2	40
8:00	2	6	4	12	46	50	10	4	0	0	0	0	0	10.4	3.0	0.0	0.0	0.0	37.0	39.7	44.4	134
9:00	1	4	8	30	82	68	12	2	0	0	0	0	0	6.8	1.0	0.0	0.0	0.0	37.3	38.7	43.8	207
10:00	1	3	6	33	84	65	14	3	0	0	0	0	0	8.1	1.4	0.0	0.0	0.0	37.6	38.7	43.9	209
11:00	2	0	6	28	68	37	8	1	0	0	0	0	0	6.0	0.7	0.0	0.0	0.0	36.6	37.9	43.2	150
12:00	1	2	3	33	62	33	8	1	0	0	0	0	0	6.3	0.7	0.0	0.0	0.0	36.6	37.7	43.2	143
13:00	1	3	3	28	75	42	10	2	0	0	0	0	0	7.3	1.2	0.0	0.0	0.0	37.1	38.2	43.6	164
14:00	1	5	9	41	88	34	10	1	0	0	0	0	0	5.8	0.5	0.0	0.0	0.0	35.9	37.2	42.5	189
15:00	1	2	8	42	80	45	8	0	0	0	0	0	0	4.3	0.0	0.0	0.0	0.0	36.4	37.6	42.8	186
16:00	0	5	10	55	112	61	10	1	0	0	0	0	0	4.3	0.4	0.0	0.0	0.0	36.7	37.6	42.8	254
17:00	1	3	8	87	146	61	8	0	0	0	0	0	0	2.5	0.0	0.0	0.0	0.0	36.2	37.0	41.8	314
18:00	1	1	9	116	228	93	7	0	1	0	0	0	0	1.8	0.2	0.2	0.0	0.0	36.6	37.3	41.8	456
19:00	0	3	6	75	177	101	14	1	0	0	0	0	0	4.0	0.3	0.0	0.0	0.0	37.4	38.0	43.0	377
20:00	1	3	7	40	95	56	15	1	0	0	0	0	0	7.3	0.5	0.0	0.0	0.0	37.1	38.1	43.6	218
21:00	0	1	7	37	58	32	7	2	0	0	0	0	0	6.3	1.4	0.0	0.0	0.0	36.7	37.4	43.1	144
22:00	0	2	5	23	44	19	5	1	0	0	0	0	0	6.1	1.0	0.0	0.0	0.0	36.4	37.3	42.7	99
23:00	0	0	5	16	25	15	3	0	0	0	0	0	0	4.7	0.0	0.0	0.0	0.0	36.4	37.2	42.8	64
24:00	0	0	3	8	20	12	5	1	0	0	0	0	0	12.2	2.0	0.0	0.0	0.0	37.8	38.4	44.5	49
Avg. Daily Total	13	44	111	722	1523	854	167	25	1	0	0	0	0	5.6	0.8	0.0	0.0	0.0	36.8	37.8	43.1	3460
Percent	0.4%	1.3%	3.2%	20.9%	44.0%	24.7%	4.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.4%	1.6%	4.9%	25.7%	69.7%	94.4%	99.2%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	2	5	30	63	36	7	1	0	0	0	0	0									144

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	35.7	37.0	42.0
West	36.8	37.8	43.1

Direction	Peak Hour Data			
	Hour	Count	2-way	Hour
East	9	473	A.M.	9
West	18	456	P.M.	18



STATE ROUTE 133 BIKE ROUTE DESIGNATION
FEASIBILITY EVALUATION

Town and Village of Ossining, Westchester County



Department of
Transportation