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February 17, 2021

Mr. Matthew G. Anderson
President & CEO
The Osborn
101 Theall Road
Rye, New York 10580

Subject **Traffic Evaluation – The Osborn – Future Expansion – Rye, New York**

Dear Mr. Anderson:

As requested, we have completed this Traffic Evaluation for submission to the City of Rye describing existing roadway and traffic conditions, site traffic and additional traffic related to the potential future expansion of The Osborn senior residential and care facilities. Due to the current pandemic conditions, traffic volumes and activity are generally lower than normal along the roadways adjoining the Osborn campus. However, The Osborn is operating near its full capacity for residents, with a full staff and delivery and visitor levels.

We understand that concerns have been raised during The Osborn zoning public hearing that traffic from The Osborn expansion would further exacerbate traffic conditions on Osborn Road near the Osborn School during student drop-off and dismissal peak periods.

It is anticipated that a full Traffic Study may be necessary in the future, when traffic conditions are back to normal and nearby Schools are in full session. However, this Traffic Evaluation provides sufficient information for the City to consider the anticipated order of magnitude of additional traffic to be generated by expansion at The Osborn, which would occur over a 10-year period.

**Project Understanding**

The Osborn has submitted a Zoning Amendment Petition to the City that could permit the addition of 130 new units/beds to the existing Campus. Access to The Osborn will remain unchanged, with the gated main access drive from Theall Road located near the northerly property line, a secondary gated access drive for residents and staff further to the south to Theall Road and a third access point to Old Post Road at Boston Post Road, which again is for residents and staff. All visitors and deliveries are required to use the main access drive to Theall Road which will be maintained in the future.

At the time of the 2020 traffic counts conducted at The Osborn, vehicles entering or existing the Campus utilized the main gated access drive at Theall Road. The other two access drives were closed at the time of all traffic counts due to the pandemic.

**Adjoining Roadways**

*Boston Post Road* – This is designated U.S. Route 1; however, it is maintained by the City. It is a two-lane arterial, which includes turn lanes, sidewalks and curbing. It is a north-south roadway, with a double yellow centerline/partial painted median for most of its length in Rye. However, near the Business District Area it generally provides a four-lane cross section. It has a posted speed limit of 30 miles per hour. Land use is mostly residential near the site.

*Theall Road* – This is two-lane, north-south, City-maintained roadway. It begins to the south at the T-type intersection with Osborn Road and continues in a northerly direction with access to the Subject Property on the east side. It terminates to the north at a T-type intersection with Playland Access Drive. In the vicinity of the site frontage this 24-foot-wide roadway provides one travel lane in each direction, a sidewalk along most of the site frontage and a sidewalk on the opposite side of the road near a multi-family residential development to the intersection with Osborn Road. The Osborn Road intersection is STOP-controlled on the Osborn Road approach. Parking is restricted along the site frontage/east side of Theall Road; however, permits on-street parking along the west side generally along to the rear of 555 Theodore Fremd Avenue (office building) and the residential development located near the intersection of Osborn Road.

*Osborn Road* – This is generally an east-west, City-maintained roadway. It provides one travel lane in each direction, with a double yellow centerline and 14-foot wide lanes in each direction. The intersection of Osborn Road at Theall Road is controlled with a STOP sign on the southbound approach of Theall Road. Crosswalks are provided on two legs of this intersection. Note that Osborn School is located at the corner of Osborn Road/Boston Post Road and that corner is signalized. The City posted speed limit is 30 miles per hour for roads near the site.

*Old Post Road* – This is a County Route beginning at the signalized intersection with Boston Post Road and continues in a north and west direction intersecting with Playland Access Drive, traversing Playland Parkway and continuing in a westerly direction intersecting with Theodore Fremd Avenue and continuing to the west and intersecting with Harrison Avenue. Figure 1 provides a graphic illustration of the site's location and includes the Theall Road frontage, Osborn Road, Old Post Road and Boston Post Road.

**Traffic Volumes**

Prior to conducting any new traffic counts, all available data was obtained for the last five years on adjacent and nearby roadways to the site. Traffic counts were available on Osborn Road near the Osborn School from the New York State Department of Transportation (NYSDOT) and conducted in May 2016, which was a pre-pandemic condition. Since there was no other available traffic data near The Osborn, these traffic counts were used as a reference to new traffic counts conducted at the same location by Hardesty & Hanover, LLC in November 2020 to better understand daily and hourly traffic volumes and patterns near the site. It is important to note that the sole purpose of collecting traffic data at the same location, which was an Automatic Traffic Recorder (ATR), was to better understand the change in traffic levels and patterns due to the pandemic. Although Osborn School was open during the time of the November 2020 counts, it was on a modified schedule and the level of daily attendance by students and staff was not available.


CURRENT
STREET SYSTEM CHARACTERISTICS

**THE OSBORN**
**Rye, New York**

N

Hardesty & Hanover

Scale in Feet
200 150 100 50 0 200

1

1/25/21

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In addition to the installation of the ATR on Osborn Road near the Osborn School frontage, turning movement counts were conducted by our office at the Theall Road/main access to the site and Theall Road at Osborn Road during both a typical weekday morning and afternoon peak periods to better understand traffic patterns. This information is described in more detail below.

*Osborn Road* – As noted above an ATR was installed on Osborn Road at the same location as the NYSDOT count location in 2016. Figure 2 provides a graphic illustration of the hourly and directional traffic volumes on Osborn Road, west of the Boston Post Road intersection obtained in 2016. The data indicates that a daily, two-way volume on this road was 2,903 vehicles, with 1,360 vehicles traveling westbound and 1,587 vehicles traveling eastbound. The data also indicates that during the morning peak hour there was a total of 173 vehicles traveling on this roadway.

During the typical weekday commuter peak hour, which was identified to be 5:00 to 6:00 P.M., the recorded two-way volume on Osborn Road was found to be 265 vehicles. A further review of the detailed hourly patterns show a peaking condition generally between 2:00 and 6:00 P.M., which included a School departure and a weekday afternoon commuter peak period.

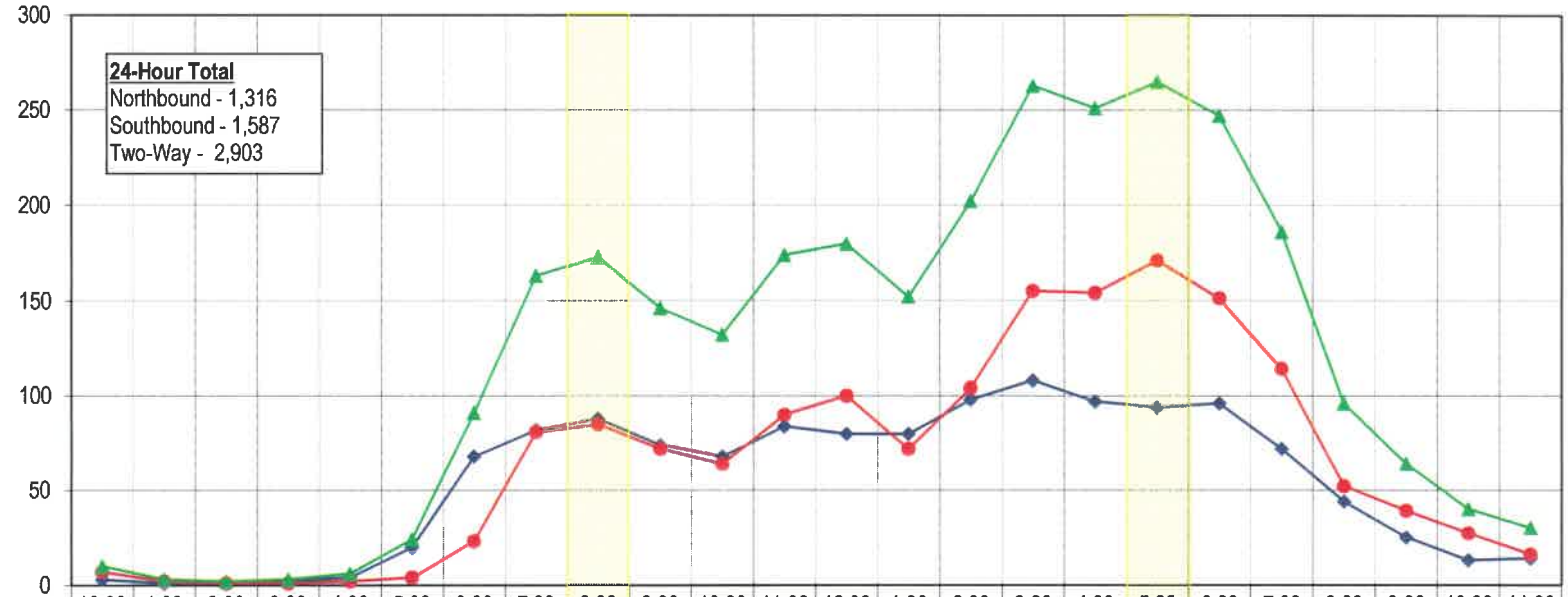
Figure 3 provides a summary of the most recent ATR count on Osborn Road, which reference Thursday, November 19, 2020 with a volume comparison. This data indicates that the recorded two-way, daily traffic volume on Osborn Road was 2,434 vehicles, which indicates a decrease in volume of 469 vehicles and is likely directly related a decrease in School and commuter activity. Therefore, current traffic levels are below pre-pandemic levels.

The sole purpose of installing an ATR on Osborn Road at the same location as the NYSDOT 2016 count was to better understand the difference in traffic volumes from a pre-pandemic condition to a pandemic condition. Table 1 provides a comparison for the peak hour condition solely for the purposes of providing an adjustment to the baseline traffic volumes from the turning movement counts conducted on Theall Road at the main access gate to the site and at Osborn Road. These adjustments to increases traffic levels to account for the pandemic were applied to the through movement volumes on Theall Road and all movements at the Theall Road/Osborn Road approach to the intersection for both the weekday morning and weekday afternoon peak hours.

*Theall Road* – To better understand current traffic patterns on Theall Road and specifically at the site main access drive, which was the only access drive serving the entire site at the time of the traffic counts in November and December 2020, turning movement counts were conducted at the two locations previously noted.

For purposes of this traffic count and the identification of peak hour conditions on Theall Road, the results of the counts indicate that the morning peak hour occurred between 7:45 and 8:45 A.M. and the weekday afternoon peak hour occurred between 3:00 and 4:00 P.M. The traffic counts were adjusted, based on the adjustments noted above and a comparison with the ATR counts from 2016 and 2020 the results of the turning movement counts and adjustments noted are graphically illustrated in Figures 4, 5 and 6 for the weekday morning, weekday mid-afternoon and the late afternoon peak hours, respectively. Note on the day of the traffic counts the Osborn School was open; however, as noted above it was not possible to determine

**TWO-WAY HOURLY TRAFFIC VOLUMES - TUESDAY, MAY 17, 2016**
**OSBORN ROAD, 579' WEST OF BOSTON POST ROAD**
**The Osborn**
**Rye, New York**



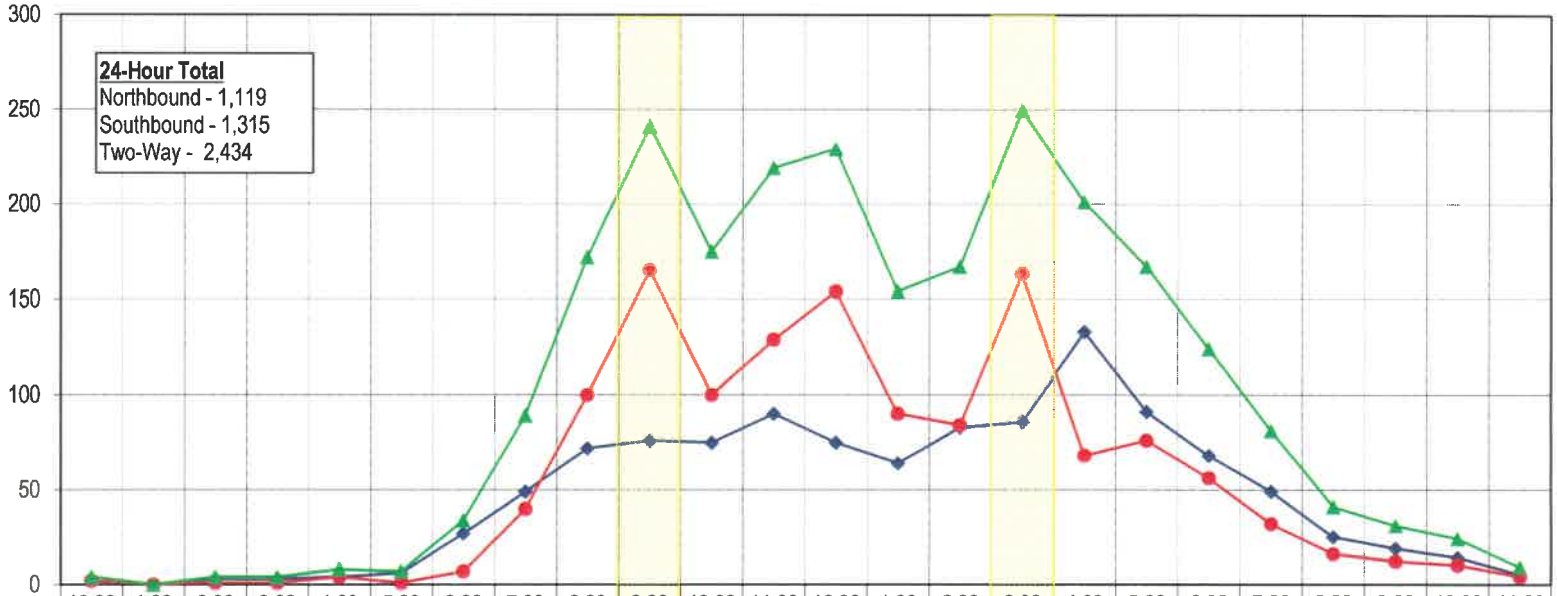

| | 12:00 AM | 1:00 AM | 2:00 AM | 3:00 AM | 4:00 AM | 5:00 AM | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM | 11:00 PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Northbound | 3 | 1 | 1 | 2 | 4 | 20 | 68 | 82 | 88 | 74 | 68 | 84 | 80 | 80 | 98 | 108 | 97 | 94 | 96 | 72 | 44 | 25 | 13 | 14 |
| Southbound | 7 | 2 | 1 | 1 | 2 | 4 | 23 | 81 | 85 | 72 | 64 | 90 | 100 | 72 | 104 | 155 | 154 | 171 | 151 | 114 | 52 | 39 | 27 | 16 |
| Two-Way | 10 | 3 | 2 | 3 | 6 | 24 | 91 | 163 | 173 | 146 | 132 | 174 | 180 | 152 | 202 | 263 | 251 | 265 | 247 | 186 | 96 | 64 | 40 | 30 |

Source: Data obtained from New York State Traffic Data Viewer, dated Tuesday, May 17, 2016.

Hardesty & Hanover, LLC
November 2020

Figure 2

**TWO-WAY HOURLY TRAFFIC VOLUMES - THURSDAY, NOVEMBER 19, 2020**
**OSBORN ROAD, WEST OF SCHOOL DRIVEWAY**
**The Osborn**
**Rye, New York**




| | 12:00 AM | 1:00 AM | 2:00 AM | 3:00 AM | 4:00 AM | 5:00 AM | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM | 11:00 PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Northbound | 2 | 0 | 3 | 3 | 4 | 6 | 27 | 49 | 72 | 76 | 75 | 90 | 75 | 64 | 83 | 86 | 133 | 91 | 68 | 49 | 25 | 19 | 14 | 5 |
| Southbound | 2 | 0 | 1 | 1 | 4 | 1 | 7 | 40 | 100 | 165 | 100 | 129 | 154 | 90 | 84 | 163 | 68 | 76 | 56 | 32 | 16 | 12 | 10 | 4 |
| Two-Way | 4 | 0 | 4 | 4 | 8 | 7 | 34 | 89 | 172 | 241 | 175 | 219 | 229 | 154 | 167 | 249 | 201 | 167 | 124 | 81 | 41 | 31 | 24 | 9 |

Source: Automatic Traffic Data Recorders, conducted by Frederick P. Clark Associates/Hardesty & Hanover, LLC, from Saturday, November 14 to Sunday, November 22, 2020.

Hardesty & Hanover, LLC
November 2020

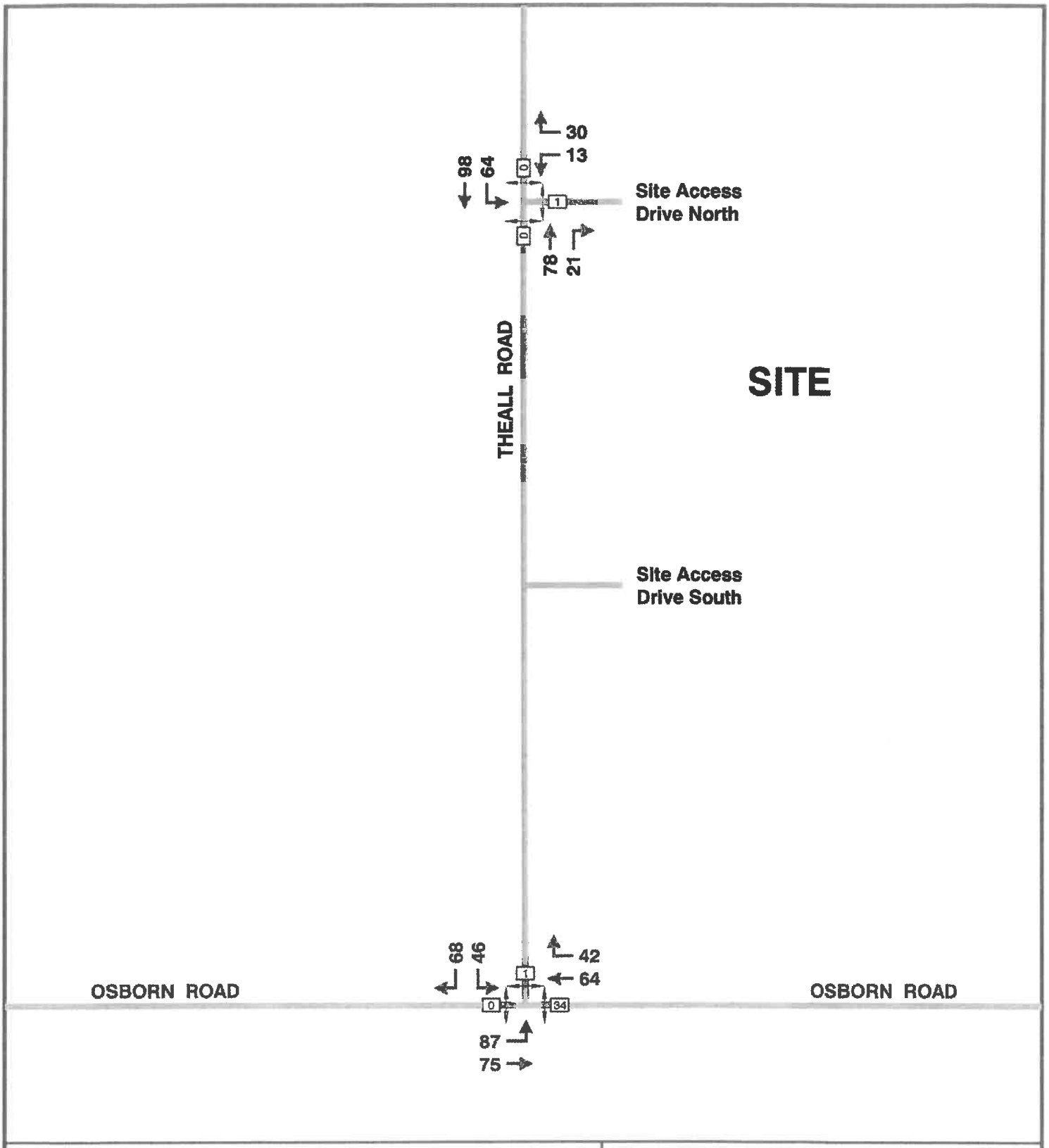
Figure 3

Table 1
TRAFFIC DATA COMPARISON TABLE – PEAK HOURS
The Osborn
Rye, New York

| | WEEKDAY MORNING PEAK HOUR | | | | | WEEKDAY MIDDAY PEAK HOUR | | | | | WEEKDAY AFTERNOON PEAK HOUR | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | Time | NYSDOT 2016 (1) | Time | 2020 ATR (2) | Adjustment Factor | Time | NYSDOT 2016 (1) | Time | 2020 ATR (2) | Adjustment Factor | Time | NYSDOT 2016 (1) | Time | 2020 ATR (2) | Adjustment Factor |
| Osborn Road, 529 Feet West of Boston Post Road | 8-9 A.M. | 177 | 8-9 A.M. | 172 | 1.029 | 3-4 P.M. | 268 | 3-4 P.M. | 249 | 1.076 | 5-6 P.M. | 270 | 4-5 P.M. | 201 | 1.343 |

Sources:
1) 2016 Existing Traffic Volumes from NYSDOT Traffic Data Viewer.
2) Automatic Traffic Recorders, conducted by Hardesty & Hanover, LLC on Thursday, November 19, 2020.

Note: Data collected in 2016 was conservatively adjusted by an annual growth rate of 0.50 percent to 2020 existing baseline condition. This is based on New York Metropolitan Transportation Council, Regional Transportation Plan "Plan 2045", Table 2.6 which indicates an annual growth of 0.41 percent.




LEGEND:

[0] Pedestrians

NOTES:

1. Manual turning movement counts conducted by Hardesty & Hanover, LLC on Thursday, November 19, 2020 and on Thursday, December 3, 2020 from 7:30 to 9:30 A.M.
2. An ATR was installed on Osborn Road in November 2020 at the same location as a NYSDOT ATR from 2016. The 2016 volumes were adjusted to a 2020 baseline condition by an annual growth rate of 0.50 percent. These traffic volumes were compared to determine an adjustment factor for the 2020 Existing Traffic Volumes, see Table 1.

2020 EXISTING TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR
(7:45 to 8:45 A.M.)

**THE OSBORN**
**Rye, New York**

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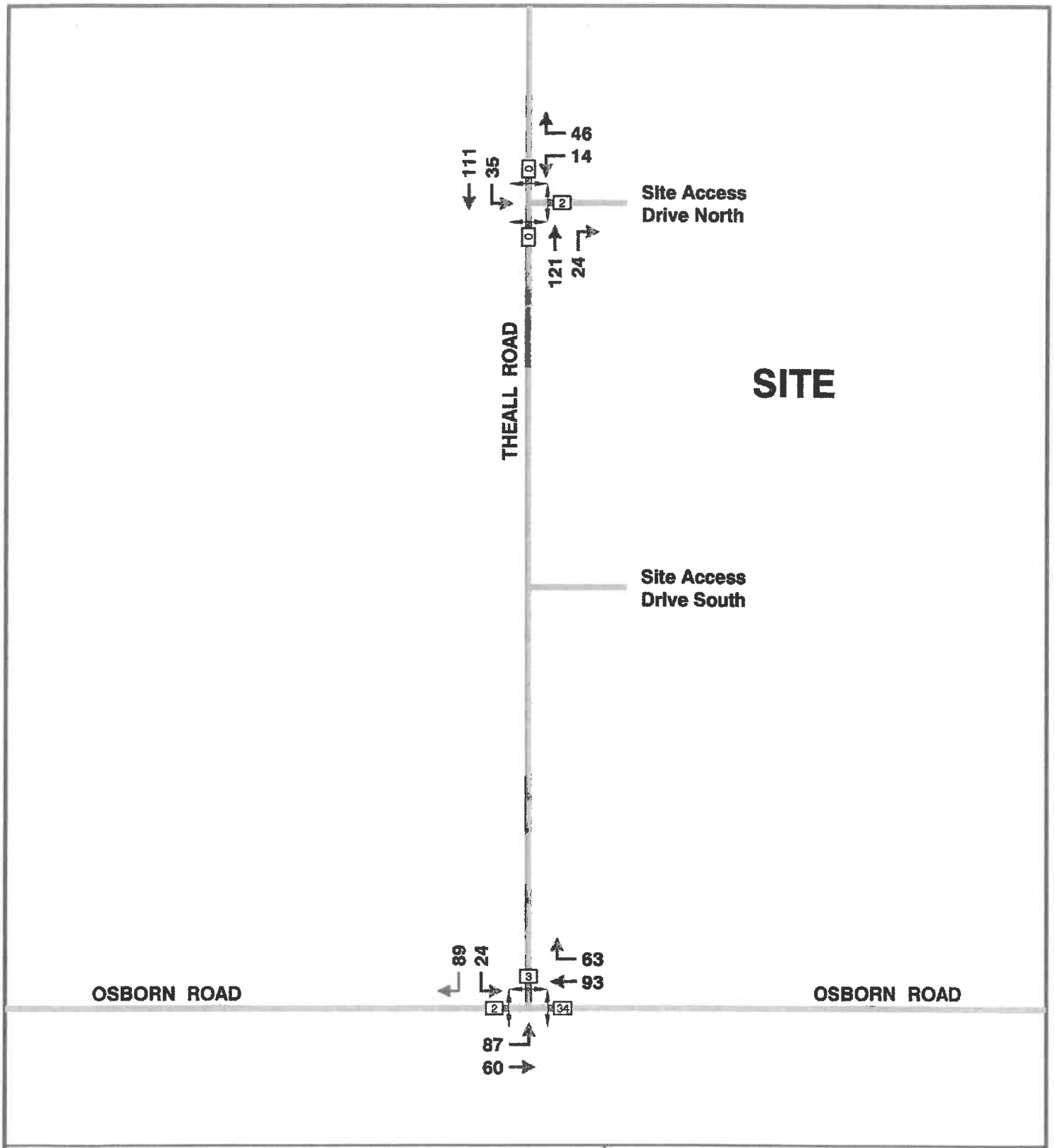


LEGEND:

[0] Pedestrians

NOTES:

1. Manual turning movement counts conducted by Hardesty & Hanover, LLC on Thursday, November 19, 2020 from 3:00 to 6:00 P.M.
2. An ATR was installed on Osborn Road in November 2020 at the same location as a NYSDOT ATR from 2016. The 2016 volumes were adjusted to a 2020 baseline condition by an annual growth rate of 0.50 percent. These traffic volumes were compared to determine an adjustment factor for the 2020 Existing Traffic Volumes, see Table 1.

2020 EXISTING TRAFFIC VOLUMES
WEEKDAY MID-AFTERNOON PEAK HOUR
(3:00 to 4:00 P.M.)

**THE OSBORN**
**Rye, New York**

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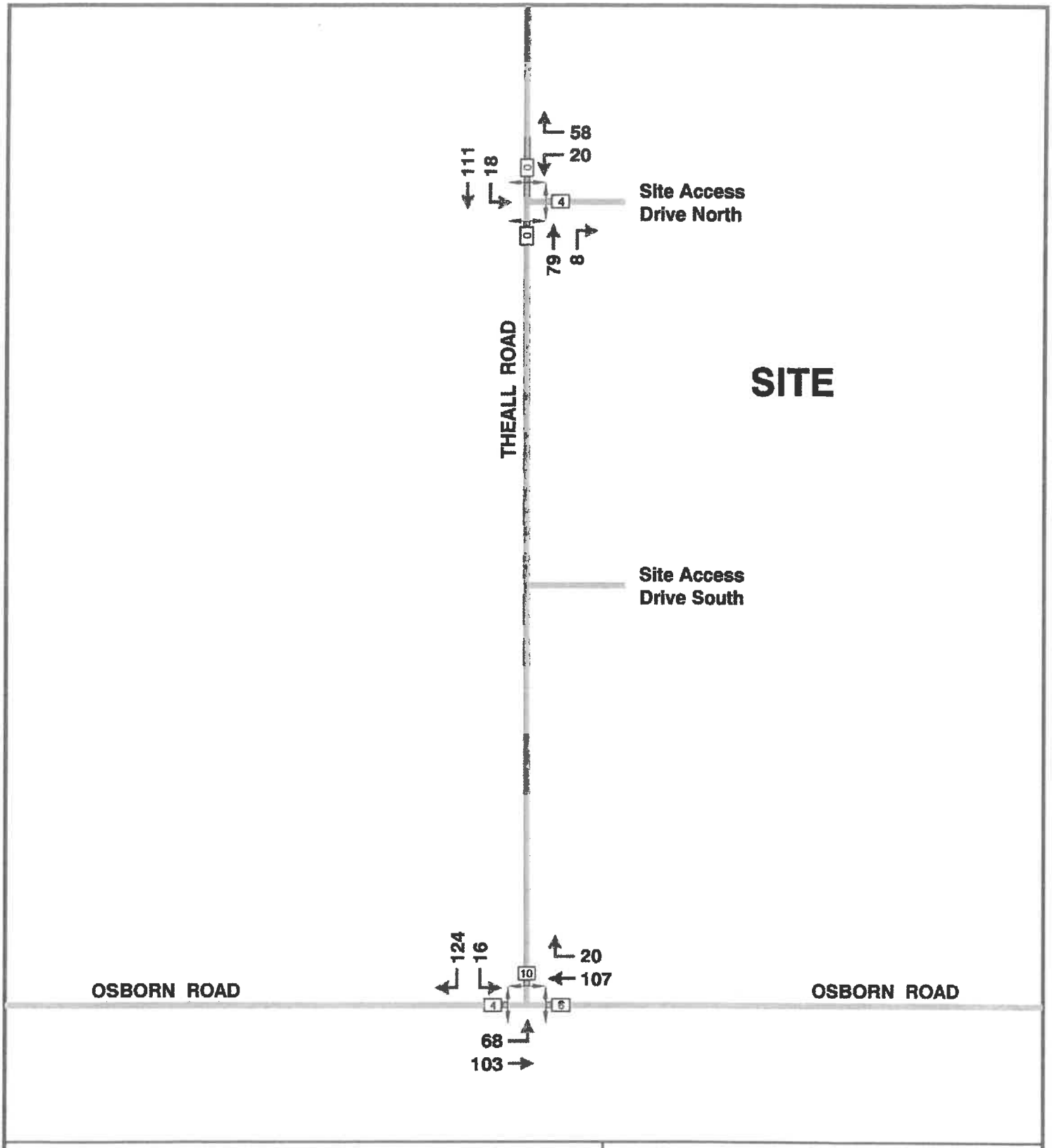


LEGEND:

[0] Pedestrians

NOTES:

1. Manual turning movement counts conducted by Hardesty & Hanover, LLC on Thursday, November 19, 2020 from 3:00 to 6:00 P.M.
2. An ATR was installed on Osborn Road in November 2020 at the same location as a NYSDOT ATR from 2016. The 2016 volumes were adjusted to a 2020 baseline condition by an annual growth rate of 0.50 percent. These traffic volumes were compared to determine an adjustment factor for the 2020 Existing Traffic Volumes, see Table 1.

2020 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR
(4:00 to 5:00 P.M.)

**THE OSBORN**
**Rye, New York**

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Hardesty & Hanover

Not to Scale

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the level of attendance by both students and staff on the days of the counts. However, the Schools were open for at least half a day on all the days of the counts.

**School Impacts**

This Traffic Evaluation does not provide any counts, analyses or observations of the Osborn School activities at its access drives on Osborn Road. The School is on a modified schedule and any current level of activity is not typical of a regular School day during the pandemic. Therefore, no specific evaluation or findings are provided in this report as it relates to the Osborn School.

**Future Site Traffic Generation**

In reference to the turning movement counts noted above at The Osborn main access drive and based on discussions with representatives of The Osborn activity levels related to staff, visitors and service/deliveries have not decreased during the pandemic and in some cases may have actually increased. This is certainly true as it relates to deliveries, such as groceries and medications. Based on these same discussions it appears that the level of visitor service activities has generally remained the same or slightly higher.

We have considered the addition of 50 beds for assisted living and 80 dwelling units for a senior adult housing development on-site over the next 10 years. Based on trip generation rates provided by the Institute of Transportation Engineers (ITE) and published in "Trip Generation," 10th Edition, published in 2017, the assisted living expansion will generate 10, 17 and 13 vehicle trip ends during the weekday morning, weekday mid-afternoon and weekday afternoon peak hours, respectively. The 80 residential units for senior housing will add 16, 25 and 21 vehicle trip ends during the weekday morning, weekday mid-afternoon and weekday afternoon peak hours, respectively. Therefore the total expansion traffic will be 26, 42 and 34 vehicle trip ends during the peak hours previously noted. Table 2 provides more detail on entering and exiting traffic for each of these proposed land use expansion, which would occur over a 10-year period.

**Assignment of Additional Site Traffic Generation**

Based on a review of traffic patterns at the main access drive to The Osborn it is anticipated that new site traffic will have a similar pattern during peak hours. During the weekday morning peak hour 70 percent of the site traffic generation travels to and from The Osborn on Theall Road to and from the north towards Playland Access Drive. During the weekday mid-afternoon peak hour, which relates to the typical School dismissal time period, it was found that between 60 and 80 percent of the site traffic generation uses Theall Road toward Playland Access Drive. During the weekday afternoon peak hour it was again found that 70 to 74 percent of the site traffic generation travel to and from the site on Theall Road to the north towards Playland Access Drive. Therefore, during each time period most of the site traffic travels to and from the north on Theall Road and away from Osborn Road and Osborn School and at the Theall Road/Osborn Road intersection. At the Theall Road/Osborn Road intersection traffic patterns indicate The Osborn future new site traffic would be limited to approximately 3 and 5 vehicle trips traveling in front the School on Osborn Road during the morning arrival and departure School peak hours, respectively. This estimate is based on applying 75 percent (average) of new site traffic to Theall Road to the north, or in the future, to the other two access drives and Osborn Road towards Harrison indicates that up to approximately 5 new vehicle trips may pass the Osborn School during the School peak hours.

Table 2
SITE TRAFFIC GENERATION – PEAK HOURS
The Osborn

| LAND USE | SIZE | TRAFFIC DIRECTION | VEHICLE TRIP ENDS | | |
|---|---|---|---|---|---|
| | | | Weekday Morning | Weekday Mid-Afternoon | Weekday Afternoon |
| Assisted Living | 50 Beds | Enter | 6 | 8 | 5 |
| | | Exit | 4 | 9 | 8 |
| | | Total | 10 | 17 | 13 |
| Senior Adult Housing – Attached | 80 Dwelling Units | Enter | 6 | 13 | 12 |
| | | Exit | 10 | 12 | 9 |
| | | Total | 16 | 25 | 21 |
| Total Site Traffic | | Enter | 12 | 21 | 17 |
| | | Exit | 14 | 21 | 17 |
| | | Total | 26 | 42 | 34 |

Sources: "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017 using Assisted Living, Code #254 average rates and Senior Adult Housing – Attached, Code #252 average rates.

Note:

1) For the proposed independent living facility, the Senior Adult Housing – Attached land use was used, to be conservative.
2) The weekday afternoon peak hour of the generator ITE trip rates were used for the weekday mid-afternoon peak hour.

**Potential Impacts**

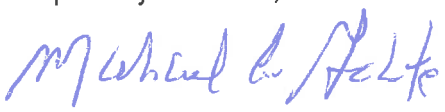
Based on an assessment of area roadways, observations and our knowledge of area roads indicate that Theall Road carries a very low level of traffic, with minimal, if any, traffic congestion throughout the day. During typical School pick-up and drop-off times there is a much higher level of traffic volume and congestion found on Osborn Road near the Osborn School entrance drives. This is further impacted by the fact that parents drop-off and pick-up students on Osborn Road and not on the Campus loop access drive located in front of the building. In the past we have observed short-term traffic congestion on Boston Post Road near the Osborn School access drive. However, outside of the normal School arrival and dismissal time periods, traffic levels and any observed congestion are minimal on any of the nearby roads including Osborn Road, Boston Post Road, Old Post Road and Theall Road.

The potential to add 26, 42 and 34 vehicle trip ends to area roads during the three peak hours identified previously including Theall Road and to a much lesser degree on Osborn Road would be minimal and not result in any measurable increase in delay or potentially any change in Level of Service. Based on current traffic patterns at The Osborn main access drive and the split of traffic at the Theall Road/Osborn Road intersection it is estimated that approximately 5 vehicles will be added to Osborn Road adjoining the Osborn School during peak hours.

**Findings**

Based on a review of current traffic patterns, traffic levels and estimates for additional site traffic due to the potential development of 50 assisted living beds and 80 residential units for senior adult housing over a 10 year period, the increase in site traffic, which will potentially use three access drives in the future in a post-pandemic condition, will have a minimal, if any, measurable impact on area roadways and nearby intersections during each of the peak hours. Further, it would only add in the range of 5 vehicles during any peak hour on Osborn Road adjoining Osborn School based on current traffic patterns. It is our opinion that there is no need for modifications to operations at any of the site access drives. It is assumed the site driveways will continue to be controlled by gates limiting access to residents and staff at the two secondary driveways and visitors, deliveries, staff and residents at the main access drive to Theall Road.

Respectfully submitted,



**Michael A. Galante**
**Director of Traffic**
**Hardesty & Hanover, LLC**

Enclosure

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# APPENDIX

PHOTOGRAPHS

The Osborn Access Drive West at Theall Road, Looking North

Theall Road at The Osborn Access Drive West, Looking East

Theall Road at The Osborn Access Drive West, Looking West

The Osborn Access Drive East at Theall Road, Looking North

November 16, 2020

FREDERICK P. CLARK ASSOCIATES / Hardesty & Hanover

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**Exhibit 2**

Theall Road at The Osborn Access Drive East, Looking East

Theall Road at The Osborn Access Drive East, Looking West

Osborn Road at Theall Road, Looking North

Osborn Road at Theall Road, Looking South

Theall Road at Osborn Road, Looking West

# TURNING MOVEMENT COUNTS

**THE OSBORN, PROPOSED ASSISTED LIVING & INDEPENDENT LIVING EXPANSION, RYE, NEW YORK (#F5069)**

FIELD DATA SUMMARY - Theall Road at The Osborn Access Drive

| Thursday 19-Nov-20 | | Eastbound | | | | Westbound - The Osborn Access Drive | | | | Northbound - Theall Road | | | | Southbound - Theall Road | | | | Total | Last 4 Quarters | Pedestrians | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | | WB | NB | SB |
| 7:30 AM | 7:45 AM | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 13 | 0 | 15 | 7 | 22 | 24 | 20 | 0 | 44 | 79 | | 1 | 0 | 0 |
| 7:45 AM | 8:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 9 | 0 | 22 | 9 | 31 | 23 | 23 | 0 | 46 | 86 | | 1 | 0 | 0 |
| 8:00 AM | 8:15 AM | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 14 | 0 | 11 | 6 | 17 | 15 | 28 | 0 | 43 | 74 | | 0 | 0 | 0 |
| 8:15 AM | 8:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 10 | 0 | 19 | 2 | 21 | 12 | 30 | 0 | 42 | 73 | 312 | 0 | 0 | 0 |
| 8:30 AM | 8:45 AM | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 10 | 0 | 24 | 4 | 28 | 14 | 14 | 0 | 28 | 66 | 299 | 0 | 0 | 0 |
| 8:45 AM | 9:00 AM | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 11 | 0 | 26 | 4 | 30 | 20 | 24 | 0 | 44 | 85 | 298 | 0 | 0 | 0 |
| 9:00 AM | 9:15 AM | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 7 | 0 | 18 | 5 | 23 | 10 | 24 | 0 | 34 | 64 | 288 | 1 | 0 | 0 |
| 9:15 AM | 9:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 0 | 23 | 6 | 29 | 10 | 17 | 0 | 27 | 62 | 277 | 3 | 0 | 0 |
| **AM Peak Hour Vol.** | | **0** | **0** | **0** | **0** | **13** | **0** | **30** | **43** | **0** | **76** | **21** | **97** | **64** | **95** | **0** | **159** | **299** | | **1** | **0** | **0** |
| **Peak Hour Factor** | | | | | **#DIV/0!** | | | | **0.77** | | | | **0.78** | | | | **0.86** | **0.87** | | | | |
| 3:00 PM | 3:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 18 | 0 | 52 | 7 | 59 | 10 | 30 | 0 | 40 | 117 | | 0 | 0 | 0 |
| 3:15 PM | 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 0 | 30 | 7 | 37 | 14 | 31 | 0 | 45 | 88 | | 1 | 0 | 0 |
| 3:30 PM | 3:45 PM | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 19 | 0 | 17 | 3 | 20 | 3 | 20 | 0 | 23 | 62 | | 1 | 0 | 0 |
| 3:45 PM | 4:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 17 | 0 | 13 | 7 | 20 | 8 | 22 | 0 | 30 | 67 | 334 | 0 | 0 | 0 |
| **Midday Peak Hour Vol.** | | **0** | **0** | **0** | **0** | **14** | **0** | **46** | **60** | **0** | **112** | **24** | **136** | **35** | **103** | **0** | **138** | **334** | | **2** | **0** | **0** |
| **Peak Hour Factor** | | | | | **#DIV/0!** | | | | **0.79** | | | | **0.58** | | | | **0.54** | **0.71** | | | | |
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 0 | 7 | 0 | 21 | 28 | 0 | 20 | 0 | 20 | 3 | 20 | 0 | 23 | 71 | | 0 | 0 | 0 |
| 4:15 PM | 4:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 18 | 21 | 0 | 18 | 3 | 21 | 5 | 16 | 0 | 21 | 63 | | 3 | 0 | 0 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 15 | 0 | 12 | 1 | 13 | 4 | 27 | 0 | 31 | 59 | | 1 | 0 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 14 | 0 | 9 | 4 | 13 | 6 | 20 | 0 | 26 | 53 | 246 | 0 | 0 | 0 |
| 5:00 PM | 5:15 PM | 0 | 0 | 0 | 0 | 5 | 0 | 16 | 21 | 0 | 21 | 2 | 23 | 3 | 23 | 0 | 26 | 70 | 245 | 1 | 0 | 0 |
| 5:15 PM | 5:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 12 | 0 | 24 | 4 | 28 | 2 | 17 | 0 | 19 | 59 | 241 | 1 | 0 | 0 |
| 5:30 PM | 5:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 8 | 0 | 16 | 1 | 17 | 1 | 12 | 0 | 13 | 38 | 220 | 1 | 0 | 0 |
| 5:45 PM | 6:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 0 | 7 | 3 | 10 | 6 | 21 | 0 | 27 | 43 | 210 | 0 | 0 | 0 |
| **PM Peak Hour Vol.** | | **0** | **0** | **0** | **0** | **20** | **0** | **58** | **78** | **0** | **59** | **8** | **67** | **18** | **83** | **0** | **101** | **246** | | **4** | **0** | **0** |
| **Peak Hour Factor** | | | | | **#DIV/0!** | | | | **0.70** | | | | **0.80** | | | | **0.81** | **0.87** | | | | |

**THE OSBORN, PROPOSED ASSISTED LIVING & INDEPENDENT LIVING EXPANSION, RYE, NEW YORK (#F5069)**

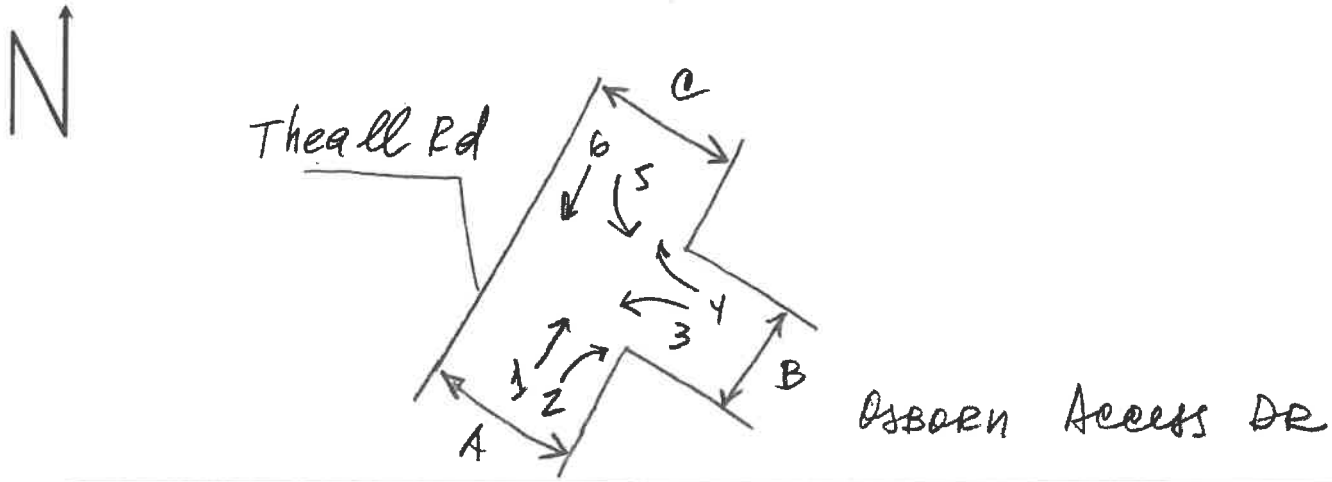
FIELD DATA SUMMARY - Theall Road at Osborn Road

| Thursday | | Eastbound - Osborn Road | | | | Westbound - Osborn Road | | | | Northbound | | | | Southbound - Theall Road | | | | | Last 4 | Pedestrians | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3-Dec-20 | | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total | Quarters | EB | WB | SB |
| 7:30 AM | 7:45 AM | 14 | 14 | 0 | 28 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 20 | 55 | | 0 | 3 | 5 |
| 7:45 AM | 8:00 AM | 23 | 14 | 0 | 37 | 0 | 10 | 3 | 13 | 0 | 0 | 0 | 0 | 9 | 0 | 19 | 28 | 78 | | 0 | 1 | 1 |
| 8:00 AM | 8:15 AM | 20 | 19 | 0 | 39 | 0 | 14 | 2 | 16 | 0 | 0 | 0 | 0 | 9 | 0 | 18 | 27 | 82 | | 0 | 3 | 0 |
| 8:15 AM | 8:30 AM | 16 | 18 | 0 | 34 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 21 | 74 | 289 | 0 | 5 | 0 |
| 8:30 AM | 8:45 AM | 26 | 22 | 0 | 48 | 0 | 23 | 32 | 55 | 0 | 0 | 0 | 0 | 18 | 0 | 17 | 35 | 138 | 372 | 0 | 25 | 0 |
| 8:45 AM | 9:00 AM | 13 | 10 | 0 | 23 | 0 | 13 | 13 | 26 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 17 | 66 | 360 | 1 | 3 | 0 |
| 9:00 AM | 9:15 AM | 17 | 10 | 0 | 27 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 15 | 54 | 332 | 0 | 5 | 1 |
| 9:15 AM | 9:30 AM | 6 | 12 | 0 | 18 | 0 | 8 | 5 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 12 | 43 | 301 | 0 | 2 | 4 |
| **AM Peak Hour Vol.** | | **85** | **73** | **0** | **158** | **0** | **62** | **41** | **103** | **0** | **0** | **0** | **0** | **45** | **0** | **66** | **111** | **372** | | **0** | **34** | **1** |
| **Peak Hour Factor** | | | | | **0.82** | | | | **0.47** | | | | **#DIV/0!** | | | | **0.79** | **0.67** | | | | |
| **Thursday** | | **Eastbound - Osborn Road** | | | | **Westbound - Osborn Road** | | | | **Northbound** | | | | **Southbound - Theall Road** | | | | | **Last 4** | **Pedestrians** | | |
| **19-Nov-20** | | **Left** | **Thru** | **Right** | **Total** | **Left** | **Thru** | **Right** | **Total** | **Left** | **Thru** | **Right** | **Total** | **Left** | **Thru** | **Right** | **Total** | **Total** | **Quarters** | **EB** | **WB** | **SB** |
| 3:00 PM | 3:15 PM | 25 | 10 | 0 | 35 | 0 | 22 | 36 | 58 | 0 | 0 | 0 | 0 | 7 | 0 | 20 | 27 | 120 | | 2 | 27 | 1 |
| 3:15 PM | 3:30 PM | 25 | 10 | 0 | 35 | 0 | 31 | 14 | 45 | 0 | 0 | 0 | 0 | 3 | 0 | 36 | 39 | 119 | | 0 | 2 | 2 |
| 3:30 PM | 3:45 PM | 15 | 21 | 0 | 36 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 24 | 79 | | 0 | 3 | 0 |
| 3:45 PM | 4:00 PM | 16 | 15 | 0 | 31 | 0 | 18 | 5 | 23 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 15 | 69 | 387 | 0 | 2 | 0 |
| **Midday Peak Hour Vol.** | | **81** | **56** | **0** | **137** | **0** | **86** | **59** | **145** | **0** | **0** | **0** | **0** | **22** | **0** | **83** | **105** | **387** | | **2** | **34** | **3** |
| **Peak Hour Factor** | | | | | **0.95** | | | | **0.63** | | | | **#DIV/0!** | | | | **0.67** | **0.81** | | | | |
| 4:00 PM | 4:15 PM | 17 | 22 | 0 | 39 | 0 | 24 | 3 | 27 | 0 | 0 | 0 | 0 | 3 | 0 | 34 | 37 | 103 | | 1 | 2 | 3 |
| 4:15 PM | 4:30 PM | 15 | 18 | 0 | 33 | 0 | 21 | 4 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 18 | 76 | | 2 | 0 | 1 |
| 4:30 PM | 4:45 PM | 10 | 18 | 0 | 28 | 0 | 21 | 4 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 19 | 23 | 76 | | 1 | 3 | 3 |
| 4:45 PM | 5:00 PM | 9 | 19 | 0 | 28 | 0 | 14 | 4 | 18 | 0 | 0 | 0 | 0 | 4 | 0 | 22 | 26 | 72 | 327 | 0 | 1 | 3 |
| 5:00 PM | 5:15 PM | 16 | 15 | 0 | 31 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 5 | 0 | 19 | 24 | 76 | 300 | 0 | 1 | 1 |
| 5:15 PM | 5:30 PM | 15 | 15 | 0 | 30 | 0 | 21 | 5 | 26 | 0 | 0 | 0 | 0 | 6 | 0 | 16 | 22 | 78 | 302 | 0 | 1 | 2 |
| 5:30 PM | 5:45 PM | 8 | 17 | 0 | 25 | 0 | 12 | 3 | 15 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 17 | 57 | 283 | 1 | 1 | 1 |
| 5:45 PM | 6:00 PM | 7 | 15 | 0 | 22 | 0 | 11 | 2 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 19 | 24 | 59 | 270 | 1 | 1 | 1 |
| **PM Peak Hour Vol.** | | **51** | **77** | **0** | **128** | **0** | **80** | **15** | **95** | **0** | **0** | **0** | **0** | **12** | **0** | **92** | **104** | **327** | | **4** | **6** | **10** |
| **Peak Hour Factor** | | | | | **0.82** | | | | **0.88** | | | | **#DIV/0!** | | | | **0.70** | **0.79** | | | | |

AMERICAN TRAFFIC INFORMATION, INC. **Turning Movement & Pedestrian Counting** (ATI #20082)

Location: # 1 – Theall Rd & Osborn Access Drive

Surveyors: _____ Date 11/19- 11/19/2020

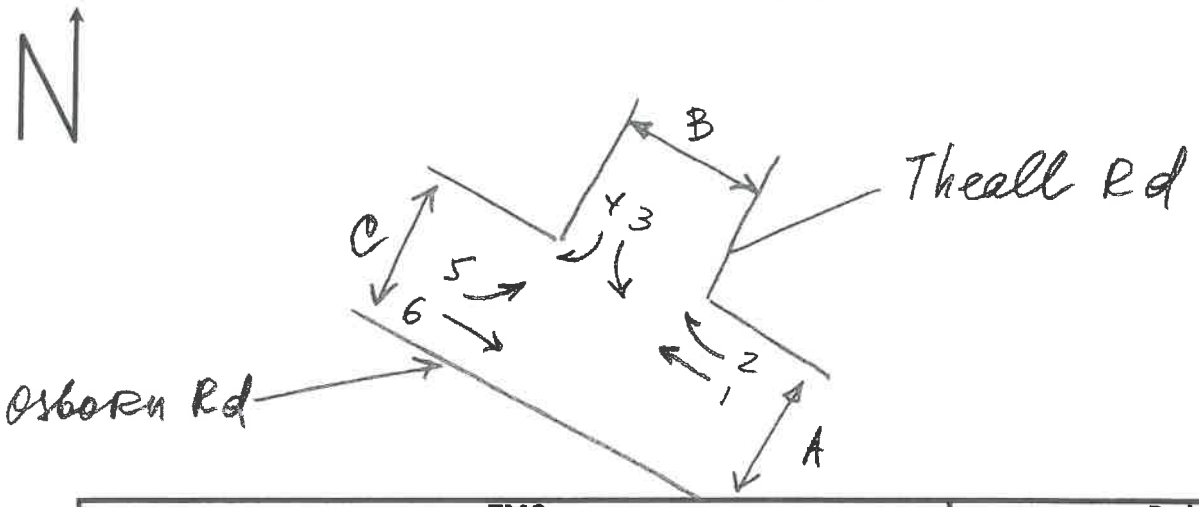



| | TMC | | | | | | Pedestrian | | |
|---|---|---|---|---|---|---|---|---|---|
| End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |
| 7:45 | 15 | 7 | 5 | 8 | 24 | 20 | 0 | 1 | 0 |
| 8:00 | 22 | 9 | 2 | 7 | 23 | 23 | 0 | 1 | 0 |
| 8:15 | 11 | 6 | 4 | 10 | 15 | 28 | 0 | 0 | 0 |
| 8:30 | 19 | 2 | 2 | 8 | 12 | 30 | 0 | 0 | 0 |
| 8:45 | 24 | 4 | 5 | 5 | 14 | 14 | 0 | 0 | 0 |
| 9:00 | 26 | 4 | 7 | 4 | 20 | 24 | 0 | 0 | 0 |
| 9:15 | 18 | 5 | 4 | 3 | 10 | 24 | 0 | 1 | 0 |
| 9:30 | 23 | 6 | 1 | 5 | 10 | 17 | 0 | 3 | 0 |
| Time End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |
| 3:15 | 52 | 7 | 4 | 14 | 10 | 30 | 0 | 0 | 0 |
| 3:30 | 30 | 7 | 1 | 5 | 14 | 31 | 0 | 1 | 0 |
| 3:45 | 17 | 3 | 6 | 13 | 3 | 20 | 0 | 1 | 0 |
| 4:00 | 13 | 7 | 3 | 14 | 8 | 22 | 0 | 0 | 0 |
| 4:15 | 20 | 0 | 7 | 21 | 3 | 20 | 0 | 0 | 0 |
| 4:30 | 18 | 3 | 3 | 18 | 5 | 16 | 0 | 3 | 0 |
| 4:45 | 12 | 1 | 7 | 8 | 4 | 27 | 0 | 1 | 0 |
| 5:00 | 9 | 4 | 3 | 11 | 6 | 20 | 0 | 0 | 0 |
| 5:15 | 21 | 2 | 5 | 16 | 3 | 23 | 0 | 1 | 0 |
| 5:30 | 24 | 4 | 3 | 9 | 2 | 17 | 0 | 1 | 0 |
| 5:45 | 16 | 1 | 3 | 5 | 1 | 12 | 0 | 1 | 6 |
| 6:00 | 7 | 3 | 1 | 5 | 6 | 21 | 0 | 0 | 0 |
| Time End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |
| | 2 | 2 | 0 | | 4 | 3 | | | |

AMERICAN TRAFFIC INFORMATION, INC. **Turning Movement & Pedestrian Counting** (ATI #20082)

Location: #2 - Theall Road & Osborn Rd

Surveyors: _____ Date 11/19/2020

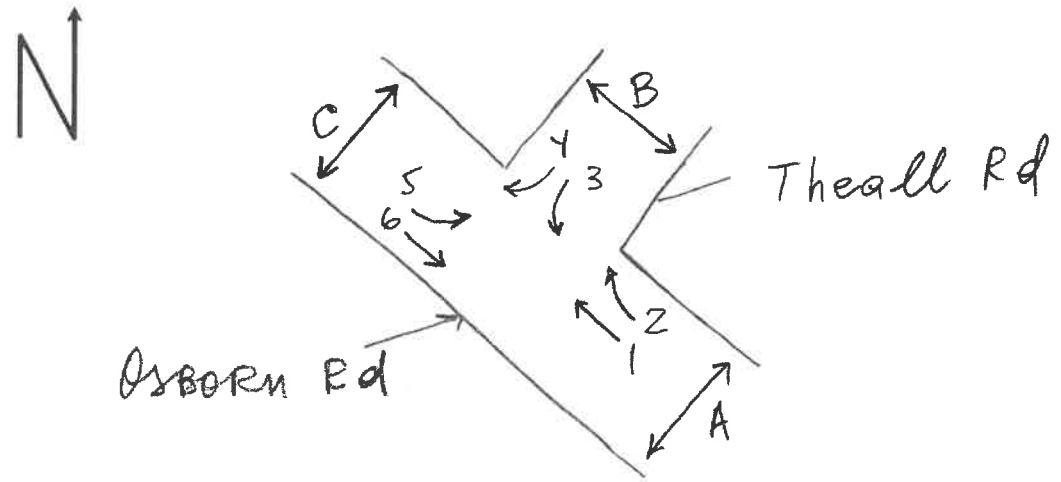



| | TMC | | | | | | Pedestrian | | |
|---|---|---|---|---|---|---|---|---|---|
| End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |
| 7:45 | 3 | 4 | 4 | 12 | 19 | 6 | 3 | 7 | 0 |
| 8:00 | 3 | 5 | 3 | 13 | 20 | 8 | 1 | 0 | 0 |
| 8:15 | 14 | 6 | 9 | 25 | 13 | 9 | 1 | 0 | 0 |
| 8:30 | 9 | 5 | 5 | 20 | 20 | 11 | 1 | 0 | 0 |
| 8:45 | 8 | 9 | 4 | 9 | 19 | 11 | 0 | 2 | 0 |
| 9:00 | 18 | 6 | 8 | 15 | 26 | 10 | 1 | 1 | 0 |
| 9:15 | 8 | 5 | 9 | 15 | 17 | 7 | 3 | 2 | 1 |
| 9:30 | 15 | 12 | 12 | 9 | 19 | 22 | 7 | 0 | 0 |
| Time End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |
| 3:15 | 22 | 36 | 7 | 20 | 25 | 10 | 27 | 1 | 2 |
| 3:30 | 31 | 14 | 3 | 36 | 25 | 10 | 2 | 2 | 0 |
| 3:45 | 15 | 4 | 8 | 16 | 15 | 21 | 3 | 0 | 0 |
| 4:00 | 18 | 5 | 4 | 11 | 16 | 15 | 2 | 0 | 0 |
| 4:15 | 24 | 3 | 3 | 34 | 17 | 22 | 2 | 3 | 1 |
| 4:30 | 21 | 4 | 1 | 17 | 15 | 18 | 0 | 1 | 2 |
| 4:45 | 21 | 4 | 4 | 19 | 10 | 18 | 3 | 3 | 1 |
| 5:00 | 14 | 4 | 4 | 22 | 9 | 19 | 1 | 3 | 0 |
| 5:15 | 21 | 0 | 5 | 19 | 16 | 15 | 1 | 1 | 0 |
| 5:30 | 21 | 5 | 6 | 16 | 15 | 15 | 1 | 2 | 0 |
| 5:45 | 12 | 3 | 2 | 15 | 8 | 17 | 1 | 1 | 1 |
| 6:00 | 11 | 2 | 5 | 19 | 7 | 15 | 1 | 1 | 1 |
| Time End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |

AMERICAN TRAFFIC INFORMATION, INC. **Turning Movement & Pedestrian Counting** (ATI #20082A)

Location: # Osborn Rd & Theall Rd

Surveyors: _____ Date 12/3/2020




| | TMC | | | | | | Pedestrian | | |
|---|---|---|---|---|---|---|---|---|---|
| End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |
| 7:45 | 1 | 6 | 10 | 10 | 14 | 14 | 3 | 5 | 0 |
| 8:00 | 10 | 3 | 9 | 19 | 23 | 14 | 1 | 1 | 0 |
| 8:15 | 14 | 2 | 9 | 18 | 20 | 19 | 3 | 0 | 0 |
| 8:30 | 15 | 4 | 9 | 12 | 16 | 18 | 5 | 0 | 0 |
| 8:45 | 23 | 32 | 18 | 17 | 26 | 22 | 25 | 0 | 0 |
| 9:00 | 13 | 13 | 4 | 13 | 13 | 10 | 3 | 0 | 1 |
| 9:15 | 6 | 6 | 2 | 13 | 17 | 10 | 5 | 1 | 0 |
| 9:30 | 8 | 5 | 3 | 9 | 6 | 12 | 2 | 4 | 0 |
| Time End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |
| 3:15 | | | | | | | | | |
| 3:30 | | | | | | | | | |
| 3:45 | | | | | | | | | |
| 4:00 | | | | | | | | | |
| 4:15 | | | | | | | | | |
| 4:30 | | | | | | | | | |
| 4:45 | | | | | | | | | |
| 5:00 | | | | | | | | | - |
| 5:15 | | | | | | | | | |
| 5:30 | | | | | | | | | |
| 5:45 | | | | | | | | | |
| 6:00 | | | | | | | | | |
| Time End | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C |

AUTOMATIC TRAFFIC RECORDER

NYSDOT

**THE OSBORN, PROPOSED ASSISTED LIVING & INDEPENDENT LIVING EXPANSION, RYE, NEW YORK (#F5069)**
FIELD DATA SUMMARY - OSBORN ROAD, 529' WEST OF BOSTON POST ROAD

| | Tuesday, May 17, 2016 | | |
|---|---|---|---|
| TIME | NB | SB | TOTAL |
| 12:00 AM | 3 | 7 | 10 |
| 1:00 AM | 1 | 2 | 3 |
| 2:00 AM | 1 | 1 | 2 |
| 3:00 AM | 2 | 1 | 3 |
| 4:00 AM | 4 | 2 | 6 |
| 5:00 AM | 20 | 4 | 24 |
| 6:00 AM | 68 | 23 | 91 |
| 7:00 AM | 82 | 81 | 163 |
| 8:00 AM | 88 | 85 | 173 |
| 9:00 AM | 74 | 72 | 146 |
| 10:00 AM | 68 | 64 | 132 |
| 11:00 AM | 84 | 90 | 174 |
| 12:00 PM | 80 | 100 | 180 |
| 1:00 PM | 80 | 72 | 152 |
| 2:00 PM | 98 | 104 | 202 |
| 3:00 PM | 108 | 155 | 263 |
| 4:00 PM | 97 | 154 | 251 |
| 5:00 PM | 94 | 171 | 265 |
| 6:00 PM | 96 | 151 | 247 |
| 7:00 PM | 72 | 114 | 186 |
| 8:00 PM | 44 | 52 | 96 |
| 9:00 PM | 25 | 39 | 64 |
| 10:00 PM | 13 | 27 | 40 |
| 11:00 PM | 14 | 16 | 30 |
| **TOTAL** | **1,316** | **1,587** | **2,903** |

| | |
|---|---|
| COUNT_ID | 876191_05172016 |
| REGION | 8 |
| REGION_CODE | 8 |
| COUNTY_CODE | 7 |
| STATION | 6191 |
| RCSTA | 876191 |
| FUNCTIONAL_CLASS | 16 |
| FACTOR_GROUP | 30 |
| LATITUDE | 40.96613 |
| LONGITUDE | -73.70086 |
| SPECIFIC_RECORDER_PLACEMENT | 529' N of Boston Post Rd |
| CHANNEL_NOTES | NB travel lane |
| DATA_TYPE | Volume Statistics |
| VEHICLE_AXLE_CODE | 1 |
| YEAR | 2016 |
| MONTH | 5 |
| DAY_OF_FIRST_DATA | 17 |
| FEDERAL_DIRECTION | Northbound |
| FULL_COUNT | |
| AVG_WKDAY_INTERVAL_1 | 3 |
| AVG_WKDAY_INTERVAL_2 | 1 |
| AVG_WKDAY_INTERVAL_3 | 1 |
| AVG_WKDAY_INTERVAL_4 | 2 |
| AVG_WKDAY_INTERVAL_5 | 4 |
| AVG_WKDAY_INTERVAL_6 | 20 |
| AVG_WKDAY_INTERVAL_7 | 68 |
| AVG_WKDAY_INTERVAL_8 | 82 |
| AVG_WKDAY_INTERVAL_9 | 88 |
| AVG_WKDAY_INTERVAL_10 | 74 |
| AVG_WKDAY_INTERVAL_11 | 68 |
| AVG_WKDAY_INTERVAL_12 | 84 |
| AVG_WKDAY_INTERVAL_13 | 80 |
| AVG_WKDAY_INTERVAL_14 | 80 |
| AVG_WKDAY_INTERVAL_15 | 98 |
| AVG_WKDAY_INTERVAL_16 | 108 |
| AVG_WKDAY_INTERVAL_17 | 97 |
| AVG_WKDAY_INTERVAL_18 | 94 |
| AVG_WKDAY_INTERVAL_19 | 96 |
| AVG_WKDAY_INTERVAL_20 | 72 |
| AVG_WKDAY_INTERVAL_21 | 44 |
| AVG_WKDAY_INTERVAL_22 | 25 |
| AVG_WKDAY_INTERVAL_23 | 13 |
| AVG_WKDAY_INTERVAL_24 | 14 |
| AVG_WKDAY_DAILY_TRAFFIC | 1316 |
| SEASONAL_FACTOR | 1.077 |
| AXLE_FACTOR | 1 |
| AADT | 1222 |
| HIGH_HOUR_VALUE | 108 |
| HIGH_HOUR_INTERVAL | 16 |
| K_FACTOR | |
| D_FACTOR | |
| FLAG_FIELD | |
| BATCH_ID | 198950 |

| | |
|---|---|
| COUNT_ID | 876191_05172016 |
| REGION | 8 |
| REGION_CODE | 8 |
| COUNTY_CODE | 7 |
| STATION | 6191 |
| RCSTA | 876191 |
| FUNCTIONAL_CLASS | 16 |
| FACTOR_GROUP | 30 |
| LATITUDE | 40.96613 |
| LONGITUDE | -73.70086 |
| SPECIFIC_RECORDER_PLACEMENT | 529' N of Boston Post Rd |
| CHANNEL_NOTES | SB travel lane |
| DATA_TYPE | Volume Statistics |
| VEHICLE_AXLE_CODE | 1 |
| YEAR | 2016 |
| MONTH | 5 |
| DAY_OF_FIRST_DATA | 17 |
| FEDERAL_DIRECTION | Southbound |
| FULL_COUNT | |
| AVG_WKDAY_INTERVAL_1 | 7 |
| AVG_WKDAY_INTERVAL_2 | 2 |
| AVG_WKDAY_INTERVAL_3 | 1 |
| AVG_WKDAY_INTERVAL_4 | 1 |
| AVG_WKDAY_INTERVAL_5 | 2 |
| AVG_WKDAY_INTERVAL_6 | 4 |
| AVG_WKDAY_INTERVAL_7 | 23 |
| AVG_WKDAY_INTERVAL_8 | 81 |
| AVG_WKDAY_INTERVAL_9 | 280 |
| AVG_WKDAY_INTERVAL_10 | 72 |
| AVG_WKDAY_INTERVAL_11 | 64 |
| AVG_WKDAY_INTERVAL_12 | 90 |
| AVG_WKDAY_INTERVAL_13 | 100 |
| AVG_WKDAY_INTERVAL_14 | 72 |
| AVG_WKDAY_INTERVAL_15 | 104 |
| AVG_WKDAY_INTERVAL_16 | 155 |
| AVG_WKDAY_INTERVAL_17 | 154 |
| AVG_WKDAY_INTERVAL_18 | 171 |
| AVG_WKDAY_INTERVAL_19 | 151 |
| AVG_WKDAY_INTERVAL_20 | 114 |
| AVG_WKDAY_INTERVAL_21 | 52 |
| AVG_WKDAY_INTERVAL_22 | 39 |
| AVG_WKDAY_INTERVAL_23 | 27 |
| AVG_WKDAY_INTERVAL_24 | 16 |
| AVG_WKDAY_DAILY_TRAFFIC | 1782 |
| SEASONAL_FACTOR | 1.077 |
| AXLE_FACTOR | 1 |
| AADT | 1655 |
| HIGH_HOUR_VALUE | 280 |
| HIGH_HOUR_INTERVAL | 9 |
| K_FACTOR | |
| D_FACTOR | |
| FLAG_FIELD | |
| BATCH_ID | 198950 |

AUTOMATIC TRAFFIC RECORDER

Frederick P. Clark Associates/Hardesty & Hanover, LLC

**THE OSBORN, PROPOSED ASSISTED LIVING & INDEPENDENT LIVING EXPANSION, RYE, NEW YORK (#F5069)**
FIELD DATA SUMMARY - OSBORN ROAD, 529' WEST OF BOSTON POST ROAD

| | Saturday, November 14, 2020 | | | Sunday, November 15, 2020 | | | Monday, November 16, 2020 | | | Tuesday, November 17, 2020 | | | Wednesday, November 18, 2020 | | | Thursday, November 19, 2020 | | | Friday, November 20, 2020 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | NB | SB | TOTAL | NB | SB | TOTAL | NB | SB | TOTAL | NB | SB | TOTAL | NB | SB | TOTAL | NB | SB | TOTAL | NB | SB | TOTAL |
| 12:00 AM | | | 0 | 3 | 5 | 8 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 2 | 4 | 2 | 0 | 2 |
| 1:00 AM | | | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | | | 0 | 6 | 2 | 8 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 2 | 4 |
| 3:00 AM | | | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 2 | 3 | 1 | 4 | 3 | 1 | 4 | 2 | 0 | 2 |
| 4:00 AM | | | 0 | 0 | 1 | 1 | 2 | 1 | 3 | 3 | 2 | 5 | 4 | 0 | 4 | 4 | 4 | 8 | 2 | 1 | 3 |
| 5:00 AM | | | 0 | 2 | 2 | 4 | 10 | 1 | 11 | 5 | 0 | 5 | 11 | 5 | 16 | 6 | 1 | 7 | 4 | 2 | 6 |
| 6:00 AM | | | 0 | 6 | 3 | 9 | 23 | 7 | 30 | 13 | 10 | 23 | 12 | 9 | 21 | 27 | 7 | 34 | 22 | 14 | 36 |
| 7:00 AM | | | 0 | 22 | 12 | 34 | 56 | 51 | 107 | 43 | 53 | 96 | 45 | 56 | 101 | 49 | 40 | 89 | 55 | 57 | 112 |
| 8:00 AM | | | 0 | 31 | 31 | 62 | 99 | 147 | 246 | 105 | 152 | 257 | 78 | 147 | 225 | 72 | 100 | 172 | 91 | 139 | 230 |
| 9:00 AM | | | 0 | 42 | 39 | 81 | 66 | 73 | 139 | 65 | 59 | 124 | 61 | 53 | 114 | 76 | 165 | 241 | 67 | 76 | 143 |
| 10:00 AM | | 24 | 24 | 52 | 47 | 99 | 72 | 70 | 142 | 80 | 58 | 138 | 75 | 89 | 164 | 75 | 100 | 175 | 81 | 103 | 184 |
| 11:00 AM | | 91 | 91 | 71 | 68 | 139 | 70 | 125 | 195 | 80 | 112 | 192 | 75 | 109 | 184 | 90 | 129 | 219 | 90 | 116 | 206 |
| 12:00 PM | | 112 | 112 | 83 | 67 | 150 | 80 | 139 | 219 | 73 | 132 | 205 | 74 | 86 | 160 | 75 | 154 | 229 | 86 | 156 | 242 |
| 1:00 PM | | 86 | 86 | 80 | 36 | 116 | 77 | 104 | 181 | 63 | 70 | 133 | 72 | 92 | 164 | 64 | 90 | 154 | 72 | 98 | 170 |
| 2:00 PM | | 104 | 104 | 75 | 67 | 142 | 87 | 102 | 189 | 98 | 119 | 217 | 85 | 79 | 164 | 83 | 84 | 167 | 76 | 129 | 205 |
| 3:00 PM | | 78 | 78 | 76 | 48 | 124 | 101 | 128 | 229 | 72 | 147 | 219 | 92 | 90 | 182 | 86 | 163 | 249 | 103 | 164 | 267 |
| 4:00 PM | | 71 | 71 | 50 | 50 | 100 | 96 | 103 | 199 | 92 | 87 | 179 | 100 | 100 | 200 | 133 | 68 | 201 | 116 | 116 | 232 |
| 5:00 PM | | 54 | 54 | 56 | 33 | 89 | 88 | 91 | 179 | 73 | 72 | 145 | 80 | 63 | 143 | 91 | 76 | 167 | 90 | 73 | 163 |
| 6:00 PM | | 37 | 37 | 50 | 46 | 96 | 53 | 65 | 118 | 62 | 59 | 121 | 56 | 61 | 117 | 68 | 56 | 124 | 87 | 65 | 152 |
| 7:00 PM | | 29 | 29 | 21 | 11 | 32 | 41 | 25 | 66 | 36 | 36 | 72 | 58 | 50 | 108 | 49 | 32 | 81 | 77 | 44 | 121 |
| 8:00 PM | | 23 | 23 | 26 | 12 | 38 | 24 | 16 | 40 | 25 | 16 | 41 | 27 | 26 | 53 | 25 | 16 | 41 | 31 | 27 | 58 |
| 9:00 PM | | 19 | 19 | 6 | 3 | 9 | 17 | 14 | 31 | 11 | 9 | 20 | 15 | 13 | 28 | 19 | 12 | 31 | 25 | 21 | 46 |
| 10:00 PM | | 12 | 12 | 8 | 1 | 9 | 7 | 2 | 9 | 9 | 6 | 15 | 10 | 9 | 19 | 14 | 10 | 24 | 11 | 7 | 18 |
| 11:00 PM | | 6 | 6 | 9 | 5 | 14 | 4 | 2 | 6 | 5 | 3 | 8 | 7 | 1 | 8 | 5 | 4 | 9 | 10 | 8 | 18 |
| TOTAL | 0 | 746 | 746 | 780 | 594 | 1,374 | 1,078 | 1,268 | 2,346 | 1,018 | 1,204 | 2,222 | 1,044 | 1,140 | 2,184 | 1,119 | 1,315 | 2,434 | 1,202 | 1,418 | 2,620 |

| | Saturday, November 21, 2020 | | | Sunday, November 22, 2020 | | |
|---|---|---|---|---|---|---|
| TIME | NB | SB | TOTAL | NB | SB | TOTAL |
| 12:00 AM | 10 | 1 | 11 | 3 | 3 | 6 |
| 1:00 AM | 6 | 8 | 14 | 2 | 0 | 2 |
| 2:00 AM | 3 | 1 | 4 | 1 | 0 | 1 |
| 3:00 AM | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:00 AM | 0 | 1 | 1 | 0 | 0 | 0 |
| 5:00 AM | 2 | 3 | 5 | 1 | 1 | 2 |
| 6:00 AM | 8 | 6 | 14 | 4 | 2 | 6 |
| 7:00 AM | 33 | 17 | 50 | 24 | 11 | 35 |
| 8:00 AM | 35 | 49 | 84 | 30 | 29 | 59 |
| 9:00 AM | 46 | 54 | 100 | 39 | 37 | 76 |
| 10:00 AM | 86 | 103 | 189 | 50 | 51 | 101 |
| 11:00 AM | 66 | 95 | 161 | 59 | 63 | 122 |
| 12:00 PM | 80 | 111 | 191 | 60 | 65 | 125 |
| 1:00 PM | 88 | 104 | 192 | 58 | 56 | 114 |
| 2:00 PM | 83 | 121 | 204 | 77 | 50 | 127 |
| 3:00 PM | 110 | 105 | 215 | 60 | 54 | 114 |
| 4:00 PM | 92 | 74 | 166 | 57 | 33 | 90 |
| 5:00 PM | 64 | 46 | 110 | 57 | 44 | 101 |
| 6:00 PM | 53 | 37 | 90 | 32 | 33 | 65 |
| 7:00 PM | 55 | 31 | 86 | 31 | 16 | 47 |
| 8:00 PM | 23 | 26 | 49 | 15 | 15 | 30 |
| 9:00 PM | 12 | 18 | 30 | 11 | 2 | 13 |
| 10:00 PM | 19 | 10 | 29 | 8 | 6 | 14 |
| 11:00 PM | 5 | 6 | 11 | 5 | 3 | 8 |
| TOTAL | 979 | 1,027 | 2,006 | 685 | 574 | 1,259 |

ATI - DATA MANAGEMENT SYSTEM
60 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 66180000
LOCATION : OSBORN RD 2nD TELEPHONE POLE W/O OSBORN SCHOOL DW
ATR # : 600176
COMMENTS : #1

FILENAME: 600176.DAT
WEEK OF MONDAY 11/09/20

CH1 : ~~EB~~ WSB

| HOUR BEGINS | Monday 9 CH1 | Tuesday 10 CH1 | Wednesday 11 CH1 | Thursday 12 CH1 | Friday 13 CH1 | Saturday 14 CH1 | Sunday 15 CH1 | WEEKDAY AVERAGE CH1 |
|---|---|---|---|---|---|---|---|---|
| 12 AM | * | * | * | * | * | * | 5 | * |
| 1 | * | * | * | * | * | * | 5 | * |
| 2 | * | * | * | * | * | * | 2 | * |
| 3 | * | * | * | * | * | * | 0 | * |
| 4 | * | * | * | * | * | * | 1 | * |
| 5 | * | * | * | * | * | * | 2 | * |
| 6 | * | * | * | * | * | * | 3 | * |
| 7 | * | * | * | * | * | * | 12 | * |
| 8 | * | * | * | * | * | * | 31 | * |
| 9 | * | * | * | * | * | * | 39 | * |
| 10 | * | * | * | * | * | 24 | 47 | * |
| 11 | * | * | * | * | * | 91 | 68 | * |
| 12 PM | * | * | * | * | * | 112 | 67 | * |
| 1 | * | * | * | * | * | 86 | 36 | * |
| 2 | * | * | * | * | * | 104 | 67 | * |
| 3 | * | * | * | * | * | 78 | 48 | * |
| 4 | * | * | * | * | * | 71 | 50 | * |
| 5 | * | * | * | * | * | 54 | 33 | * |
| 6 | * | * | * | * | * | 37 | 46 | * |
| 7 | * | * | * | * | * | 29 | 11 | * |
| 8 | * | * | * | * | * | 23 | 12 | * |
| 9 | * | * | * | * | * | 19 | 3 | * |
| 10 | * | * | * | * | * | 12 | 1 | * |
| 11 | * | * | * | * | * | 6 | 5 | * |
| TOTALS | * | * | * | * | * | 746 | 594 | * |
| % AVERAGE WEEKDAY | * | * | * | * | * | | | |
| AM PK HR | * | * | * | * | * | 11:00 | 11:00 | * |
| VOLUME | * | * | * | * | * | 91 | 68 | * |
| PM PK HR | * | * | * | * | * | 12:00 | 12:00 | * |
| VOLUME | * | * | * | * | * | 112 | 67 | * |

ATI - DATA MANAGEMENT SYSTEM
60 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 66180000
LOCATION : OSBORN RD 2nD TELEPHONE POLE W/O OSBORN SCHOOL DW
ATR # : 600176
COMMENTS : #1

FILENAME: 600176.DAT
WEEK OF MONDAY 11/16/20

CH1 : ~~EB~~ SB

| HOUR BEGINS | Monday 16 CH1 | Tuesday 17 CH1 | Wednesday 18 CH1 | Thursday 19 CH1 | Friday 20 CH1 | Saturday 21 CH1 | Sunday 22 CH1 | WEEKDAY AVERAGE CH1 |
|---|---|---|---|---|---|---|---|---|
| 12 AM | 0 | 1 | 0 | 2 | 0 | 1 | 3 | 1 |
| 1 | 0 | 1 | 1 | 0 | 0 | 8 | 0 | 0 |
| 2 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 |
| 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 4 | 1 | 2 | 0 | 4 | 1 | 1 | 0 | 2 |
| 5 | 1 | 0 | 5 | 1 | 2 | 3 | 1 | 2 |
| 6 | 7 | 10 | 9 | 7 | 14 | 6 | 2 | 9 |
| 7 | 51 | 53 | 56 | 40 | 57 | 17 | 11 | 51 |
| 8 | 147 | 152 | 147 | 100 | 139 | 49 | 29 | 137 |
| 9 | 73 | 59 | 53 | 165 | 76 | 54 | 37 | 85 |
| 10 | 70 | 58 | 89 | 100 | 103 | 103 | 51 | 84 |
| 11 | 125 | 112 | 109 | 129 | 116 | 95 | 63 | 118 |
| 12 PM | 139 | 132 | 86 | 154 | 156 | 111 | 65 | 133 |
| 1 | 104 | 70 | 92 | 90 | 98 | 104 | 56 | 91 |
| 2 | 102 | 119 | 79 | 84 | 129 | 121 | 50 | 103 |
| 3 | 128 | 147 | 90 | 163 | 164 | 105 | 54 | 138 |
| 4 | 103 | 87 | 100 | 68 | 116 | 74 | 33 | 95 |
| 5 | 91 | 72 | 63 | 76 | 73 | 46 | 44 | 75 |
| 6 | 65 | 59 | 61 | 56 | 65 | 37 | 33 | 61 |
| 7 | 25 | 36 | 50 | 32 | 44 | 31 | 16 | 37 |
| 8 | 16 | 16 | 26 | 16 | 27 | 26 | 15 | 20 |
| 9 | 14 | 9 | 13 | 12 | 21 | 18 | 2 | 14 |
| 10 | 2 | 6 | 9 | 10 | 7 | 10 | 6 | 7 |
| 11 | 2 | 3 | 1 | 4 | 8 | 6 | 3 | 4 |
| TOTALS | 1268 | 1204 | 1140 | 1315 | 1418 | 1027 | 574 | 1269 |
| % AVERAGE WEEKDAY | 99.9 | 94.9 | 89.8 | 103.6 | 111.7 | | | |
| AM PK HR | 8:00 | 8:00 | 8:00 | 9:00 | 8:00 | 10:00 | 11:00 | 8:00 |
| VOLUME | 147 | 152 | 147 | 165 | 139 | 103 | 63 | 137 |
| PM PK HR | 12:00 | 3:00 | 4:00 | 3:00 | 3:00 | 2:00 | 12:00 | 3:00 |
| VOLUME | 139 | 147 | 100 | 163 | 164 | 121 | 65 | 138 |

60 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 66180000
LOCATION : OSBORN RD 2nD TELEPHONE POLE W/O OSBORN SCHOOL DW
ATR # : 600176
COMMENTS : #1

FILENAME: 600176.DAT
WEEK OF MONDAY 11/23/20

CH1 : ~~EB~~ SB

| HOUR BEGINS | Monday 23 CH1 | Tuesday 24 CH1 | Wednesday 25 CH1 | Thursday 26 CH1 | Friday 27 CH1 | Saturday 28 CH1 | Sunday 29 CH1 | WEEKDAY AVERAGE CH1 |
|---|---|---|---|---|---|---|---|---|
| 12 AM | 0 | * | * | * | * | * | * | 0 |
| 1 | 1 | * | * | * | * | * | * | 1 |
| 2 | 0 | * | * | * | * | * | * | 0 |
| 3 | 1 | * | * | * | * | * | * | 1 |
| 4 | 0 | * | * | * | * | * | * | 0 |
| 5 | 2 | * | * | * | * | * | * | 2 |
| 6 | 10 | * | * | * | * | * | * | 10 |
| 7 | 48 | * | * | * | * | * | * | 48 |
| 8 | 142 | * | * | * | * | * | * | 142 |
| 9 | 68 | * | * | * | * | * | * | 68 |
| 10 | 85 | * | * | * | * | * | * | 85 |
| 11 | 75 | * | * | * | * | * | * | 75 |
| 12 PM | * | * | * | * | * | * | * | * |
| 1 | * | * | * | * | * | * | * | * |
| 2 | * | * | * | * | * | * | * | * |
| 3 | * | * | * | * | * | * | * | * |
| 4 | * | * | * | * | * | * | * | * |
| 5 | * | * | * | * | * | * | * | * |
| 6 | * | * | * | * | * | * | * | * |
| 7 | * | * | * | * | * | * | * | * |
| 8 | * | * | * | * | * | * | * | * |
| 9 | * | * | * | * | * | * | * | * |
| 10 | * | * | * | * | * | * | * | * |
| 11 | * | * | * | * | * | * | * | * |
| TOTALS | 432 | * | * | * | * | * | * | 432 |
| % AVERAGE WEEKDAY | 100.0 | * | * | * | * | | | |
| AM PK HR | 8:00 | * | * | * | * | * | * | 8:00 |
| VOLUME | 142 | * | * | * | * | * | * | 142 |
| PM PK HR | * | * | * | * | * | * | * | * |
| VOLUME | * | * | * | * | * | * | * | * |

ATI - DATA MANAGEMENT SYSTEM
60 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 77090000
LOCATION : OSBORN RD 2nd TELEPHONE POLE W/O OSBORN SCHOOL DW
ATR # : 400124
COMMENTS : #1

FILENAME: 400124.DAT
WEEK OF MONDAY 11/09/20

CH1 : ~~WB~~ NB

| HOUR BEGINS | Monday 9 CH1 | Tuesday 10 CH1 | Wednesday 11 CH1 | Thursday 12 CH1 | Friday 13 CH1 | Saturday 14 CH1 | Sunday 15 CH1 | WEEKDAY AVERAGE CH1 |
|---|---|---|---|---|---|---|---|---|
| 12 AM | * | * | * | * | * | * | 3 | * |
| 1 | * | * | * | * | * | * | 5 | * |
| 2 | * | * | * | * | * | * | 6 | * |
| 3 | * | * | * | * | * | * | 0 | * |
| 4 | * | * | * | * | * | * | 0 | * |
| 5 | * | * | * | * | * | * | 2 | * |
| 6 | * | * | * | * | * | * | 6 | * |
| 7 | * | * | * | * | * | * | 22 | * |
| 8 | * | * | * | * | * | * | 31 | * |
| 9 | * | * | * | * | * | * | 42 | * |
| 10 | * | * | * | * | * | 24 | 52 | * |
| 11 | * | * | * | * | * | 80 | 71 | * |
| 12 PM | * | * | * | * | * | 129 | 83 | * |
| 1 | * | * | * | * | * | 81 | 80 | * |
| 2 | * | * | * | * | * | 88 | 75 | * |
| 3 | * | * | * | * | * | 97 | 76 | * |
| 4 | * | * | * | * | * | 97 | 50 | * |
| 5 | * | * | * | * | * | 61 | 56 | * |
| 6 | * | * | * | * | * | 64 | 50 | * |
| 7 | * | * | * | * | * | 53 | 21 | * |
| 8 | * | * | * | * | * | 23 | 26 | * |
| 9 | * | * | * | * | * | 24 | 6 | * |
| 10 | * | * | * | * | * | 14 | 8 | * |
| 11 | * | * | * | * | * | 11 | 9 | * |
| TOTALS | * | * | * | * | * | 846 | 780 | * |
| % AVERAGE WEEKDAY | * | * | * | * | * | | | |
| AM PK HR | * | * | * | * | * | 11:00 | 11:00 | * |
| VOLUME | * | * | * | * | * | 80 | 71 | * |
| PM PK HR | * | * | * | * | * | 12:00 | 12:00 | * |
| VOLUME | * | * | * | * | * | 129 | 83 | * |

ATI - DATA MANAGEMENT SYSTEM
60 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 77090000
LOCATION : OSBORN RD 2nd TELEPHONE POLE W/O OSBORN SCHOOL DW
ATR # : 400124
COMMENTS : #1

FILENAME: 400124.DAT
WEEK OF MONDAY 11/16/20

CH1 : ~~WE~~ NB

| HOUR BEGINS | Monday 16 CH1 | Tuesday 17 CH1 | Wednesday 18 CH1 | Thursday 19 CH1 | Friday 20 CH1 | Saturday 21 CH1 | Sunday 22 CH1 | WEEKDAY AVERAGE CH1 |
|---|---|---|---|---|---|---|---|---|
| 12 AM | 1 | 1 | 1 | 2 | 2 | 10 | 3 | 1 |
| 1 | 0 | 2 | 3 | 0 | 0 | 6 | 2 | 1 |
| 2 | 1 | 0 | 0 | 3 | 2 | 3 | 1 | 1 |
| 3 | 3 | 2 | 3 | 3 | 2 | 0 | 1 | 3 |
| 4 | 2 | 3 | 4 | 4 | 2 | 0 | 0 | 3 |
| 5 | 10 | 5 | 11 | 6 | 4 | 2 | 1 | 7 |
| 6 | 23 | 13 | 12 | 27 | 22 | 8 | 4 | 19 |
| 7 | 56 | 43 | 45 | 49 | 55 | 33 | 24 | 50 |
| 8 | 99 | 105 | 78 | 72 | 91 | 35 | 30 | 89 |
| 9 | 66 | 65 | 61 | 76 | 67 | 46 | 39 | 67 |
| 10 | 72 | 80 | 75 | 75 | 81 | 86 | 50 | 77 |
| 11 | 70 | 80 | 75 | 90 | 90 | 66 | 59 | 81 |
| 12 PM | 80 | 73 | 74 | 75 | 86 | 80 | 60 | 78 |
| 1 | 77 | 63 | 72 | 64 | 72 | 88 | 58 | 70 |
| 2 | 87 | 98 | 85 | 83 | 76 | 83 | 77 | 86 |
| 3 | 101 | 72 | 92 | 86 | 103 | 110 | 60 | 91 |
| 4 | 96 | 92 | 100 | 133 | 116 | 92 | 57 | 107 |
| 5 | 88 | 73 | 80 | 91 | 90 | 64 | 57 | 84 |
| 6 | 53 | 62 | 56 | 68 | 87 | 53 | 32 | 65 |
| 7 | 41 | 36 | 58 | 49 | 77 | 55 | 31 | 52 |
| 8 | 24 | 25 | 27 | 25 | 31 | 23 | 15 | 26 |
| 9 | 17 | 11 | 15 | 19 | 25 | 12 | 11 | 17 |
| 10 | 7 | 9 | 10 | 14 | 11 | 19 | 8 | 10 |
| 11 | 4 | 5 | 7 | 5 | 10 | 9 | 5 | 6 |
| TOTALS | 1078 | 1018 | 1044 | 1119 | 1202 | 983 | 685 | 1091 |
| % AVERAGE WEEKDAY | 98.8 | 93.3 | 95.7 | 102.6 | 110.2 | | | |
| AM PK HR | 8:00 | 8:00 | 8:00 | 11:00 | 8:00 | 10:00 | 11:00 | 8:00 |
| VOLUME | 99 | 105 | 78 | 90 | 91 | 86 | 59 | 89 |
| PM PK HR | 3:00 | 2:00 | 4:00 | 4:00 | 4:00 | 3:00 | 2:00 | 4:00 |
| VOLUME | 101 | 98 | 100 | 133 | 116 | 110 | 77 | 107 |

ATI - DATA MANAGEMENT SYSTEM
60 MINUTES, 1 CHANNEL VEHICLE COUNT

REFERENCE: 77090000
LOCATION : OSBORN RD 2nd TELEPHONE POLE W/O OSBORN SCHOOL DW
ATR # : 400124
COMMENTS : #1

FILENAME: 400124.DAT
WEEK OF MONDAY 11/23/20

CH1 : WB ~~WB~~ NB

| HOUR BEGINS | Monday 23 CH1 | Tuesday 24 CH1 | Wednesday 25 CH1 | Thursday 26 CH1 | Friday 27 CH1 | Saturday 28 CH1 | Sunday 29 CH1 | WEEKDAY AVERAGE CH1 |
|---|---|---|---|---|---|---|---|---|
| 12 AM | 2 | * | * | * | * | * | * | 2 |
| 1 | 2 | * | * | * | * | * | * | 2 |
| 2 | 0 | * | * | * | * | * | * | 0 |
| 3 | 1 | * | * | * | * | * | * | 1 |
| 4 | 2 | * | * | * | * | * | * | 2 |
| 5 | 6 | * | * | * | * | * | * | 6 |
| 6 | 25 | * | * | * | * | * | * | 25 |
| 7 | 45 | * | * | * | * | * | * | 45 |
| 8 | 89 | * | * | * | * | * | * | 89 |
| 9 | 60 | * | * | * | * | * | * | 60 |
| 10 | 86 | * | * | * | * | * | * | 86 |
| 11 | 75 | * | * | * | * | * | * | 75 |
| 12 PM | * | * | * | * | * | * | * | * |
| 1 | * | * | * | * | * | * | * | * |
| 2 | * | * | * | * | * | * | * | * |
| 3 | * | * | * | * | * | * | * | * |
| 4 | * | * | * | * | * | * | * | * |
| 5 | * | * | * | * | * | * | * | * |
| 6 | * | * | * | * | * | * | * | * |
| 7 | * | * | * | * | * | * | * | * |
| 8 | * | * | * | * | * | * | * | * |
| 9 | * | * | * | * | * | * | * | * |
| 10 | * | * | * | * | * | * | * | * |
| 11 | * | * | * | * | * | * | * | * |
| TOTALS | 393 | * | * | * | * | * | * | 393 |
| % AVERAGE WEEKDAY | 100.0 | * | * | * | * | | | |
| AM PK HR | 8:00 | * | * | * | * | * | * | 8:00 |
| VOLUME | 89 | * | * | * | * | * | * | 89 |
| PM PK HR | * | * | * | * | * | * | * | * |
| VOLUME | * | * | * | * | * | * | * | * |