Chapter 1

Existing Conditions

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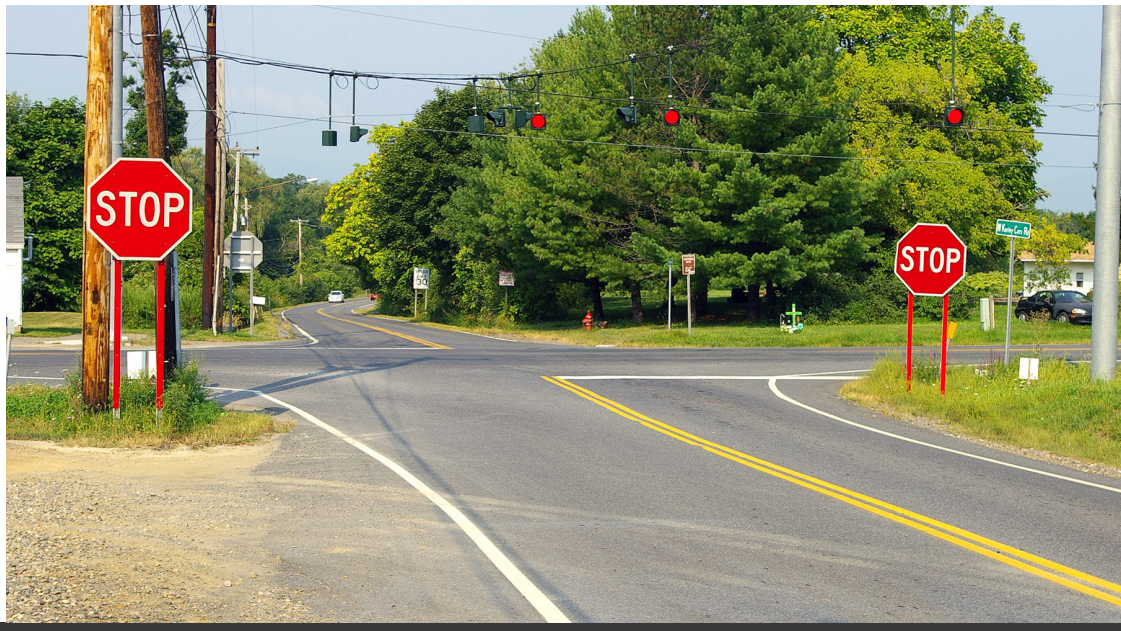

Upper Route 9G Corridor Management Plan

Technical Memorandum No.1
Existing Conditions Report

PDCTC
Poughkeepsie-Dutchess County Transportation Council

vhb

REVISED JANUARY 2016

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EXISTING CONDITIONS

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1.0 Introduction

The Upper Route 9G Corridor Management Plan (CMP) is a federally-funded project that is managed by the Poughkeepsie-Dutchess County Transportation Council (PDCTC), the designated Metropolitan Planning Organization for Dutchess County. The CMP study grew out of concerns about transportation safety along the study corridors, which include a four-mile segment of NYS Route 9G in the Village of Tivoli and Town of Red Hook, a portion of County Route (CR) 78 (Broadway/West Kerley Corners Road) in the Village of Tivoli and a portion of CR 103 (Annandale Road) in the vicinity of Bard College. The CMP will include an evaluation of current transportation and crash data (Tasks 1 and 2), a formal road safety assessment (Task 3), an analysis of future transportation conditions (Task 4) and recommendations for corridor and intersection improvements (Task 5) with the goal of providing a safer environment for motorists, pedestrians and bicyclists.

This Technical Memorandum No. 1 includes Task 1 listed in the CMP scope of services and summarizes existing conditions and current transportation and operational issues for the Upper Route 9G CMP. Technical Memorandum Nos. 2 and 3, provided in separate documents, consist of an evaluation of the area's crash history (Technical Memorandum No. 2, Task 2) and a Road Safety Assessment of the study area (Technical Memorandum No. 3, Task 3). Technical Memorandum Nos. 4 and 5 will include an analysis of future conditions and recommendations for improving operations and safety in the study area, respectively.

1.1 Study Area

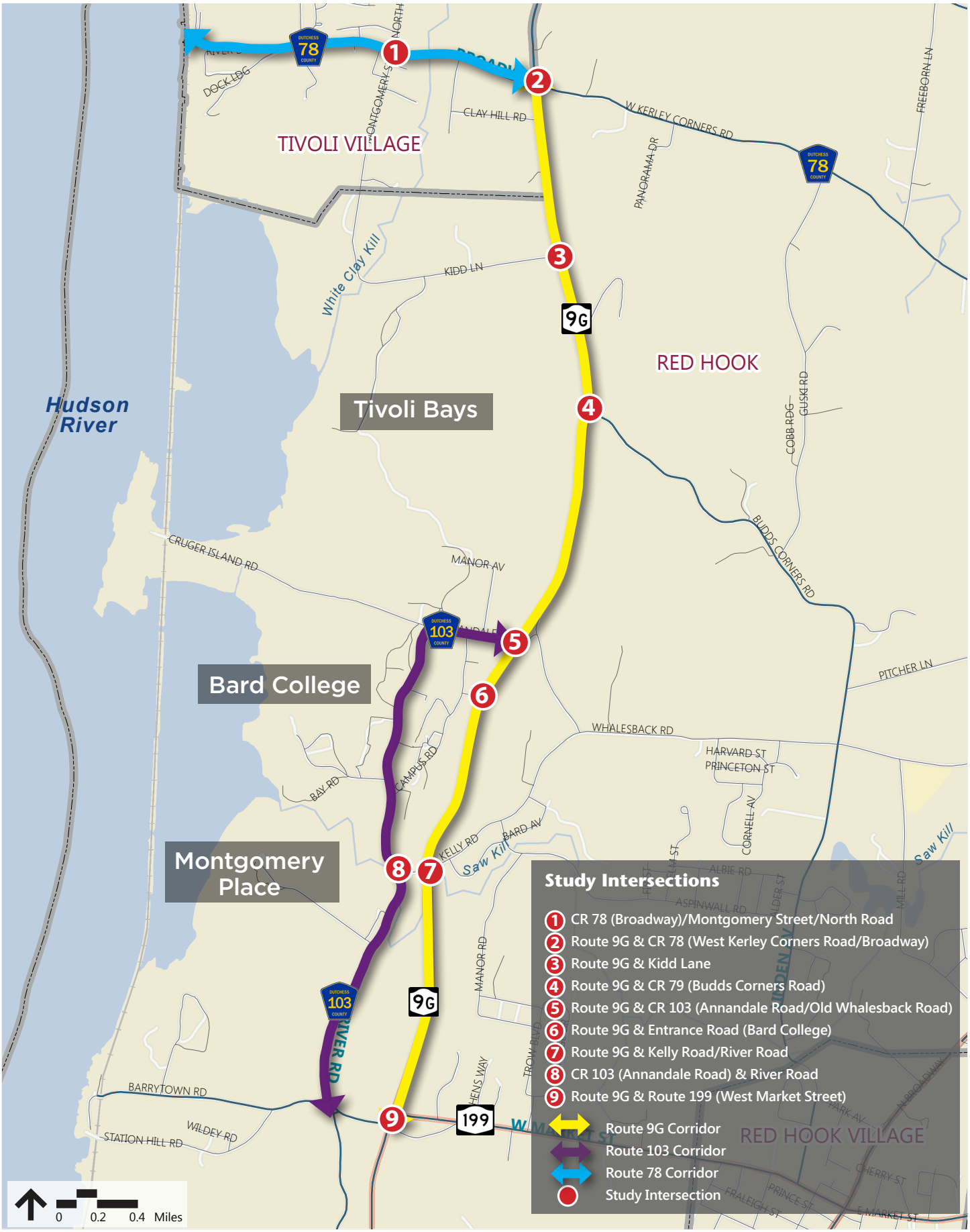
The study area includes a segment of NYS Route 9G from CR 78 (Broadway/West Kerley Corners Road) in the Village of Tivoli to NYS Route 199 (West Market Street) in the Town of Red Hook, CR 78 (Broadway) in Tivoli from NYS Route 9G to the Hudson River, and CR 103 (Annandale Road/River Road) from NYS Route 9G through Bard College to CR 82 (Barrytown Road). The study area limits are shown in Figure 1-1.

Within the study area, six (6) priority intersections were selected for detailed analysis of operations and safety for both vehicular and non-vehicular traffic. At its February 24, 2015 meeting, the Upper Route 9G CMP Advisory Committee selected three (3) secondary (additional) intersections for inclusion in the analysis. The nine (9) study intersections are listed below.

Table 1-1: Study Intersections

Intersection Number	Study Intersections
1	CR 78 (Broadway)/Montgomery Street/North Road
2	Route 9G & CR 78 (West Kerley Corners Road/Broadway)
3	Route 9G & Kidd Lane
4	Route 9G & CR 79 (Budds Corners Road)
5	Route 9G & CR 103 (Annandale Road/Old Whalesback Road)
6	Route 9G & Entrance Road (Bard College)
7	Route 9G & Kelly Road/River Road
8	CR 103 (Annandale Road)/River Road
9	Route 9G & Route 199 (West Market Street)

This technical memorandum considers numerous topics, including traffic, transportation, and safety. Assessments of the existing conditions for each corridor are evaluated, including roadway geometrics such as lane and shoulder widths, sidewalks, intersecting roads and driveways, grades, alignments and traffic control devices. Data collection for this study included volume counts of vehicles, pedestrians and bicyclists. The study also includes a review of previous studies conducted in the area.



Study Area
Figure 1-1

1.2 Roadway Geometry

Measurements of the study area corridors were conducted to provide an understanding of the various components of each corridor. The roadbed widths were measured including shoulders, travel lanes, and medians, as well as pedestrian zones (sidewalks and buffer areas) when present. Desktop surveys of the vertical and horizontal curvature of the corridors were also measured using elevation and spatial data from Google Earth. The functional classification of each roadway was identified, based on the NYSDOT's Functional Classification Map Viewer. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three general non-highway functional classifications: arterial, collector and local roads, as described in **Table 1-2**, below.

Table 1-2: Functional Classification Definitions

Functional System	Services Provided
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

Source: FHWA *Highway Functional Classification Concepts, Criteria and Procedures (2013)*

The functional classifications of the three study corridors are described below.

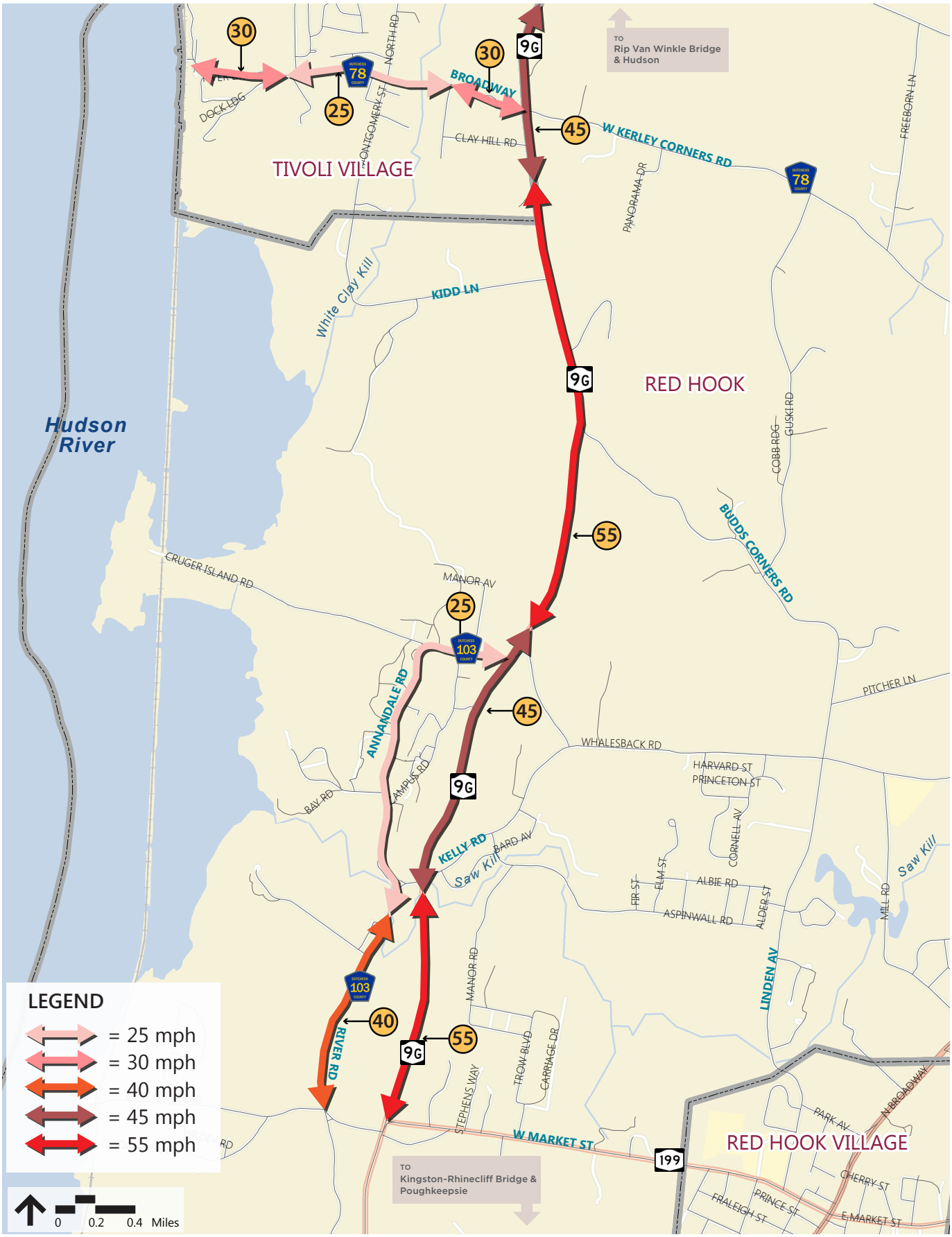
- **NYS Route 9G** is classified as a rural major collector north of CR 78 (West Kerley Corners Road/Broadway) and as an urban major collector from CR 78 to Route 199 (West Market Street). To the south of Route 199 (West Market Street), NYS Route 9G is classified as an urban minor arterial.
- **CR 103 (Annandale Road)** is classified as an urban major collector between Route 9G and River Road, the same classification as Route 9G, a much higher-volume and higher-speed roadway. To the south of the River Road-Annandale Road triangle, CR 103 is classified as a local road.
- **CR 78 (West Kerley Corners Road/Broadway)** is classified as a rural minor collector to the east of Route 9G. Between Route 9G and the Tivoli "Four Corners" intersection (Montgomery Street and North Road), CR 78 is designated as an urban major collector. To the west of Montgomery Street/North Road, the roadway is classified as an urban minor collector.

The three study corridors are described in detail below.

1. **NYS Route 9G**

   NYS Route 9G is a north-south, two-way, State highway with one travel lane in each direction. The posted speed limit on NYS Route 9G is 55 miles per hour (mph) to the south of Kelly Road and 45 mph between Kelly Road and CR 103/Old Whalesback Road. From CR 103/Old Whalesback Road to Abby Lane, the speed limit is 55 mph. From Abby Lane to a point 2,900 feet north of CR 78 (West Kerley Corners Road/Broadway) the speed is 45 mph, after which it increases to 55 mph. The posted speed limits for the study corridors are shown on **Figure 1-2**.

Passing zones are provided at several locations along NYS Route 9G as indicated on **Figure 1-3**. The majority of the No Passing zones on Route 9G are located between the Kelly Road/River Road and Walker's Hill Road intersections and from Kidd Lane continuing through the northern study area limit at CR 78 (West Kerley Corners Rd/Broadway).



Posted Speed Limit Map
Figure 1-2

Passing/No Passing Zones
Figure 1-3

Measurements of the roadbed reveal that there is generally one cross-section along NYS Route 9G within the study area, as summarized in Table 1-3 below and shown graphically on **Figure 1-4**. The travel lanes measure 11 feet wide, and shoulders, which were recently expanded and stabilized, are provided on each side of the roadway and measure 3 feet in width. There are no sidewalks or curbs along NYS Route 9G.

Table 1-3: NYS Route 9G Existing Corridor Geometry

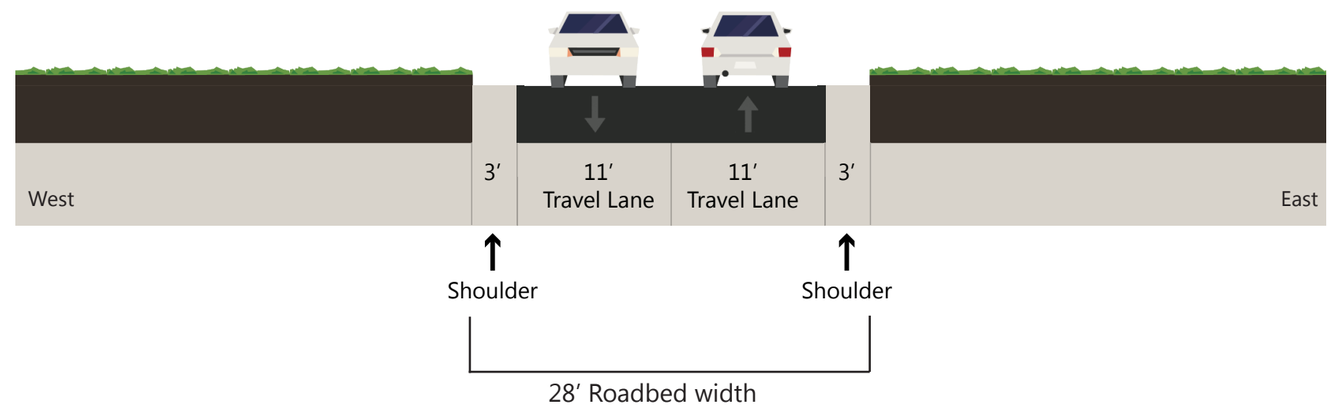
Location	West Side		East Side	
	Shoulder (ft)	Travel Lane (ft)	Travel Lane (ft)	Shoulder (ft)
NYS Route 9G	3	11	11	3
Roadbed Width	28 (1)			

Note: (1) About 400' north of the intersection with Route 199 (W Market St) the roadbed widens to 48' to accommodate a southbound left turn lane and a northbound right turn lane, and shoulders near the intersection increase to 6-feet in width.

According to design criteria provided in Chapter 7 of NYSDOT's Highway Design Manual (Exhibit 7-4), for resurfacing/rehabilitation work performed on existing urban collector roadways with a design speed of 50 mph or more, a minimum lane width of 11 feet and a minimum shoulder width of 4 feet are recommended. Comparing NYSDOT design criteria to the measured geometries in Table 1-3, Route 9G does not meet the criteria for shoulder width.

NYS Route 9G Typical Cross-Sections

1 Segment from CR 78 to Route 199 (W. Market Street)



NYS Route 9G Existing Typical Cross Sections
Figure 1-4

The typical cross-section for NYS Route 9G is shown graphically in **Figures 1-5 to 1-7**, below.

Figure 1-5: *Looking north on Route 9G between CR 78 and Kelly Rd/River Rd (at Bard Entrance Rd)*

Figure 1-6: *Looking south on NYS Route 9G between Budds Corner Rd and Kelly Rd*

At a point approximately 400-feet to the north of the intersection with Route 199 (West Market Street), the roadway widens to provide for a 10-foot wide southbound left turn lane. On the south leg of the intersection, the roadway widens to 48-feet to allow for a 14-foot wide northbound channelized right-turn lane and an 11-foot wide crosshatched yellow striped median separating the two travel lanes, as shown in **Figure 1-7** below.

Figure 1-7: *Looking north on NYS Route 9G at Route 199 (West Market St.)*

The pavement on NYS Route 9G is asphalt, with most areas having an asphalt overlay (asphalt over concrete). The pavement throughout the Route 9G corridor was observed to be in fair to good condition, with clearly visible signs of surface distress in some areas. There were also areas of surface distress where the new shoulder overlay meets the travel lane pavement, as indicated in **Figure 1-8** below. NYSDOT's 2014 Pavement Data Report lists the Pavement Condition Index (PCI) for state highways. The PCI provides an assessment of pavement condition based on the severity of surface distress with a PCI of 100 being pavement in perfect condition. Lower values indicate the severity of the surface distress. For Route 9G within the study area, the 2014 PCI values range from 28 to 41, which indicated poor pavement conditions at the time (pre-2014 road shoulder work).

Figure 1-8: *Signs of Visible Surface Distress at Shoulder Joint with Travel Lane (looking south on Route 9G at Budds Corner Rd)*

Measurements of the side streets at the study intersections were also recorded and appear below in Table 1-4.

Table 1-4: Existing Side Street Geometry at Study Intersections

Intersection of Rt 9G and	Intersection Leg		North Side		South Side	
			Shoulder (ft)	Travel Lane (ft)	Travel Lane (ft)	Shoulder (ft)
CR 78 (W Kerley Corners Rd/Broadway)	E	W Kerley Corners Rd/CR 78	1	10	10	1
	W	Broadway/CR 78	1	11	11	1
Kidd Lane	W	Kidd Lane	-	11	11	-
CR 79 (Budds Corner Rd)	E	Budds Corner Rd/CR 79	1	10	10	1
CR 103 (Annandale Rd)/Old Whalesback Rd	E	Old Whalesback Road	-	11	11	-
	W	Annandale Rd/CR 103	1	10	10	1
Entrance Rd (Bard College)	W	Entrance Rd	-	10	10	-(1)
Kelly Rd/River Rd	E	Kelly Rd	-	12	12	-
	W	River Rd	-	12	12	-
Rt 199 (W Market St)	E	W Market St/Rt 199	2	12	12	2

Notes (1) A 6' flush, asphalt sidewalk provided next to roadway
Measurements based on Google Earth aerial images

Based on observations, the side streets tend to have faded striping or none at all.

Vertical and Horizontal Alignments

The vertical alignments along NYS Route 9G were measured in order to identify the grades along the corridor. Desktop measurements were taken beginning at West Market Street (Route 199) and moving north toward CR 78 (West Kerley Corners Rd/Broadway). These are shown below in Table 1-5.

Table 1-5: NYS Route 9G Existing Grades

Segment	Elevation Start (ft)	Elevation End (ft)	Elevation Change	Distance (ft)	Grade
From W Market St to Kelly Rd	222	149	-73	5,000	-1.5%
From Kelly Rd to CR 103	149	214	65	4,935	1.3%
From CR 103 to CR 79	214	240	26	5,075	0.5%
From CR 79 to Kidd Ln	240	177	-63	3,035	-2.1%
From Kidd Ln to CR 78	177	148	-29	3,485	-0.8%

As shown in Table 1-5, the grades along NYS Route 9G range from 0.5 percent to 2.1 percent, indicating generally level to rolling terrain. Although not specifically indicated in Table 1-5, it is noted that there is a crest vertical curve on the NYS Route 9G northbound approach to CR 78 (West Kerley Corners Rd/Broadway) which may reduce the visibility of the flashing yellow signal for drivers approaching that intersection from the south.

The horizontal alignment of Route 9G was measured to identify any areas where the curvature of the roadway would impact the safety of vehicles travelling at the posted speed limit. Desktop measurements of the horizontal curvature along Route 9G indicate that the sharpest curve within the corridor is located to the north of Kelly Road and has a radius of approximately 1,500 feet. At this location, the posted speed limit is 45 mph. According to design guidelines provided in *A Policy on Geometric Design of Highways and Streets (2011)*, published by the American Association of State Highway and Transportation Officials (AASHTO), a minimum radius of 1,060 feet is sufficient to accommodate motorists travelling at 45 mph.

2. County Route 103 (Annandale Road)

CR 103 (Annandale Road) is a two-lane, County roadway that travels in a north/south direction (except for a 1/3 of a mile segment between its intersection with Cruger Island Road and Route 9G). CR 103 bisects the Bard College campus in the area between River Road and Cruger Island Road. The posted speed limit for the northern section of CR 103 from Route 9G through the Bard College campus to the Sawkill Creek (south of River Road) was recently reduced from 30 mph to 25 mph. From the Sawkill Creek south to Barrytown Road, the roadway has a 40 mph posted speed limit. Within the study area, No Passing zones are provided for the entire CR 103 corridor, as shown on Figure 1-3.

Measurements of CR 103 revealed that, within the study area, there is generally one cross-section, as summarized in Table 1-6 below and shown graphically on **Figure 1-9**.

Table 1-6: County Road 103 Existing Geometry

Location	West Side		East Side	
	Shoulder (ft)	Travel Lane (ft)	Travel Lane (ft)	Shoulder (ft)
CR 103	1[(1)]	9-11	9-11	1
Roadbed Width	20-24			

Notes: (1) A 6' sidewalk extends along the west side of CR 103 from Cruger Island Rd to River Rd, separated from the roadway by a green buffer of varying width.

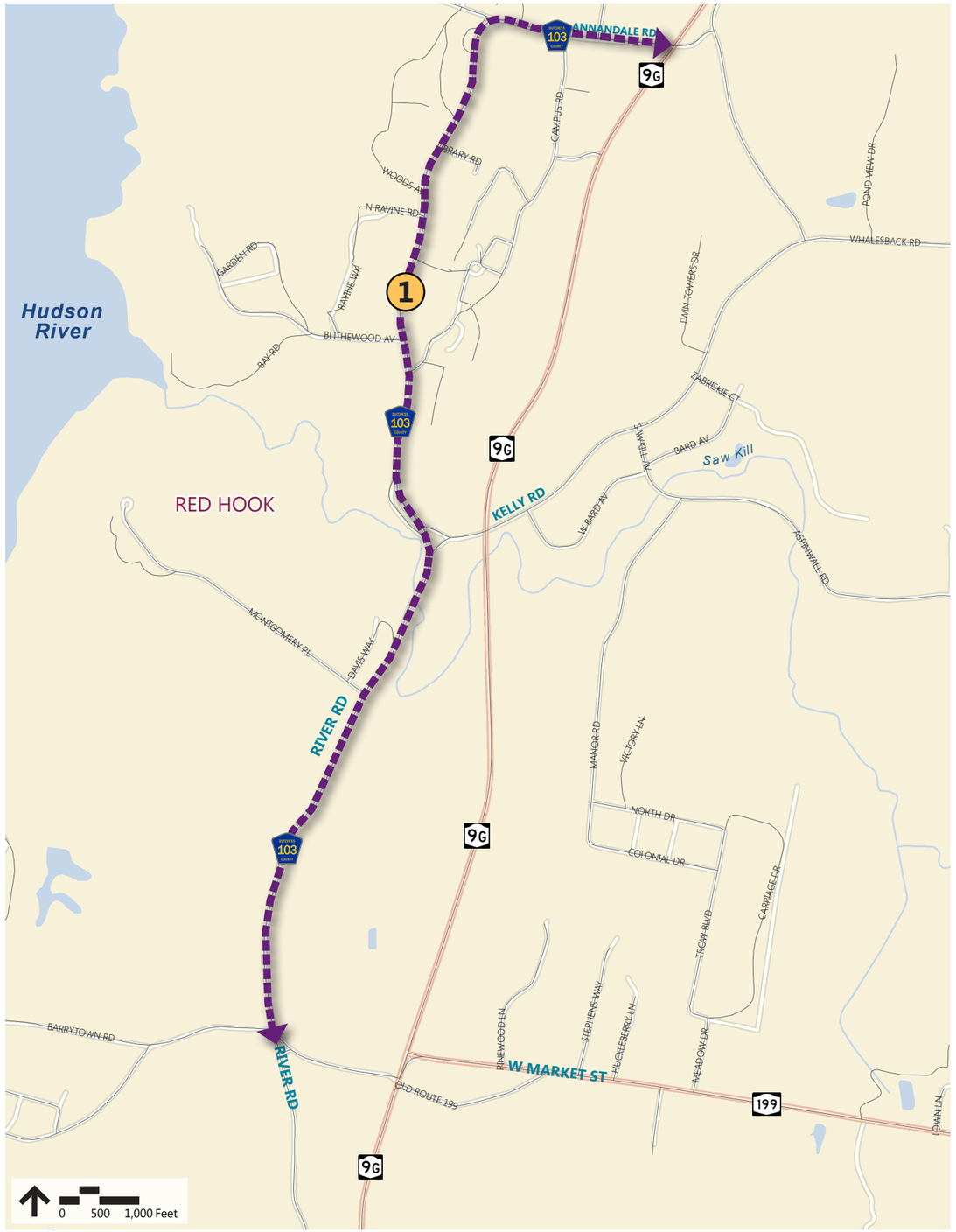
Throughout the CR 103 corridor, there is one travel lane in each direction, measuring 9-feet to 11-feet wide. Shoulders are generally 1-foot or less in width. Curbs are not provided along CR 103. A typical cross section is shown in **Figure 1-10** below.

According to design criteria provided in Chapter 7 of NYSDOT's Highway Design Manual (Exhibit 7-4), for resurfacing/rehabilitation work performed on an existing urban collector roadway with a design speed of less than 50 mph, a minimum lane width of 9 feet and a minimum shoulder width of 2 feet are recommended. Comparing NYSDOT design criteria to the measured geometries in Table 1-5, CR 103 does not meet the criteria for shoulder width.

At several locations along CR 103 through the Bard College campus, there are designated pedestrian crossings with pavement markings and pedestrian signage, as indicated in **Figure 1-11** below. Two new "Share the Road" signs with flashing beacons were installed along CR 103 at the northern and southern approaches to Bard College, as shown on **Figure 1-12**.

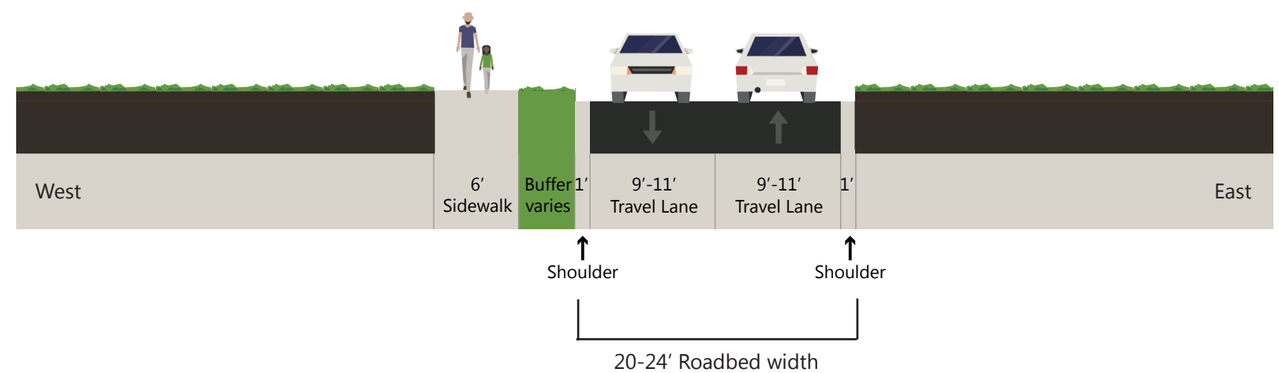
A 6-foot wide shared-use sidewalk extends along the west side of CR 103 through the Bard campus from Cruger Island Road in the north to River Road in the south. A 6-foot wide sidewalk is also provided on the north side of CR 103 between Robbins Road and Campus Road. A crosswalk is provided at the sidewalk's eastern terminus at Campus Road which connects to a sidewalk on the west side of Campus Road. No other sidewalks were observed on CR 103.

The pavement type on CR 103 is asphalt and observations indicate that the pavement throughout the CR 103 corridor is in generally fair to good condition, with visible signs of surface distress in some areas. Based on 2014 data, the Dutchess County Department of Public Works' (DCDPW) PCI rating for CR 103 is 84 out of 100.



CR 103 Typical Cross-Section

1 Segment from Cruger Island Road to River Road



CR 103 Existing Typical Cross Section
Figure 1-9

Figure 1-10: *Looking north along CR 103*

Figure 1-12: *Flashing beacon on CR 103*

Figure 1-11: *Looking north along CR 103 at pedestrian crossing at Campus Path on Bard campus*

Vertical and Horizontal Alignments

The vertical alignments along CR 103 were measured in order to identify the grades along the corridor. Measurements were taken beginning in the north at Route 9G and moving south toward Barrytown Road. The grades are summarized in Table 1-7.

Table 1-7: County Route 103 Existing Grades

Location	Elevation Start (ft)	Elevation End (ft)	Elevation Change	Distance (ft)	Grade
From Route 9G to Cruger Island Road	215	175	-40	1,750	-2.3%
From Cruger Island Road to Kelly Road	175	150	-25	5,000	-0.5%
From Kelly Road to 1161 River Road (approximately 1,000 feet south of Gardner Way)	150	185	35	2,700	1.3%
From 1161 River Road to Barrytown Road	185	175	-10	2,200	-0.5%

As indicated in Table 1-7, the terrain along CR 103 is generally level to rolling, with grades ranging from 0.5 percent to 2.3 percent.

The horizontal alignment of CR 103 was measured to identify any areas where the curvature of the roadway would affect the safety of vehicles travelling at the posted speed limit. Desktop measurements of the horizontal curvature along the roadway indicate that the sharpest curve within the corridor is located at the point where CR 103 turns to the east onto Cruger Island Road, with an inner radius of approximately 155 feet. At this location, the posted speed limit is 25 mph and a 20 mph warning sign is provided on the northbound approach to this curve. According to design guidelines provided in *A Policy on Geometric Design of Highways and Streets (2011)*, published by the American Association of State Highway and Transportation Officials (AASHTO), a minimum radius of 144 feet is sufficient to accommodate motorists traveling at 25 mph.

3. County Route 78 (West Kerley Corners Road/Broadway)

County Route 78 is an east-west County roadway with one travel lane in each direction. To the east of Route 9G, the roadway is known as West Kerley Corners Road; to the west of Route 9G, CR 78 is known as Broadway. The posted speed limit is 30 mph between Route 9G and Clay Hill Road and 25 mph between Clay Hill Road and Woods Road. To the west of Woods Road, there is a 30 mph posted speed limit. Curbs are provided along portions of CR 78, adjacent to sidewalks. Within the study area, No Passing zones are provided for the entire CR 78 corridor, as indicated on Figure 1-3.

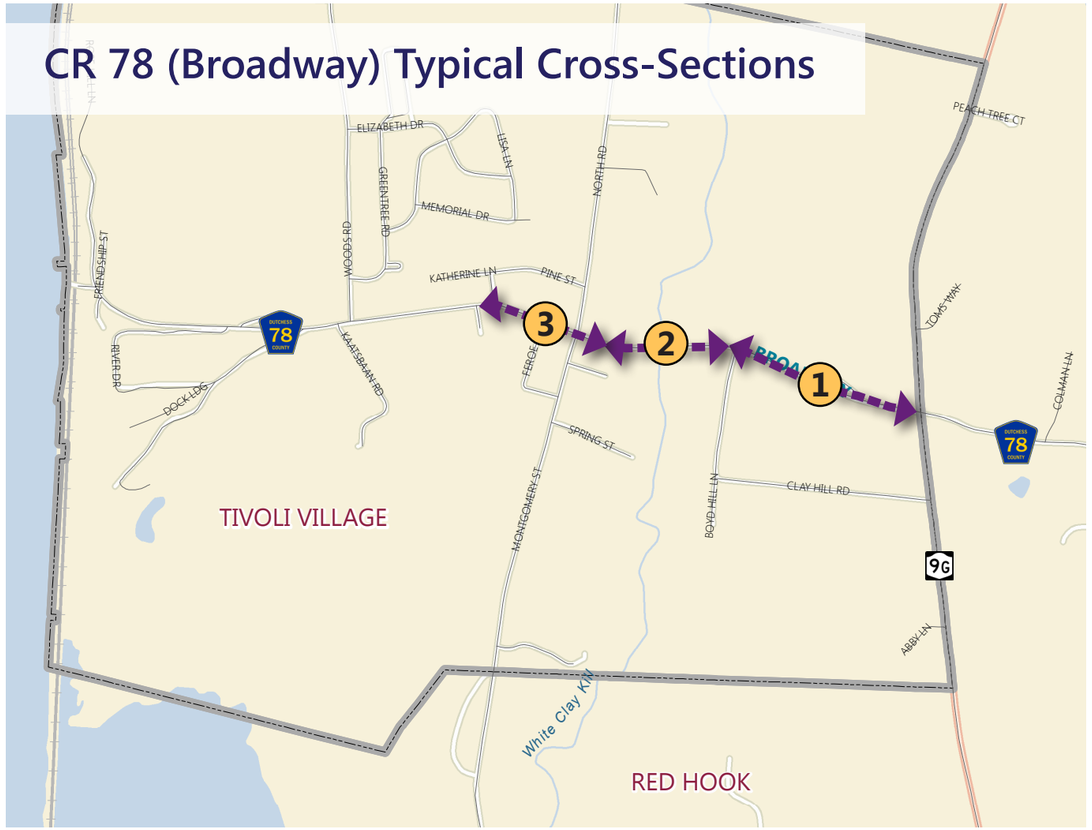
Measurements of the CR 78 corridor indicate that within the study area, there are generally four different cross-sections, as summarized in Table 1-8 below and shown graphically on **Figures 1-13 and 1-14**.

Table 1-8: County Route 78 Existing Geometry

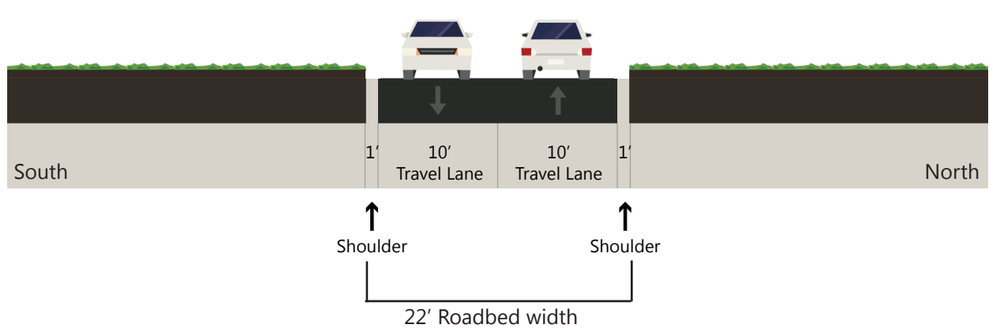
		North Side				South Side			
Segment	Location	Ped Zone (ft)	Parking (ft)	Shoulder (ft)	Travel Lane (ft)	Travel Lane (ft)	Shoulder (ft)	Parking (ft)	Ped Zone (ft)
1 5	From Rt 9G to 100 ft east of Clay Hill Rd And From Woods Rd to Diana Street	-	-	1	10	10	1	-	-
	Roadbed Width	22							
2	From 100 ft east of Clay Hill Rd to 300 ft east of Montgomery St/North Road	4-5	-	1	10	10	1	-	-
	Roadbed Width	22							
3	From 300 ft east of Montgomery St/North Rd to Pine St	8	8	-	8	8	-	8	8
	Roadbed Width	32							
4	From Pine St to Woods Rd	-	8	-	8	8	-	8	5
	Roadbed Width	32							

Note: Ped Zone = Pedestrian zone (sidewalk and buffer area between roadway and buildings).
Curbs are provided in areas with sidewalks (Segments 2, 3 and 4).

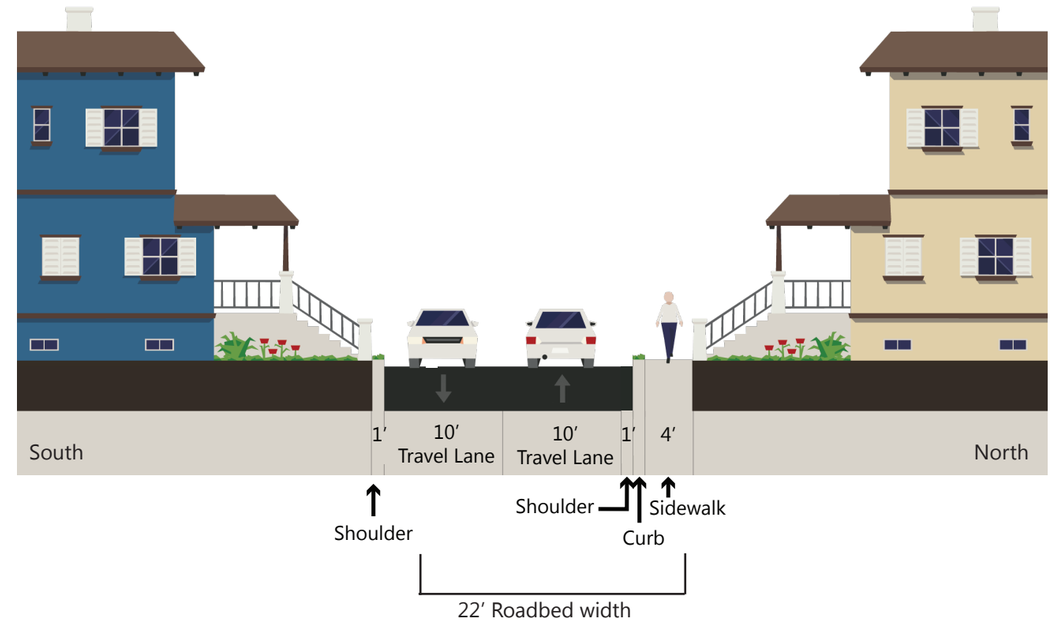
CR 78 (Broadway) Typical Cross-Sections



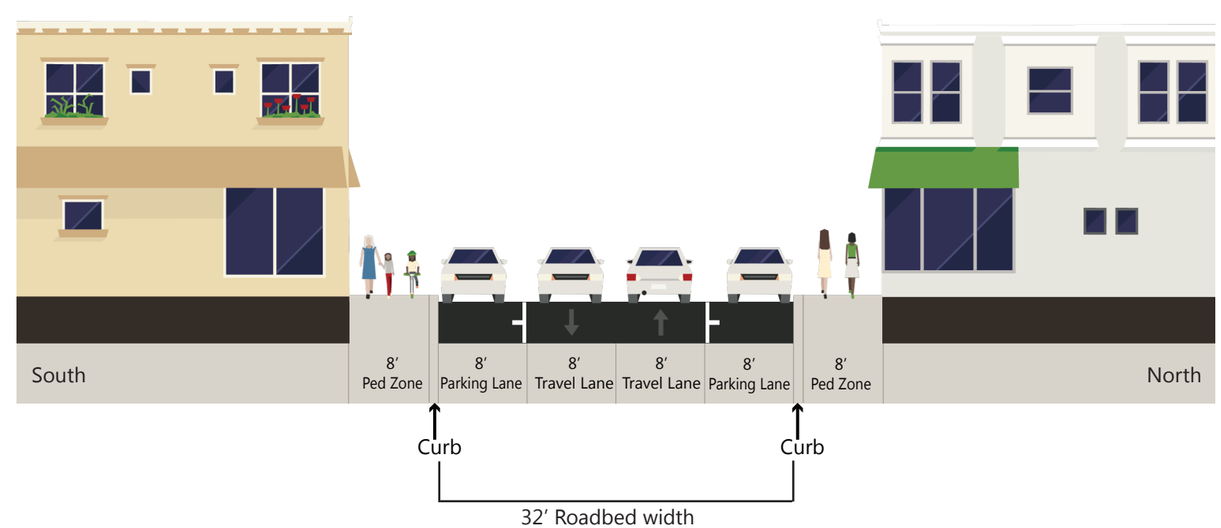
1 Segment from Route 9G to Clay Hill Road



2 Segment from 100' East of Clay Hill Road to 300' East of Montgomery Street



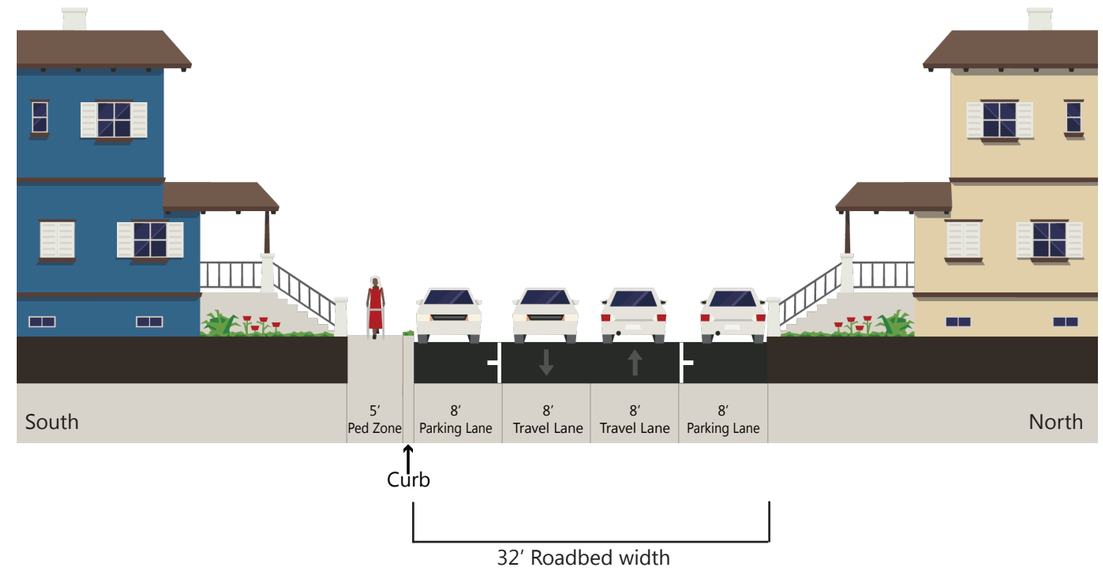
3 Segment from 300' East of Montgomery Street to Pine Street



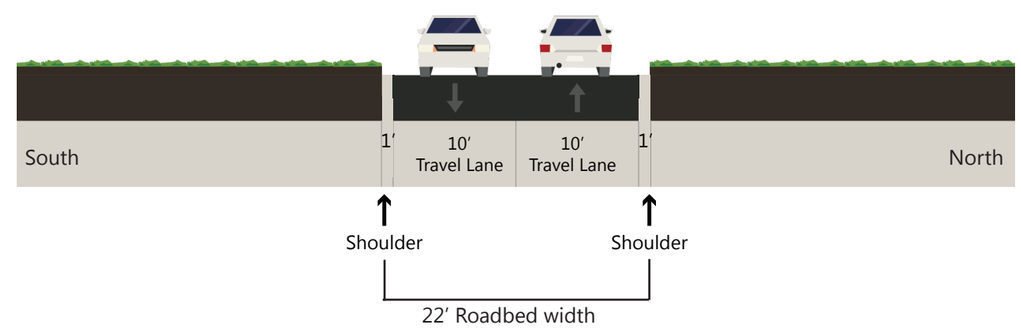
CR 78 (Broadway) Existing Typical Cross Sections
Figure 1-13

CR 78 (Broadway) Typical Cross-Sections

4 Segment from Pine Street to Woods Road



5 Segment from Woods Road to Diana Street (same as Segment 1)



CR 78 (Broadway) Existing Typical Cross Sections, Cont'd.
Figure 1-14

According to design criteria provided in Chapter 7 of NYSDOT's Highway Design Manual (Exhibit 7-8), for the curbed portions of CR 78 (Segments 2 through 4), a minimum travel lane width of 10-feet and a parking lane width of 8-feet are recommended. For the uncurbed portions of CR 78 (Segments 1 and 5), per Exhibit 7-4 of the HDM, a minimum 9-foot wide travel lane and a 2-foot wide shoulder are recommended. Comparing NYSDOT design criteria to the measured geometries in Table 1-8, the 8-foot travel lanes in Segments 3 and 4 are less than the recommended 10-foot minimum width and the 1-foot shoulders in Segments 1 and 5 are less than the recommended 2-foot width. The 10-foot wide travel lanes in Segments 1, 2 and 5 and the parking lanes in Segments 3 and 4 meet the minimum design standards.

The following is a description of the five typical cross sections along CR 78, moving from Route 9G to the Hudson River:

Segment 1 - Route 9G to Clay Hill Road

Between Route 9G and Clay Hill Rd, CR 78 is comprised of one 10-foot wide travel lane in each direction, separated by a double-yellow centerline, with paved shoulders measuring 1-foot wide, as shown in **Figure 1-15**. There are no sidewalks on this portion of CR 78.

Figure 1-15: *Segment 1, looking west along CR 78 between Route 9G and Clay Hill Road*

Segment 2 - Clay Hill Road to Montgomery Street/North Road

The portion of CR 78 from approximately 100 feet to the east of Clay Hill Rd to a point 300 feet east of Montgomery Street/North Road is made up of one 10-foot wide travel lane in each direction separated by a double-yellow centerline, 1-foot striped shoulders on each side of the street, and a 4-foot wide sidewalk on north side of road, as shown in **Figure 1-16**.

Figure 1-16: *Segment 2, looking west along CR 78 between Clay Hill Road and Montgomery Street*

Segment 3 - Montgomery Street/North Road to Pine Street

In this section of the corridor, beginning at a point 300-feet to the east of Montgomery Street through the downtown area of Tivoli, the road width expands from 22-feet wide to 32-feet wide to accommodate 8-foot wide unstriped parking lanes on both sides of the street. The travel lanes narrow to 8-feet and are separated by a double-yellow centerline. There is an 8-foot wide pedestrian zone with 4-foot sidewalks on both sides of the street, as shown in **Figure 1-17**.

Figure 1-17: *Segment 3, looking west along CR 78 between Montgomery St and Pine St*

Segment 4 - Pine Street to Woods Road

From Pine St to Woods Rd, as seen in **Figure 1-18**, the 8-foot wide travel and parking lanes continue, but there is a sidewalk only on the south side, measuring 5-feet wide.

Figure 1-18: *Segment 4, looking west along CR 78 between Pine Street and Woods Road*

Segment 5 - Woods Road to Diana Street

Moving west from Woods Road toward the Hudson River, the roadbed reduces in width from 32-feet to 22-feet, as shown in **Figure 1-19**. There is a single 10-foot wide travel lane in each direction separated by a double-yellow centerline, and a 1-foot wide striped shoulder. There is no parking or sidewalks.

Figure 1-19: *Segment 5, looking west along CR 78 between Woods Road and the Hudson River*

Vertical and Horizontal Alignments

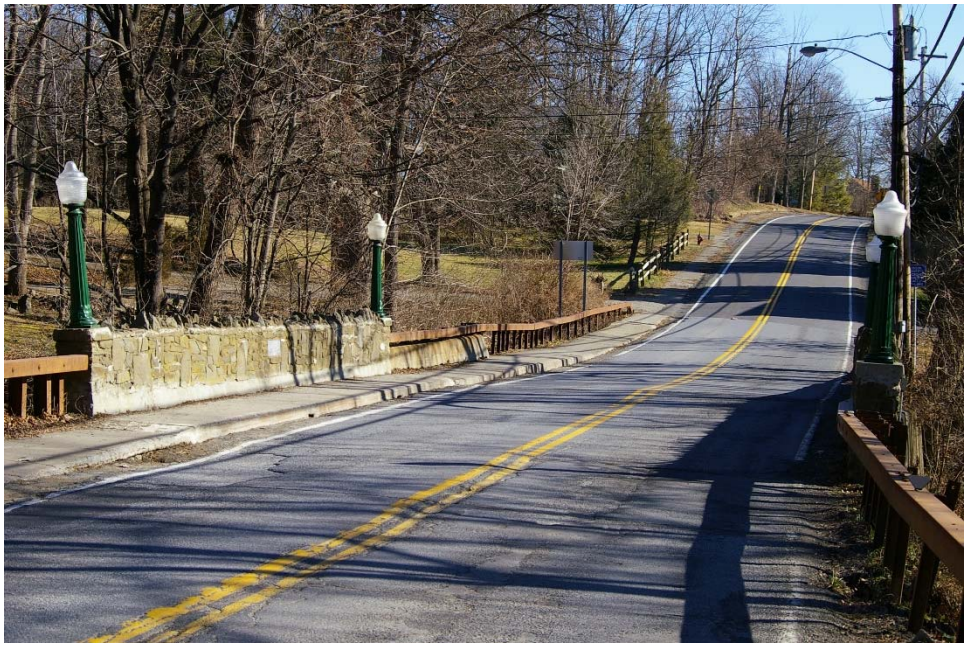
The vertical alignments along CR 78 were measured in order to identify the grades along the corridor. Measurements were taken beginning at Route 9G moving west toward the Hudson River. The grades are shown in Table 1-9.

Table 1-9: CR 78 Existing Corridor Grades

Location	Elevation Start (ft)	Elevation End (ft)	Elevation Change	Distance (ft)	Grade
From Route 9G to Clay Hill Road	148	142	-6	1,620	-0.4%
From Clay Hill Road to Stoney Creek	142	92	-50	625	-8.0%
From Stoney Creek to Montgomery St/North Road	92	150	58	710	8.2%
From Montgomery St/North Road to Hudson River	150	24	-126	4,090	-3.1%

As indicated in Table 1-9, the steepest grades are located on the approaches to Stoney Creek, shown in **Figure 1-20**, which sits at an elevation of 92 feet. To the west of Montgomery Street/North Road, the roadway slopes downhill towards the Hudson River.

Figure 1-20: *Grades along CR 78 at Stoney Creek (looking east)*



The horizontal alignment of CR 78 was measured to identify any areas where the curvature of the roadway would affect the safety of vehicles travelling at the posted speed limit. Desktop measurements of the horizontal curvature along the roadway indicate that the sharpest curve within the corridor is located at the intersection with Pine Street, with an inner radius of approximately 530 feet. At this location, the posted speed limit is 25 mph. According to AASHTO design guidelines, a minimum radius of 340 feet is sufficient to accommodate motorists travelling at 25 mph.

1.3 Study Area Intersections

There are 9 study intersections along the three corridors, with 7 study intersections on NYS Route 9G and one each on CR 103 and CR 78. Of the 9 study intersections, 2 are signalized (both on Route 9G) and 7 are unsignalized. The geometry at each intersection is described below.

Intersection 1 – CR 78 (Broadway) and Montgomery Street/North Road is a four-legged, all –way stop-controlled intersection located in the business district of Tivoli (see **Figure 1-21** below). Each approach to the intersection includes one travel lane in each direction. Parking is permitted on each intersection leg, except for the west side of North Road and Montgomery Street. Sidewalks are provided along each side of both roads and a stamped, contrasting color pedestrian crosswalk is provided across each leg.

Figure 1-21: *Aerial view of Intersection 1*

Source: Google Earth

Looking west on CR 78 at Montgomery St.

Intersection 2 – NYS Route 9G and CR 78 (West Kerley Corners Rd/Broadway) is a four-way intersection that is controlled by a flashing traffic signal with the red indications facing the CR 78 approaches and the yellow indications facing the NYS Route 9G approaches. Supplemental stop signs are also provided on the CR 78 approaches to increase driver awareness of the flashing red indications. Each approach to the intersection consists of a single travel lane in each direction and parking is not permitted on any approach leg, as shown in **Figure 1-22**. Sidewalks and crosswalks are not provided at this intersection.

Figure 1-22: *Aerial view of Intersection 2*

Source: Google Earth

Looking south on Route 9G at CR 78

Intersection 3 – NYS Route 9G and Kidd Lane is a three-legged, unsignalized intersection with a Stop sign controlling movements from Kidd Lane, as shown on **Figure 1-23**. Each approach provides one travel lane. Sidewalks and crosswalks are not provided at this intersection.

Figure 1-23: *Aerial view of Intersection 3*

Source: Google Earth

Looking east on Kidd Lane towards Route 9G

Intersection 4 – NYS Route 9G and CR 79 (Budds Corners Road) is a three-legged, unsignalized intersection with a Stop sign controlling movements on CR 79. CR 79 intersects NYS Route 9G at an acute angle as shown in **Figure 1-24.** Each approach provides one travel lane per direction and parking is not permitted on either roadway. Sidewalks and crosswalks are not provided at this intersection.

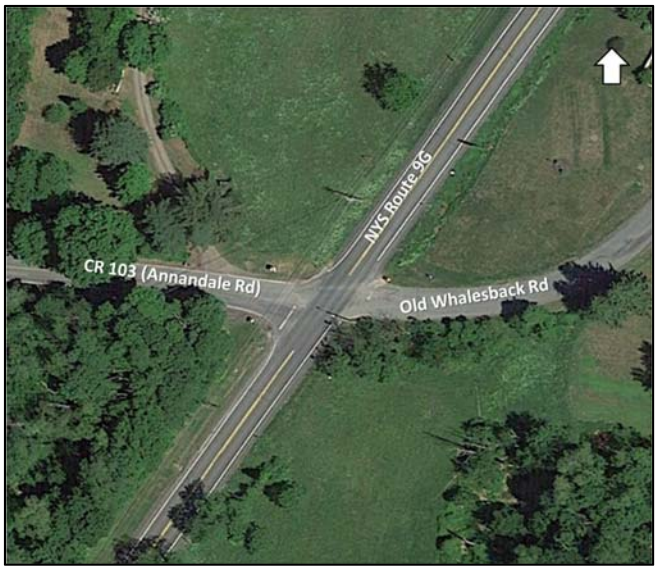
Figure 1-24: *Aerial view of Intersection 4*

Source: Bing Maps

Looking south on Route 9G at CR 79

Intersection 5 – NYS Route 9G and CR 103 (Annandale Rd)/Old Whalesback Rd is a four-legged, unsignalized intersection, as shown on **Figure 1-25**. Each approach provides a single travel lane per direction with movements on the CR 103 and Old Whalesback Road approaches controlled by a Stop sign. Sidewalks and crosswalks are not provided at this intersection.

Figure 1-25: *Aerial view of Intersection 5*



Source: Google Earth

Looking west at CR 103 (Annandale Rd) from Route 9G

Intersection 6 – NYS Route 9G and Entrance Road (Bard College) is a four-legged, unsignalized intersection with one travel lane on each approach, as shown in **Figure 1-26** below. Opposite the Entrance Road is the driveway to the Bard Alumni/ae Center and Two Boots restaurant. Exiting movements from the Bard College Entrance Road are controlled by a Stop sign. A crosswalk is provided within the parking lot of the Alumni/ae Center and a sidewalk is provided along the south side of the Entrance Road, to the west of the intersection. Sidewalks and crosswalks are not provided along Route 9G at this intersection.

Figure 1-26: *Aerial view of Intersection 6*

Looking north along Route 9G at Entrance Rd

Source: Google Earth

Intersection 7 – NYS Route 9G and Kelly Road/River Road is a four-legged, signalized intersection with one travel lane provided in each direction as shown on **Figure 1-27**. The intersection is controlled by a two-phase (north/south and east/west), semi-actuated traffic signal (the signal timing adjusts if traffic is detected on the Kelly Rd/River Rd approaches). Sidewalks and crosswalks are not provided at this intersection.

Figure 1-27: *Aerial view of Intersection 7*

Looking north along Route 9G at Kelly Rd/River Rd

Source: Google Earth

Intersection 8 – Route 103 (Annandale Road) and River Road form a triangle, with three separate unsignalized "T" intersections as shown in **Figure 1-28**. Each intersection is comprised of single lane approaches with the minor street movements controlled by either a Yield sign (on the Annandale Road approach to River Road) or Stop signs (on the River Road and Annandale Road approaches to CR 103). A sidewalk is provided along the west side of CR 103 (Annandale Road), however, there are no crosswalks at any of the intersections.

Figure 1-28: *Aerial view of Intersection 8*

Looking west along River Rd at Annandale Rd

Source: Google Earth

Intersection 9 – NYS Route 9G and NYS Route 199 (West Market Street) is a three-legged, signalized intersection as shown on **Figure 1-29.** Route 199, the east leg of the intersection, provides a single approach lane. The northbound Route 9G approach consists of two lanes: a through lane and an exclusive channelized right-turn lane, which is controlled by a Yield sign at Route 199. The southbound approach of Route 9G provides an exclusive left-turn lane and a through lane. The intersection is controlled by a three-phase, semi-actuated traffic signal which provides a protected phase for the southbound left-turn movement. Sidewalks and crosswalks are not provided at this intersection.

Figure 1-29: *Aerial view of Intersection 9*

Looking west along Route 199 at Route 9G

Source: Google Earth

1.4 Traffic Volumes

Traffic volume data were collected along the three study corridors and at the nine study intersections, as described in detail below.

1. **Traffic Volumes along Study Corridors**

   Historical traffic volume data for the year 2013 was obtained from the NYSDOT's Traffic Data Viewer website. More recent (2014) traffic volume data was provided by the PDCTC. The NYSDOT provides hourly automatic traffic recorder (ATR) counts and estimates of Average Annual Daily Traffic volumes (AADT) at various locations throughout the state. The PDCTC collects counts every three years at locations around the county. The ATR counts also include vehicle classification and travel speed information. The most recent AADT volumes and vehicle classification information for the study area corridors are summarized below in Table 1-10. Copies of the ATR counts are provided in Appendix 1.

Table 1-10: Average Annual Daily Traffic Volumes

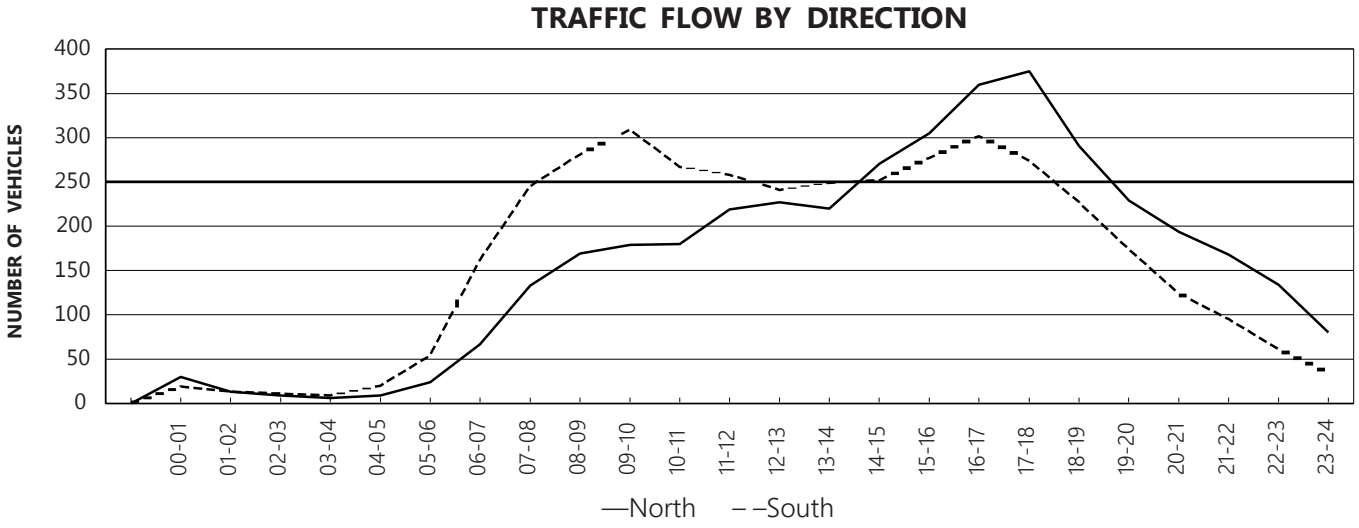
ATR Count Location	AADT	Year	Heavy Vehicle Percentage
NYS Route 9G			
0.75 miles north of CR 78 (Broadway/W. Kerley Corners Rd)	4,862	2014	5.7%
Between CR 78 and Kelly Rd - 0.02 miles south of Kidd Ln	7,144	2014	4.4%
Between Kelly Rd and Route 199 - 0.25 miles south of Kelly Rd	7,994	2014	5.7%
CR 103 (Annandale Rd)			
Between Route 9G and Cruger Island Road - 0.25 miles west of Route 9G	1,840	2013	4.4%
	1,900	2014	3.9%
Between Cruger Island Road and Kelly Road - 0.26 miles north of Annandale Rd/River Rd Triangle	2,892	2013	3.4%
	2,990	2014	4.1%
Between Kelly Rd and CR 82 - 0.25 miles north of CR 82	1,805	2014	2.0%
CR 78 (Broadway/W. Kerley Corners Rd)			
Between Route 9G and Montgomery St - 900 feet west of Route 9G	2,258	2013	3.6%
Between Montgomery St and Hudson River - 0.6 miles west of Montgomery St	217	2014	0.5%

Note: 2013 data obtained from NYSDOT; 2014 data obtained from PDCTC.

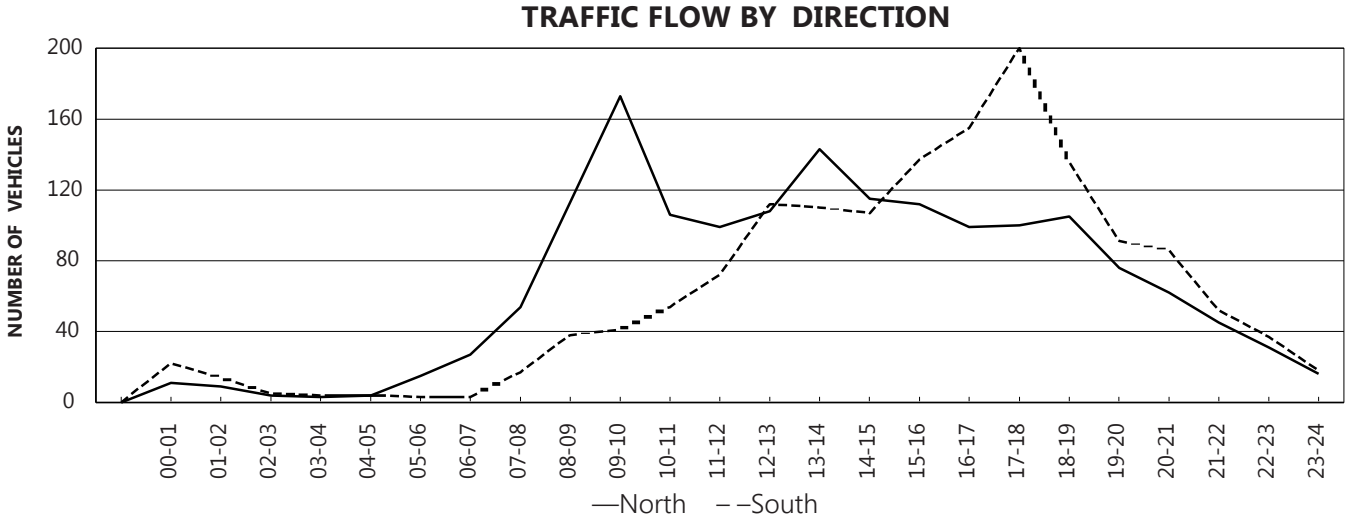
As indicated in Table 1-10, the highest daily volume in the study area occurs along Route 9G between Kelly Road and Route 199 with an AADT of approximately 8,000. This is 3,100 vehicles more than on Route 9G north of CR 78 (Broadway/W. Kerley Corners Rd). The busiest section of CR 103 is in the vicinity of Bard College with approximately 3,000 vehicles on an average day. For CR 78, the busiest section is between Montgomery Street and Route 9G with approximately 2,300 vehicles. In terms of vehicle classification, the highest percentage of heavy vehicle traffic occurs on Route 9G with 5.7 percent.

The hourly traffic flow for the three study corridors is shown graphically in **Figure 1-30,** below.

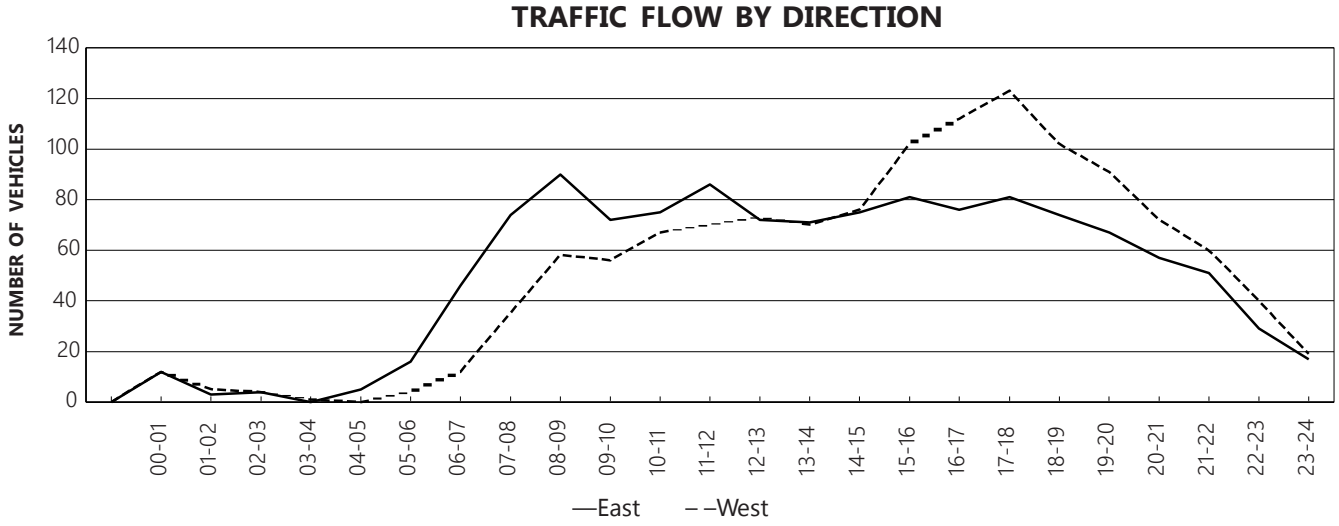
Route 9G, near Kidd Ln



CR 103, north of River Rd triangle



CR 78, west of Route 9G



As indicated in Figure 1-30, on each corridor, the evening traffic flows are higher than the morning or midday traffic flows with the peak hour on each roadway occurring at 5:00 PM.

2. Traffic Volumes at the Study Intersections

To supplement the NYSDOT and PDCTC traffic volumes, which only include through traffic at midblock locations, VHB conducted manual turning movement counts at the nine study intersections in April 2015 (see Appendix 2). The counts included classification (trucks and buses), and tallies of pedestrians and bicyclists. The counts were conducted during the Weekday AM and PM peak periods on April 23, 2015 and during the Saturday midday peak period on April 25, 2015. The traffic counts were tabulated and the combined volumes for all intersections indicate that the peak hours occur from 8:15 to 9:15 AM and 4:45 to 5:45 PM on weekdays, and from 1:00 to 2:00 PM on Saturday. The peak hours at some intersections occurred at different times than the overall peak hours, although the difference in volumes is not considered significant.

A review of the peak hour volumes, shown in Table 1-11 below and in **Figures 1-31 to 1-34**, revealed that the highest volume locations within the study area occur along Route 9G at the intersections with Route 199 (West Market Street) and Kelly Road. The highest traffic activity occurs during the PM peak hour at all study locations with the exception of the CR 78 (Broadway) and Montgomery St/North Rd intersection where the Saturday peak hour volumes are highest. Overall, the AM peak hour volumes are 76 percent of the PM volumes. The Saturday peak hour volumes represent 85 percent of the PM volumes.

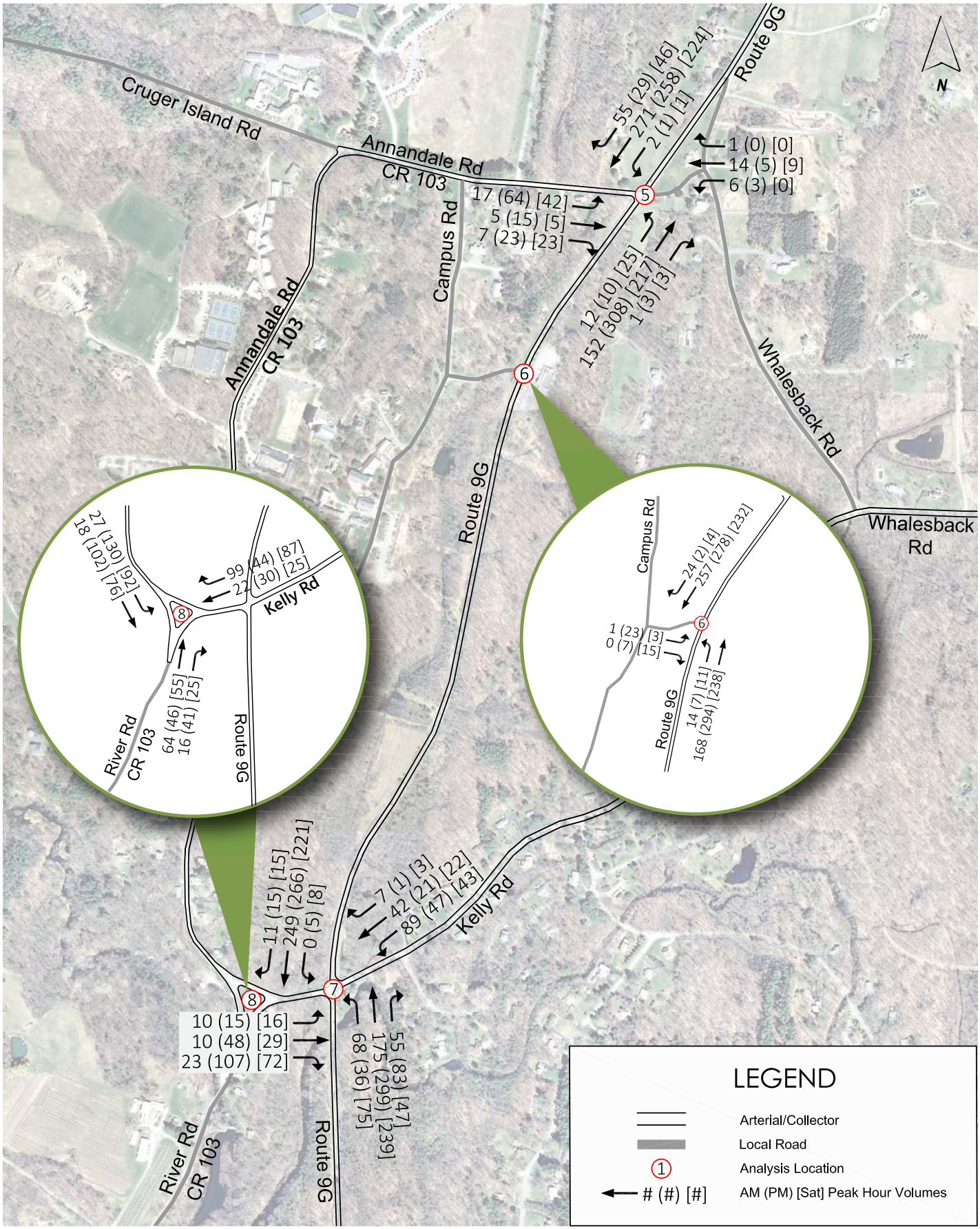
Table 1-11: 2015 Intersection Peak Hour Traffic Volumes

Intersection Number	Intersection	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
1	CR 78 (Broadway) & Montgomery Street/North Road	216	235	257
2	Route 9G & CR 78 (West Kerley Corners Road/Broadway)	570	767	615
3	Route 9G & Kidd Lane	554	739	595
4	Route 9G & CR 79 (Budds Corners Road)	574	740	596
5	Route 9G & CR 103 (Annandale Road)/ Old Whalesback Road	543	719	595
6	Route 9G & Entrance Road (Bard College)	464	611	503
7	Route 9G & Kelly Road/River Road	739	943	790
8	CR 103 (Annandale Rd) & River Road Triangle	268	423	385
9	Route 9G & Route 199 (W. Market St.)	933	1,207	1,090

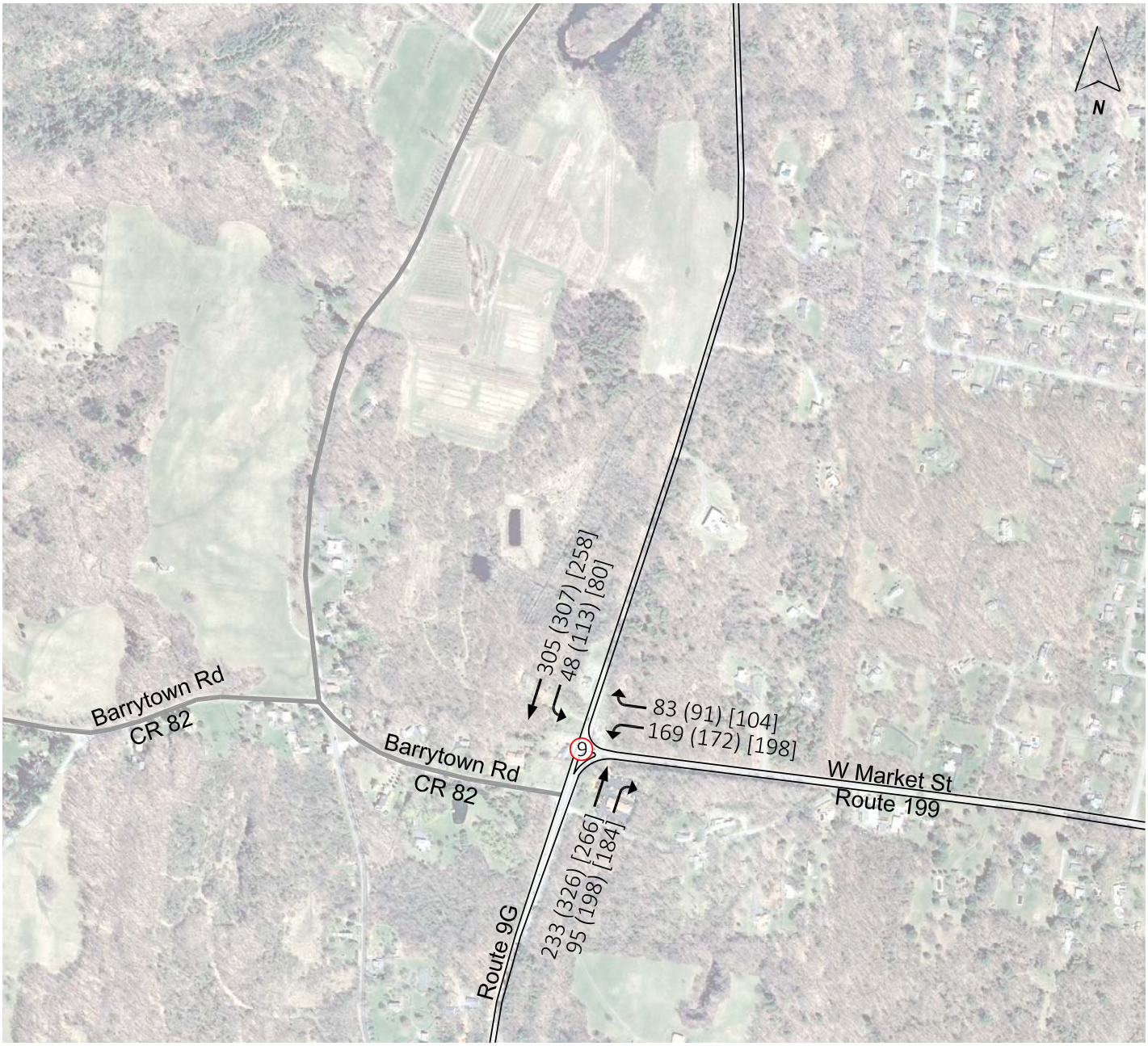
Note: Volumes represent peak hour vehicle totals for each intersection. Volumes at the CR 103/River Rd triangle intersection represent total volumes entering the triangle. Intersection numbers match those shown on Figures 20-23.

Existing Peak Hour Traffic Volumes
Figure 1-31

Existing Peak Hour Traffic Volumes, cont.
Figure 1-32



Existing Peak Hour Traffic Volumes, cont.
Figure 1-33



LEGEND

	Arterial/Collector
	Local Road
1	Analysis Location
# (#) [#]	AM (PM) [Sat] Peak Hour Volumes

Existing Peak Hour Traffic Volumes, cont.
Figure 1-34

According to classification counts at the study intersections, approximately 3 to 6 percent of vehicles are classified as heavy vehicles (trucks with six or more tires or buses) during the AM peak hour. Slightly lower percentages occur during the PM peak hour (1 to 4 percent) and Saturday peak hour (1 to 2 percent). The 2014 statewide average percentage for heavy vehicles on collector roadways ranges from 4.3 percent to 8.1 percent; therefore the percentages observed at the study locations do not indicate excessive heavy vehicle traffic. The heavy vehicle percentages for each intersection are summarized in Table 1-12 and a detailed summary of heavy vehicle percentages by approach is provided in Appendix 3.

Table 1-12: Summary of Heavy Vehicle Percentages

Intersection	HV Percentage		
	AM	PM	Sat
CR 78 (Broadway)/Montgomery St/North Rd	6%	1%	1%
Route 9G & CR 78 (West Kerley Corners Rd/Broadway)	5%	3%	1%
Route 9G & Kidd Ln	4%	4%	2%
Route 9G & CR 79 (Budds Corners Rd)	5%	4%	2%
Route 9G & CR 103 (Annandale Rd/Old Whalesback Rd)	4%	3%	1%
Route 9G & Entrance Rd (Bard College)	3%	3%	2%
Route 9G & Kelly Rd/River Rd	3%	3%	1%
CR 103 (Annandale Rd) and River Road	4%	1%	2%
Route 9G & Route 199 (West Market St)	5%	3%	1%

3. Pedestrian and Bicyclist Activity

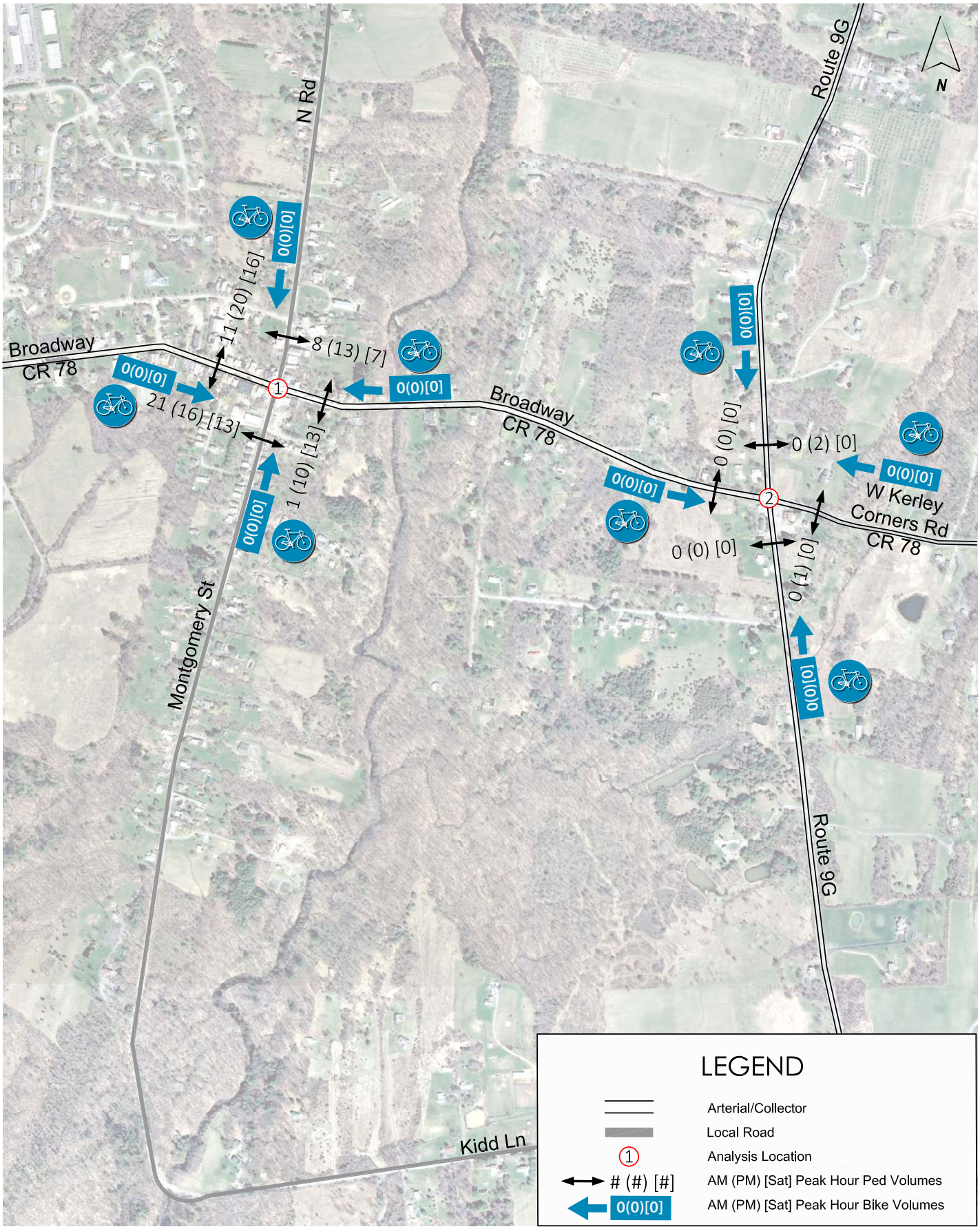
The April 2015 turning movement counts included tallies of pedestrian and bicyclist activity at each study location. Pedestrians were counted when crossing an intersection while the tally of bicyclists included those approaching and crossing an intersection. During the peak hours, the data show some activity at six of the nine study locations, as detailed in **Figures 1-35 through 1-38**. The locations without any recorded peak hour pedestrians or bicyclists are Route 9G & Kidd Lane; Route 9G & CR 79 (Budds Corner Road) and Route 9G & Route 199 (West Market Street). The pedestrian and bicyclist counts are summarized in Table 1-13 below.

Table 1-13: Summary of Pedestrian and Bicyclist Peak Hour Counts

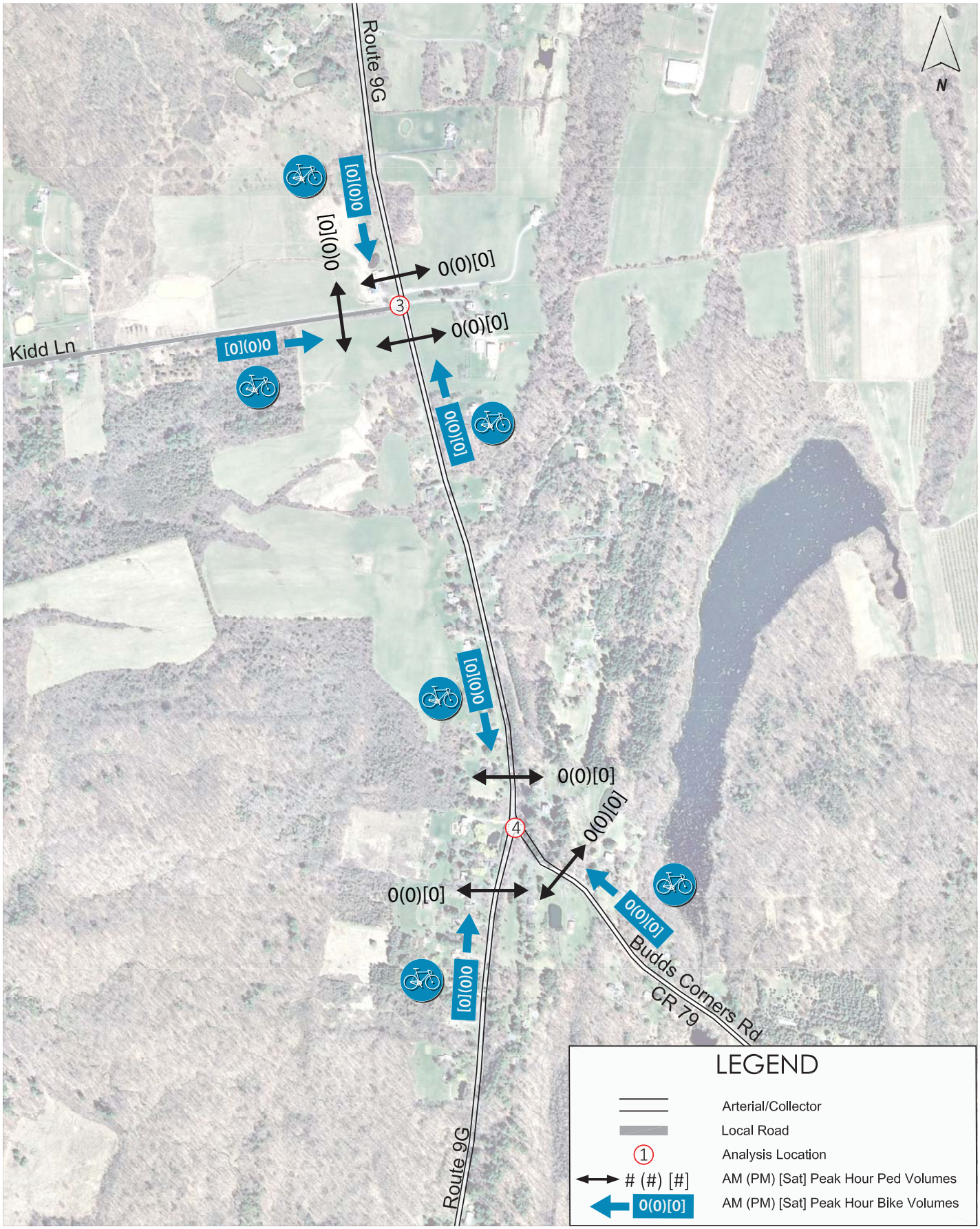
Intersection	AM Peds/Bikes	PM Peds/Bikes	Sat Peds/Bikes
CR 78 (Broadway)/Montgomery St/North Rd	41/0	59/0	49/0
Route 9G & CR 78 (West Kerley Corners Rd/Broadway)	0/0	3/0	0/0
Route 9G & Kidd Ln	0/0	0/0	0/0
Route 9G & CR 79 (Budds Corners Rd)	0/0	0/0	0/0
Route 9G & CR 103 (Annandale Rd)/Old Whalesback Rd	0/1	1/0	3/0
Route 9G & Entrance Rd (Bard College)	0/0	2/0	1/0
Route 9G & Kelly Rd/River Rd	0/1	1/1	0/0
CR 103 (Annandale Rd) and River Road	0/1	3/2	5/3
Route 9G & Route 199 (West Market St)	0/0	0/0	0/0

Note: Pedestrian and Bicyclist volumes are for the vehicle peak hours of 8:15-9:15 AM, 4:45-5:45 PM, and Saturday 1:00-2:00 PM.

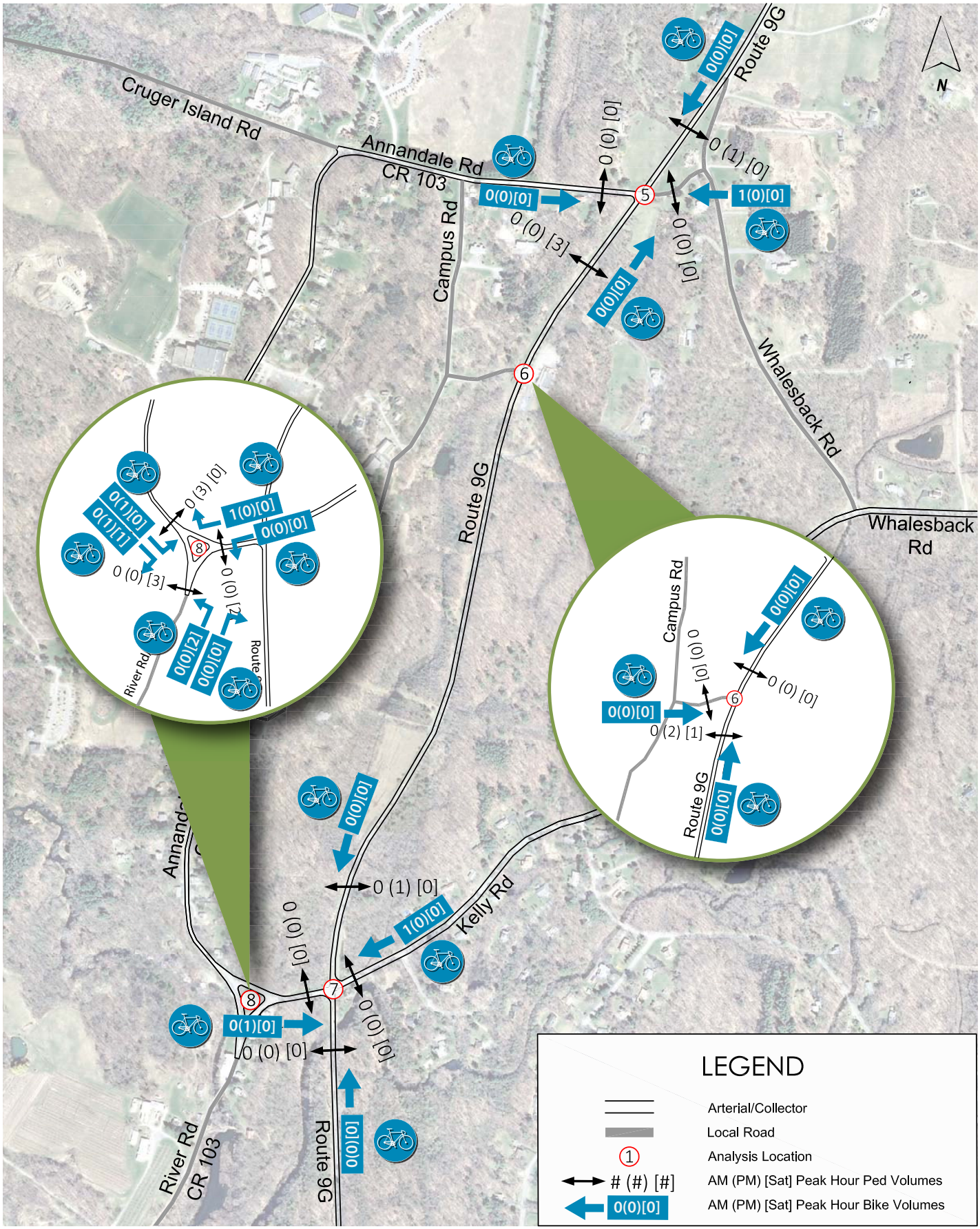
As indicated in the table, the intersection with the highest number of pedestrians recorded (by far) was the CR 78 (Broadway) intersection with Montgomery Street and North Road in downtown Tivoli. A total of 41 pedestrians were counted during the AM peak hour, 59 during the PM peak hour and 49 during the Saturday peak hour. All other intersections had 5 or fewer pedestrians during any peak hour. Only a handful of bicyclists (3 or fewer) were observed at any study location, with the highest number (3) being at the CR 103 and River Road triangle intersection.



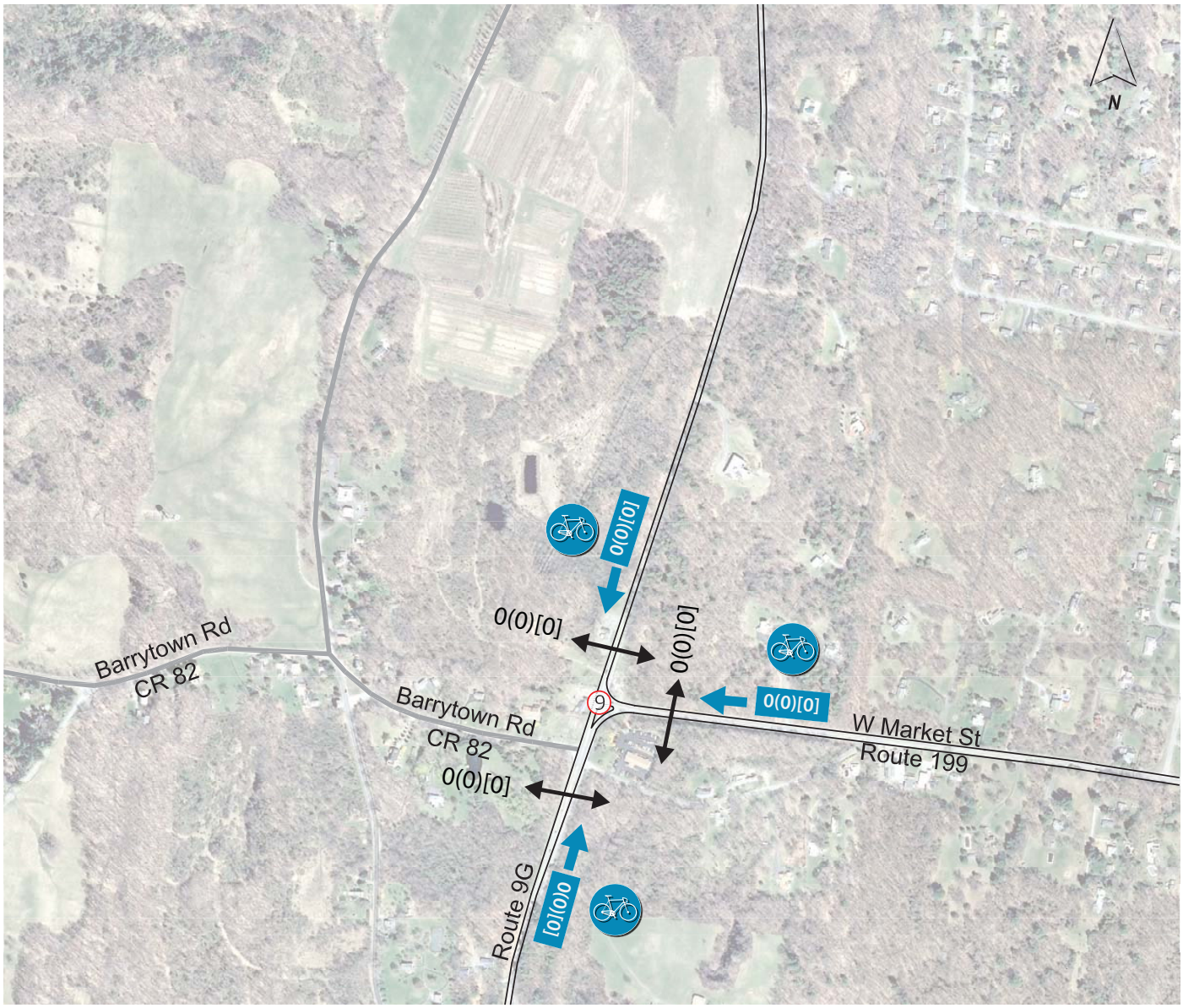
Existing Peak Hour Pedestrian and Bike Volumes
Figure 1-35



Existing Peak Hour Pedestrian and Bike Volumes, cont.
Figure 1-36



Existing Peak Hour Pedestrian and Bike Volumes
Figure 1-37



LEGEND

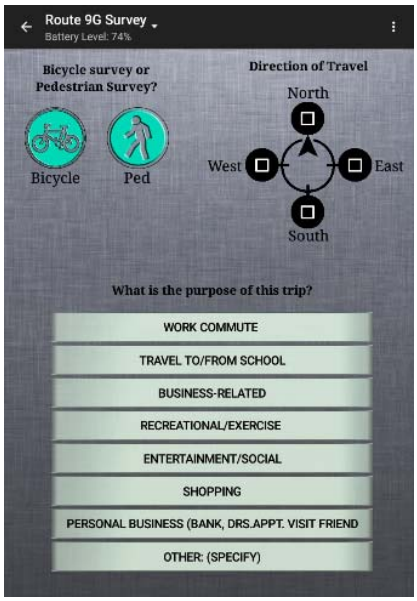
	Arterial/Collector
	Local Road
1	Analysis Location
# (#) [#]	AM (PM) [Sat] Peak Hour Ped Volumes
0(0)[0]	AM (PM) [Sat] Peak Hour Bike Volumes

Existing Peak Hour Pedestrian and Bike Volumes, cont.
Figure 1-38

4. Pedestrian and Bicyclist Origin-Destination Surveys

Pedestrian and cyclist origin-destination surveys were conducted on Friday May 14, 2015 at the following four locations selected by the Advisory Committee:

- Route 9G at West Kerley Corners Road/Broadway
- Route 9G at CR 103 (Annandale Road)/Old Whalesback Road
- Route 9G at Kelly Road/River Road
- CR 103 (Annandale Road) at River Road Triangle



A fifth location, NYS Route 9G at NYS Route 199 (West Market Street) was also selected by the Advisory Committee, however, on the day of the surveys, pedestrian activity at that intersection was non-existent and the few cyclists passing by did not want to participate. The surveys were conducted during weekday morning (7:00 to 11:00 AM), midday (noon to 4:00 PM) and evening (6:00 to 10:00 PM) peak periods by field interviewers that were stationed at the survey locations. As pedestrians or bicyclists approached, surveyors would ask if they would be willing to participate in a brief interview about walking or biking in the area. The survey questions were programmed into a survey application that was loaded on Google Nexus tablets. The questions included trip origin, destination, trip purpose and frequency, and home zip code. The survey took a minute or two to complete and responses were recorded on the tablets. In total, there were 53 survey participants: 29 pedestrians and 24 bicyclists.

For trip purposes, the surveys indicated that 47 percent of the trips were to/from school, 43 percent of the trips were for recreational/exercise purposes, 8 percent were related to entertainment/social purposes and 2 percent were for personal business. Of the 29 pedestrians surveyed, 62 percent said they walked daily (4-5 times per week), while 42 percent of the cyclists said they ride on a daily basis.

For the trip origins and destinations, Annandale-on-Hudson had the highest percentage of trip origins (47 percent) and destinations (54 percent) followed by Red Hook (34 percent/19 percent) and Tivoli (15 percent/19 percent). All other locations, which are further from the study area (such as Rhinebeck and New Windsor) were cited on only 2 percent of the surveys. A detailed summary of the origin–destination surveys is provided in Appendix 4.

1.5 Intersection Analysis

To quantify existing operating conditions at the study intersections, detailed intersection capacity analyses were prepared using Synchro software (version 8) and the existing Weekday AM, Weekday PM, and Saturday peak hour traffic volumes. The term "level of service" (LOS) is used to denote the operating conditions that occur at an intersection under various traffic volume loads. LOS designations range from A to F, with LOS A representing free-flowing operating conditions and LOS F representing congested operating conditions. LOS D is generally considered acceptable during peak hours, LOS E indicates that the intersection or approach is operating at or near capacity and LOS F represents over-capacity conditions.

Level of Service designations are reported differently for signalized and unsignalized intersections. For signalized intersections, LOS is reported for the entire intersection (based on a weighted average of the average delay on each of the individual approaches), as well as for the individual approaches. For unsignalized intersections, since mainline through traffic typically experiences minimal delays, LOS designations are reported based on delay for only for the movements which are required to stop or yield to other vehicles. The LOS thresholds for signalized and unsignalized intersections are shown in Table 1-14.

Table 1-14: Intersection Level of Service Criteria

Level of Service	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
LOS A	0.00-10.00	0.00-10.00
LOS B	10.01-20.00	10.01-15.00
LOS C	20.01-35.00	15.01-25.00
LOS D	35.01-55.00	25.01-35.00
LOS E	55.01-80.00	35.01-50.00
LOS F	>80.00	>50.00

Table 1-15 below summarizes results of the level of service analyses at the study locations. Copies of the Synchro analysis worksheets are provided in Appendix 5.

Table 1-15: Intersection Level of Service Summary

Intersection	Approach	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		LOS	Delay	LOS	Delay	LOS	Delay
Unsignalized Intersections							
1. CR 78 (Broadway) /Montgomery St/North Rd	EB	A	7.8	A	7.5	A	7.7
	WB	A	7.6	A	7.9	A	7.7
	NB	A	7.5	A	7.2	A	7.6
	SB	A	7.6	A	7.5	A	7.7
2. Route 9G & CR 78 (West Kerley Corners Rd/Broadway)	EB	B	11.4	B	13.2	B	11.4
	WB	B	14.4	C	18.9	C	15.3
	NB	A	1.8	A	2.5	A	2.4
	SB	A	0.4	A	0.4	A	0.5
3. Route 9G & Kidd Ln	EB	B	10.7	B	10.9	B	10.1
	NB	A	0.7	A	0.6	A	1.0
	SB	A	0.0	A	0.0	A	0.0
4. Route 9G & CR 79 (Budds Corners Rd)	WB	A	9.9	B	11.7	B	10.3
	NB	A	0.0	A	0.0	A	0.0
	SB	A	1.0	A	1.2	A	1.1
5. Route 9G & CR 103 (Annandale Rd/Old Whalesback Rd)	EB	B	13.0	C	16.3	B	13.7
	WB	B	13.1	C	15.0	B	13.9
	NB	A	0.7	A	0.3	A	1.0
	SB	A	0.1	A	0.0	A	0.0
6. Route 9G & Entrance Rd (Bard College)	EB	B	11.9	B	13.1	B	10.2
	NB	A	0.7	A	0.2	A	0.4
	SB	A	0.0	A	0.0	A	0.0
8. CR 103 & (Annandale Rd)/ River Rd Triangle (1)	East	A	9.1	A	9.8	A	9.5
	North	A	9.1	A	9.0	A	9.0
	South	A	9.1	A	9.7	A	9.5
Signalized Intersections							
7. Route 9G & Kelly Rd/River Rd	EB	B	13.7	B	17.2	B	16.2
	WB	C	33.1	C	33.3	C	28.8
	NB	A	5.9	A	5.0	A	4.5
	SB	A	5.5	A	4.3	A	3.7
Overall Intersection		B	11.3	A	9.0	A	8.1
9. Route 9G & Route 199 (West Market St)	WB	C	29.7	C	28.6	C	29.8
	NB	B	12.9	B	13.9	B	12.8
	SB	A	7.4	A	7.4	A	7.6
Overall Intersection		B	15.4	B	14.8	B	15.9

Note: (1) At CR 103 triangle intersection with River Road, LOS for "East" = minor street left-turn at eastern corner of triangle, "North" = minor street left-turn at northern corner and "South" = minor street left-turn at southern corner. These are the approaches controlled by Stop or Yield signs.

As can be seen in the table, all of the intersections within the study area currently experience good levels of service during each peak hour. All minor street movements at unsignalized intersections

operate at acceptable level of service "C" or better. The two signalized Route 9G intersections (with Kelly Road and with Route 199) experience level of service A or B with overall delays averaging no more than 15.9 seconds. These conditions indicate that the available capacity of the corridor considerably exceeds peak vehicular demand.

1.6 Travel Speeds

The daily traffic volume information provided by NYSDOT and PDCTC (see Table 1-10) also includes measurements of vehicle travel speeds at the surveyed locations. The speed measurements identify the average, 50th percentile and 85th percentile speeds, as summarized below in Table 1-16.

Table 1-16: Existing Corridor Speeds

Location	Date	Direction	Speed			Speed Limit (1)
			Avg	50th %	85th %	
Route 9G						
0.75 miles north of CR 78 (Broadway/W. Kerley Corners Rd)	August 2014	NB	52.5	52.6	57.9	55
		SB	54.6	54.7	60.1	
Between CR 78 and Kelly Rd - 0.02 miles south of Kidd Ln	August 2014	NB	51.0	52.4	58.5	55
		SB	49.7	50.8	56.7	
Between Kelly Rd and Route 199 – 0.25 miles south of Kelly Rd	July 2014	NB	53.5	53.3	59.1	55
		SB	50.1	50.0	55.4	
CR 103						
Between NYS Route 9G and Cruger Island Road - 0.25 miles west of Route 9G	May 2013	EB	30.3	30.5	37.5	30 (2)
		WB	29.8	30.5	37.8	
	May 2014	EB	26.8	29.2	35.4	30 (2)
		WB	27.6	29.8	36.7	
Between Cruger Island Road and Kelly Road - 0.26 miles north of River Rd Triangle	May 2013	NB	33.5	33.5	39.3	30 (2)
		SB	32.2	32.1	38.4	
	May 2014	NB	20.4	23.5	29.4	30 (2)
		SB	22.8	25.3	30.8	
Between Kelly Rd and CR 82 - 0.25 miles north of CR 82 (Barrytown Rd)	May 2014	NB	41.3	42.8	48.6	40
		SB	39.0	40.7	45.7	
CR 78						
Between NYS Route 9G and Montgomery St - 900 feet west of NYS Route 9G	June 2013	EB	36.4	36.5	42.5	40 (3)
		WB	35.6	35.5	41.5	
Between Montgomery St and Hudson River - 0.6 miles west of Montgomery St	June 2014	EB	32.5	33.6	39.2	30
		WB	33.4	34.5	39.7	

Note: (1) Speed limit is what was posted at the time of the data collection.
(2) Current speed limit on CR 103 near Bard College is 25 mph.
(3) Current speed limit on CR 78 (Broadway) at this location is 30 mph.

The 85th percentile speed (the speed at or below which 85 percent of all vehicles travel) is typically used by regulating agencies to determine the appropriate speed limit on a roadway. The notable findings in Table 1-16 for each study corridor are summarized below.

- NYS Route 9G - At the three locations on Route 9G, which all have posted speed limits of 55 mph, the 85th percentile speed varies from 55 to 60 mph.
- CR 103 - The 2013 and 2014 measurements at two of the locations along CR 103 were conducted prior to the roadway's recent change in posted speed from 30 mph to 25 mph. With the exception of the May 2014 survey along northbound CR 103 north of the River Road triangle, the 85th percentile speeds were between 0.8 mph and 9.3 mph above the posted 30 mph speed limit.
- CR 78 - The 2013 measurements at the CR 78 location closest to Route 9G was conducted prior to the roadway's change in posted speed from 40 mph to 30 mph. At this location, the 85th percentile speed is approximately 2 mph above the 40 mph posted speed. At the location to the west of Montgomery Street, the 85th percentile speed exceeds the 30 mph posted speed by approximately 10 mph in each direction.

Traffic volume and speed data are collected by PDCTC every three years at the same locations. It is recommended that the PDCTC's future (2017) speed data be evaluated to determine if the recently lowered speed limits on CR 103 and CR 78 have resulted in lower operating speeds.

1.7 Public Transit

There are two transit systems serving the study area, Dutchess County Public Transit and the Bard College shuttle, which are described below.

1. Dutchess County Public Transit - Bus Route C

The Dutchess County Division of Public Transit operates public bus routes within the county. One of these routes, Route C, operates within the study area. The Route C bus runs between Poughkeepsie and Tivoli from Monday through Saturday making stops in Red Hook, Rhinebeck, Staatsburg and Hyde Park. The Route C bus provides service to the Metro-North Railroad's Poughkeepsie station and provides connections to other bus routes within the county (Routes A, B, D, E and F) at the Main Street and Market Street transit hub in Poughkeepsie.

Within the study area, designated bus stops are located at or within 500 feet of seven of the nine study intersections. In Tivoli, the Route C bus stops are at the intersection of Pine Street and Katherine Lane, at the US Post Office on CR 78 (Broadway) and at the CR 78 intersection with Route 9G. Bus stops along Route 9G are located at the intersections with CR 103 (Annandale Road), Bard College Entrance Road, Kelly Road/River Road and Route 199 (West Market Street). Study intersections without designated bus stops are at the NYS Route 9G intersections with Budds

Corners Road and Kidd Lane. Buses will also stop in between designated stops if requested by a passenger or person waiting on the road.

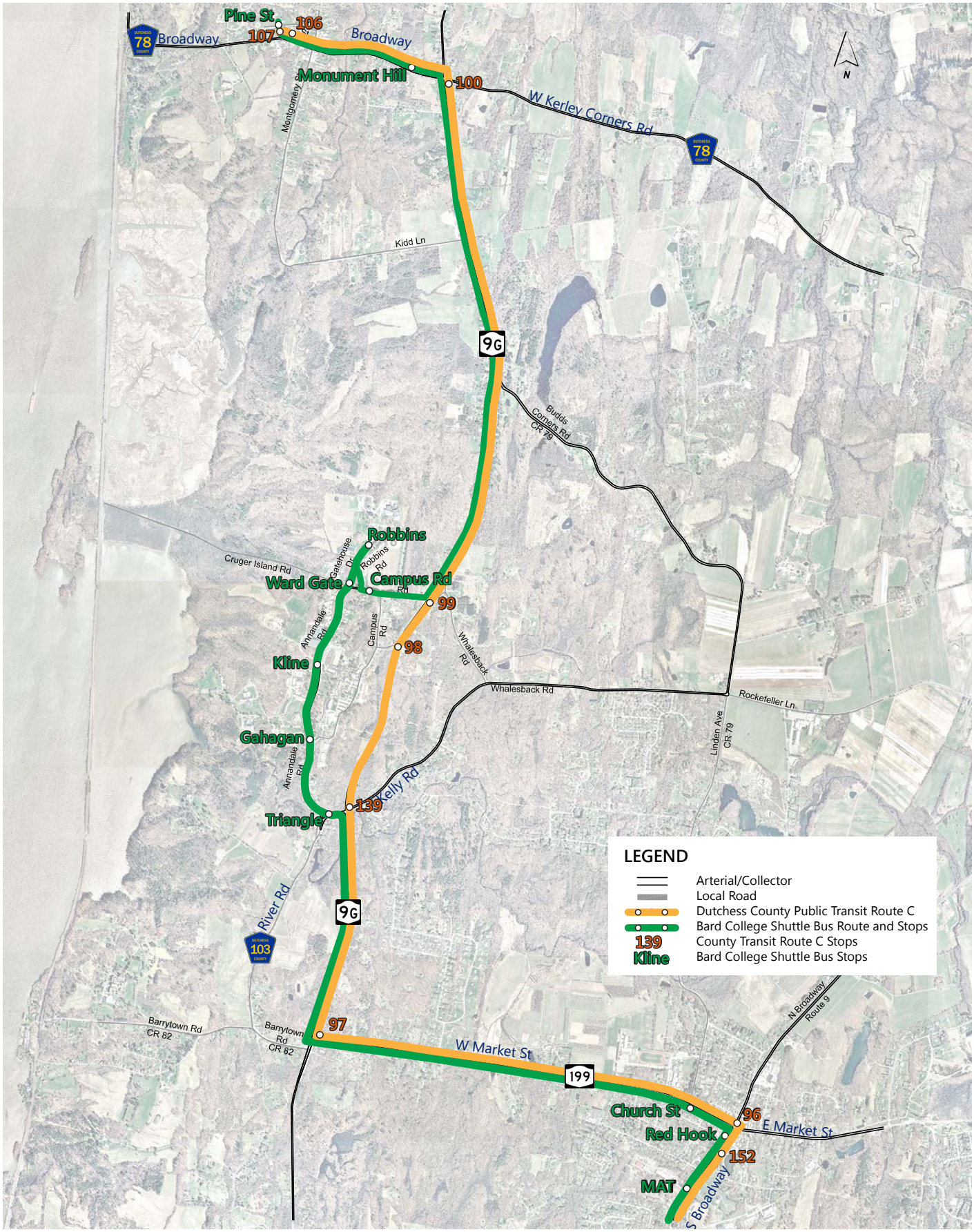
From Monday to Saturday, there are 8 northbound buses and 8 southbound buses each day, with 4 morning trips and 4 afternoon/evening trips in each direction. Standard fare is $1.75 per trip, with lower fares ($0.75) for students, seniors, children and disabled. The Route C bus schedule is provided in Appendix 6.

The Dutchess County Division of Public Transit also provides complementary ADA Paratransit services for eligible residents who live within ¾ of a mile of the Loop C bus route and who cannot use the fixed route bus. The service is available during the days and time periods that the Route C bus operates.

2. Bard College Shuttle

The Bard Shuttle provides service between the college and Red Hook and Tivoli for Bard College students, faculty and staff members only, and requires valid Bard ID to board. The shuttle runs seven days a week. Weekday and weekend schedules are included in Appendix 6. Special service is also provided during the summer and on move-in days. During the fall and spring semesters, special train shuttles are provided on weekends to Metro North Railroad's Poughkeepsie station and Amtrak's Rhinecliff-Kingston rail station.

Figure 1-39 shows the Dutchess County Route C and Bard College Shuttle routes and stops within the study area.

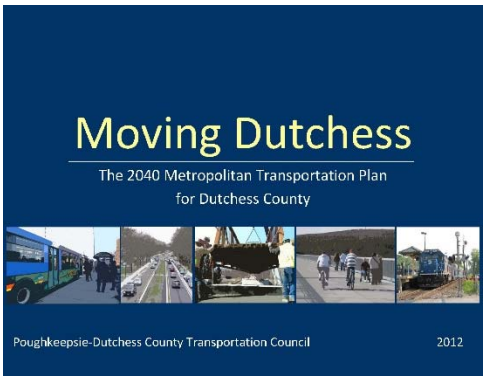


Bus Routes and Stops
Figure 1-39

1.8 Previous Studies

VHB reviewed two previous PDCTC studies that considered transportation and safety issues within the study area. A description of each of the studies and the recommendations and conclusions relative to the Upper Route 9G CMP are provided below and a copy of the pertinent chapters from the two studies are provided in Appendix 7.

1. Moving Dutchess



Moving Dutchess (effective January 3, 2012) is the fifth long-range Metropolitan Transportation Plan (MTP) of the PDCTC and provides a framework for addressing the county's transportation needs and priorities through 2040. The MTP supports the PDCTC's mission to provide the resources (funding) and tools (planning) necessary to build and maintain a transportation system that promotes the safe and efficient movement of people and goods in a sustainable manner. *Moving Dutchess* includes a discussion on the characteristics and special needs of five geographical sub- areas within the county, which were established through an assessment of development patterns, travel characteristics, and demographic profiles. The Upper Route 9G CMP study area is included in the MTP's Upper Hudson planning area. Chapter 8 of the MTP identified the following needs and priorities specific to the study area:

a. Access Management

- Require new developments to have interconnected parking lots, internal service roads, and/or shared access on State and County roads to reduce the number of driveways.

b. Transit Recommendations

- Create a new fixed route to serve the Route 199 corridor between the Tivoli-Red Hook and Millerton-North East areas.
- Install bus stop shelters at bus stops in the Town of Red Hook
- Provide more frequent Dutchess County Public Transit[1] bus service in Red Hook
- Provide more transportation options for seniors
- Encourage alternate forms of transportation such as bikes, public buses, a Bard-Tivoli-Red Hook shuttle, and jitney services (Tivoli). Expand Dutchess County Public Transit service to provide a small circulator system in Red Hook. (Note: Bard College provides a jitney service for students, travelling between Bard, Tivoli, and Red Hook for students. This type of service should be expanded for seniors and include Rhinebeck).
- Provide better information about LOOP bus service—where stops are, schedules, etc.

c. Sidewalks/Pedestrian Facilities

- Create sidewalks in Tivoli Acres, on Woods Rd and on Broadway from the riverfront on the west to Route 9G on the east.

[1] The Dutchess County Public Transit bus service was formerly known as LOOP.

- Promote the construction of sidewalks on one side of Broadway and other major streets with higher densities in the Village of Tivoli.
- Install pedestrian right-of-way signs and crosswalks in the Village of Tivoli business district.
- Provide a network of sidewalks and trails throughout the Town of Red Hook.

d. Multi-use Trails and Bicycle Facilities

- Complete the Greenway trail along the Hudson River
- Develop bike paths that link the Village of Tivoli with Bard College
- Develop a nature trail for walking and biking along Woods Rd to the Clermont State Historic Site (Tivoli).
- Create wider shoulders for bicyclists on River Road from Rhinecliff to Tivoli.

e. Planning Studies

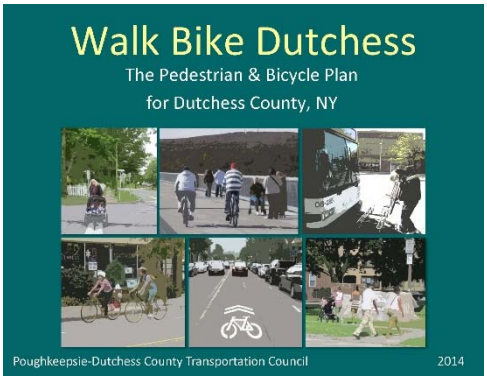
- Complete a Corridor Management Plan for Route 9G.
- Conduct a sidewalk inventory and develop a sidewalk improvement strategy for the Village of Tivoli.

f. Travel Demand Management

- Develop a park-and-ride lot in the Town of Red Hook.

2. Walk Bike Dutchess

Walk Bike Dutchess (effective March 27, 2014) is a county-wide pedestrian and bicycle plan that builds on the work done in *Moving Dutchess* and focuses on ways to improve access by foot and bicycle to transit, parks, schools, municipal buildings and other activity centers. *Walk Bike Dutchess* also provides design guidelines for walking and bicycling facilities and recommendations for improving conditions for walking and bicycling. The Upper Route 9G CMP study area is included in the Upper Hudson planning area of *Walk Bike Dutchess*. A Bicycle-Pedestrian Advisory Committee, comprised of residents and representatives of municipalities, Dutchess County departments and NYSDOT-Region 8, identified problem areas and developed strategies to make walking and bicycling safer. Specific recommendations to improve safety and provide better connectivity within the Upper Route 9G CMP study area are provided in Chapter 5.2 and listed below (referenced by recommendation number):



a. #UH-8: Village of Tivoli – Sidewalk and Crosswalk repairs (short/medium term)

- Repair existing sidewalks on Montgomery Street, Spring Street, Pine Street and North Road.
- In coordination with the planned replacement of the bridge over the Stony Creek, repair the sidewalk on Broadway (CR 78) east of Montgomery Street/North Road, and extend the sidewalk to connect to Route 9G (about 0.3 miles).

- Repair/reset the brick crosswalks at the four corners intersection of Broadway (CR 78), North Road and Montgomery Street. (Note: this project has been completed).

b. #UH-9: Village of Tivoli – Tivoli Bays Bicycle Connection (short-term)

- Develop a bicycle connection between the Village of Tivoli and Bard College using the Tivoli Bays Wildlife Management Area access road. Make surface and other improvements as needed for people to safely bicycle on the access road (Note: this would be for daytime use only, since no lighting is allowed in the wildlife management area).
- Install signs to identify the access road as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.

c. #UH-23: Tivoli Sidewalk to the Hudson River (medium-term)

- *Reset/repair the historic slate walk on Broadway (CR 78).*
- *Install a sidewalk down Broadway (CR 78) to Friendship Street, based on the results of an engineering feasibility study (about 0.5 miles).*

d. #UH-25: Village of Tivoli – Tivoli-Clermont Shared-Use Path (medium-term)

- Evaluate the feasibility of constructing a shared-use walking and bicycling path along Woods Road from Broadway (CR 78) in Tivoli to the Clermont State Historic Site.

e. #UH-26: Bard College Entrance – Route 9G Intersection Improvements (medium-term)

- Install a marked crosswalk across Route 9G with a flashing beacon; evaluate the feasibility of a pedestrian-actuated signal or a HAWK beacon.
- Widen the shoulders on Route 9G in this area.
- Implement traffic calming measures as appropriate.

f. #UH-27: NYS Route 9G – Shoulder Improvements (medium-term)

- Widen the shoulders on Route 9G between Tivoli and Hyde Park to a consistent four-foot minimum, and wider where feasible.
- Install appropriate bicycle-related signage to encourage safe sharing of the road, and to identify Route 9G as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.

1.9 Summary and Next Steps

This Technical Memorandum provides a comprehensive assessment of existing roadway and intersection conditions, including measurements of roadway and intersection geometries, volume counts of vehicles, pedestrians and bicyclists and an analysis of intersection operating conditions. This study also identifies any existing pedestrian and bicycle facilities in the area and the availability of public transit. The key findings of this study are summarized below.

- The three study corridors are two-lane roadways where passing is prohibited except for certain sections of NYS Route 9G.
- Except for two segments of CR 78, the travel lanes on each corridor are less than the desirable width (either 10-feet or 12-feet, depending on roadway features and traffic volumes) and shoulders, where provided, are generally 3-feet or less.

- Sidewalks are provided on CR 78 (Broadway) in the commercial area of the Village of Tivoli and a shared-use path is provided along the west side of CR 103 between Cruger Island Road and the River Road triangle. Sidewalks are not provided along NYS Route 9G within the study area (see **Figure 1-40** for a map of sidewalk/shared-use path locations).
- Bicycle facilities such as exclusive bike lanes or wide shoulders are not provided within the study area.
- Daily traffic volumes on NYS Route 9G were measured at between 4,800 and 8,000 vehicles. On CR 103, daily traffic volumes were measured at between 1,800 and 3,000, while on CR 78 (Broadway), daily traffic volumes were measured at between 200 and 2,300 vehicles.
- Traffic volume counts at the 9 study intersections indicate that the highest volumes at eight of the nine locations occur during the weekday PM peak hour (4:45 to 5:45 PM).
- Pedestrian and bicyclist counts at the 9 study intersections indicate that almost all of the pedestrian activity occurred at the CR 78 intersection with Montgomery Street and North Road in Tivoli with between 41 and 59 pedestrians observed during the peak hours. All other intersections had 5 or fewer pedestrians during any peak hour and only a handful of bicyclists (3 or fewer) were observed at any study location.
- Intersection capacity analyses indicate that all of the intersections within the study area currently experience good levels of service during the peak hours which indicates that the capacity of the corridor considerably exceeds peak vehicular demand.
- Operating speeds (85th percentile) on NYS Route 9G, CR 103 and CR 78 were documented as exceeding the posted speed limits on each roadway, generally from 1 to 10 mph above the posted speed.
- Bus service for area residents is provided by the Dutchess County Public Transit Route C bus which has several stops throughout the study area. Bard College operates a shuttle bus for students and staff that also operates within the study area.

The next steps in the CMP will include an Advisory Committee meeting and a public workshop to receive feedback on the existing transportation and safety conditions presented in Technical Memorandum Nos. 1, 2 and 3 and to gather information from the public and stakeholders on perceived safety concerns. Following the input received at the meetings and workshop, an analysis of future transportation conditions will be prepared (Technical Memorandum No. 4) along with specific recommendations for corridor and intersection improvements (Technical Memorandum No. 5).

UPPER ROUTE 9G CORRIDOR MANAGEMENT PLAN

Location of Sidewalks
Figure 1-40

Appendices

Appendix 1	NYSDOT & PDCTC Volume, Classification & Speed Counts
Appendix 2	2015 Intersection Volume Counts
Appendix 3	Intersection Heavy Vehicle Percentage Summary
Appendix 4	Bicycle and Pedestrian Origin-Destination Surveys
Appendix 5	Synchro Worksheets
Appendix 6	Transit Schedules
Appendix 7	Previous Studies

Appendix 1

NYSDOT & PDCTC Volume, Classification and Speed Counts

Automatic Traffic Recorder (ATR) counts for NYS Route 9G, CR 103 & CR 78

New York State Department of Transportation
Roadway Traffic Count Hourly Report

STATION: 820643

ROUTE/ROAD:	NY9G	FROM:	CR 78 TIVOLI	TO:	Dutch/Col Co Line	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	27.94	FACTOR GROUP:	30	BIN:	1006450
DOT ID:	100506	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	8/14/2014	WEEK OF YEAR:	33	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	400YDS SOUTH OF LASHER RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

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
8/14, Thu												291	305	303	347	389	508	468	352	226	216	155	118	67	3745		
8/15, Fri	29	12	13	11	13	65	165	280	337	334	285	326	325	362	373	444	494	528	403	294	218	151	179	82	5723	528	17-18
8/16, Sat	45	21	12	15	11	30	76	111	205	264	299	311	385	390	355	398	417	374	300	234	178	173	182	94	4880	417	16-17
8/17, Sun	68	26	22	13	8	20	46	72	124	263	278	346	345	376	376	436	365	364	318	233	189	130	88	58	4564	436	15-16
8/18, Mon	34	21	9	13	16	78	176	304	292	290	299	294	307	293	313	359	481	412	312	246	178	144	59	37	4967	481	16-17
8/19, Tue	15	13	14	12	13	66	175	288	324	327	305	328	320	324	345	423	464	428	321	251	217	165	147	72	5357	464	16-17
8/20, Wed	27	16	11	12	23	64	178	296	349	321	343	355	336	324	363	380	486	489	373	282	202	180	164	66	5640	489	17-18
8/21, Thu	27	12	12	10	20	66	185	295	329	323															1279		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	25	13	13	11	17	65	176	293	326	319	308	319	317	311	342	388	485	449	340	251	203	161	122	61	5314		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	167	4	101	485	9.1	255	9.7	230	8.6

ESTIMATED AADT Roadway	North	South
4862	2401	2461

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	1.00

New York State Department of Transportation

STATION: 820643

NB Traffic Count Hourly Report

ROUTE/ROAD:	NY9G	FROM:	CR 78 TIVOLI	TO:	Dutch/Col Co Line	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	27.94	FACTOR GROUP:	30	BIN:	1006450
DOT ID:	100506	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	8/14/2014	WEEK OF YEAR:	33	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	400YDS SOUTH OF LASHER RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

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
8/14, Thu												152	157	149	188	209	263	256	186	125	128	96	68	48	2025		
8/15, Fri	18	5	7	3	6	22	58	113	143	149	125	150	146	192	196	225	287	263	212	141	120	97	127	60	2865	287	16-17
8/16, Sat	26	15	7	8	5	13	25	50	95	110	137	148	191	206	190	214	239	184	137	117	89	95	116	61	2478	239	16-17
8/17, Sun	40	13	11	5	3	10	17	32	47	80	114	143	140	176	182	204	172	154	130	110	109	78	49	33	2052	204	15-16
8/18, Mon	22	14	5	4	8	25	48	115	124	113	130	127	155	130	156	198	257	246	150	156	97	92	40	24	2436	257	16-17
8/19, Tue	10	6	6	2	7	20	59	101	130	119	126	160	143	144	170	232	244	237	182	137	134	110	106	60	2645	244	16-17
8/20, Wed	19	4	5	5	10	22	54	121	120	133	141	154	147	156	166	194	254	271	218	151	122	123	120	51	2761	271	17-18
8/21, Thu	18	6	6	3	8	31	59	105	116	126															478		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	16	5	6	3	8	24	56	111	127	128	131	149	151	145	170	208	255	253	184	142	120	105	84	46	2624		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	167	4	101	485	9.1	255	9.7	230	8.6

ESTIMATED AADT Roadway	North	South
4862	2401	2461

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	1.00

New York State Department of Transportation

STATION: 820643

SB Traffic Count Hourly Report

ROUTE/ROAD:	NY9G	FROM:	CR 78 TIVOLI	TO:	Dutch/Col Co Line	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	27.94	FACTOR GROUP:	30	BIN:	1006450
DOT ID:	100506	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	8/14/2014	WEEK OF YEAR:	33	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	400YDS SOUTH OF LASHER RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

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
8/14, Thu												139	148	154	159	180	245	212	166	101	88	59	50	19	1720		
8/15, Fri	11	7	6	8	7	43	107	167	194	185	160	176	179	170	177	219	207	265	191	153	98	54	52	22	2858	265	17-18
8/16, Sat	19	6	5	7	6	17	51	61	110	154	162	163	194	184	165	184	178	190	163	117	89	78	66	33	2402	194	12-13
8/17, Sun	28	13	11	8	5	10	29	40	77	183	164	203	205	200	194	232	193	210	188	123	80	52	39	25	2512	232	15-16
8/18, Mon	12	7	4	9	8	53	128	189	168	177	169	167	152	163	157	161	224	166	162	90	81	52	19	13	2531	224	16-17
8/19, Tue	5	7	8	10	6	46	116	187	194	208	179	168	177	180	175	191	220	191	139	114	83	55	41	12	2712	220	16-17
8/20, Wed	8	12	6	7	13	42	124	175	229	188	202	201	189	168	197	186	232	218	155	131	80	57	44	15	2879	232	16-17
8/21, Thu	9	6	6	7	12	35	126	190	213	197															801		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	8	8	7	8	10	42	120	182	200	191	178	170	167	166	172	180	230	197	156	109	83	56	39	15	2690		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
7	167	4	101	485	9.1	255	9.7	230	8.6	4862	2401	2461

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	1.00

New York State Department of Transportation

Roadway Speed Count Average Weekday Report

STATION: 820643

ROUTE/ROAD:	NY9G	FROM:	CR 78 TIVOLI	TO:	Dutch/Col Co Line	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	27.94	FACTOR GROUP:	30	BIN:	1006450
DOT ID:	100506	LANES BY DIR:	1 North 1 South	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	08/14/2014	PLACEMENT:	400YDS SOUTH OF LASHER R	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

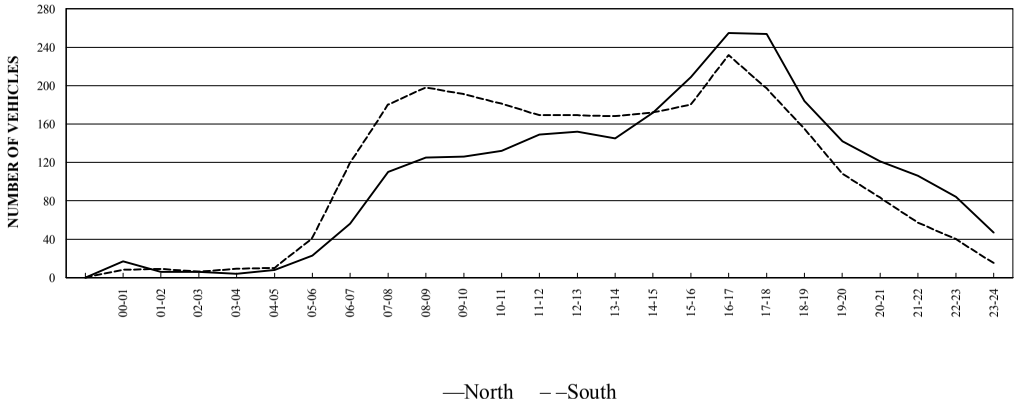
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	0	0	1	1	5	7	7	3	1	0	0	0	0	25	44.00	16.00	4.00	0.00	0.00	53.7	53.9	60.4
01-02	0	0	0	0	0	2	3	3	3	2	0	0	0	0	0	13	38.50	15.40	0.00	0.00	0.00	52.5	52.5	60.1
02-03	0	0	0	0	0	1	2	4	4	2	0	0	0	0	0	13	46.20	15.40	0.00	0.00	0.00	54.0	54.4	60.1
03-04	0	0	0	0	0	1	1	4	2	3	1	0	0	0	0	12	50.00	33.30	8.30	0.00	0.00	55.8	55.0	63.7
04-05	0	0	0	0	0	1	2	6	4	3	2	1	0	0	0	19	52.60	31.60	15.80	5.30	0.00	56.7	55.6	65.4
05-06	0	0	0	0	1	1	12	19	18	10	5	1	0	0	0	67	50.70	23.90	9.00	1.50	0.00	55.5	55.1	63.0
06-07	0	0	0	0	1	2	18	49	68	31	5	0	1	0	0	175	60.00	21.10	3.40	0.60	0.60	56.1	56.3	61.7
07-08	1	0	0	1	1	6	29	92	104	46	9	1	0	0	0	290	55.20	19.30	3.40	0.30	0.00	55.4	55.7	61.4
08-09	0	0	0	0	2	6	40	119	117	35	5	1	0	0	0	325	48.60	12.60	1.80	0.30	0.00	54.8	54.8	59.7
09-10	0	0	1	0	6	10	42	136	91	28	4	0	0	0	0	318	38.70	10.10	1.30	0.00	0.00	53.7	53.7	59.1
10-11	1	0	0	1	2	12	60	130	77	23	2	1	0	0	0	309	33.30	8.40	1.00	0.30	0.00	53.0	53.0	58.7
11-12	0	0	0	0	4	15	60	138	78	16	5	1	0	0	0	317	31.50	6.90	1.90	0.30	0.00	52.9	52.9	58.4
12-13	2	1	1	1	3	15	64	120	85	21	4	1	0	0	0	318	34.90	8.20	1.60	0.30	0.00	52.6	53.0	58.7
13-14	1	0	0	1	2	15	58	126	82	20	6	1	0	0	0	312	34.90	8.70	2.20	0.30	0.00	53.1	53.1	58.8
14-15	1	0	1	1	2	15	66	143	86	24	4	0	0	0	0	343	33.20	8.20	1.20	0.00	0.00	52.9	53.0	58.6
15-16	0	0	0	2	2	11	65	160	115	28	4	1	0	0	0	388	38.10	8.50	1.30	0.30	0.00	53.6	53.6	58.9
16-17	1	1	0	1	2	19	80	197	145	33	4	1	0	0	0	484	37.80	7.90	1.00	0.20	0.00	53.4	53.5	58.8
17-18	1	0	1	2	1	16	68	167	151	40	4	1	0	0	0	452	43.40	10.00	1.10	0.20	0.00	53.9	54.1	59.2
18-19	1	0	0	0	2	8	54	134	107	29	4	1	0	0	0	340	41.50	10.00	1.50	0.30	0.00	53.9	53.9	59.2
19-20	0	0	0	1	2	11	44	106	66	17	4	1	1	0	0	253	35.20	9.10	2.40	0.80	0.40	53.4	53.2	58.9
20-21	0	0	1	0	4	11	54	80	43	9	1	0	0	0	0	203	26.10	4.90	0.50	0.00	0.00	51.8	52.0	57.6
21-22	0	0	0	0	0	10	44	67	30	6	2	0	0	0	0	159	23.90	5.00	1.30	0.00	0.00	52.0	51.9	57.4
22-23	1	0	0	1	1	7	32	45	31	5	1	1	0	0	0	125	30.40	5.60	1.60	0.80	0.00	52.0	52.3	58.1
23-24	0	0	0	0	0	2	13	27	14	4	1	0	0	0	0	61	31.10	8.20	1.60	0.00	0.00	53.2	52.9	58.5
Avg Daily Total	10	2	5	12	39	198	916	2079	1528	438	78	14	2	0	0	5321	38.70	10.00	1.80	0.30	0.00	53.5	53.6	59.1
Percent	0.2	0.0	0.1	0.2	0.7	3.7	17.2	39.1	28.7	8.2	1.5	0.3	0.0	0.0	0.0									
Cum Percent	0.2	0.2	0.3	0.6	1.3	5.0	22.2	61.3	90.0	98.2	99.7	100.0	100.0	100.0	100.0									
Average Hour	0	0	0	1	2	8	38	87	64	18	3	1	0	0	0	222								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	52.5	52.6	57.9
South	54.6	54.7	60.1

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	16-17	255	A.M.	08-09	325
South	16-17	232	P.M.	16-17	484

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 820643

Northbound Speed Count Average Weekday Report

ROUTE/ROAD:	NY9G	FROM:	CR 78 TIVOLI	TO:	Dutch/Col Co Line	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	27.94	FACTOR GROUP:	30	BIN:	1006450
DOT ID:	100506	LANES BY DIR:	1 North	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	08/14/2014	PLACEMENT:	400YDS SOUTH OF LASHER R	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

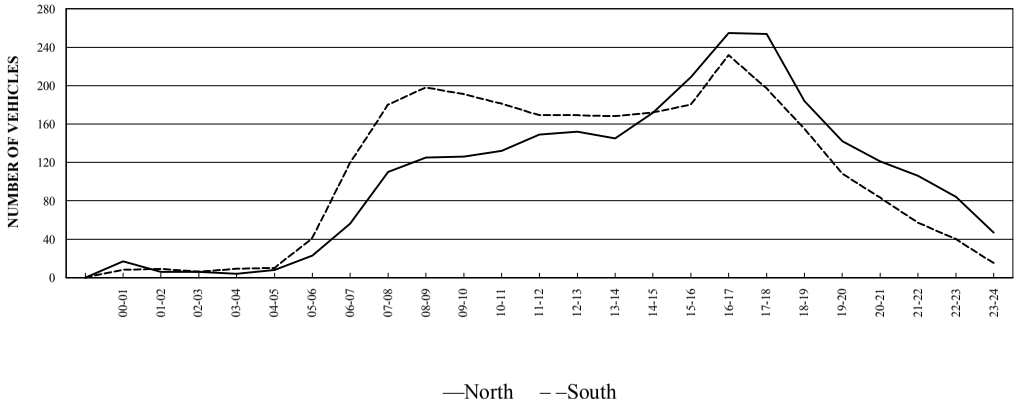
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	0	0	1	1	3	6	5	1	0	0	0	0	0	17	35.30	5.90	0.00	0.00	0.00	52.2	52.9	58.5
01-02	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	6	33.30	0.00	0.00	0.00	0.00	50.8	50.0	57.8
02-03	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6	33.30	0.00	0.00	0.00	0.00	53.3	53.3	57.8
03-04	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	25.00	25.00	0.00	0.00	0.00	53.8	52.5	62.0
04-05	0	0	0	0	0	0	1	3	1	2	1	0	0	0	0	8	50.00	37.50	12.50	0.00	0.00	56.9	55.0	64.5
05-06	0	0	0	0	0	1	3	10	6	2	1	0	0	0	0	23	39.10	13.00	4.30	0.00	0.00	54.2	53.8	59.6
06-07	0	0	0	0	0	1	7	18	25	5	0	0	0	0	0	56	53.60	8.90	0.00	0.00	0.00	54.8	55.4	59.3
07-08	0	0	0	0	0	4	15	43	38	9	0	1	0	0	0	110	43.60	9.10	0.90	0.90	0.00	54.2	54.2	59.1
08-09	0	0	0	0	1	3	21	54	36	9	1	0	0	0	0	125	36.80	8.00	0.80	0.00	0.00	53.6	53.5	58.8
09-10	0	0	0	0	1	3	23	62	30	7	0	0	0	0	0	126	29.40	5.60	0.00	0.00	0.00	53.0	52.9	58.0
10-11	1	0	0	1	1	6	28	61	28	6	0	0	0	0	0	132	25.80	4.50	0.00	0.00	0.00	51.9	52.4	57.5
11-12	0	0	0	0	2	8	36	71	28	3	1	0	0	0	0	149	21.50	2.70	0.70	0.00	0.00	51.8	52.0	56.7
12-13	0	1	0	1	3	10	38	58	34	6	1	0	0	0	0	152	27.00	4.60	0.70	0.00	0.00	51.6	52.0	57.7
13-14	1	0	0	0	1	8	33	68	29	4	1	0	0	0	0	145	23.40	3.40	0.70	0.00	0.00	51.8	52.2	57.1
14-15	1	0	0	1	2	7	35	80	40	6	0	0	0	0	0	172	26.70	3.50	0.00	0.00	0.00	52.0	52.5	57.5
15-16	0	0	0	0	1	7	45	94	53	8	1	0	0	0	0	209	29.70	4.30	0.50	0.00	0.00	52.7	52.7	57.9
16-17	0	1	0	1	1	11	49	116	64	11	1	0	0	0	0	255	29.80	4.70	0.40	0.00	0.00	52.6	52.8	57.9
17-18	0	0	0	0	1	8	43	112	78	11	1	0	0	0	0	254	35.40	4.70	0.40	0.00	0.00	53.3	53.3	58.3
18-19	0	0	0	0	2	5	35	87	47	8	0	0	0	0	0	184	29.90	4.30	0.00	0.00	0.00	52.8	52.9	57.9
19-20	0	0	0	0	1	9	31	67	29	3	1	0	1	0	0	142	23.90	3.50	1.40	0.70	0.70	52.2	52.2	57.2
20-21	0	0	1	0	1	8	37	50	21	3	0	0	0	0	0	121	19.80	2.50	0.00	0.00	0.00	51.1	51.4	56.4
21-22	0	0	0	0	0	8	35	45	15	3	0	0	0	0	0	106	17.00	2.80	0.00	0.00	0.00	51.1	51.1	55.7
22-23	0	0	0	0	1	5	24	33	19	2	0	0	0	0	0	84	25.00	2.40	0.00	0.00	0.00	51.7	51.8	57.2
23-24	0	0	0	0	0	2	11	21	11	2	0	0	0	0	0	47	27.70	4.30	0.00	0.00	0.00	52.5	52.5	57.7
Avg Daily Total	3	2	1	4	20	116	557	1165	641	112	10	1	1	0	0	2633	29.10	4.70	0.50	0.10	0.00	52.5	52.6	57.9
Percent	0.1	0.1	0.0	0.2	0.8	4.4	21.2	44.3	24.3	4.3	0.4	0.0	0.0	0.0	0.0									
Cum Percent	0.1	0.2	0.2	0.4	1.1	5.6	26.7	71.0	95.3	99.5	99.9	100.0	100.0	100.0	100.0									
Average Hour	0	0	0	0	1	5	23	49	27	5	0	0	0	0	0	110								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	52.5	52.6	57.9
South	54.6	54.7	60.1

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	16-17	255	A.M.	08-09	325
South	16-17	232	P.M.	16-17	484

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 820643

Southbound Speed Count Average Weekday Report

ROUTE/ROAD:	NY9G	FROM:	CR 78 TIVOLI	TO:	Dutch/Col Co Line	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	27.94	FACTOR GROUP:	30	BIN:	1006450
DOT ID:	100506	LANES BY DIR:	1 South	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	08/14/2014	PLACEMENT:	400YDS SOUTH OF LASHER R	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

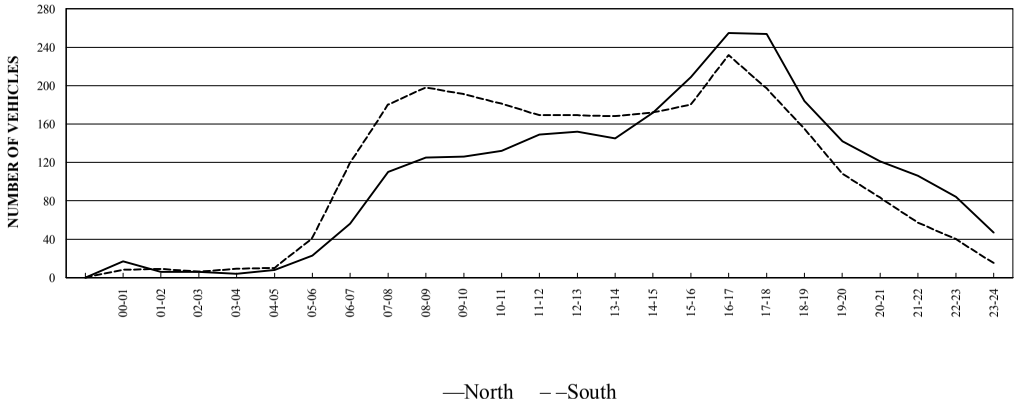
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	0	0	0	0	2	1	2	2	1	0	0	0	0	8	62.50	37.50	12.50	0.00	0.00	56.9	57.5	64.5
01-02	0	0	0	0	0	1	2	2	2	2	0	0	0	0	0	9	44.40	22.20	0.00	0.00	0.00	53.6	53.8	61.6
02-03	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	6	50.00	16.70	0.00	0.00	0.00	53.3	55.0	60.5
03-04	0	0	0	0	0	1	1	2	2	2	1	0	0	0	0	9	55.60	33.30	11.10	0.00	0.00	55.8	56.3	64.1
04-05	0	0	0	0	0	0	1	3	3	1	1	1	0	0	0	10	60.00	30.00	20.00	10.00	0.00	58.0	56.7	67.5
05-06	0	0	0	0	0	0	8	8	12	8	4	1	0	0	0	41	61.00	31.70	12.20	2.40	0.00	56.9	56.9	64.3
06-07	0	0	0	0	0	1	11	31	43	27	5	0	1	0	0	119	63.90	27.70	5.00	0.80	0.80	56.9	56.9	62.8
07-08	1	0	0	1	1	3	14	49	66	36	9	0	0	0	0	180	61.70	25.00	5.00	0.00	0.00	56.1	56.6	62.5
08-09	0	0	0	0	0	3	18	65	81	26	4	1	0	0	0	198	56.60	15.70	2.50	0.50	0.00	55.7	55.8	60.3
09-10	0	0	1	0	5	7	18	74	61	21	4	0	0	0	0	191	45.00	13.10	2.10	0.00	0.00	54.1	54.4	59.7
10-11	0	0	0	0	2	7	32	70	49	18	2	1	0	0	0	181	38.70	11.60	1.70	0.60	0.00	53.7	53.5	59.4
11-12	0	0	0	0	2	8	25	67	50	12	4	1	0	0	0	169	39.60	10.10	3.00	0.60	0.00	53.8	53.7	59.2
12-13	2	0	1	0	1	5	26	62	52	16	3	1	0	0	0	169	42.60	11.80	2.40	0.60	0.00	53.6	54.0	59.5
13-14	0	0	0	1	1	7	25	58	53	17	5	1	0	0	0	168	45.20	13.70	3.60	0.60	0.00	54.3	54.3	59.8
14-15	0	0	1	1	0	8	31	64	46	17	4	0	0	0	0	172	39.00	12.20	2.30	0.00	0.00	53.5	53.5	59.5
15-16	0	0	0	2	2	5	20	66	61	20	3	1	0	0	0	180	47.20	13.30	2.20	0.60	0.00	54.4	54.6	59.8
16-17	1	0	0	0	2	8	31	81	81	23	4	1	0	0	0	232	47.00	12.10	2.20	0.40	0.00	54.3	54.6	59.6
17-18	0	0	1	2	0	8	25	55	73	29	3	1	0	0	0	197	53.80	16.80	2.00	0.50	0.00	54.8	55.5	60.6
18-19	0	0	0	0	1	3	19	47	59	21	4	1	0	0	0	155	54.80	16.80	3.20	0.60	0.00	55.4	55.6	60.7
19-20	0	0	0	0	1	2	13	39	37	13	2	1	0	0	0	108	49.10	14.80	2.80	0.90	0.00	55.0	54.9	60.0
20-21	0	0	0	0	3	4	17	30	22	6	1	0	0	0	0	83	34.90	8.40	1.20	0.00	0.00	52.7	52.9	58.8
21-22	0	0	0	0	0	3	10	22	16	4	2	0	0	0	0	57	38.60	10.50	3.50	0.00	0.00	53.7	53.5	59.2
22-23	0	0	0	1	0	2	7	13	12	3	1	1	0	0	0	40	42.50	12.50	5.00	2.50	0.00	53.8	53.8	59.6
23-24	0	0	0	0	0	0	2	6	4	2	1	0	0	0	0	15	46.70	20.00	6.70	0.00	0.00	55.5	54.6	61.9
Avg Daily Total	4	0	4	8	21	87	359	916	889	327	68	13	1	0	0	2697	48.10	15.20	3.00	0.50	0.00	54.6	54.7	60.1
Percent	0.2	0.0	0.2	0.3	0.8	3.2	13.3	34.0	33.0	12.1	2.5	0.5	0.0	0.0	0.0									
Cum Percent	0.2	0.2	0.3	0.6	1.4	4.6	17.9	51.9	84.8	97.0	99.5	100.0	100.0	100.0	100.0									
Average Hour	0	0	0	0	1	4	15	38	37	14	3	1	0	0	0	112								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	52.5	52.6	57.9
South	54.6	54.7	60.1

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	16-17	255	A.M.	08-09	325
South	16-17	232	P.M.	16-17	484

TRAFFIC FLOW BY DIRECTION

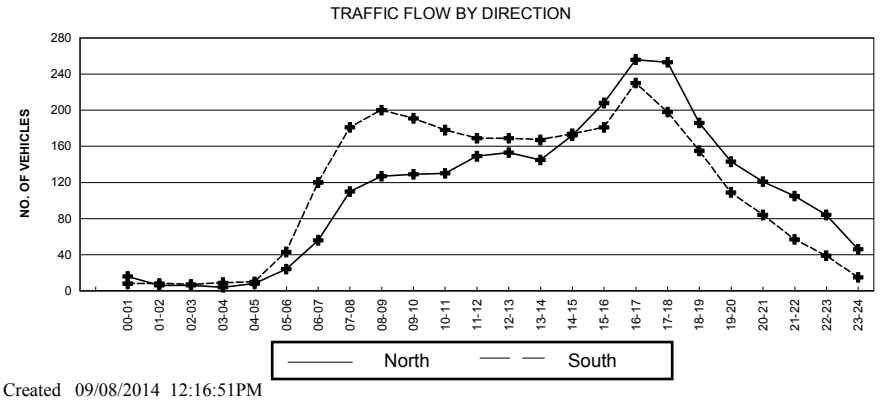


New York State Department of Transportation

Classification Count Average Weekday Hourly Data Report

Route/Road	NY9G	Begin Date	08/14/2014	**STATION**	**820643**
Region-County	8 - DUTCHESS	End Date	08/21/2014	Taken By	TST-KAJ
From	CR 78 TIVOLI	No. Days Counted	7	Processed By	DOT-CEL
To	Dutch/Col Co Line	No. of Lanes	2	Batch ID	DOT-R8 WW33A
Ref Marker		DOT ID	100506		
End Milepost	27.94	Func. Class	7-R Major Collector		

						SINGLE UNIT			SINGLE TRAILER			MULTI TRAILER					
		MC	CAR	2A-4T	BUS	2A-6T	3 A	4+ A	4- A	5 A	6+ A	5- A	6 A	7+ A		% HV	% TRK	AXLE
VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL	F4-F13	F3-F13	FACTOR
AVG NUM AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.7				
HOUR	00-01	0	13	2	0	1	0	0	0	0	0	0	0	0	16	6.3	18.8	1
	01-02	0	3	2	0	1	0	0	0	0	0	0	0	0	6	16.7	50.0	1
	02-03	0	4	1	0	0	0	0	0	1	0	0	0	0	6	16.7	33.3	.80
	03-04	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0.0	25.0	1
	04-05	0	4	3	0	0	0	0	0	1	0	0	0	0	8	12.5	50.0	.84
	05-06	0	19	4	0	0	1	0	0	0	0	0	0	0	24	4.2	20.8	.98
	06-07	0	46	8	0	1	0	0	0	1	0	0	0	0	56	3.6	17.9	.97
	07-08	1	87	18	1	2	1	0	0	0	0	0	0	0	110	3.6	20.0	.99
	08-09	1	98	18	2	4	2	0	1	1	0	0	0	0	127	7.9	22.0	.97
	09-10	1	98	20	1	4	1	1	1	2	0	0	0	0	129	7.8	23.3	.96
	10-11	1	99	20	1	5	1	0	1	2	0	0	0	0	130	7.7	23.1	.97
DIRECTION	11-12	0	110	26	0	5	2	1	2	2	1	0	0	0	149	8.7	26.2	.95
North	12-13	1	123	18	3	4	1	1	1	1	0	0	0	0	153	7.2	19.0	.97
	13-14	3	107	27	1	3	2	0	1	0	1	0	0	0	145	5.5	24.1	.97
	14-15	2	129	29	2	6	1	0	2	1	0	0	0	0	172	7.0	23.8	.98
	15-16	2	161	34	1	5	1	0	3	1	0	0	0	0	208	5.3	21.6	.98
	16-17	2	202	40	1	7	0	0	2	1	1	0	0	0	256	4.7	20.3	.98
	17-18	1	212	32	1	4	0	0	1	1	1	0	0	0	253	3.2	15.8	.98
	18-19	2	153	26	1	2	1	0	1	0	0	0	0	0	186	2.7	16.7	.99
	19-20	2	119	18	0	2	1	0	1	0	0	0	0	0	143	2.8	15.4	.99
	20-21	1	101	16	0	2	0	0	1	0	0	0	0	0	121	2.5	15.7	.99
	21-22	0	91	12	0	1	0	0	1	0	0	0	0	0	105	1.9	13.3	.99
	22-23	0	71	11	0	1	0	0	0	1	0	0	0	0	84	2.4	15.5	.98
	23-24	0	40	5	0	1	0	0	0	0	0	0	0	0	46	2.2	13.0	1
TOTAL VEHICLES		20	2093	391	15	61	15	3	19	16	4	0	0	0	2637	5.0	19.9	.98
TOTAL AXLES		40	4186	782	38	122	45	12	67	80	24	0	0	0	5396			
HOUR	00-01	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0.0	12.5	1
	01-02	0	6	1	1	0	0	0	0	0	0	0	0	0	8	12.5	25.0	.97
	02-03	0	3	2	0	1	0	0	0	1	0	0	0	0	7	28.6	57.1	.82
	03-04	0	5	2	0	2	0	0	0	0	0	0	0	0	9	22.2	44.4	1
	04-05	0	6	2	0	1	0	0	1	0	0	0	0	0	10	20.0	40.0	.93
	05-06	1	26	13	0	2	1	0	0	0	0	0	0	0	43	7.0	37.2	.99
	06-07	1	82	30	0	3	2	1	0	1	0	0	0	0	120	5.8	30.8	.97
	07-08	1	134	33	2	6	0	0	4	1	0	0	0	0	181	7.2	25.4	.97
	08-09	1	160	28	2	6	1	0	1	1	0	0	0	0	200	5.5	19.5	.98
	09-10	1	143	34	3	7	1	0	1	1	0	0	0	0	191	6.8	24.6	.98
	10-11	0	134	29	2	8	1	0	2	2	0	0	0	0	178	8.4	24.7	.97
DIRECTION	11-12	1	127	28	2	7	1	0	2	1	0	0	0	0	169	7.7	24.3	.98
South	12-13	2	121	31	1	9	1	1	1	1	1	0	0	0	169	8.9	27.2	.97
	13-14	2	128	25	1	5	1	1	2	2	0	0	0	0	167	7.2	22.2	.96
	14-15	3	128	28	3	7	1	0	2	1	1	0	0	0	174	8.6	24.7	.97
	15-16	1	143	26	1	6	0	0	2	1	1	0	0	0	181	6.1	20.4	.97
	16-17	0	179	39	1	8	0	0	2	1	0	0	0	0	230	5.2	22.2	.99
	17-18	1	159	29	0	6	0	0	2	1	0	0	0	0	198	4.5	19.2	.99
	18-19	2	124	23	0	4	0	0	2	0	0	0	0	0	155	3.9	18.7	.99
	19-20	0	88	18	0	2	0	0	1	0	0	0	0	0	109	2.8	19.3	.99
	20-21	2	72	9	0	0	0	0	1	0	0	0	0	0	84	1.2	11.9	.99
	21-22	0	49	6	0	1	0	0	1	0	0	0	0	0	57	3.5	14.0	.99
	22-23	0	32	5	0	2	0	0	0	0	0	0	0	0	39	5.1	17.9	1
	23-24	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0.0	6.7	1
TOTAL VEHICLES		19	2070	443	19	93	10	3	27	15	3	0	0	0	2702	6.3	22.7	.98
TOTAL AXLES		38	4140	886	48	186	30	12	95	75	18	0	0	0	5528			
GRAND TOTAL VEHICLES		39	4163	834	34	154	25	6	46	31	7	0	0	0	5339	5.7	21.3	.98
GRAND TOTAL AXLES		78	8326	1668	86	308	75	24	162	155	42	0	0	0	10924			



DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	2637	2702	5339
NUMBER OF AXLES	5396	5528	10924
% HEAVY VEHICLES (F4-F13)	5.00%	6.30%	5.70%
% TRUCKS & BUSES (F3-F13)	19.90%	22.70%	21.30%
AXLE CORRECTION FACTOR	0.98	0.98	0.98

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	16-17	256	A.M.	08-09	327
South	16-17	230	P.M.	16-17	486

STATION: 820644

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	NY9G	FROM:	END 9G/199 OLAP	TO:	KELLEY RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	23.52	FACTOR GROUP:	30	BIN:	1006440
DOT ID:	100506	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	7/24/2014	WEEK OF YEAR:	30	ADDL DATA:	CLS SPD	HPMS SAMPLE:	2014079
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	.25MI SOUTH OF KELLEY RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30B	SPEED LIMIT:	55

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
7/24, Thu														581	593	759	714	841	613	405	339	316	179	118	5458		
7/25, Fri	55	28	19	16	26	82	225	412	608	555	519	473	596	584	601	749	753	894	728	424	374	307	272	304	9604	894	17-18
7/26, Sat	118	58	33	17	22	48	123	206	303	538	533	637	665	639	622	541	624	574	466	401	345	349	273	205	8340	665	12-13
7/27, Sun	110	60	23	14	9	24	65	121	163	317	370	541	566	635	607	546	531	537	615	362	313	236	146	109	7020	635	13-14
7/28, Mon	45	27	16	22	19	90	247	447	520	511	460	446	536	529	537	625	688	723	523	358	307	217	141	109	8143	723	17-18
7/29, Tue	41	24	12	15	22	93	253	482	563	556	473	445	496	524	518	614	697	757	572	403	341	263	184	108	8456	757	17-18
7/30, Wed	61	24	27	23	23	93	275	442	540	582	478	445	605	699	602	640	725	784	692	443	316	259	184	108	9070	784	17-18
7/31, Thu	47	27	24	19	30	92	258	443	549	563	495	507	531												3585		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	51	26	21	18	25	90	252	445	556	553	485	463	542	583	563	660	706	776	600	402	326	264	172	111	8689		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	168	4	102	776	8.9	409	9.5	367	8.3

ESTIMATED AADT Roadway	North	South
7994	3943	4051

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
7	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

STATION: 820644

New York State Department of Transportation
NB Traffic Count Hourly Report

ROUTE/ROAD:	NY9G	FROM:	END 9G/199 OLAP	TO:	KELLEY RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	23.52	FACTOR GROUP:	30	BIN:	1006440
DOT ID:	100506	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	7/24/2014	WEEK OF YEAR:	30	ADDL DATA:	CLS SPD	HPMS SAMPLE:	2014079
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	.25MI SOUTH OF KELLEY RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30B	SPEED LIMIT:	55

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
7/24, Thu														293	325	363	382	443	339	219	192	177	111	70	2914		
7/25, Fri	35	16	6	6	8	22	77	169	265	248	231	211	269	287	311	368	406	503	471	240	212	174	165	94	4794	503	17-18
7/26, Sat	62	29	17	8	13	17	46	87	148	296	269	318	293	305	290	266	314	262	237	211	195	172	159	118	4132	318	11-12
7/27, Sun	41	27	15	5	3	10	22	57	62	131	154	256	282	367	309	289	233	230	219	192	152	122	86	46	3310	367	13-14
7/28, Mon	26	14	10	6	7	25	83	170	209	217	212	210	229	282	279	314	375	378	304	196	170	132	87	59	3994	378	17-18
7/29, Tue	22	18	5	5	10	26	84	188	236	254	219	199	204	286	271	297	369	400	325	199	208	177	111	69	4182	400	17-18
7/30, Wed	33	12	12	8	9	25	101	159	240	251	217	198	306	412	321	323	369	416	279	237	181	160	123	68	4460	416	17-18
7/31, Thu	27	17	9	6	11	32	82	162	229	258	222	263	241												1559		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	29	16	8	6	10	26	85	170	236	246	220	216	245	318	299	324	374	409	312	213	188	162	108	67	4286		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	168	4	102	776	8.9	409	9.5	367	8.3

ESTIMATED AADT Roadway	North	South
7994	3943	4051

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
7	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

STATION: 820644

New York State Department of Transportation
SB Traffic Count Hourly Report

ROUTE/ROAD:	NY9G	FROM:	END 9G/199 OLAP	TO:	KELLEY RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	23.52	FACTOR GROUP:	30	BIN:	1006440
DOT ID:	100506	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	7/24/2014	WEEK OF YEAR:	30	ADDL DATA:	CLS SPD	HPMS SAMPLE:	2014079
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	.25MI SOUTH OF KELLEY RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30B	SPEED LIMIT:	55

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
7/24, Thu														288	268	396	332	398	274	186	147	139	68	48	2544		
7/25, Fri	20	12	13	10	18	60	148	243	343	307	288	262	327	297	290	381	347	391	257	184	162	133	107	210	4810	391	17-18
7/26, Sat	56	29	16	9	9	31	77	119	155	242	264	319	372	334	332	275	310	312	229	190	150	177	114	87	4208	372	12-13
7/27, Sun	69	33	8	9	6	14	43	64	101	186	216	285	284	268	298	257	298	307	396	170	161	114	60	63	3710	396	18-19
7/28, Mon	19	13	6	16	12	65	164	277	311	294	248	236	307	247	258	311	313	345	219	162	137	85	54	50	4149	345	17-18
7/29, Tue	19	6	7	10	12	67	169	294	327	302	254	246	292	238	247	317	328	357	247	204	133	86	73	39	4274	357	17-18
7/30, Wed	28	12	15	15	14	68	174	283	300	331	261	247	299	287	281	317	356	368	413	206	135	99	61	40	4610	413	18-19
7/31, Thu	20	10	15	13	19	60	176	281	320	305	273	244	290												2026		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	22	10	13	12	16	64	166	276	320	308	265	247	297	265	264	335	332	367	288	190	138	102	64	44	4404		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	168	4	102	776	8.9	409	9.5	367	8.3

ESTIMATED AADT Roadway	North	South
7994	3943	4051

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
7	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

Roadway Speed Count Average Weekday Report

STATION: 820644

ROUTE/ROAD:	NY9G	FROM:	END 9G/199 OLAP	TO:	KELLEY RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	23.52	FACTOR GROUP:	30	BIN:	1006440
DOT ID:	100506	LANES BY DIR:	1 North 1 South	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	07/24/2014	PLACEMENT:	.25MI SOUTH OF KELLEY RD	1 WAY CODE:		HPMS SAMPLE:	2014079
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30B	SPEED LIMIT:	55

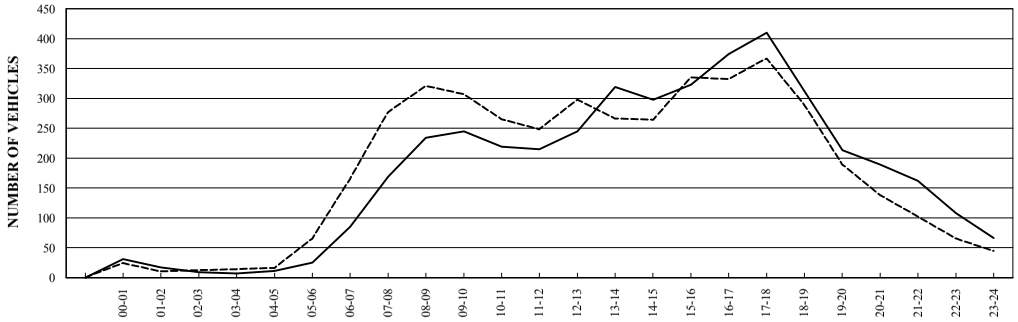
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	0	0	1	3	12	14	13	6	2	0	0	0	0	51	41.20	15.70	3.90	0.00	0.00	53.5	53.4	60.3
01-02	0	0	0	0	0	4	6	7	6	2	1	0	0	0	0	26	34.60	11.50	3.80	0.00	0.00	52.3	52.1	59.3
02-03	0	0	0	0	0	2	4	5	6	2	1	0	0	0	0	20	45.00	15.00	5.00	0.00	0.00	53.8	54.0	60.0
03-04	0	0	0	0	0	1	6	5	4	1	1	1	0	0	0	19	36.80	15.80	10.50	5.30	0.00	53.8	52.5	60.8
04-05	0	0	0	0	0	0	3	7	9	4	1	1	1	0	0	26	61.50	26.90	11.50	7.70	3.80	57.5	56.7	63.9
05-06	0	0	0	0	0	4	18	26	25	13	2	1	0	0	0	89	46.10	18.00	3.40	1.10	0.00	54.5	54.3	61.0
06-07	0	0	0	1	0	4	39	91	76	31	6	2	0	0	0	250	46.00	15.60	3.20	0.80	0.00	54.8	54.5	60.2
07-08	0	0	0	1	6	22	111	159	104	35	6	1	0	0	0	445	32.80	9.40	1.60	0.20	0.00	52.7	52.6	58.8
08-09	0	0	0	0	7	55	164	192	103	28	5	1	0	0	0	555	24.70	6.10	1.10	0.20	0.00	51.4	51.3	57.6
09-10	0	0	0	1	7	54	172	189	99	26	3	1	0	0	0	552	23.40	5.40	0.70	0.20	0.00	51.2	51.1	57.3
10-11	0	0	0	0	6	40	144	181	87	19	6	0	0	0	0	483	23.20	5.20	1.20	0.00	0.00	51.5	51.4	57.3
11-12	0	0	0	0	5	37	139	167	87	23	4	0	0	0	0	462	24.70	5.80	0.90	0.00	0.00	51.6	51.5	57.6
12-13	0	1	0	1	5	48	161	196	101	25	5	0	0	0	0	543	24.10	5.50	0.90	0.00	0.00	51.4	51.4	57.5
13-14	0	0	0	1	7	48	176	227	96	24	3	1	0	0	0	583	21.30	4.80	0.70	0.20	0.00	51.3	51.3	56.9
14-15	0	1	1	1	7	58	179	187	98	29	2	1	0	0	0	564	23.00	5.70	0.50	0.20	0.00	51.0	50.9	57.3
15-16	0	0	0	2	10	57	189	242	123	31	3	1	0	0	0	658	24.00	5.30	0.60	0.20	0.00	51.4	51.5	57.4
16-17	0	0	0	0	7	66	198	254	144	32	4	0	0	0	0	705	25.50	5.10	0.60	0.00	0.00	51.6	51.6	57.6
17-18	1	0	0	1	9	60	213	300	158	29	5	1	0	0	0	777	24.80	4.50	0.80	0.10	0.00	51.6	51.7	57.4
18-19	0	0	0	2	9	57	148	215	121	40	6	1	0	0	0	599	28.00	7.80	1.20	0.20	0.00	51.9	51.9	58.2
19-20	0	0	0	0	3	23	100	145	98	27	6	1	0	0	0	403	32.80	8.40	1.70	0.20	0.00	52.7	52.6	58.7
20-21	0	0	0	1	4	28	81	128	64	18	2	1	0	0	1	328	26.20	6.70	1.20	0.60	0.30	52.0	52.0	57.9
21-22	0	0	0	1	3	26	93	94	37	9	2	0	0	0	0	265	18.10	4.20	0.80	0.00	0.00	50.7	50.5	56.1
22-23	0	0	0	0	2	13	50	60	33	11	3	0	0	0	0	172	27.30	8.10	1.70	0.00	0.00	52.0	51.8	58.2
23-24	0	0	0	1	2	7	27	39	23	8	3	1	0	0	0	111	31.50	10.80	3.60	0.90	0.00	52.5	52.4	59.0
Avg Daily Total	1	2	1	14	100	717	2433	3130	1715	473	82	16	1	0	1	8686	26.30	6.60	1.20	0.20	0.00	51.8	51.7	57.9
Percent	0.0	0.0	0.0	0.2	1.2	8.3	28.0	36.0	19.7	5.5	0.9	0.2	0.0	0.0	0.0									
Cum Percent	0.0	0.0	0.1	0.2	1.4	9.6	37.6	73.7	93.4	98.9	99.8	100.0	100.0	100.0	100.0									
Average Hour	0	0	0	1	4	30	101	130	71	20	3	1	0	0	0	362								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	53.5	53.3	59.1
South	50.1	50.0	55.4

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	410	A.M.	08-09	555
South	17-18	367	P.M.	17-18	777

TRAFFIC FLOW BY DIRECTION



—North – –South

New York State Department of Transportation

STATION: 820644

Northbound Speed Count Average Weekday Report

ROUTE/ROAD:	NY9G	FROM:	END 9G/199 OLAP	TO:	KELLEY RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	23.52	FACTOR GROUP:	30	BIN:	1006440
DOT ID:	100506	LANES BY DIR:	1 North	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	07/24/2014	PLACEMENT:	.25MI SOUTH OF KELLEY RD	1 WAY CODE:		HPMS SAMPLE:	2014079
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30B	SPEED LIMIT:	55

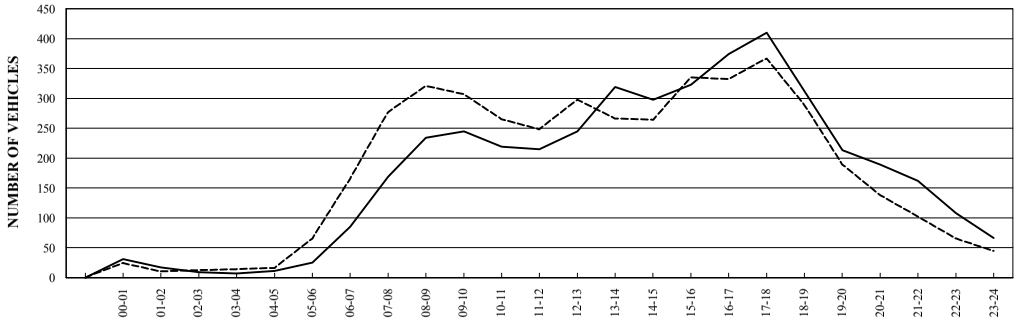
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	0	0	0	2	6	8	7	6	2	0	0	0	0	31	48.40	25.80	6.50	0.00	0.00	54.9	54.7	62.8
01-02	0	0	0	0	0	2	2	5	5	2	1	0	0	0	0	17	47.10	17.60	5.90	0.00	0.00	54.3	54.5	61.1
02-03	0	0	0	0	0	1	1	2	3	2	0	0	0	0	0	9	55.60	22.20	0.00	0.00	0.00	54.7	55.8	61.6
03-04	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	7	28.60	14.30	0.00	0.00	0.00	52.5	51.3	59.8
04-05	0	0	0	0	0	0	1	3	3	1	1	1	1	0	0	11	63.60	36.40	27.30	18.20	9.10	59.8	57.5	71.8
05-06	0	0	0	0	0	1	2	6	9	5	1	1	0	0	0	25	64.00	28.00	8.00	4.00	0.00	56.9	56.9	63.3
06-07	0	0	0	1	0	1	6	21	34	18	3	1	0	0	0	85	65.90	25.90	4.70	1.20	0.00	56.7	57.0	62.6
07-08	0	0	0	0	1	4	30	51	52	26	4	1	0	0	0	169	49.10	18.30	3.00	0.60	0.00	54.8	54.9	61.1
08-09	0	0	0	0	2	18	53	75	60	23	3	0	0	0	0	234	36.80	11.10	1.30	0.00	0.00	52.9	52.9	59.2
09-10	0	0	0	1	2	11	54	90	64	20	2	1	0	0	0	245	35.50	9.40	1.20	0.40	0.00	53.1	53.0	58.9
10-11	0	0	0	0	1	6	44	89	59	15	5	0	0	0	0	219	36.10	9.10	2.30	0.00	0.00	53.5	53.3	58.9
11-12	0	0	0	0	0	7	45	83	59	18	3	0	0	0	0	215	37.20	9.80	1.40	0.00	0.00	53.5	53.3	59.0
12-13	0	1	0	0	0	10	51	98	60	21	4	0	0	0	0	245	34.70	10.20	1.60	0.00	0.00	53.3	53.1	59.0
13-14	0	0	0	0	2	15	71	137	69	21	3	1	0	0	0	319	29.50	7.80	1.30	0.30	0.00	52.8	52.6	58.3
14-15	0	1	0	0	1	15	74	112	70	23	1	1	0	0	0	298	31.90	8.40	0.70	0.30	0.00	52.7	52.6	58.6
15-16	0	0	0	0	2	14	57	133	88	26	2	1	0	0	0	323	36.20	9.00	0.90	0.30	0.00	53.4	53.3	58.9
16-17	0	0	0	0	2	16	75	143	108	27	3	0	0	0	0	374	36.90	8.00	0.80	0.00	0.00	53.3	53.3	58.8
17-18	0	0	0	0	2	11	70	179	118	25	4	1	0	0	0	410	36.10	7.30	1.20	0.20	0.00	53.5	53.4	58.7
18-19	0	0	0	1	1	7	52	125	88	32	5	1	0	0	0	312	40.40	12.20	1.90	0.30	0.00	54.1	53.8	59.5
19-20	0	0	0	0	1	6	33	76	69	22	5	1	0	0	0	213	45.50	13.10	2.80	0.50	0.00	54.5	54.4	59.7
20-21	0	0	0	0	1	7	33	83	49	13	1	1	0	0	1	189	34.40	8.50	1.60	1.10	0.50	53.7	53.2	58.7
21-22	0	0	0	1	1	9	51	61	29	8	2	0	0	0	0	162	24.10	6.20	1.20	0.00	0.00	51.7	51.6	57.5
22-23	0	0	0	0	0	7	27	38	26	8	2	0	0	0	0	108	33.30	9.30	1.90	0.00	0.00	52.8	52.6	58.8
23-24	0	0	0	0	1	4	13	24	15	6	2	1	0	0	0	66	36.40	13.60	4.50	1.50	0.00	53.5	53.1	59.7
Avg Daily Total	0	2	0	4	20	174	854	1644	1145	369	59	13	1	0	1	4286	37.10	10.30	1.70	0.30	0.00	53.5	53.3	59.1
Percent	0.0	0.1	0.0	0.1	0.5	4.1	19.9	38.4	26.7	8.6	1.4	0.3	0.0	0.0	0.0									
Cum Percent	0.0	0.1	0.1	0.1	0.6	4.7	24.6	63.0	89.7	98.3	99.7	100.0	100.0	100.0	100.0									
Average Hour	0	0	0	0	1	7	36	69	48	15	2	1	0	0	0	179								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	53.5	53.3	59.1
South	50.1	50.0	55.4

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	410	A.M.	08-09	555
South	17-18	367	P.M.	17-18	777

TRAFFIC FLOW BY DIRECTION



—North – –South

New York State Department of Transportation

STATION: 820644

Southbound Speed Count Average Weekday Report

ROUTE/ROAD:	NY9G	FROM:	END 9G/199 OLAP	TO:	KELLEY RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	23.52	FACTOR GROUP:	30	BIN:	1006440
DOT ID:	100506	LANES BY DIR:	1 South	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	07/24/2014	PLACEMENT:	.25MI SOUTH OF KELLEY RD	1 WAY CODE:		HPMS SAMPLE:	2014079
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30B	SPEED LIMIT:	55

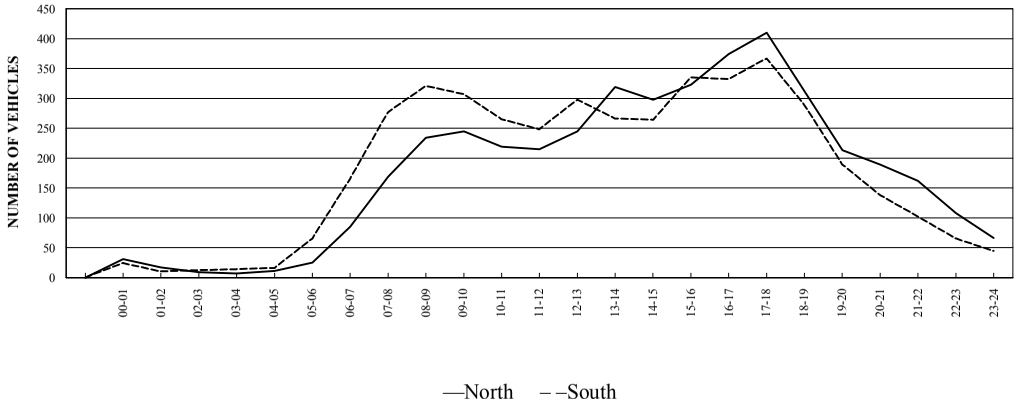
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	0	0	1	2	6	7	6	1	1	0	0	0	0	24	33.30	8.30	4.20	0.00	0.00	52.1	52.1	58.7
01-02	0	0	0	0	0	2	4	2	1	1	0	0	0	0	0	10	20.00	10.00	0.00	0.00	0.00	50.0	48.8	57.5
02-03	0	0	0	0	0	2	4	3	3	0	0	0	0	0	0	12	25.00	0.00	0.00	0.00	0.00	50.4	50.0	57.0
03-04	0	0	0	0	0	1	3	3	4	1	1	1	0	0	0	14	50.00	21.40	14.30	7.10	0.00	55.4	55.0	64.5
04-05	0	0	0	0	0	0	2	5	6	2	1	0	0	0	0	16	56.30	18.80	6.30	0.00	0.00	55.9	55.8	61.5
05-06	0	0	0	0	0	3	16	20	17	8	1	0	0	0	0	65	40.00	13.80	1.50	0.00	0.00	53.6	53.4	59.8
06-07	0	0	0	0	0	3	33	70	42	13	3	1	0	0	0	165	35.80	10.30	2.40	0.60	0.00	53.8	53.3	59.1
07-08	0	0	0	1	5	19	81	108	52	9	2	0	0	0	0	277	22.70	4.00	0.70	0.00	0.00	51.4	51.5	57.1
08-09	0	0	0	0	6	38	111	117	42	5	2	0	0	0	0	321	15.30	2.20	0.60	0.00	0.00	50.2	50.2	55.1
09-10	0	0	0	0	5	44	118	99	34	6	1	0	0	0	0	307	13.40	2.30	0.30	0.00	0.00	49.7	49.4	54.7
10-11	0	0	0	0	6	34	100	92	29	4	0	0	0	0	0	265	12.50	1.50	0.00	0.00	0.00	49.7	49.6	54.6
11-12	0	0	0	0	5	31	94	84	28	5	1	0	0	0	0	248	13.70	2.40	0.40	0.00	0.00	49.9	49.7	54.8
12-13	0	0	0	1	5	38	110	98	41	4	1	0	0	0	0	298	15.40	1.70	0.30	0.00	0.00	49.9	49.8	55.2
13-14	0	0	0	1	5	34	105	90	27	3	1	0	0	0	0	266	11.70	1.50	0.40	0.00	0.00	49.6	49.4	54.5
14-15	0	0	1	1	6	43	104	75	28	6	0	0	0	0	0	264	12.90	2.30	0.00	0.00	0.00	49.1	48.9	54.6
15-16	0	0	0	2	8	42	132	110	35	5	1	0	0	0	0	335	12.20	1.80	0.30	0.00	0.00	49.5	49.4	54.6
16-17	0	0	0	0	6	50	123	111	36	5	1	0	0	0	0	332	12.70	1.80	0.30	0.00	0.00	49.6	49.5	54.6
17-18	0	0	0	1	7	49	143	122	40	4	1	0	0	0	0	367	12.30	1.40	0.30	0.00	0.00	49.6	49.4	54.6
18-19	0	0	0	1	8	50	96	90	33	8	2	1	0	0	0	289	15.20	3.80	1.00	0.30	0.00	49.6	49.5	55.1
19-20	0	0	0	0	2	17	67	68	29	5	1	0	0	0	0	189	18.50	3.20	0.50	0.00	0.00	50.8	50.6	56.1
20-21	0	0	0	1	3	21	48	45	15	4	1	0	0	0	0	138	14.50	3.60	0.70	0.00	0.00	49.7	49.6	54.9
21-22	0	0	0	0	2	17	42	32	8	1	0	0	0	0	0	102	8.80	1.00	0.00	0.00	0.00	49.0	48.8	54.0
22-23	0	0	0	0	2	6	23	22	8	3	1	0	0	0	0	65	18.50	6.20	1.50	0.00	0.00	50.7	50.3	56.4
23-24	0	0	0	0	1	3	14	15	8	2	1	0	0	0	0	44	25.00	6.80	2.30	0.00	0.00	51.6	51.3	57.8
Avg Daily Total	0	0	1	9	83	549	1579	1488	572	105	24	3	0	0	0	4413	16.00	3.00	0.60	0.10	0.00	50.1	50.0	55.4
Percent	0.0	0.0	0.0	0.2	1.9	12.4	35.8	33.7	13.0	2.4	0.5	0.1	0.0	0.0	0.0									
Cum Percent	0.0	0.0	0.0	0.2	2.1	14.6	50.3	84.1	97.0	99.4	99.9	100.0	100.0	100.0	100.0									
Average Hour	0	0	0	0	3	23	66	62	24	4	1	0	0	0	0	184								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	53.5	53.3	59.1
South	50.1	50.0	55.4

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	410	A.M.	08-09	555
South	17-18	367	P.M.	17-18	777

TRAFFIC FLOW BY DIRECTION

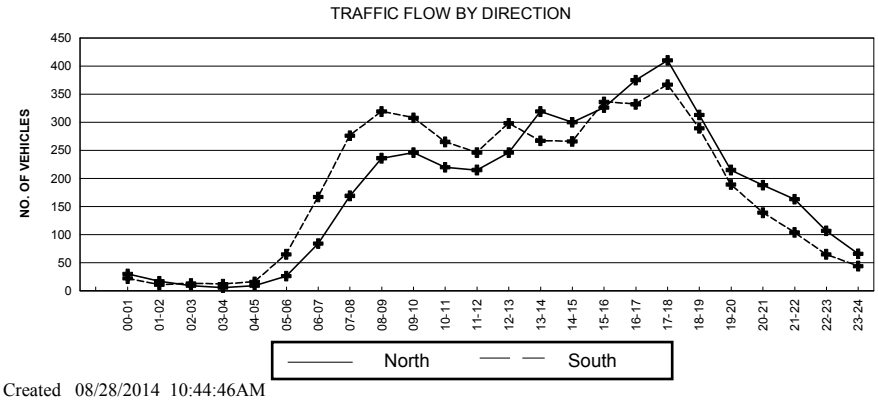


New York State Department of Transportation

Classification Count Average Weekday Hourly Data Report

Route/Road	NY9G	Begin Date	07/24/2014	**STATION**	**820644**
Region-County	8 - DUTCHESS	End Date	07/31/2014	Taken By	TST-KAJ
From	END 9G/199 OLAP	No. Days Counted	7	Processed By	DOT-CEL
To	KELLEY RD	No. of Lanes	2	Batch ID	DOT-R8 WW30B
Ref Marker		DOT ID	100506		
End Milepost	23.52	Func. Class	17-U Major Collector		

		MC	CAR	2A-4T	BUS	SINGLE UNIT 2A-6T	3 A	4+ A	SINGLE TRAILER 4- A	5 A	6+ A	MULTI TRAILER 5- A	6 A	7+ A		% HV	% TRK	AXLE
VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL	F4-F13	F3-F13	FACTOR
AVG NUM AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.7				
HOUR	00-01	0	25	4	0	1	0	0	0	0	0	0	0	0	30	3.3	16.7	1
	01-02	0	13	2	0	1	0	0	0	1	0	0	0	0	17	11.8	23.5	.92
	02-03	0	6	1	0	1	0	0	0	1	0	0	0	0	9	22.2	33.3	.86
	03-04	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0.0	16.7	1
	04-05	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0.0	11.1	1
	05-06	0	20	4	0	1	0	0	0	1	0	0	0	0	26	7.7	23.1	.95
	06-07	0	61	18	0	4	0	0	0	1	0	0	0	0	84	6.0	27.4	.98
	07-08	0	117	34	1	12	1	1	2	1	0	0	0	0	169	10.7	30.8	.97
	08-09	1	166	43	4	15	3	1	1	1	1	0	0	0	236	11.0	29.2	.97
	09-10	1	184	42	3	10	2	0	2	2	0	0	0	0	246	7.7	24.8	.98
	10-11	1	156	45	3	10	1	1	2	1	0	0	0	0	220	8.2	28.6	.98
DIRECTION	11-12	0	160	38	2	10	1	1	1	1	1	0	0	0	215	7.9	25.6	.97
North	12-13	2	186	40	1	11	2	1	1	1	1	0	0	0	246	7.3	23.6	.97
	13-14	2	252	46	2	10	2	1	2	2	0	0	0	0	319	6.0	20.4	.98
	14-15	2	222	56	1	10	3	2	2	1	1	0	0	0	300	6.7	25.3	.97
	15-16	3	246	61	2	10	2	0	1	1	0	0	0	0	326	4.9	23.6	.99
	16-17	1	285	65	1	16	3	0	2	1	1	0	0	0	375	6.4	23.7	.98
	17-18	3	333	57	1	12	1	0	2	1	0	0	0	0	410	4.1	18.0	.99
	18-19	2	253	46	1	8	1	1	0	1	0	0	0	0	313	3.8	18.5	.99
	19-20	2	171	35	1	4	1	0	0	1	0	0	0	0	215	3.3	19.5	.99
	20-21	1	152	29	1	3	1	0	1	0	0	0	0	0	188	3.2	18.6	.99
	21-22	1	137	19	1	3	0	0	1	1	0	0	0	0	163	3.7	15.3	.98
	22-23	0	91	13	0	3	0	0	0	0	0	0	0	0	107	2.8	15.0	1
	23-24	0	57	8	0	1	0	0	0	0	0	0	0	0	66	1.5	13.6	1
TOTAL VEHICLES		22	3306	708	25	156	24	9	20	20	5	0	0	0	4295	6.0	22.5	.98
TOTAL AXLES		44	6612	1416	63	312	72	36	70	100	30	0	0	0	8755			
HOUR	00-01	0	19	2	0	1	0	0	0	0	0	0	0	0	22	4.5	13.6	1
	01-02	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0.0	18.2	1
	02-03	0	10	1	0	1	0	0	0	1	0	0	0	0	13	15.4	23.1	.90
	03-04	0	7	2	1	2	0	0	0	0	0	0	0	0	12	25.0	41.7	.98
	04-05	0	11	4	1	0	0	0	0	0	0	0	0	0	16	6.3	31.3	.98
	05-06	0	45	16	0	3	0	0	1	0	0	0	0	0	65	6.2	30.8	.99
	06-07	1	122	34	1	7	0	0	1	1	0	0	0	0	167	6.0	26.3	.99
	07-08	1	212	48	1	8	2	0	2	1	1	0	0	0	276	5.4	22.8	.98
	08-09	1	254	45	2	13	1	0	2	1	0	0	0	0	319	6.0	20.1	.99
	09-10	1	235	51	4	11	2	1	0	2	1	0	0	0	308	6.8	23.4	.97
	10-11	1	202	42	4	11	1	0	2	2	0	0	0	0	265	7.5	23.4	.98
DIRECTION	11-12	1	184	45	2	9	1	0	3	1	0	0	0	0	246	6.5	24.8	.98
South	12-13	1	231	46	3	10	2	0	2	2	1	0	0	0	298	6.7	22.1	.97
	13-14	1	205	45	2	8	2	0	1	2	1	0	0	0	267	6.0	22.8	.97
	14-15	2	203	39	3	12	2	1	1	2	1	0	0	0	266	8.3	22.9	.97
	15-16	3	257	58	1	12	2	0	1	2	0	0	0	0	336	5.4	22.6	.99
	16-17	2	267	48	1	12	0	0	1	0	1	0	0	0	332	4.5	19.0	.99
	17-18	1	307	48	1	7	0	0	1	1	1	0	0	0	367	3.0	16.1	.99
	18-19	3	246	31	0	8	0	0	0	1	0	0	0	0	289	3.1	13.8	.99
	19-20	1	159	23	1	5	0	0	0	0	0	0	0	0	189	3.2	15.3	1
	20-21	1	119	16	0	3	0	0	0	0	0	0	0	0	139	2.2	13.7	1
	21-22	1	86	13	1	2	0	0	1	0	0	0	0	0	104	3.8	16.3	.99
	22-23	0	56	6	1	2	0	0	0	0	0	0	0	0	65	4.6	13.8	1
	23-24	0	42	2	0	0	0	0	0	0	0	0	0	0	44	0.0	4.5	1
TOTAL VEHICLES		22	3488	667	30	147	15	2	19	19	7	0	0	0	4416	5.4	20.5	.98
TOTAL AXLES		44	6976	1334	75	294	45	8	67	95	42	0	0	0	8980			
GRAND TOTAL VEHICLES		44	6794	1375	55	303	39	11	39	39	12	0	0	0	8711	5.7	21.5	.98
GRAND TOTAL AXLES		88	13588	2750	138	606	117	44	137	195	72	0	0	0	17735			



DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	4295	4416	8711
NUMBER OF AXLES	8755	8980	17735
% HEAVY VEHICLES (F4-F13)	6.00%	5.40%	5.70%
% TRUCKS & BUSES (F3-F13)	22.50%	20.50%	21.50%
AXLE CORRECTION FACTOR	0.98	0.98	0.98

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	17-18	410	A.M.	08-09	555
South	17-18	367	P.M.	17-18	777

New York State Department of Transportation
Roadway Traffic Count Hourly Report

STATION: 820642

ROUTE/ROAD:	NY9G	FROM:	KELLEY RD	TO:	CR 78 TIVOLI	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	26.66	FACTOR GROUP:	30	BIN:	
DOT ID:	100506	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	8/14/2014	WEEK OF YEAR:	33	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	40YDS SOUTH OF KIDD LN	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

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
8/14, Thu													443	482	528	594	716	681	564	412	315	255	198	99	5287		
8/15, Fri	63	20	21	14	24	68	218	343	475	519	460	489	505	541	570	610	719	688	597	435	343	244	272	155	8393	719	16-17
8/16, Sat	82	38	24	15	17	33	97	161	289	405	452	506	568	529	538	553	624	522	438	391	276	273	264	176	7271	624	16-17
8/17, Sun	109	80	35	24	16	23	51	104	182	399	397	510	535	532	576	591	545	492	488	351	314	217	133	106	6810	591	15-16
8/18, Mon	62	35	14	20	26	92	225	395	410	469	424	445	449	455	477	533	639	602	486	376	297	222	107	83	7343	639	16-17
8/19, Tue	34	21	21	15	19	81	230	370	445	514	440	469	471	486	544	622	641	626	474	403	313	268	231	125	7863	641	16-17
8/20, Wed	45	26	12	17	33	75	239	416	469	496	468	491	486	446	533	567	646	688	542	409	339	293	232	132	8100	688	17-18
8/21, Thu	46	26	17	13	26	80	234	382	445	451															1720		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	47	23	18	15	26	76	229	381	449	490	448	474	462	467	521	579	661	649	517	400	316	260	192	110	7807		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
7	166	4	100	661	8.5	375	9.7	308	7.8	7144	3542	3602

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	1.00

STATION: 820642

New York State Department of Transportation
NB Traffic Count Hourly Report

ROUTE/ROAD:	NY9G	FROM:	KELLEY RD	TO:	CR 78 TIVOLI	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	26.66	FACTOR GROUP:	30	BIN:	
DOT ID:	100506	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	8/14/2014	WEEK OF YEAR:	33	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	40YDS SOUTH OF KIDD LN	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

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
8/14, Thu													233	250	285	322	374	384	309	232	196	152	125	72	2934		
8/15, Fri	38	12	9	5	8	24	68	129	192	218	186	235	219	275	280	323	406	387	321	214	196	139	186	103	4173	406	16-17
8/16, Sat	51	28	18	7	6	14	27	65	121	159	202	217	262	265	268	309	365	259	237	198	136	145	153	107	3619	365	16-17
8/17, Sun	73	57	18	11	3	8	17	46	68	124	149	222	214	254	271	287	260	232	238	179	185	128	75	63	3182	287	15-16
8/18, Mon	35	25	9	8	9	31	54	136	161	168	171	203	230	202	242	270	359	373	263	216	171	145	74	51	3606	373	17-18
8/19, Tue	23	12	10	6	5	23	73	118	172	176	176	219	214	225	279	327	351	350	268	234	197	167	158	100	3883	351	16-17
8/20, Wed	31	10	6	9	9	25	69	156	159	186	192	209	220	202	272	294	351	392	323	225	205	195	170	89	3999	392	17-18
8/21, Thu	25	14	8	5	9	27	70	132	156	159															605		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	29	12	8	6	8	25	67	134	168	181	181	217	224	220	270	303	359	375	291	227	192	165	132	78	3871		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	166	4	100	661	8.5	375	9.7	308	7.8

ESTIMATED AADT Roadway	North	South
7144	3542	3602

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	1.00

STATION: 820642

New York State Department of Transportation
SB Traffic Count Hourly Report

ROUTE/ROAD:	NY9G	FROM:	KELLEY RD	TO:	CR 78 TIVOLI	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	26.66	FACTOR GROUP:	30	BIN:	
DOT ID:	100506	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	8/14/2014	WEEK OF YEAR:	33	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	40YDS SOUTH OF KIDD LN	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

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
8/14, Thu													210	232	243	272	342	297	255	180	119	103	73	27	2353		
8/15, Fri	25	8	12	9	16	44	150	214	283	301	274	254	286	266	290	287	313	301	276	221	147	105	86	52	4220	313	16-17
8/16, Sat	31	10	6	8	11	19	70	96	168	246	250	289	306	264	270	244	259	263	201	193	140	128	111	69	3652	306	12-13
8/17, Sun	36	23	17	13	13	15	34	58	114	275	248	288	321	278	305	304	285	260	250	172	129	89	58	43	3628	321	12-13
8/18, Mon	27	10	5	12	17	61	171	259	249	301	253	242	219	253	235	263	280	229	223	160	126	77	33	32	3737	301	09-10
8/19, Tue	11	9	11	9	14	58	157	252	273	338	264	250	257	261	265	295	290	276	206	169	116	101	73	25	3980	338	09-10
8/20, Wed	14	16	6	8	24	50	170	260	310	310	276	282	266	244	261	273	295	296	219	184	134	98	62	43	4101	310	09-10
8/21, Thu	21	12	9	8	17	53	164	250	289	292															1115		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	18	11	10	9	18	51	162	247	281	308	267	257	238	248	251	276	302	275	226	173	124	95	60	32	3936		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	166	4	100	661	8.5	375	9.7	308	7.8

ESTIMATED AADT Roadway	North	South
7144	3542	3602

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	1.00

New York State Department of Transportation

STATION: 820642

Roadway Speed Count Average Weekday Report

ROUTE/ROAD:	NY9G	FROM:	KELLEY RD	TO:	CR 78 TIVOLI	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	26.66	FACTOR GROUP:	30	BIN:	
DOT ID:	100506	LANES BY DIR:	1 North 1 South	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	08/14/2014	PLACEMENT:	40YDS SOUTH OF KIDD LN	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

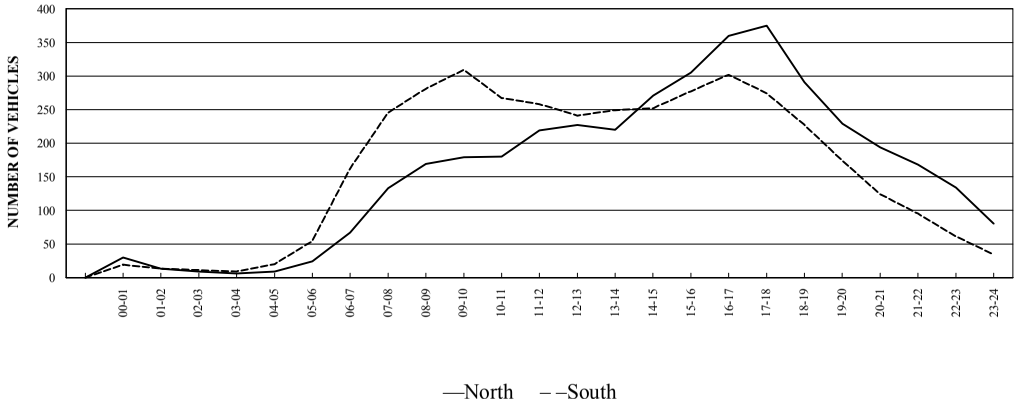
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	1	1	1	6	10	15	10	3	1	0	0	0	0	48	29.20	8.30	2.10	0.00	0.00	50.9	51.7	58.4
01-02	0	0	0	0	1	3	5	6	7	2	0	0	0	0	0	24	37.50	8.30	0.00	0.00	0.00	51.9	52.5	58.9
02-03	0	0	0	0	0	2	5	4	6	1	0	0	0	0	0	18	38.90	5.60	0.00	0.00	0.00	52.2	52.5	58.6
03-04	0	0	0	0	1	1	3	5	3	1	1	1	0	0	0	16	37.50	18.80	12.50	6.30	0.00	53.8	53.0	63.0
04-05	0	0	1	0	1	2	2	9	7	2	2	1	0	0	0	27	44.40	18.50	11.10	3.70	0.00	53.8	54.2	62.4
05-06	0	0	1	1	0	2	12	27	23	8	3	0	0	0	0	77	44.20	14.30	3.90	0.00	0.00	54.0	54.2	59.9
06-07	0	0	3	7	3	4	26	74	78	28	6	2	0	0	0	231	49.40	15.60	3.50	0.90	0.00	54.1	54.9	60.2
07-08	0	1	6	11	11	10	46	133	124	35	5	1	0	0	0	383	43.10	10.70	1.60	0.30	0.00	52.9	54.0	59.3
08-09	0	2	5	16	13	22	83	158	119	27	5	1	0	0	0	451	33.70	7.30	1.30	0.20	0.00	51.7	52.7	58.5
09-10	2	2	9	25	24	33	94	172	104	21	3	0	0	0	0	489	26.20	4.90	0.60	0.00	0.00	49.9	51.6	57.6
10-11	0	2	6	22	16	36	105	165	74	18	3	1	0	0	0	448	21.40	4.90	0.90	0.20	0.00	49.9	51.1	56.9
11-12	1	2	9	25	27	40	112	160	77	18	2	1	0	0	0	474	20.70	4.40	0.60	0.20	0.00	49.2	50.7	56.7
12-13	1	1	7	19	18	32	103	165	91	23	3	0	0	0	0	463	25.30	5.60	0.60	0.00	0.00	50.3	51.5	57.6
13-14	2	2	7	20	23	36	112	158	85	20	2	0	0	1	0	468	23.10	4.90	0.60	0.20	0.20	49.7	51.0	57.2
14-15	1	2	8	19	29	40	118	181	99	21	3	0	0	0	0	521	23.60	4.60	0.60	0.00	0.00	49.9	51.2	57.3
15-16	1	3	3	25	29	49	132	201	110	22	3	1	0	0	0	579	23.50	4.50	0.70	0.20	0.00	50.0	51.2	57.2
16-17	2	3	6	23	30	52	137	246	133	24	3	0	1	0	0	660	24.40	4.20	0.60	0.20	0.20	50.3	51.6	57.3
17-18	3	4	9	26	32	44	124	237	144	24	2	0	0	0	0	649	26.20	4.00	0.30	0.00	0.00	50.1	51.7	57.5
18-19	4	1	3	20	18	42	107	188	109	22	3	1	0	0	0	518	26.10	5.00	0.80	0.20	0.00	50.4	51.7	57.6
19-20	1	1	5	15	18	37	91	130	81	19	3	1	0	0	0	402	25.90	5.70	1.00	0.20	0.00	50.2	51.3	57.7
20-21	0	1	7	17	14	38	77	110	41	10	1	1	0	0	0	317	16.70	3.80	0.60	0.30	0.00	48.8	50.2	55.7
21-22	1	1	4	11	16	29	71	82	37	8	1	1	0	0	0	262	17.90	3.80	0.80	0.40	0.00	48.8	49.9	56.0
22-23	0	1	3	5	8	19	44	68	37	9	1	1	0	0	0	196	24.50	5.60	1.00	0.50	0.00	50.3	51.3	57.5
23-24	0	0	1	5	5	8	20	40	23	8	1	0	0	0	0	111	28.80	8.10	0.90	0.00	0.00	51.0	52.1	58.3
Avg Daily Total	19	29	104	313	338	587	1639	2734	1622	374	57	14	1	1	0	7832	26.40	5.70	0.90	0.20	0.00	50.4	51.6	57.8
Percent	0.2	0.4	1.3	4.0	4.3	7.5	20.9	34.9	20.7	4.8	0.7	0.2	0.0	0.0	0.0									
Cum Percent	0.2	0.6	1.9	5.9	10.3	17.8	38.7	73.6	94.3	99.1	99.8	100.0	100.0	100.0	100.0									
Average Hour	1	1	4	13	14	24	68	114	68	16	2	1	0	0	0	326								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	51.0	52.4	58.5
South	49.7	50.8	56.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	375	A.M.	09-10	489
South	09-10	309	P.M.	16-17	660

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 820642

Northbound Speed Count Average Weekday Report

ROUTE/ROAD:	NY9G	FROM:	KELLEY RD	TO:	CR 78 TIVOLI	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	26.66	FACTOR GROUP:	30	BIN:	
DOT ID:	100506	LANES BY DIR:	1 North	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	08/14/2014	PLACEMENT:	40YDS SOUTH OF KIDD LN	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

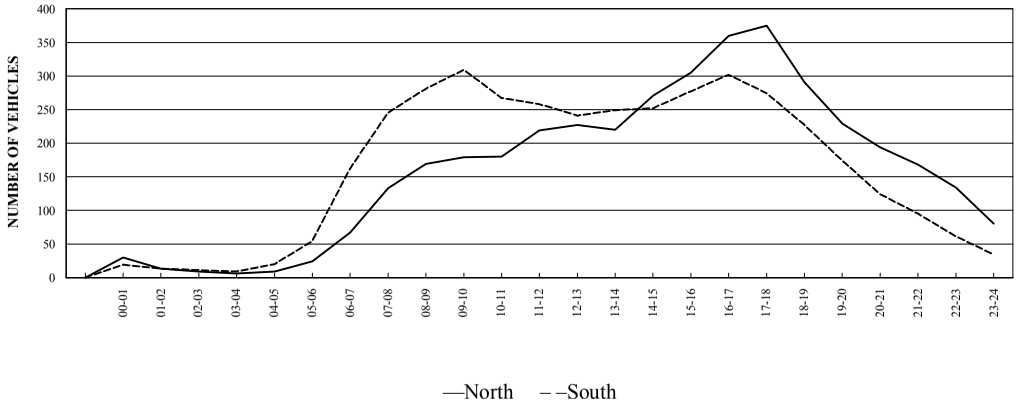
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	0	1	1	3	6	9	7	3	0	0	0	0	0	**30**	33.30	10.00	0.00	0.00	0.00	51.5	52.2	58.9
01-02	0	0	0	0	0	2	3	3	4	1	0	0	0	0	0	**13**	38.50	7.70	0.00	0.00	0.00	52.1	52.5	58.8
02-03	0	0	0	0	0	1	1	2	4	1	0	0	0	0	0	**9**	55.60	11.10	0.00	0.00	0.00	54.2	55.6	59.6
03-04	0	0	0	0	1	0	2	1	2	0	0	0	0	0	0	**6**	33.30	0.00	0.00	0.00	0.00	50.0	50.0	57.8
04-05	0	0	0	0	1	1	0	2	2	1	2	0	0	0	0	**9**	55.60	33.30	22.20	0.00	0.00	55.3	56.3	66.6
05-06	0	0	0	0	0	1	2	9	7	3	2	0	0	0	0	**24**	50.00	20.80	8.30	0.00	0.00	55.6	55.0	62.3
06-07	0	0	0	0	1	1	5	17	27	13	3	0	0	0	0	**67**	64.20	23.90	4.50	0.00	0.00	56.4	56.8	62.3
07-08	0	0	1	3	4	4	13	36	51	18	2	1	0	0	0	**133**	54.10	15.80	2.30	0.80	0.00	54.3	55.5	60.3
08-09	0	1	2	4	6	8	21	53	54	17	3	0	0	0	0	**169**	43.80	11.80	1.80	0.00	0.00	52.8	54.0	59.5
09-10	0	0	3	6	12	8	24	61	50	14	1	0	0	0	0	**179**	36.30	8.40	0.60	0.00	0.00	51.6	53.0	58.8
10-11	0	1	3	9	8	9	27	65	42	13	2	1	0	0	0	**180**	32.20	8.90	1.70	0.60	0.00	51.2	52.5	58.7
11-12	0	2	4	11	14	15	33	75	51	12	1	1	0	0	0	**219**	29.70	6.40	0.90	0.50	0.00	50.2	52.0	58.2
12-13	0	1	2	7	9	15	33	85	56	16	3	0	0	0	0	**227**	33.00	8.40	1.30	0.00	0.00	51.7	52.7	58.7
13-14	1	1	3	9	15	13	43	73	45	14	2	0	0	1	0	**220**	28.20	7.70	1.40	0.50	0.50	50.4	51.7	58.2
14-15	0	1	4	6	21	17	42	98	64	16	2	0	0	0	0	**271**	30.30	6.60	0.70	0.00	0.00	50.9	52.3	58.2
15-16	1	3	2	12	16	25	58	104	64	17	2	1	0	0	0	**305**	27.50	6.60	1.00	0.30	0.00	50.3	51.7	58.0
16-17	2	3	4	12	15	23	56	133	92	17	2	0	1	0	0	**360**	31.10	5.60	0.80	0.30	0.30	50.9	52.4	58.2
17-18	2	4	5	15	24	21	56	135	95	17	1	0	0	0	0	**375**	30.10	4.80	0.30	0.00	0.00	50.3	52.2	58.0
18-19	3	1	2	10	13	21	45	105	74	15	2	0	0	0	0	**291**	31.30	5.80	0.70	0.00	0.00	50.8	52.4	58.2
19-20	1	1	2	7	10	17	42	74	57	15	2	1	0	0	0	**229**	32.80	7.90	1.30	0.40	0.00	51.2	52.3	58.6
20-21	0	1	4	11	10	17	41	75	27	6	1	1	0	0	0	**194**	18.00	4.10	1.00	0.50	0.00	49.2	50.9	56.1
21-22	1	1	2	6	11	15	44	56	24	7	0	1	0	0	0	**168**	19.00	4.80	0.60	0.60	0.00	49.1	50.4	56.4
22-23	0	1	1	2	5	11	27	49	29	8	0	1	0	0	0	**134**	28.40	6.70	0.70	0.70	0.00	51.2	52.0	58.1
23-24	0	0	1	3	4	5	12	30	17	7	1	0	0	0	0	**80**	31.30	10.00	1.30	0.00	0.00	51.4	52.5	58.8
Avg Daily Total	11	22	45	134	201	253	636	1350	945	251	34	8	1	1	0	**3892**	31.90	7.60	1.10	0.30	0.10	51.0	52.4	58.5
Percent	0.3	0.6	1.2	3.4	5.2	6.5	16.3	34.7	24.3	6.5	0.9	0.2	0.0	0.0	0.0									
Cum Percent	0.3	0.9	2.0	5.5	10.6	17.1	33.5	68.1	92.4	98.9	99.7	100.0	100.0	100.0	100.0									
Average Hour	0	1	2	6	8	11	27	56	39	10	1	0	0	0	0	**162**								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	51.0	52.4	58.5
South	49.7	50.8	56.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	375	A.M.	09-10	489
South	09-10	309	P.M.	16-17	660

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 820642

Southbound Speed Count Average Weekday Report

ROUTE/ROAD:	NY9G	FROM:	KELLEY RD	TO:	CR 78 TIVOLI	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	7	END MILEPOST:	26.66	FACTOR GROUP:	30	BIN:	
DOT ID:	100506	LANES BY DIR:	1 South	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	08/14/2014	PLACEMENT:	40YDS SOUTH OF KIDD LN	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW33A	SPEED LIMIT:	55

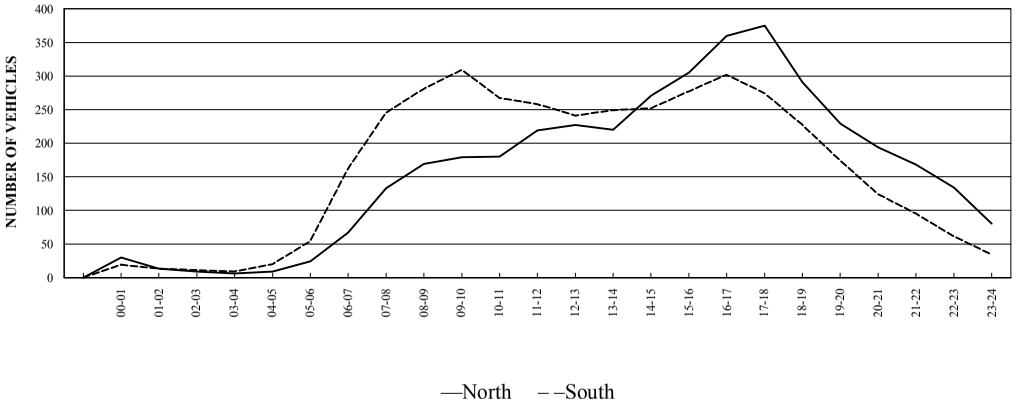
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	1	1	0	3	4	5	3	1	1	0	0	0	0	19	26.30	10.50	5.30	0.00	0.00	49.6	50.5	58.6
01-02	0	0	0	0	1	2	3	3	3	1	0	0	0	0	0	13	30.80	7.70	0.00	0.00	0.00	50.6	50.8	58.4
02-03	0	0	0	0	0	2	4	2	2	1	0	0	0	0	0	11	27.30	9.10	0.00	0.00	0.00	50.7	49.4	58.4
03-04	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	9	33.30	11.10	0.00	0.00	0.00	52.5	52.5	59.1
04-05	0	0	1	0	0	1	2	7	6	1	1	1	0	0	0	20	45.00	15.00	10.00	5.00	0.00	54.0	54.3	60.0
05-06	0	0	1	1	0	2	10	18	16	5	1	0	0	0	0	54	40.70	11.10	1.90	0.00	0.00	53.1	53.6	59.3
06-07	0	0	3	6	2	3	21	57	51	15	3	1	0	0	0	162	43.20	11.70	2.50	0.60	0.00	53.2	54.0	59.5
07-08	0	1	4	7	6	6	33	96	73	17	2	0	0	0	0	245	37.60	7.80	0.80	0.00	0.00	52.4	53.4	58.8
08-09	0	1	3	12	7	13	62	105	65	10	2	1	0	0	0	281	27.80	4.60	1.10	0.40	0.00	51.0	52.0	57.8
09-10	2	1	7	19	12	25	70	111	54	7	1	0	0	0	0	309	20.10	2.60	0.30	0.00	0.00	49.0	50.8	56.4
10-11	0	1	3	13	8	27	78	100	32	4	1	0	0	0	0	267	13.90	1.90	0.40	0.00	0.00	49.0	50.2	54.8
11-12	0	1	5	14	13	25	79	86	27	7	1	0	0	0	0	258	13.60	3.10	0.40	0.00	0.00	48.4	49.5	54.8
12-13	1	1	5	13	9	17	71	80	36	7	1	0	0	0	0	241	18.30	3.30	0.40	0.00	0.00	49.0	50.2	56.1
13-14	1	1	5	11	8	22	69	85	40	6	1	0	0	0	0	249	18.90	2.80	0.40	0.00	0.00	49.2	50.4	56.2
14-15	1	1	4	13	9	23	76	83	35	6	1	0	0	0	0	252	16.70	2.80	0.40	0.00	0.00	48.8	49.9	55.6
15-16	1	0	1	13	13	25	74	98	46	5	1	0	0	0	0	277	18.80	2.20	0.40	0.00	0.00	49.4	50.6	56.1
16-17	0	0	3	11	16	30	81	113	41	6	1	0	0	0	0	302	15.90	2.30	0.30	0.00	0.00	49.3	50.4	55.3
17-18	1	1	4	10	8	23	68	102	49	7	1	0	0	0	0	274	20.80	2.90	0.40	0.00	0.00	49.8	51.1	56.6
18-19	1	0	1	10	5	21	62	83	35	7	1	1	0	0	0	227	19.40	4.00	0.90	0.40	0.00	49.9	50.8	56.4
19-20	0	1	3	8	8	20	49	56	24	4	1	0	0	0	0	174	16.70	2.90	0.60	0.00	0.00	48.7	49.8	55.6
20-21	0	0	3	7	4	22	37	34	13	4	0	0	0	0	0	124	13.70	3.20	0.00	0.00	0.00	47.9	48.5	54.8
21-22	0	0	2	5	5	14	28	26	13	2	0	0	0	0	0	95	15.80	2.10	0.00	0.00	0.00	48.1	48.8	55.3
22-23	0	0	2	4	3	8	16	19	8	1	0	0	0	0	0	61	14.80	1.60	0.00	0.00	0.00	47.8	49.2	55.0
23-24	0	0	1	2	2	3	8	11	6	1	0	0	0	0	0	34	20.60	2.90	0.00	0.00	0.00	48.8	50.5	56.6
Avg Daily Total	8	10	62	180	139	338	1007	1383	680	126	21	4	0	0	0	3958	21.00	3.80	0.60	0.10	0.00	49.7	50.8	56.7
Percent	0.2	0.3	1.6	4.6	3.5	8.5	25.4	34.9	17.2	3.2	0.5	0.1	0.0	0.0	0.0									
Cum Percent	0.2	0.5	2.0	6.6	10.1	18.6	44.1	79.0	96.2	99.4	99.9	100.0	100.0	100.0	100.0									
Average Hour	0	0	3	8	6	14	42	58	28	5	1	0	0	0	0	165								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	51.0	52.4	58.5
South	49.7	50.8	56.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	375	A.M.	09-10	489
South	09-10	309	P.M.	16-17	660

TRAFFIC FLOW BY DIRECTION

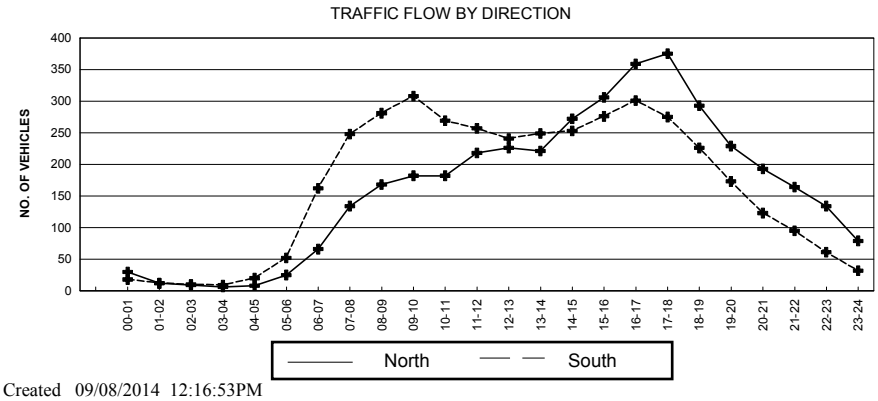


New York State Department of Transportation

Classification Count Average Weekday Hourly Data Report

Route/Road	NY9G	Begin Date	08/14/2014	**STATION**	**820642**
Region-County	8 - DUTCHESS	End Date	08/21/2014	Taken By	TST-KAJ
From	KELLEY RD	No. Days Counted	7	Processed By	DOT-CEL
To	CR 78 TIVOLI	No. of Lanes	2	Batch ID	DOT-R8 WW33A
Ref Marker		DOT ID	100506		
End Milepost	26.66	Func. Class	7-R Major Collector		

						SINGLE UNIT			SINGLE TRAILER			MULTI TRAILER					
		MC	CAR	2A-4T	BUS	2A-6T	3 A	4+ A	4- A	5 A	6+ A	5- A	6 A	7+ A		% HV	% TRK	AXLE
VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL	F4-F13	F3-F13	FACTOR
AVG NUM AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.7				
HOUR	00-01	0	24	4	0	2	0	0	0	0	0	0	0	0	30	6.7	20.0	1
	01-02	0	9	2	0	1	0	0	0	0	0	0	0	0	12	8.3	25.0	1
	02-03	0	7	1	0	0	0	0	0	1	0	0	0	0	9	11.1	22.2	.86
	03-04	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0.0	0.0	1
	04-05	0	5	2	0	0	0	0	0	1	0	0	0	0	8	12.5	37.5	.84
	05-06	0	21	3	0	0	1	0	0	0	0	0	0	0	25	4.0	16.0	.98
	06-07	0	52	11	0	2	0	0	0	1	0	0	0	0	66	4.5	21.2	.98
	07-08	1	100	23	1	7	1	0	1	0	0	0	0	0	134	7.5	24.6	.99
	08-09	0	133	21	2	7	2	0	2	1	0	0	0	0	168	8.3	20.8	.97
	09-10	2	139	27	1	9	2	0	1	1	0	0	0	0	182	7.7	22.5	.98
	10-11	1	142	23	2	8	1	1	1	2	0	0	0	1	182	8.8	21.4	.95
DIRECTION	11-12	1	172	31	2	6	2	0	1	2	1	0	0	0	218	6.4	20.6	.97
North	12-13	2	183	28	3	6	1	1	2	0	0	0	0	0	226	5.8	18.1	.98
	13-14	4	172	33	1	7	1	0	1	1	1	0	0	0	221	5.4	20.4	.98
	14-15	3	210	44	2	8	1	0	3	1	0	0	0	0	272	5.5	21.7	.98
	15-16	4	248	42	2	6	1	0	2	1	0	0	0	0	306	3.9	17.6	.99
	16-17	2	298	47	1	6	0	0	2	2	1	0	0	0	359	3.3	16.4	.98
	17-18	1	326	38	2	6	0	0	0	1	1	0	0	0	375	2.7	12.8	.99
	18-19	3	247	34	2	5	1	0	1	0	0	0	0	0	293	3.1	14.7	.99
	19-20	4	189	29	1	3	1	0	1	1	0	0	0	0	229	3.1	15.7	.99
	20-21	1	163	23	2	2	0	0	1	1	0	0	0	0	193	3.1	15.0	.99
	21-22	0	143	16	1	3	0	0	1	0	0	0	0	0	164	3.0	12.8	.99
	22-23	0	116	13	1	3	0	0	0	1	0	0	0	0	134	3.7	13.4	.99
	23-24	1	70	5	1	2	0	0	0	0	0	0	0	0	79	3.8	10.1	1
TOTAL VEHICLES		30	3175	500	27	99	15	2	20	18	4	0	0	1	3891	4.8	17.6	.98
TOTAL AXLES		60	6350	1000	68	198	45	8	70	90	24	0	0	9	7922			
HOUR	00-01	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0.0	11.1	1
	01-02	0	9	1	1	0	0	0	0	1	0	0	0	0	12	16.7	25.0	.87
	02-03	0	5	2	1	1	0	0	0	1	0	0	0	0	10	30.0	50.0	.85
	03-04	0	7	1	1	0	0	0	0	0	0	0	0	0	9	11.1	22.2	.97
	04-05	0	14	3	1	1	0	0	1	0	0	0	0	0	20	15.0	30.0	.95
	05-06	0	36	15	0	0	1	0	0	0	0	0	0	0	52	1.9	30.8	.99
	06-07	1	123	32	0	2	2	1	0	1	0	0	0	0	162	3.7	23.5	.98
	07-08	2	198	36	1	5	1	0	4	1	0	0	0	0	248	4.8	19.4	.98
	08-09	2	232	36	3	5	1	0	1	1	0	0	0	0	281	3.9	16.7	.99
	09-10	1	255	39	3	6	2	0	1	1	0	0	0	0	308	4.2	16.9	.99
	10-11	1	223	29	2	8	2	0	2	2	0	0	0	0	269	5.9	16.7	.98
DIRECTION	11-12	1	211	30	2	9	1	0	1	2	0	0	0	0	257	5.8	17.5	.98
South	12-13	3	190	34	2	6	1	1	2	1	1	0	0	0	241	5.8	19.9	.97
	13-14	3	205	32	2	3	1	0	1	1	1	0	0	0	249	3.6	16.5	.98
	14-15	4	204	34	1	4	1	0	2	2	1	0	0	0	253	4.3	17.8	.97
	15-16	2	225	38	1	7	0	0	1	1	1	0	0	0	276	4.0	17.8	.98
	16-17	0	248	43	1	6	0	0	2	1	0	0	0	0	301	3.3	17.6	.99
	17-18	1	236	31	1	4	0	0	1	1	0	0	0	0	275	2.5	13.8	.99
	18-19	4	191	24	1	3	0	0	2	1	0	0	0	0	226	3.1	13.7	.99
	19-20	1	147	22	1	2	0	0	0	0	0	0	0	0	173	1.7	14.5	1
	20-21	2	109	11	1	0	0	0	0	0	0	0	0	0	123	.8	9.8	1
	21-22	0	88	5	1	1	0	0	0	0	0	0	0	0	95	2.1	7.4	1
	22-23	1	52	6	0	1	0	0	1	0	0	0	0	0	61	3.3	13.1	.99
	23-24	0	29	2	0	1	0	0	0	0	0	0	0	0	32	3.1	9.4	1
TOTAL VEHICLES		29	3253	508	27	75	13	2	22	18	4	0	0	0	3951	4.1	16.9	.98
TOTAL AXLES		58	6506	1016	68	150	39	8	77	90	24	0	0	0	8036			
GRAND TOTAL VEHICLES		59	6428	1008	54	174	28	4	42	36	8	0	0	1	7842	4.4	17.3	.98
GRAND TOTAL AXLES		118	12856	2016	136	348	84	16	147	180	48	0	0	9	15958			



DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	3891	3951	7842
NUMBER OF AXLES	7922	8036	15958
% HEAVY VEHICLES (F4-F13)	4.80%	4.10%	4.40%
% TRUCKS & BUSES (F3-F13)	17.60%	16.90%	17.30%
AXLE CORRECTION FACTOR	0.98	0.98	0.98

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	17-18	375	A.M.	09-10	490
South	09-10	308	P.M.	16-17	660

STATION: **826048**

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR103** ROAD NAME: **RIVER RD**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 19
DATE OF COUNT: 05/06/2014
NOTES LANE 1: NB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **CR 82 BARRYTOWN RD** TO: **KELLY RD**
REC. SERIAL #: 0022 FUNC. CLASS: 19
PLACEMENT: .25MI NORTH OF BARRYTOWN RD NHS: no
@ REF MARKER: JURIS: Village
ADDL DATA: CC Stn:
COUNT TYPE: VEHICLES BATCH ID: MPD-TriState Files
PROCESSED BY: ORG CODE: MPD INITIALS: ED

COUNTY: **Dutchess**
TOWN: **RED HOOK**
LION#:
BIN: 3343710
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T											**54**	**68**	**44**	**69**	**66**	**64**	**71**	**80**	**76**	**36**	**44**	**17**	**11**	**5**			
7	W	**2**	**2**	**0**	**1**	**4**	**9**	**19**	**38**	**68**	**127**	**76**	**67**	**74**	**74**	**93**	**91**	**89**	**92**	**74**	**79**	**43**	**22**	**10**	**5**	1159	127	9
8	T	**2**	**0**	**2**	**1**	**2**	**2**	**19**	**31**	**59**	**107**	**59**	**62**	**64**	**73**	**57**	**65**	**80**	**88**	**51**	**32**	**47**	**18**	**15**	**11**	947	107	9
9	F	**6**	**2**	**0**	**3**	**3**	**2**	**15**	**32**	**58**	**130**	**75**	**48**	**70**	**78**	**77**	**81**	**78**	**89**	**81**	**58**	**49**	**23**	**16**	**7**	1081	130	9
10	S	**8**	**4**	**4**	**2**	**3**	**2**	**9**	**5**	**21**	**42**	**40**	**64**	**65**	**83**	**64**	**84**	**67**	**47**	**65**	**58**	**32**	**31**	**15**	**12**	827	84	15
11	S	**7**	**7**	**2**	**2**	**2**	**1**	**4**	**9**	**28**	**35**	**36**	**67**	**86**	**68**	**67**	**84**	**63**	**58**	**65**	**51**	**37**	**20**	**14**	**13**	826	86	12
12	M	**4**	**3**	**1**	**1**	**2**	**9**	**14**	**32**	**64**	**114**	**73**	**64**	**56**	**74**	**76**	**93**	**71**	**77**	**75**	**39**	**47**	**20**	**10**	**4**	1023	114	9
13	T	**5**	**4**	**2**	**1**	**2**	**5**	**16**	**32**	**77**	**102**	**49**	**49**	**64**	**71**	**58**												
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

4	2	1	2	3	4	17	33	65	116	64	60	60	72	70	78	78	84	69	46	45	19	12	6	ADT 1010

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	173	5	107	116	11%	1.000	1.078

ESTIMATED (one way)

AADT
937

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR103** ROAD NAME: **RIVER RD**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 19
DATE OF COUNT: 05/06/2014
NOTES LANE 1: SB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **CR 82 BARRYTOWN RD** TO: **KELLY RD**
REC. SERIAL #: 0022 FUNC. CLASS: 19
PLACEMENT: .25MI NORTH OF BARRYTOWN RD NHS: no
@ REF MARKER: JURIS: Village
ADDL DATA: CC Stn:
COUNT TYPE: VEHICLES BATCH ID: MPD-TriState Files
PROCESSED BY: ORG CODE: MPD INITIALS: ED

COUNTY: **Dutchess**
TOWN: **RED HOOK**
LION#:
BIN: 3343710
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 (AM)	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 (PM)	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T											**31**	**47**	**47**	**58**	**41**	**96**	**100**	**135**	**87**	**44**	**36**	**18**	**17**	**11**			
7	W	**2**	**2**	**0**	**1**	**1**	**5**	**10**	**27**	**32**	**44**	**53**	**70**	**83**	**82**	**87**	**108**	**123**	**133**	**69**	**50**	**31**	**66**	**16**	**12**	1107	133	17
8	T	**7**	**0**	**2**	**0**	**0**	**1**	**8**	**26**	**42**	**46**	**41**	**47**	**54**	**75**	**58**	**92**	**100**	**101**	**83**	**43**	**33**	**22**	**10**	**8**	899	101	17
9	F	**4**	**2**	**2**	**1**	**0**	**2**	**6**	**28**	**43**	**40**	**51**	**53**	**70**	**64**	**74**	**100**	**89**	**103**	**76**	**36**	**33**	**28**	**31**	**25**	961	103	17
10	S	**7**	**5**	**3**	**3**	**1**	**3**	**2**	**9**	**18**	**44**	**53**	**59**	**67**	**74**	**68**	**65**	**67**	**56**	**51**	**46**	**48**	**24**	**21**	**18**	812	74	13
11	S	**9**	**2**	**2**	**2**	**1**	**1**	**5**	**9**	**20**	**40**	**72**	**73**	**59**	**56**	**64**	**63**	**75**	**54**	**54**	**34**	**31**	**13**	**12**	**8**	759	75	16
12	M	**5**	**3**	**0**	**0**	**0**	**4**	**8**	**25**	**28**	**47**	**50**	**33**	**69**	**55**	**62**	**90**	**71**	**122**	**69**	**62**	**33**	**22**	**9**	**12**	879	122	17
13	T	**5**	**3**	**0**	**1**	**0**	**4**	**8**	**28**	**34**	**41**	**37**	**36**	**45**	**60**	**48**												
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

12 TO 1 (AM)	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 (PM)	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	ADT
4	**2**	**1**	**1**	**0**	**3**	**8**	**27**	**36**	**44**	**44**	**48**	**60**	**66**	**59**	**96**	**98**	**123**	**77**	**50**	**33**	**32**	**13**	**11**	**936**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
8	173	5	107	123	13%	1.000	1.078	**AADT 868**

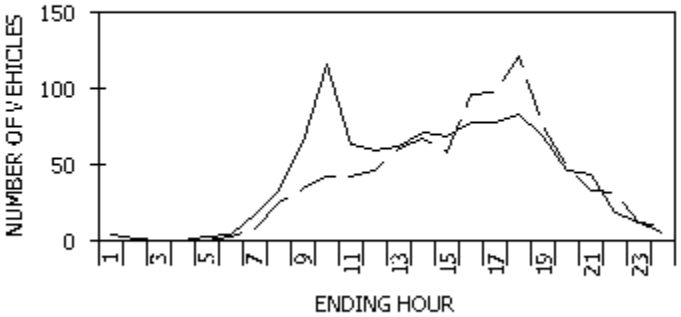
Poughkeepsie-Dutchess County Transportation Council
Classification Count Average Weekday Data Report

ROAD #:	CR CR103	ROAD NAME: RIVER RD	YEAR: 2014	STATION:	826048
COUNTY NAME:	Dutchess		MONTH: May		
REGION CODE:	8				
FROM:	CR 82 BARRYTOWN RD				
TO:	KELLY RD				
REF-MARKER:					
END MILEPOINT:	0630	NO. OF LANES:	2		
FUNC-CLASS:	19	HPMS NO:			
STATION NO:	6048	LION#:			
COUNT TAKEN BY:	ORG CODE: TST INITIALS: KAJ				
PROCESSED BY:	ORG CODE: MPD INITIALS: ED	BATCH ID: MPD-TriState Files			

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	**1008**	**930**	**1938**
NUMBER OF AXLES	**2024**	**1868**	**3892**
% HEAVY VEHICLES (F4-F13)	**2.58%**	**1.29%**	**1.96%**
% TRUCKS AND BUSES (F3-F13)	**14.98%**	**8.49%**	**11.87%**
AXLE CORRECTION FACTOR	**1.00**	**1.00**	**1.00**

	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	4	0	0	0	0	0	0	0	0	0	0	0	**4**
	2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	5:00	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
	6:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
	7:00	0	8	6	0	3	0	0	0	0	0	0	0	0	**17**
	8:00	1	25	4	1	1	0	1	0	0	0	0	0	0	**33**
	9:00	0	51	11	0	2	0	1	0	0	0	0	0	0	**65**
	10:00	2	102	10	0	2	0	0	0	0	0	0	0	0	**116**
DIRECTION	11:00	0	56	6	0	2	0	0	0	0	0	0	0	0	**64**
North	12:00	0	49	8	1	2	0	0	0	0	0	0	0	0	**60**
	13:00	1	52	7	0	2	0	0	0	0	0	0	0	0	**62**
	14:00	2	60	9	0	1	0	0	0	0	0	0	0	0	**72**
	15:00	1	57	9	1	1	0	0	0	0	0	0	0	0	**69**
	16:00	2	64	10	0	1	0	1	0	0	0	0	0	0	**78**
	17:00	2	65	10	0	1	0	0	0	0	0	0	0	0	**78**
	18:00	2	72	7	0	2	0	0	0	0	0	0	0	0	**83**
	19:00	3	58	8	0	0	0	0	0	0	0	0	0	0	**69**
	20:00	1	39	6	0	0	0	0	0	0	0	0	0	0	**46**
	21:00	0	37	7	0	0	0	0	0	0	0	0	0	0	**44**
	22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
	23:00	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
	24:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
	TOTAL VEHICLES	**17**	**840**	**125**	**3**	**20**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1008**
	TOTAL AXLES	34	1680	250	8	40	0	12	0	0	0	0	0	0	2024
	1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
ENDING HOUR	2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6:00	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
	7:00	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**
	8:00	0	21	4	0	0	1	0	0	0	0	0	0	0	**26**
	9:00	0	32	3	0	0	0	0	0	0	0	0	0	0	**35**
	10:00	0	36	5	0	1	1	0	0	0	0	0	0	0	**43**
	11:00	0	37	4	0	1	1	0	0	0	0	0	0	0	**43**
DIRECTION	12:00	0	42	4	0	0	1	0	0	0	0	0	0	0	**47**
South	13:00	1	54	5	0	0	1	0	0	0	0	0	0	0	**61**
	14:00	2	59	4	0	1	1	0	0	0	0	0	0	0	**67**
	15:00	1	52	4	0	0	1	0	0	0	0	0	0	0	**58**
	16:00	2	87	6	0	1	1	0	0	0	0	0	0	0	**97**
	17:00	2	90	6	0	0	0	0	0	0	0	0	0	0	**98**
	18:00	4	112	6	0	0	0	0	0	0	0	0	0	0	**122**
	19:00	4	66	6	0	0	0	0	0	0	0	0	0	0	**76**
	20:00	1	44	4	0	0	0	0	0	0	0	0	0	0	**49**
	21:00	0	31	2	0	0	0	0	0	0	0	0	0	0	**33**
	22:00	0	31	1	0	0	0	0	0	0	0	0	0	0	**32**
	23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
	24:00	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
	TOTAL VEHICLES	**18**	**833**	**67**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**930**
	TOTAL AXLES	36	1666	134	0	8	24	0	0	0	0	0	0	0	1868
	GRAND TOTAL VEHICLES	**35**	**1673**	**192**	**3**	**24**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1938**
	GRAND TOTAL AXLES	70	3346	384	8	48	24	12	0	0	0	0	0	0	3892

TRAFFIC FLOW BY DIRECTION



--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**10**	**116**	**A.M.**	**10**	**159**
South	**18**	**122**	**P.M.**	**18**	**205**

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

SOURCE: NYSDOT DATA SERVICES BUREAU

Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Date: 06/05/2014

Station:	826048	Start date:	Tue 05/06/2014 10:00	Count duration:	173 hours
Road #:	CR CR103 Road name: RIVER RD	End date:	Tue 05/13/2014 14:45	Functional class:	19
From:	CR 82 BARRYTOWN RD	County:	Dutchess	Factor group:	30
To:	KELLY RD	Town:	RED HOOK	Batch ID:	MPD-TriState Files
Direction:	North	Speed limit:	40	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

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	1	1	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	38.3	40.0	43.6	4
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.5	37.6	39.3	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
5:00	0	0	0	0	0	1	1	1	0	0	0	0	0	66.7	33.3	0.0	0.0	0.0	47.1	47.6	52.8	3
6:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.8	40.0	43.6	4
7:00	0	0	1	1	4	5	4	1	0	0	0	0	0	31.3	6.3	0.0	0.0	0.0	40.5	42.0	48.3	16
8:00	0	0	0	3	7	12	8	2	1	0	0	0	0	33.3	9.1	3.0	0.0	0.0	42.0	42.8	48.8	33
9:00	0	0	0	2	17	28	14	3	0	0	0	0	0	26.6	4.7	0.0	0.0	0.0	42.0	42.4	47.7	64
10:00	2	0	1	4	14	48	40	7	1	0	0	0	0	41.0	6.8	0.9	0.0	0.0	41.7	44.0	48.9	117
11:00	0	0	1	2	14	25	17	3	1	0	0	0	0	33.3	6.3	1.6	0.0	0.0	42.2	43.0	48.4	63
12:00	0	0	0	4	13	24	13	4	1	0	0	0	0	30.5	8.5	1.7	0.0	0.0	42.1	42.7	48.6	59
13:00	1	0	0	2	15	21	17	5	0	0	0	0	0	36.1	8.2	0.0	0.0	0.0	41.1	43.0	48.8	61
14:00	2	0	0	2	16	28	19	4	1	0	0	0	0	33.3	6.9	1.4	0.0	0.0	40.2	42.9	48.5	72
15:00	0	0	1	3	16	28	15	6	1	0	0	0	0	31.4	10.0	1.4	0.0	0.0	42.1	42.7	48.9	70
16:00	1	0	0	2	18	28	21	7	2	0	0	0	0	38.0	11.4	2.5	0.0	0.0	41.9	43.4	49.4	79
17:00	1	0	1	1	13	34	20	6	0	0	0	0	0	34.2	7.9	0.0	0.0	0.0	41.7	43.3	48.7	76
18:00	2	0	0	3	17	32	24	6	1	0	0	0	0	36.5	8.2	1.2	0.0	0.0	40.8	43.3	48.9	85
19:00	1	1	0	2	18	28	12	5	1	1	0	0	0	27.5	10.1	2.9	1.4	0.0	40.6	42.3	48.7	69
20:00	1	0	0	2	11	19	10	3	0	0	0	0	0	28.3	6.5	0.0	0.0	0.0	40.2	42.4	48.1	46
21:00	0	0	1	4	14	15	7	3	1	0	0	0	0	24.4	8.9	2.2	0.0	0.0	40.6	41.2	48.1	45
22:00	0	0	1	2	6	8	2	0	0	0	0	0	0	10.5	0.0	0.0	0.0	0.0	38.9	40.4	44.5	19
23:00	0	0	0	1	4	4	1	1	0	0	0	0	0	18.2	9.1	0.0	0.0	0.0	40.5	40.7	46.8	11
24:00	0	0	0	0	2	2	1	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	41.2	41.3	46.3	5
Avg. Daily Total	11	1	7	41	223	395	246	67	11	1	0	0	0	32.4	7.9	1.2	0.1	0.0	41.3	42.8	48.6	1003
Percent	1.1%	0.1%	0.7%	4.1%	22.2%	39.4%	24.5%	6.7%	1.1%	0.1%	0.0%	0.0%	0.0%									
Cum. Percent	1.1%	1.2%	1.9%	6.0%	28.2%	67.6%	92.1%	98.8%	99.9%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	0	2	9	16	10	3	0	0	0	0	0									42

	Avg. Speed	50th% Speed	85th% Speed
North	41.3	42.8	48.6
South	39.0	40.7	45.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	10	117	A.M.	10	160
South	18	122	P.M.	18	207

TRAFFIC FLOW BY DIRECTION

Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Date: 06/05/2014

Station:	826048	Start date:	Tue 05/06/2014 10:00	Count duration:	173 hours
Road #:	CR CR103 Road name: RIVER RD	End date:	Tue 05/13/2014 14:45	Functional class:	19
From:	CR 82 BARRYTOWN RD	County:	Dutchess	Factor group:	30
To:	KELLY RD	Town:	RED HOOK	Batch ID:	MPD-TriState Files
Direction:	South	Speed limit:	40	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

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	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
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.1	37.6	42.8	3
7:00	1	0	1	1	2	2	1	1	0	0	0	0	0	22.2	11.1	0.0	0.0	0.0	31.8	38.8	48.3	9
8:00	0	0	0	2	6	11	5	2	1	0	0	0	0	29.6	11.1	3.7	0.0	0.0	42.1	42.6	49.0	27
9:00	0	0	1	3	9	14	8	1	1	0	0	0	0	27.0	5.4	2.7	0.0	0.0	41.0	42.0	47.8	37
10:00	0	0	1	4	14	17	6	1	0	0	0	0	0	16.3	2.3	0.0	0.0	0.0	39.9	40.8	45.5	43
11:00	0	0	1	4	15	16	5	1	0	0	0	0	0	14.3	2.4	0.0	0.0	0.0	39.6	40.4	45.0	42
12:00	0	0	1	4	15	19	8	1	0	0	0	0	0	18.8	2.1	0.0	0.0	0.0	40.2	41.1	46.2	48
13:00	0	0	1	6	24	18	8	3	0	0	0	0	0	18.3	5.0	0.0	0.0	0.0	39.7	39.8	46.3	60
14:00	1	0	0	6	23	26	8	2	0	0	0	0	0	15.2	3.0	0.0	0.0	0.0	39.0	40.6	45.1	66
15:00	1	0	1	5	19	22	8	2	1	0	0	0	0	18.6	5.1	1.7	0.0	0.0	39.0	40.8	46.4	59
16:00	0	0	0	6	36	39	14	2	0	0	0	0	0	16.5	2.1	0.0	0.0	0.0	40.5	40.9	45.6	97
17:00	2	0	1	6	32	40	16	4	0	0	0	0	0	19.8	4.0	0.0	0.0	0.0	39.2	41.2	46.6	101
18:00	2	0	2	6	38	54	18	2	0	0	0	0	0	16.4	1.6	0.0	0.0	0.0	39.2	41.3	45.5	122
19:00	4	1	0	7	19	36	8	1	0	0	0	0	0	11.8	1.3	0.0	0.0	0.0	36.2	41.0	44.7	76
20:00	1	0	0	6	19	15	7	1	0	0	0	0	0	16.3	2.0	0.0	0.0	0.0	38.1	39.7	45.5	49
21:00	0	0	0	6	13	10	2	1	0	0	0	0	0	9.4	3.1	0.0	0.0	0.0	38.7	38.9	44.2	32
22:00	0	2	4	8	10	6	2	0	0	0	0	0	0	6.3	0.0	0.0	0.0	0.0	34.4	36.0	42.7	32
23:00	0	0	0	3	5	3	1	0	0	0	0	0	0	8.3	0.0	0.0	0.0	0.0	37.8	38.0	43.7	12
24:00	0	0	0	2	3	3	2	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	39.3	40.0	46.3	10
Avg. Daily Total	12	3	14	86	305	353	128	25	3	0	0	0	0	16.8	3.0	0.3	0.0	0.0	39.0	40.7	45.7	929
Percent	1.3%	0.3%	1.5%	9.3%	32.8%	38.0%	13.8%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	1.3%	1.6%	3.1%	12.4%	45.2%	83.2%	97.0%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	1	4	13	15	5	1	0	0	0	0	0									39

	Avg. Speed	50th% Speed	85th% Speed
North	41.3	42.8	48.6
South	39.0	40.7	45.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	10	117	A.M.	10	160
South	18	122	P.M.	18	207

TRAFFIC FLOW BY DIRECTION

STATION: **828335**

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR103** ROAD NAME: **ANNANDALE RD**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 19
DATE OF COUNT: 05/06/2014
NOTES LANE 1: NB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **KELLY RD**
REC. SERIAL #: 0073
PLACEMENT: .35MI NORTH OF 9G
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MPD INITIALS: ED

TO: **ANNANDALE RD**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: MPD-TriState Files

COUNTY: **Dutchess**
TOWN: **RED HOOK**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 (AM)	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 (PM)	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T												**103**	**107**	**157**	**128**	**93**	**103**	**104**	**149**	**66**	**65**	**67**	**37**	**29**			
7	W	**12**	**9**	**0**	**0**	**5**	**8**	**20**	**53**	**60**	**117**	**100**	**102**	**114**	**121**	**117**	**143**	**132**	**142**	**132**	**93**	**83**	**47**	**45**	**17**	1672	143	15
8	T	**21**	**7**	**5**	**2**	**5**	**1**	**21**	**48**	**79**	**130**	**109**	**110**	**122**	**127**	**111**	**128**	**132**	**127**	**121**	**78**	**84**	**57**	**60**	**35**	1720	132	16
9	F	**20**	**16**	**9**	**4**	**6**	**2**	**22**	**48**	**57**	**131**	**108**	**102**	**101**	**153**	**121**	**138**	**127**	**124**	**133**	**96**	**99**	**64**	**71**	**33**	1785	153	13
10	S	**23**	**17**	**13**	**7**	**4**	**0**	**6**	**12**	**59**	**64**	**71**	**104**	**102**	**117**	**143**	**119**	**124**	**117**	**116**	**116**	**85**	**96**	**59**	**37**	1611	143	14
11	S	**20**	**17**	**12**	**7**	**5**	**3**	**11**	**10**	**45**	**63**	**58**	**69**	**83**	**78**	**72**	**97**	**76**	**74**	**75**	**76**	**54**	**52**	**38**	**28**	1123	97	15
12	M	**17**	**14**	**3**	**4**	**6**	**4**	**21**	**56**	**62**	**101**	**115**	**118**	**118**	**126**	**136**	**132**	**124**	**114**	**141**	**69**	**69**	**58**	**44**	**29**	1681	141	18
13	T	**10**	**13**	**4**	**1**	**7**	**4**	**18**	**49**	**87**	**100**	**123**	**98**	**116**	**160**	**71**												
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

16	11	4	2	6	4	20	51	69	116	111	106	115	138	113	124	123	122	136	76	75	57	46	28	ADT 1669

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
7	172	4	106	138	8%	1.000	1.078	**AADT 1548**

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR103** ROAD NAME: **ANNANDALE RD**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 19
DATE OF COUNT: 05/06/2014
NOTES LANE 1: SB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **KELLY RD**
REC. SERIAL #: 0073
PLACEMENT: .35MI NORTH OF 9G
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MPD INITIALS: ED

TO: **ANNANDALE RD**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: MPD-TriState Files

COUNTY: **Dutchess**
TOWN: **RED HOOK**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 (AM)	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 (PM)	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T												**84**	**106**	**126**	**101**	**138**	**105**	**150**	**98**	**82**	**86**	**71**	**39**	**20**			
7	W	**15**	**9**	**7**	**6**	**2**	**4**	**14**	**22**	**55**	**71**	**90**	**83**	**100**	**138**	**126**	**140**	**122**	**134**	**104**	**80**	**91**	**99**	**52**	**27**	1591	140	15
8	T	**11**	**7**	**6**	**0**	**2**	**3**	**10**	**25**	**51**	**99**	**103**	**80**	**114**	**153**	**98**	**131**	**108**	**143**	**104**	**106**	**88**	**61**	**51**	**24**	1578	153	13
9	F	**20**	**21**	**9**	**1**	**6**	**4**	**13**	**25**	**45**	**92**	**97**	**90**	**137**	**115**	**137**	**130**	**132**	**109**	**131**	**114**	**78**	**69**	**72**	**52**	1699	137	12
10	S	**19**	**24**	**17**	**7**	**1**	**1**	**6**	**14**	**24**	**39**	**69**	**92**	**131**	**109**	**115**	**100**	**100**	**115**	**111**	**103**	**79**	**68**	**66**	**45**	1455	131	12
11	S	**16**	**13**	**15**	**4**	**6**	**1**	**7**	**9**	**24**	**32**	**57**	**80**	**56**	**100**	**77**	**69**	**80**	**73**	**53**	**57**	**62**	**39**	**26**	**18**	974	100	13
12	M	**18**	**9**	**5**	**2**	**3**	**5**	**15**	**31**	**46**	**70**	**95**	**91**	**125**	**140**	**111**	**128**	**113**	**137**	**101**	**104**	**78**	**74**	**25**	**24**	1550	140	13
13	T	**18**	**7**	**4**	**4**	**3**	**5**	**12**	**30**	**60**	**69**	**99**	**87**	**101**	**140**	**66**												
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

16	11	6	3	3	4	13	27	51	80	97	86	109	139	100	134	112	141	102	93	86	76	42	24	**ADT** 1555

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	172	4	106	141	9%	1.000	1.078

ESTIMATED (one way)

AADT
1442

Poughkeepsie-Dutchess County Transportation Council
Classification Count Average Weekday Data Report

ROAD #:	CR CR103	ROAD NAME: ANNANDALE RD	YEAR: 2014	STATION:	828335
COUNTY NAME:	Dutchess		MONTH: May		
REGION CODE:	8				
FROM:	KELLY RD				
TO:	ANNANDALE RD				
REF-MARKER:					
END MILEPOINT:	0638	NO. OF LANES:	2		
FUNC-CLASS:	17	HPMS NO:			
STATION NO:	8335	LION#:			
COUNT TAKEN BY:	ORG CODE: TST INITIALS: KAJ				
PROCESSED BY:	ORG CODE: MPD INITIALS: ED	BATCH ID: MPD-TriState Files			

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	**1663**	**1558**	**3221**
NUMBER OF AXLES	**3340**	**3147**	**6487**
% HEAVY VEHICLES (F4-F13)	**3.61%**	**4.62%**	**4.10%**
% TRUCKS AND BUSES (F3-F13)	**14.43%**	**13.80%**	**14.13%**
AXLE CORRECTION FACTOR	**1.00**	**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	14	0	0	1	0	0	0	0	0	0	0	0	**15**
	2:00	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
	3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	5:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
	6:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
	7:00	0	9	7	0	3	0	0	0	0	0	0	0	0	**19**
	8:00	2	31	14	1	2	0	1	0	0	0	0	0	0	**51**
	9:00	0	49	15	1	3	0	1	0	0	0	0	0	0	**69**
	10:00	1	97	15	1	2	0	0	0	0	0	0	0	0	**116**
DIRECTION	11:00	4	83	16	2	6	0	1	0	0	0	0	0	0	**112**
North	12:00	1	86	15	1	2	0	0	0	0	0	0	0	0	**105**
	13:00	2	95	13	1	2	0	0	0	0	0	0	0	0	**113**
	14:00	5	112	18	0	3	0	0	0	0	0	0	0	0	**138**
	15:00	2	95	13	1	1	0	0	0	0	0	0	0	0	**112**
	16:00	3	100	16	1	3	0	1	0	0	0	0	0	0	**124**
	17:00	4	105	11	1	2	0	0	0	0	0	0	0	0	**123**
	18:00	3	111	6	0	2	0	0	0	0	0	0	0	0	**122**
	19:00	4	123	5	1	3	0	0	0	0	0	0	0	0	**136**
	20:00	3	68	4	0	2	0	0	0	0	0	0	0	0	**77**
	21:00	2	68	5	0	1	0	0	0	0	0	0	0	0	**76**
	22:00	1	51	3	0	2	0	0	0	0	0	0	0	0	**57**
	23:00	0	42	2	0	2	0	0	0	0	0	0	0	0	**46**
	24:00	0	24	1	0	2	0	0	0	0	0	0	0	0	**27**
TOTAL VEHICLES		**37**	**1386**	**180**	**11**	**45**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1663**
TOTAL AXLES		74	2772	360	28	90	0	16	0	0	0	0	0	0	3340
ENDING HOUR	1:00	1	13	0	0	2	0	0	0	0	0	0	0	0	**16**
	2:00	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
	3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	5:00	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
	6:00	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
	7:00	0	9	3	0	1	1	0	0	0	0	0	0	0	**14**
	8:00	0	13	9	0	2	2	0	0	0	0	0	0	0	**26**
	9:00	1	35	13	0	2	1	0	0	0	0	0	0	0	**52**
	10:00	1	62	13	1	2	1	0	0	0	0	0	0	0	**80**
	11:00	1	78	12	1	3	2	0	0	0	0	0	0	0	**97**
DIRECTION	12:00	1	66	14	1	2	2	0	0	0	0	0	0	0	**86**
South	13:00	2	92	13	0	3	3	0	0	0	0	0	0	0	**113**
	14:00	2	124	10	1	1	2	0	0	0	0	0	0	0	**140**
	15:00	2	85	10	0	1	2	0	0	0	0	0	0	0	**100**
	16:00	4	107	17	1	2	3	0	0	0	0	0	0	0	**134**
	17:00	4	96	7	0	2	3	0	0	0	0	0	0	0	**112**
	18:00	5	126	6	0	2	2	0	0	0	0	0	0	0	**141**
	19:00	4	90	4	0	2	1	0	0	0	0	0	0	0	**101**
	20:00	3	81	4	0	3	2	0	0	0	0	0	0	0	**93**
	21:00	1	80	2	0	2	1	0	0	0	0	0	0	0	**86**
	22:00	2	70	3	0	1	1	0	0	0	0	0	0	0	**77**
	23:00	2	36	1	0	2	0	0	0	0	0	0	0	0	**41**
	24:00	0	22	0	0	1	0	0	0	0	0	0	0	0	**23**
TOTAL VEHICLES		**36**	**1307**	**143**	**5**	**38**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1558**
TOTAL AXLES		72	2614	286	12	76	87	0	0	0	0	0	0	0	3147
GRAND TOTAL VEHICLES		**73**	**2693**	**323**	**16**	**83**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**3221**
GRAND TOTAL AXLES		146	5386	646	40	166	87	16	0	0	0	0	0	0	6487

TRAFFIC FLOW BY DIRECTION

--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**14**	**138**	**A.M.**	**11**	**209**
South	**18**	**141**	**P.M.**	**14**	**278**

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

SOURCE: NYSDOT DATA SERVICES BUREAU

Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Date: 06/05/2014

Station:	828335	Start date:	Tue 05/06/2014 11:00	Count duration:	172 hours
Road #:	CR CR103 Road name: ANNANDALE RD	End date:	Tue 05/13/2014 14:45	Functional class:	17
From:	KELLY RD	County:	Dutchess	Factor group:	30
To:	ANNANDALE RD	Town:	RED HOOK	Batch ID:	MPD-TriState Files
Direction:	North	Speed limit:	30	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

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	1	6	6	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.5	25.9	31.0	16
2:00	1	3	4	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.7	26.9	32.3	11
3:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.6	25.0	32.0	4
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	2	2	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.4	27.6	35.6	6
6:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.6	31.3	33.9	3
7:00	4	4	6	5	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.8	26.7	33.0	20
8:00	10	19	14	7	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.7	24.1	30.3	51
9:00	16	23	20	8	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.1	24.0	29.8	68
10:00	22	35	40	15	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.1	25.1	30.3	115
11:00	46	34	25	6	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	18.4	21.5	28.1	112
12:00	36	32	26	10	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	19.4	22.6	29.1	105
13:00	42	41	20	9	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	18.8	21.8	28.3	113
14:00	62	44	25	7	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	17.9	20.9	27.5	139
15:00	44	41	28	9	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	19.2	22.2	28.7	124
16:00	44	42	28	9	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	19.0	22.1	28.4	123
17:00	26	42	38	15	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.5	24.2	29.7	122
18:00	28	38	42	12	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.3	24.4	29.5	122
19:00	34	42	44	14	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	20.9	24.1	29.6	136
20:00	18	24	23	10	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.3	24.3	30.3	77
21:00	14	26	27	6	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.6	24.4	29.1	73
22:00	9	16	22	8	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.8	25.7	30.4	56
23:00	7	16	18	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.7	25.2	29.8	47
24:00	4	8	11	4	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.2	26.0	31.0	28
Avg. Daily Total	468	540	471	168	24	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	20.4	23.5	29.4	1671
Percent	28.0%	32.3%	28.2%	10.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	28.0%	60.3%	88.5%	98.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	20	22	20	7	1	0	0	0	0	0	0	0	0									70

	Avg. Speed	50th% Speed	85th% Speed
North	20.4	23.5	29.4
South	22.8	25.3	30.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	14	139	A.M.	11	205
South	18	138	P.M.	14	273

TRAFFIC FLOW BY DIRECTION

Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Station:	828335	Start date:	Tue 05/06/2014 11:00	Count duration:	172 hours
Road #:	CR CR103 Road name: ANNANDALE RD	End date:	Tue 05/13/2014 14:45	Functional class:	17
From:	KELLY RD	County:	Dutchess	Factor group:	30
To:	ANNANDALE RD	Town:	RED HOOK	Batch ID:	MPD-TriState Files
Direction:	South	Speed limit:	30	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

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	1	4	6	4	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.3	27.1	32.2	15
2:00	0	3	4	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.2	27.6	33.8	10
3:00	0	1	3	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.9	28.4	32.8	6
4:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.8	30.0	33.6	2
5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.1	25.0	38.6	2
6:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.6	26.3	28.9	3
7:00	1	3	3	4	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.7	28.4	34.0	12
8:00	4	6	8	5	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.1	26.3	32.4	24
9:00	7	18	17	6	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.7	24.9	29.9	49
10:00	7	25	31	12	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.3	26.2	31.4	78
11:00	16	32	29	12	2	1	1	0	0	0	0	0	0	1.1	0.0	0.0	0.0	0.0	22.4	24.8	30.9	93
12:00	13	33	28	8	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.3	24.4	29.6	84
13:00	24	42	29	12	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.3	23.7	29.8	110
14:00	23	55	40	14	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.9	24.0	29.5	134
15:00	20	41	29	12	4	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.8	24.1	30.1	106
16:00	32	49	35	12	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	20.7	23.4	29.3	130
17:00	18	35	40	12	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.5	25.2	29.9	108
18:00	15	39	54	24	6	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.1	26.4	32.0	138
19:00	9	25	43	18	5	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.8	26.9	32.3	100
20:00	13	26	34	14	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.2	25.9	31.3	90
21:00	8	25	32	16	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.4	26.5	32.0	84
22:00	12	23	28	10	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.7	25.5	30.4	75
23:00	6	14	15	5	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.6	25.0	29.7	40
24:00	1	6	10	6	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.5	27.8	33.6	25
Avg. Daily Total	230	507	521	211	44	4	1	0	0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	22.8	25.3	30.8	1518
Percent	15.2%	33.4%	34.3%	13.9%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	15.2%	48.6%	82.9%	96.8%	99.7%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	10	21	22	9	2	0	0	0	0	0	0	0	0									63

	Avg. Speed	50th% Speed	85th% Speed
North	20.4	23.5	29.4
South	22.8	25.3	30.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	14	139	A.M.	11	205
South	18	138	P.M.	14	273

TRAFFIC FLOW BY DIRECTION

STATION: **828534**

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR103** ROAD NAME: **ANNANDALE RD**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 19
DATE OF COUNT: 05/06/2014
NOTES LANE 1: NB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **CRUGAR ISLAND RD**
REC. SERIAL #: 0059
PLACEMENT: .25MI SOUTH OF 9G
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MPD INITIALS: ED

TO: **NY 9G**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: MPD-TriState Files

COUNTY: **Dutchess**
TOWN: **RED HOOK**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 (AM)	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 (PM)	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T												61	70	80	77	73	87	77	80	62	74	54	45	16			
7	W	13	5	3	4	4	3	17	17	51	44	46	52	68	72	94	91	98	101	73	75	54	84	30	24	1123	101	17
8	T	9	12	2	4	3	2	12	12	50	57	51	67	67	86	87	87	90	105	89	53	49	50	37	31	1112	105	17
9	F	30	22	8	4	2	1	12	22	45	47	65	60	69	90	75	77	79	81	62	63	60	77	47	22	1120	90	13
10	S	17	14	18	4	1	0	5	9	15	25	42	53	66	83	71	82	63	76	70	69	48	71	46	33	981	83	13
11	S	23	24	16	7	1	3	9	10	30	29	34	54	57	50	53	62	74	70	52	57	58	40	29	21	863	74	16
12	M	13	9	5	4	3	5	9	17	55	49	37	85	57	67	88	100	86	110	77	61	69	37	35	16	1094	110	17
13	T	18	11	3	2	2	3	12	16	46	37	54	59	74	76													
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

18	12	4	4	3	2	12	17	49	47	51	64	67	76	86	88	90	98	80	63	62	56	37	22	ADT 1108

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
7	171	4	105	98	9%	1.000	1.078	**AADT 1028**

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR103** ROAD NAME: **ANNANDALE RD**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 19
DATE OF COUNT: 05/06/2014
NOTES LANE 1: SB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **CRUGAR ISLAND RD**
REC. SERIAL #: 0059
PLACEMENT: .25MI SOUTH OF 9G
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MPD INITIALS: ED

TO: **NY 9G**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: MPD-TriState Files

COUNTY: **Dutchess**
TOWN: **RED HOOK**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T												**76**	**44**	**58**	**49**	**65**	**79**	**66**	**69**	**29**	**33**	**23**	**18**	**9**			
7	W	**12**	**5**	**8**	**2**	**1**	**10**	**19**	**48**	**68**	**76**	**57**	**68**	**63**	**72**	**59**	**60**	**67**	**63**	**47**	**48**	**28**	**36**	**19**	**17**	953	76	9
8	T	**5**	**2**	**1**	**0**	**3**	**7**	**20**	**39**	**67**	**96**	**50**	**80**	**56**	**78**	**52**	**52**	**74**	**55**	**61**	**48**	**41**	**24**	**26**	**22**	959	96	9
9	F	**15**	**12**	**9**	**2**	**3**	**4**	**23**	**49**	**69**	**79**	**51**	**68**	**68**	**72**	**59**	**59**	**52**	**59**	**73**	**64**	**40**	**30**	**21**	**18**	999	79	9
10	S	**14**	**10**	**8**	**3**	**0**	**3**	**8**	**21**	**28**	**49**	**45**	**52**	**69**	**65**	**48**	**67**	**61**	**74**	**42**	**47**	**39**	**28**	**28**	**24**	833	74	17
11	S	**15**	**16**	**14**	**5**	**1**	**2**	**10**	**11**	**29**	**34**	**31**	**41**	**59**	**54**	**54**	**52**	**50**	**40**	**46**	**34**	**32**	**30**	**18**	**16**	694	59	12
12	M	**10**	**4**	**4**	**2**	**2**	**9**	**23**	**36**	**66**	**75**	**68**	**69**	**54**	**77**	**71**	**57**	**57**	**67**	**44**	**40**	**44**	**20**	**18**	**9**	926	77	13
13	T	**8**	**3**	**2**	**2**	**1**	**8**	**18**	**41**	**62**	**76**	**70**	**70**	**70**	**65**													
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

10	6	5	2	2	7	21	43	66	80	59	72	57	70	58	58	69	63	55	41	36	26	20	14	ADT 940

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	171	4	105	80	9%	1.000	1.078

ESTIMATED (one way)

AADT
872

Poughkeepsie-Dutchess County Transportation Council
Classification Count Average Weekday Data Report

ROAD #:	CR CR103	ROAD NAME: ANNANDALE RD	YEAR: 2014	STATION:	828534
COUNTY NAME:	Dutchess		MONTH: May		
REGION CODE:	8				
FROM:	CRUGAR ISLAND RD				
TO:	NY 9G				
REF-MARKER:					
END MILEPOINT:	0763	NO. OF LANES:	2		
FUNC-CLASS:	17	HPMS NO:			
STATION NO:	8534	LION#:			
COUNT TAKEN BY:	ORG CODE: TST INITIALS: KAJ				
PROCESSED BY:	ORG CODE: MPD INITIALS: ED	BATCH ID: MPD-TriState Files			

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	**1104**	**937**	**2041**
NUMBER OF AXLES	**2213**	**1887**	**4100**
% HEAVY VEHICLES (F4-F13)	**3.44%**	**4.48%**	**3.92%**
% TRUCKS AND BUSES (F3-F13)	**13.22%**	**13.02%**	**13.13%**
AXLE CORRECTION FACTOR	**1.00**	**0.99**	**1.00**

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	1	16	1	0	0	0	0	0	0	0	0	0	0	**18**
	2:00	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
	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	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	7:00	0	6	5	1	1	0	0	0	0	0	0	0	0	**13**
	8:00	1	10	5	0	1	0	0	0	0	0	0	0	0	**17**
	9:00	1	37	7	1	3	1	0	0	0	0	0	0	0	**50**
	10:00	1	35	7	1	2	0	0	0	0	0	0	0	0	**46**
DIRECTION	11:00	1	37	8	0	3	0	0	0	0	0	0	0	0	**49**
North	12:00	2	51	9	1	2	0	0	0	0	0	0	0	0	**65**
	13:00	2	55	9	0	1	0	0	0	0	0	0	0	0	**67**
	14:00	2	64	9	0	1	0	0	0	0	0	0	0	0	**76**
	15:00	2	69	12	2	2	0	0	0	0	0	0	0	0	**87**
	16:00	3	66	14	1	2	0	0	0	0	0	0	0	0	**86**
	17:00	4	81	4	1	0	0	0	0	0	0	0	0	0	**90**
	18:00	3	88	4	0	2	0	0	0	0	0	0	0	0	**97**
	19:00	2	72	4	0	2	0	0	0	0	0	0	0	0	**80**
	20:00	2	58	2	0	1	0	0	0	0	0	0	0	0	**63**
	21:00	1	57	4	0	0	0	0	0	0	0	0	0	0	**62**
	22:00	1	51	2	0	3	0	0	0	0	0	0	0	0	**57**
	23:00	0	34	1	0	1	0	0	0	0	0	0	0	0	**36**
	24:00	1	18	0	0	2	0	0	0	0	0	0	0	0	**21**
TOTAL VEHICLES		**30**	**928**	**108**	**8**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1104**
TOTAL AXLES		60	1856	216	20	58	3	0	0	0	0	0	0	0	2213
ENDING HOUR	1:00	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**
	2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
	3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
	6:00	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
	7:00	0	14	5	0	1	0	0	0	0	0	0	0	0	**20**
	8:00	0	32	7	1	2	1	0	0	0	0	0	0	0	**43**
	9:00	2	54	7	0	2	0	0	0	0	0	0	0	0	**65**
	10:00	1	70	5	1	3	1	0	0	0	0	0	0	0	**81**
	11:00	2	47	7	1	1	1	0	0	0	0	0	0	0	**59**
DIRECTION	12:00	2	58	8	1	2	1	0	0	0	0	0	0	0	**72**
South	13:00	1	50	7	0	0	0	0	0	0	0	0	0	0	**58**
	14:00	3	58	6	1	1	2	0	0	0	0	0	0	0	**71**
	15:00	3	46	6	1	1	1	0	0	0	0	0	0	0	**58**
	16:00	1	48	5	1	2	1	0	0	0	0	0	0	0	**58**
	17:00	2	62	3	0	1	0	0	0	0	0	0	0	0	**68**
	18:00	2	56	3	0	1	0	0	0	0	0	0	0	0	**62**
	19:00	2	46	4	1	2	0	0	0	0	0	0	0	0	**55**
	20:00	2	36	1	0	2	0	0	0	0	0	0	0	0	**41**
	21:00	2	33	2	0	0	0	0	0	0	0	0	0	0	**37**
	22:00	1	24	0	0	0	0	0	0	0	0	0	0	0	**25**
	23:00	0	16	1	1	2	0	0	0	0	0	0	0	0	**20**
	24:00	1	12	0	0	1	0	0	0	0	0	0	0	0	**14**
TOTAL VEHICLES		**27**	**788**	**80**	**10**	**24**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**937**
TOTAL AXLES		54	1576	160	25	48	24	0	0	0	0	0	0	0	1887
GRAND TOTAL VEHICLES		**57**	**1716**	**188**	**18**	**53**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2041**
GRAND TOTAL AXLES		114	3432	376	45	106	27	0	0	0	0	0	0	0	4100

TRAFFIC FLOW BY DIRECTION

--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**18**	**97**	**A.M.**	**12**	**137**
South	**10**	**81**	**P.M.**	**18**	**159**

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

SOURCE: NYSDOT DATA SERVICES BUREAU

Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Date: 06/06/2014

Station:	828534	Start date:	Tue 05/06/2014 11:00	Count duration:	171 hours
Road #:	CR CR103 Road name: ANNANDALE RD	End date:	Tue 05/13/2014 13:45	Functional class:	17
From:	CRUGAR ISLAND RD	County:	Dutchess	Factor group:	30
To:	NY 9G	Town:	RED HOOK	Batch ID:	MPD-TriState Files
Direction:	North	Speed limit:	30	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

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	3	6	5	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.4	28.4	34.4	18
2:00	1	2	4	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.8	29.4	35.2	13
3:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.0	27.6	32.0	4
4:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.0	32.6	37.8	3
5:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.8	30.0	33.6	2
6:00	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
7:00	2	3	3	3	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.5	26.7	33.7	12
8:00	4	5	4	3	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.6	24.6	32.5	17
9:00	5	12	14	11	6	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.3	27.7	34.9	49
10:00	5	11	15	10	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.9	27.4	34.1	46
11:00	5	14	15	8	5	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.9	26.9	34.8	49
12:00	5	15	20	15	7	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.8	27.9	34.6	63
13:00	7	16	19	16	7	2	1	0	0	0	0	0	0	1.5	0.0	0.0	0.0	0.0	25.4	27.9	35.0	68
14:00	4	14	26	24	8	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.1	29.0	34.5	77
15:00	6	18	24	23	12	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.6	28.9	35.6	85
16:00	5	16	22	28	12	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.5	30.1	36.3	87
17:00	3	12	28	29	16	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.7	30.5	36.7	91
18:00	4	10	28	35	16	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.9	31.0	36.8	97
19:00	4	12	26	26	10	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.7	29.7	35.0	80
20:00	3	10	19	23	8	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.8	30.0	34.9	64
21:00	2	7	16	22	11	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.3	31.3	37.3	61
22:00	4	12	19	13	8	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.4	28.3	35.3	57
23:00	3	8	9	10	6	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.4	29.2	36.3	37
24:00	2	4	6	6	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.0	28.8	34.9	21
Avg. Daily Total	76	205	327	318	146	30	1	0	0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	26.8	29.2	35.4	1103
Percent	6.9%	18.6%	29.6%	28.8%	13.2%	2.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	6.9%	25.5%	55.1%	84.0%	97.2%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	3	9	14	13	6	1	0	0	0	0	0	0	0									46

	Avg. Speed	50th% Speed	85th% Speed
North	26.8	29.2	35.4
South	27.6	29.8	36.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	18	97	A.M.	12	133
South	10	80	P.M.	18	160

TRAFFIC FLOW BY DIRECTION

Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Date: 06/06/2014

Station:	828534	Start date:	Tue 05/06/2014 11:00	Count duration:	171 hours
Road #:	CR CR103 Road name: ANNANDALE RD	End date:	Tue 05/13/2014 13:45	Functional class:	17
From:	CRUGAR ISLAND RD	County:	Dutchess	Factor group:	30
To:	NY 9G	Town:	RED HOOK	Batch ID:	MPD-TriState Files
Direction:	South	Speed limit:	30	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

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	1	2	4	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.9	27.6	32.6	10
2:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.0	28.8	33.2	5
3:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.0	26.3	31.3	5
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.5	27.6	29.3	1
6:00	0	0	2	1	2	1	1	0	0	0	0	0	0	14.3	0.0	0.0	0.0	0.0	34.8	36.3	44.8	7
7:00	0	2	5	5	6	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.2	32.6	38.5	19
8:00	2	8	10	12	7	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.9	30.3	37.1	41
9:00	4	9	18	19	10	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.7	30.2	36.8	63
10:00	4	10	26	23	13	3	1	0	0	0	0	0	0	1.3	0.0	0.0	0.0	0.0	28.2	30.0	37.0	80
11:00	5	9	16	16	10	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.8	29.7	36.7	58
12:00	4	16	24	14	10	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.6	28.2	35.8	70
13:00	2	9	17	16	9	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.4	30.0	37.0	56
14:00	6	11	20	20	10	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.7	29.6	36.3	70
15:00	6	10	16	14	10	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.1	29.1	36.7	58
16:00	2	10	18	17	8	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.0	29.6	36.0	57
17:00	3	7	16	22	14	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.3	31.8	38.2	67
18:00	2	9	19	19	10	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.8	30.4	37.3	63
19:00	2	7	17	18	8	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.5	30.3	36.2	54
20:00	3	6	12	12	7	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.4	30.0	37.0	42
21:00	2	4	12	11	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.6	29.6	35.0	34
22:00	2	7	6	6	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.8	28.0	35.5	25
23:00	1	5	7	6	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.2	27.9	33.4	20
24:00	1	3	5	4	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.9	28.0	33.7	14
Avg. Daily Total	52	147	275	261	143	39	2	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	27.6	29.8	36.7	919
Percent	5.7%	16.0%	29.9%	28.4%	15.6%	4.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	5.7%	21.7%	51.6%	80.0%	95.5%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	2	6	11	11	6	2	0	0	0	0	0	0	0									38

	Avg. Speed	50th% Speed	85th% Speed
North	26.8	29.2	35.4
South	27.6	29.8	36.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	18	97	A.M.	12	133
South	10	80	P.M.	18	160

TRAFFIC FLOW BY DIRECTION

STATION: **828493**

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR78** ROAD NAME: **BROADWAY**
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 6 WK OF YR: 33
DATE OF COUNT: 08/14/2014
NOTES LANE 1: EB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **RR TRACKS**
REC. SERIAL #: 0084
PLACEMENT: 65YDS WEST OF RIVER RD
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MPD INITIALS: ED

TO: **MONTGOMERY ST**
FUNC. CLASS: 08
NHS: no
JURIS: Village
CC Stn:
BATCH ID: MPD-TriState Files

COUNTY: **Dutchess**
VILLAGE: **TIVOLI**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T													**7**	**5**	**8**	**5**	**12**	**14**	**14**	**6**	**14**	**7**	**6**	**0**	**2**			
15	F	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**8**	**11**	**4**	**11**	**10**	**7**	**8**	**7**	**16**	**13**	**10**	**7**	**3**	**2**	**2**	**1**	126	16	16
16	S	**1**	**2**	**2**	**0**	**1**	**0**	**1**	**4**	**3**	**9**	**15**	**8**	**10**	**7**	**7**	**6**	**6**	**12**	**7**	**10**	**4**	**4**	**3**	**2**	124	15	10
17	S	**2**	**3**	**0**	**1**	**1**	**0**	**1**	**5**	**4**	**6**	**2**	**12**	**15**	**10**	**7**	**11**	**15**	**11**	**14**	**9**	**7**	**2**	**6**	**0**	144	15	12
18	M	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**7**	**11**	**8**	**7**	**6**	**8**	**9**	**3**	**13**	**7**	**10**	**9**	**7**	**0**	**1**	**0**	112	13	16
19	T	**0**	**1**	**2**	**1**	**0**	**0**	**1**	**6**	**7**	**8**	**6**	**4**	**11**	**10**	**13**	**8**	**13**	**5**	**6**	**2**	**8**	**4**	**3**	**0**	119	13	14
20	W	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**3**	**3**	**9**	**4**	**4**	**6**	**10**	**6**	**11**	**11**	**5**	**6**	**12**	**9**	**2**	**2**	**0**	106	12	19
21	T	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**5**	**3**	**16**	**3**																
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

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

																							ADT
0	**0**	**1**	**1**	**0**	**0**	**1**	**4**	**6**	**11**	**5**	**7**	**7**	**9**	**8**	**8**	**13**	**8**	**7**	**9**	**8**	**3**	**2**	**0**	**118**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
7	168	4	102	13	11%	1.000	1.093	**AADT 108**

STATION: **828493**

Poughkeepsie-Dutchess County Transportation Council

Traffic Count Hourly Report

ROAD #: **CR CR78** ROAD NAME: **BROADWAY**
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 7 WK OF YR: 33
DATE OF COUNT: 08/14/2014
NOTES LANE 1: WB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: KAJ

FROM: **RR TRACKS**
REC. SERIAL #: 0084
PLACEMENT: 65YDS WEST OF RIVER RD
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MPD INITIALS: ED

TO: **MONTGOMERY ST**
FUNC. CLASS: 08
NHS: no
JURIS: Village
CC Stn:
BATCH ID: MPD-TriState Files

COUNTY: **Dutchess**
VILLAGE: **TIVOLI**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T													**3**	**9**	**5**	**11**	**13**	**14**	**12**	**20**	**9**	**4**	**3**	**3**	**1**			
15	F	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**9**	**7**	**6**		**9**	**5**	**6**	**8**	**11**	**11**	**16**	**12**	**7**	**1**	**3**	**9**	**2**	127	16	17
16	S	**3**	**1**	**2**	**0**	**0**	**1**	**1**	**1**	**4**	**10**	**11**		**7**	**6**	**10**	**7**	**7**	**8**	**8**	**6**	**10**	**4**	**7**	**8**	**3**	125	11	10
17	S	**3**	**2**	**1**	**1**	**2**	**0**	**1**	**4**	**5**	**4**	**3**		**15**	**10**	**9**	**8**	**12**	**11**	**9**	**13**	**7**	**7**	**3**	**7**	**4**	141	15	11
18	M	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**3**	**8**	**7**	**8**		**8**	**7**	**7**	**5**	**5**	**16**	**8**	**10**	**10**	**4**	**4**	**4**	**2**	120	16	16
19	T	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**4**	**8**	**9**	**3**		**8**	**11**	**10**	**10**	**12**	**9**	**5**	**5**	**7**	**7**	**3**	**1**	**2**	118	12	15
20	W	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**2**	**3**	**4**	**6**		**4**	**9**	**6**	**9**	**12**	**11**	**7**	**9**	**7**	**5**	**4**	**9**	**0**	112	12	15
21	T	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**8**	**11**	**3**																	
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

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

1	0	0	1	0	0	1	2	7	8	5	6	9	7	9	10	12	8	11	8	5	4	4	1	ADT 119

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
7	168	4	102	12	10%	1.000	1.093	**AADT 109**

Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Date: 09/10/2014

Station:	828493	Start date:	Thu 08/14/2014 11:00	Count duration:	168 hours
Road #:	CR CR78 Road name: BROADWAY	End date:	Thu 08/21/2014 10:45	Functional class:	8
From:	RR TRACKS	County:	Dutchess	Factor group:	30
To:	MONTGOMERY ST	Town:	TIVOLI	Batch ID:	MPD-TriState Files
Direction:	East	Speed limit:	25	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

Speeds, mph

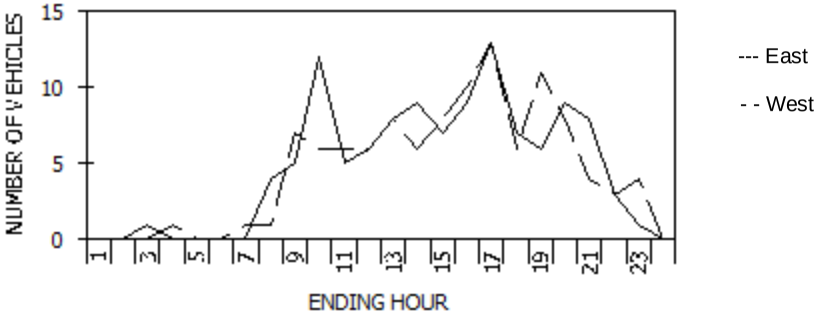
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.5	32.6	34.3	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
8:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.1	35.0	42.0	4
9:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.8	33.8	41.3	5
10:00	1	1	2	3	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.9	33.4	39.0	12
11:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.1	31.3	36.3	5
12:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.3	35.0	40.6	6
13:00	0	0	2	1	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.2	36.3	39.8	8
14:00	0	0	2	3	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.5	34.2	39.5	9
15:00	0	0	2	3	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.5	32.6	39.8	7
16:00	0	1	1	3	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.5	34.2	39.5	9
17:00	0	0	1	4	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	35.5	36.3	40.2	13
18:00	0	0	2	3	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.5	32.6	39.8	7
19:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.0	32.6	37.8	6
20:00	0	1	2	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.7	31.9	36.7	9
21:00	0	0	2	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.1	32.6	37.0	8
22:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.6	31.3	33.9	3
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.5	37.6	39.3	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
Avg. Daily Total	1	3	24	40	34	11	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.5	33.6	39.2	113
Percent	0.9%	2.7%	21.2%	35.4%	30.1%	9.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.9%	3.5%	24.8%	60.2%	90.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	1	2	1	0	0	0	0	0	0	0	0									5

	Avg. Speed	50th% Speed	85th% Speed
East	32.5	33.6	39.2
West	33.4	34.5	39.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	17	13	A.M.	10	18
West	17	13	P.M.	17	26

TRAFFIC FLOW BY DIRECTION



Poughkeepsie-Dutchess County Transportation Council
Speed Count Average Weekday Report

Date: 09/10/2014

Station:	828493	Start date:	Thu 08/14/2014 11:00	Count duration:	168 hours
Road #:	CR CR78 Road name: BROADWAY	End date:	Thu 08/21/2014 10:45	Functional class:	8
From:	RR TRACKS	County:	Dutchess	Factor group:	30
To:	MONTGOMERY ST	Town:	TIVOLI	Batch ID:	MPD-TriState Files
Direction:	West	Speed limit:	25	Count taken by:	Org: TST Init: KAJ
		LION#:		Processed by:	Org: MPD Init: ED

Speeds, mph

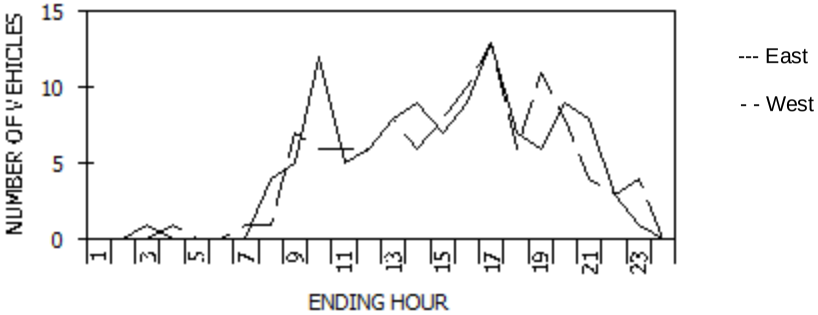
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.5	37.6	39.3	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
7:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.5	37.6	39.3	1
8:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.5	37.6	39.3	1
9:00	0	0	1	4	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.4	33.2	39.8	7
10:00	0	0	1	2	1	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	35.0	35.0	42.8	6
11:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.3	35.0	40.6	6
12:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.3	35.0	40.6	6
13:00	0	0	1	2	2	2	1	0	0	0	0	0	0	12.5	0.0	0.0	0.0	0.0	36.5	37.6	44.6	8
14:00	0	0	0	3	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	35.5	35.0	40.6	6
15:00	0	1	2	3	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.4	31.7	37.0	8
16:00	0	2	0	2	4	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.9	36.3	41.3	10
17:00	0	0	1	4	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	35.5	36.3	40.2	13
18:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.0	33.8	37.8	6
19:00	0	0	2	5	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.3	33.6	39.0	11
20:00	0	0	1	4	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.4	33.8	38.0	8
21:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.1	32.6	37.0	4
22:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.0	33.8	37.8	3
23:00	1	0	1	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.7	30.0	37.0	4
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
Avg. Daily Total	1	3	13	42	36	13	1	0	0	0	0	0	0	0.9	0.0	0.0	0.0	0.0	33.4	34.5	39.7	109
Percent	0.9%	2.8%	11.9%	38.5%	33.0%	11.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.9%	3.7%	15.6%	54.1%	87.2%	99.1%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	1	2	2	1	0	0	0	0	0	0	0									5

	Avg. Speed	50th% Speed	85th% Speed
East	32.5	33.6	39.2
West	33.4	34.5	39.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	17	13	A.M.	10	18
West	17	13	P.M.	17	26

TRAFFIC FLOW BY DIRECTION



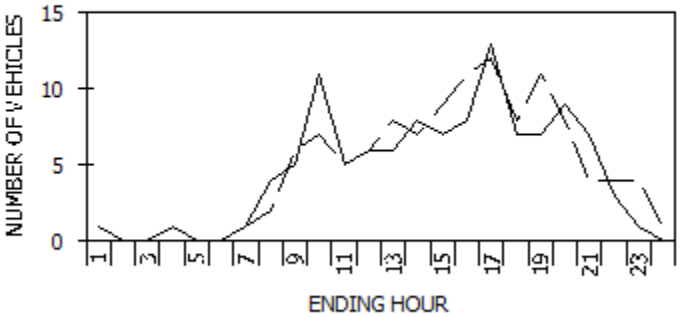
Poughkeepsie-Dutchess County Transportation Council
Classification Count Average Weekday Data Report

ROAD #:	CR CR78	ROAD NAME: BROADWAY	YEAR: 2014	STATION:	828493
COUNTY NAME:	Dutchess		MONTH: August		
REGION CODE:	8				
FROM:	RR TRACKS				
TO:	MONTGOMERY ST				
REF-MARKER:					
END MILEPOINT:	0085	NO. OF LANES:	2		
FUNC-CLASS:	08	HPMS NO:			
STATION NO:	8493	LION#:			
COUNT TAKEN BY:	ORG CODE: TST INITIALS: KAJ				
PROCESSED BY:	ORG CODE: MPD INITIALS: ED	BATCH ID: MPD-TriState Files			

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	**109**	**116**	**225**
NUMBER OF AXLES	**218**	**232**	**450**
% HEAVY VEHICLES (F4-F13)	**0.00%**	**0.86%**	**0.44%**
% TRUCKS AND BUSES (F3-F13)	**15.60%**	**9.48%**	**12.44%**
AXLE CORRECTION FACTOR	**1.00**	**1.00**	**1.00**

	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	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	7:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	8:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
	9:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
	10:00	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
DIRECTION	11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
East	12:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
	13:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
	14:00	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
	15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
	16:00	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
	17:00	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
	18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
	19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
	20:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
	21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	TOTAL VEHICLES	**0**	**92**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**
	TOTAL AXLES	0	184	34	0	0	0	0	0	0	0	0	0	0	218
	1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
ENDING HOUR	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	7:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	8:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
	9:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
	10:00	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
	11:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
DIRECTION	12:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
West	13:00	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
	14:00	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
	15:00	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
	16:00	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
	17:00	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
	18:00	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
	19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
	20:00	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
	22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
	23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
	24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	TOTAL VEHICLES	**1**	**104**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**116**
	TOTAL AXLES	2	208	20	0	2	0	0	0	0	0	0	0	0	232
	GRAND TOTAL VEHICLES	**1**	**196**	**27**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**225**
	GRAND TOTAL AXLES	2	392	54	0	2	0	0	0	0	0	0	0	0	450

TRAFFIC FLOW BY DIRECTION



--- East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	**17**	**13**	**A.M.**	**10**	**18**
West	**17**	**12**	**P.M.**	**17**	**25**

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

SOURCE: NYSDOT DATA SERVICES BUREAU

STATION: 828533

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	ANNANDALE RD	TO:	CRUGAR ISLAND RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.36	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	5/13/2013	WEEK OF YEAR:	19	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.26 MI N OF ANNANDALE RD	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	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
5/13, Mon															**215**	**234**	**201**	**274**	**216**	**147**	**142**	**89**	**55**	**31**	1604		
5/14, Tue	**15**	**24**	**6**	**9**	**7**	**21**	**30**	**80**	**144**	**240**	**159**	**177**	**230**	**259**	**216**	**259**	**262**	**291**	**239**	**180**	**150**	**85**	**62**	**37**	3182	291	17-18
5/15, Wed	**38**	**14**	**9**	**8**	**7**	**17**	**33**	**57**	**137**	**228**	**189**	**181**	**206**	**244**	**201**	**222**	**269**	**345**	**229**	**154**	**151**	**105**	**66**	**33**	3143	345	17-18
5/16, Thu	**34**	**15**	**12**	**5**	**9**	**21**	**28**	**79**	**171**	**205**	**168**	**162**	**223**	**254**	**240**	**273**	**272**	**278**	**272**	**171**	**142**	**98**	**79**	**36**	3247	278	17-18
5/17, Fri	**40**	**30**	**13**	**6**	**8**	**15**	**32**	**63**	**143**	**176**	**124**														650		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	32	**21**	**10**	**7**	**8**	**19**	**31**	**70**	**149**	**212**	**160**	**173**	**220**	**252**	**218**	**247**	**251**	**297**	**239**	**163**	**146**	**94**	**66**	**34**	3118		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
4	93	4	93	297	9.5	173	10.7	198	13.2

ESTIMATED AADT Roadway	North	South
2996	1553	1443

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00	1.00		1.00

STATION: 828533

New York State Department of Transportation
NB Traffic Count Hourly Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	ANNANDALE RD	TO:	CRUGAR ISLAND RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.36	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	5/13/2013	WEEK OF YEAR:	19	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.26 MI N OF ANNANDALE RD	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	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
5/13, Mon															109	100	90	89	89	63	58	33	21	13	665		
5/14, Tue	6	9	3	2	4	17	26	62	103	199	102	102	120	137	121	109	105	81	113	79	67	42	28	19	1656	199	09-10
5/15, Wed	8	3	4	4	3	14	28	45	111	186	130	104	98	141	99	102	100	128	93	68	65	49	30	14	1627	186	09-10
5/16, Thu	15	4	5	2	6	17	26	63	127	169	111	93	105	149	124	131	96	100	124	84	54	52	39	16	1712	169	09-10
5/17, Fri	14	16	7	2	4	12	28	43	108	138	82														454		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	11	8	5	3	4	15	27	53	112	173	106	100	108	142	113	111	98	100	105	74	61	44	30	16	1616		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
4	93	4	93	297	9.5	173	10.7	198	13.2

ESTIMATED AADT Roadway	North	South
2996	1553	1443

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00	1.00		1.00

STATION: 828533

New York State Department of Transportation
SB Traffic Count Hourly Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	ANNANDALE RD	TO:	CRUGAR ISLAND RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.36	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	5/13/2013	WEEK OF YEAR:	19	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.26 MI N OF ANNANDALE RD	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	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
5/13, Mon															**106**	**134**	**111**	**185**	**127**	**84**	**84**	**56**	**34**	**18**	939		
5/14, Tue	**9**	**15**	**3**	**7**	**3**	**4**	**4**	**18**	**41**	**41**	**57**	**75**	**110**	**122**	**95**	**150**	**157**	**210**	**126**	**101**	**83**	**43**	**34**	**18**	1526	210	17-18
5/15, Wed	**30**	**11**	**5**	**4**	**4**	**3**	**5**	**12**	**26**	**42**	**59**	**77**	**108**	**103**	**102**	**120**	**169**	**217**	**136**	**86**	**86**	**56**	**36**	**19**	1516	217	17-18
5/16, Thu	**19**	**11**	**7**	**3**	**3**	**4**	**2**	**16**	**44**	**36**	**57**	**69**	**118**	**105**	**116**	**142**	**176**	**178**	**148**	**87**	**88**	**46**	**40**	**20**	1535	178	17-18
5/17, Fri	**26**	**14**	**6**	**4**	**4**	**3**	**4**	**20**	**35**	**38**	**42**														196		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	21	**13**	**5**	**5**	**4**	**4**	**4**	**17**	**37**	**39**	**54**	**74**	**112**	**110**	**105**	**137**	**153**	**198**	**134**	**90**	**85**	**50**	**36**	**19**	1502		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
4	93	4	93	297	9.5	173	10.7	198	13.2

ESTIMATED AADT Roadway	North	South
2996	1553	1443

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00	1.00		1.00

New York State Department of Transportation

STATION: 828533

Roadway Speed Count Average Weekday Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	ANNANDALE RD	TO:	CRUGAR ISLAND RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.36	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North 1 South	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	05/13/2013	PLACEMENT:	0.26 MI N OF ANNANDALE RI	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	30

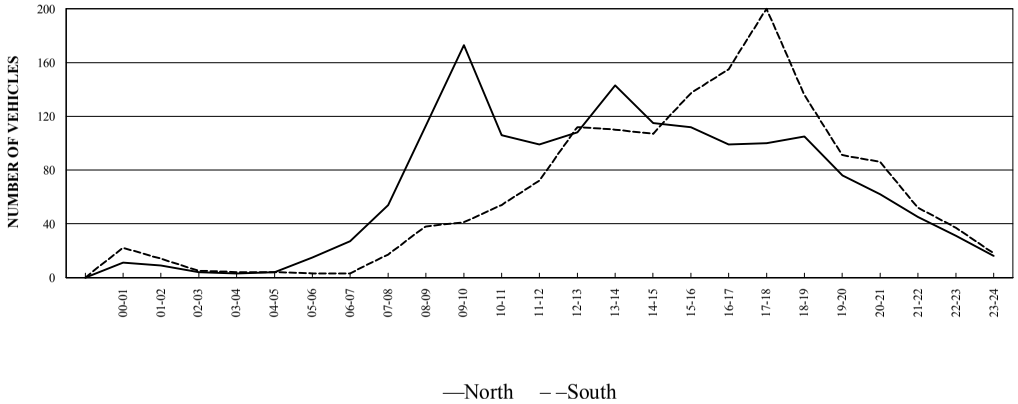
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	1	2	7	14	7	2	0	0	0	0	0	0	0	33	0.00	0.00	0.00	0.00	0.00	31.8	32.3	37.9
01-02	0	1	7	6	6	2	1	0	0	0	0	0	0	23	0.00	0.00	0.00	0.00	0.00	33.4	32.9	39.6
02-03	0	1	1	5	2	1	1	0	0	0	0	0	0	11	0.00	0.00	0.00	0.00	0.00	34.3	33.5	41.8
03-04	1	0	3	2	0	1	0	1	0	0	0	0	0	8	0.00	0.00	0.00	0.00	0.00	31.6	30.0	44.0
04-05	0	1	2	2	3	0	0	0	0	0	0	0	0	8	0.00	0.00	0.00	0.00	0.00	31.9	32.5	38.0
05-06	0	1	5	9	3	0	0	0	0	0	0	0	0	18	0.00	0.00	0.00	0.00	0.00	31.4	31.7	35.5
06-07	1	3	9	13	5	1	0	0	0	0	0	0	0	32	0.00	0.00	0.00	0.00	0.00	30.5	31.2	36.2
07-08	2	5	16	22	16	7	2	0	0	0	0	0	0	70	0.00	0.00	0.00	0.00	0.00	32.6	32.7	39.5
08-09	4	8	38	53	35	11	1	0	0	0	0	0	0	150	0.00	0.00	0.00	0.00	0.00	32.1	32.4	38.5
09-10	2	6	39	83	65	15	3	0	0	0	0	0	0	213	0.00	0.00	0.00	0.00	0.00	33.5	33.6	38.9
10-11	2	9	33	62	37	14	3	1	0	0	0	0	0	161	0.00	0.00	0.00	0.00	0.00	33.1	32.9	39.2
11-12	2	9	47	61	40	13	3	0	0	0	0	0	0	175	0.00	0.00	0.00	0.00	0.00	32.5	32.4	38.7
12-13	1	9	55	82	55	16	1	1	0	0	0	0	0	220	0.00	0.00	0.00	0.00	0.00	32.9	32.7	38.6
13-14	2	14	62	103	52	16	2	0	0	0	0	0	0	251	0.00	0.00	0.00	0.00	0.00	32.3	32.3	38.1
14-15	4	13	57	72	52	18	2	1	0	0	0	0	0	219	0.00	0.00	0.00	0.00	0.00	32.4	32.5	38.9
15-16	4	16	60	82	62	20	4	0	0	0	0	0	0	248	0.00	0.00	0.00	0.00	0.00	32.6	32.7	38.9
16-17	3	14	56	90	62	25	2	0	0	0	0	0	0	252	0.00	0.00	0.00	0.00	0.00	32.9	32.9	39.1
17-18	2	15	65	109	77	24	5	1	0	0	0	0	0	298	0.00	0.00	0.00	0.00	0.00	33.2	33.1	39.0
18-19	2	9	45	79	75	26	3	1	0	0	0	0	0	240	0.00	0.00	0.00	0.00	0.00	33.9	34.1	39.6
19-20	2	5	30	56	51	17	3	0	0	0	0	0	0	164	0.00	0.00	0.00	0.00	0.00	33.9	34.0	39.5
20-21	2	6	32	55	38	12	1	1	0	0	0	0	0	147	0.00	0.00	0.00	0.00	0.00	33.0	33.0	38.9
21-22	1	5	24	36	19	8	2	1	0	0	0	0	0	96	0.00	0.00	0.00	0.00	0.00	32.8	32.5	39.1
22-23	1	5	15	27	14	3	1	1	0	0	0	0	0	67	0.00	0.00	0.00	0.00	0.00	32.3	32.3	38.2
23-24	1	0	9	15	7	2	0	0	0	0	0	0	0	34	0.00	0.00	0.00	0.00	0.00	32.1	32.3	37.8
Avg Daily Total	40	157	717	1138	783	254	40	9	0	0	0	0	0	3138	0.00	0.00	0.00	0.00	0.00	32.9	32.9	38.9
Percent	1.3	5.0	22.9	36.3	25.0	8.1	1.3	0.3	0.0	0.0	0.0	0.0	0.0									
Cum Percent	1.3	6.3	29.1	65.4	90.3	98.4	99.7	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	2	7	30	47	33	11	2	0	0	0	0	0	0	131								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	33.5	33.5	39.3
South	32.2	32.1	38.4

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	09-10	173	A.M.	09-10	213
South	17-18	200	P.M.	17-18	298

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 828533

Northbound Speed Count Average Weekday Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	ANNANDALE RD	TO:	CRUGAR ISLAND RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.36	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	05/13/2013	PLACEMENT:	0.26 MI N OF ANNANDALE RI	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	30

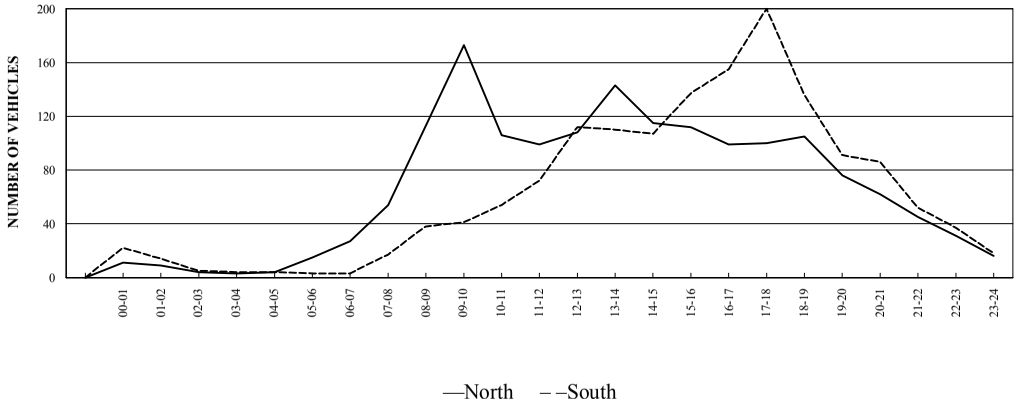
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	0	4	5	1	1	0	0	0	0	0	0	0	11	0.00	0.00	0.00	0.00	0.00	32.0	31.5	36.8
01-02	0	0	3	3	2	1	0	0	0	0	0	0	0	9	0.00	0.00	0.00	0.00	0.00	33.1	32.5	39.1
02-03	0	0	1	1	1	1	0	0	0	0	0	0	0	4	0.00	0.00	0.00	0.00	0.00	35.0	35.0	42.0
03-04	0	0	1	1	0	1	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.00	0.00	34.2	32.5	42.8
04-05	0	0	1	1	2	0	0	0	0	0	0	0	0	4	0.00	0.00	0.00	0.00	0.00	33.8	35.0	38.5
05-06	0	0	4	9	2	0	0	0	0	0	0	0	0	15	0.00	0.00	0.00	0.00	0.00	31.8	31.9	34.9
06-07	1	2	8	11	4	1	0	0	0	0	0	0	0	27	0.00	0.00	0.00	0.00	0.00	30.6	31.1	36.2
07-08	1	2	11	19	15	5	1	0	0	0	0	0	0	54	0.00	0.00	0.00	0.00	0.00	33.3	33.4	39.3
08-09	4	5	27	41	27	8	1	0	0	0	0	0	0	113	0.00	0.00	0.00	0.00	0.00	32.1	32.5	38.5
09-10	1	3	30	66	58	12	3	0	0	0	0	0	0	173	0.00	0.00	0.00	0.00	0.00	34.0	34.0	39.1
10-11	1	4	20	42	27	10	2	0	0	0	0	0	0	106	0.00	0.00	0.00	0.00	0.00	33.5	33.3	39.3
11-12	0	2	25	37	25	8	2	0	0	0	0	0	0	99	0.00	0.00	0.00	0.00	0.00	33.4	33.0	39.0
12-13	0	2	20	39	35	11	0	1	0	0	0	0	0	108	0.00	0.00	0.00	0.00	0.00	34.2	34.1	39.4
13-14	2	9	27	63	30	10	2	0	0	0	0	0	0	143	0.00	0.00	0.00	0.00	0.00	32.6	32.7	38.4
14-15	3	6	24	39	32	10	1	0	0	0	0	0	0	115	0.00	0.00	0.00	0.00	0.00	32.7	33.1	39.0
15-16	2	3	19	39	34	12	3	0	0	0	0	0	0	112	0.00	0.00	0.00	0.00	0.00	34.0	34.1	39.7
16-17	2	4	14	38	28	12	1	0	0	0	0	0	0	99	0.00	0.00	0.00	0.00	0.00	33.7	33.9	39.7
17-18	1	4	11	31	39	12	2	0	0	0	0	0	0	100	0.00	0.00	0.00	0.00	0.00	34.8	35.4	39.9
18-19	2	2	8	38	38	16	1	0	0	0	0	0	0	105	0.00	0.00	0.00	0.00	0.00	35.0	35.3	40.4
19-20	1	1	11	26	24	10	3	0	0	0	0	0	0	76	0.00	0.00	0.00	0.00	0.00	34.8	34.8	40.8
20-21	1	1	15	23	17	5	0	0	0	0	0	0	0	62	0.00	0.00	0.00	0.00	0.00	32.9	33.0	38.7
21-22	0	2	11	16	10	4	1	1	0	0	0	0	0	45	0.00	0.00	0.00	0.00	0.00	33.6	33.0	39.6
22-23	0	2	8	13	7	1	0	0	0	0	0	0	0	31	0.00	0.00	0.00	0.00	0.00	32.0	32.1	37.4
23-24	1	0	5	6	3	1	0	0	0	0	0	0	0	16	0.00	0.00	0.00	0.00	0.00	31.1	31.7	37.7
Avg Daily Total	23	54	308	607	461	152	23	2	0	0	0	0	0	1630	0.00	0.00	0.00	0.00	0.00	33.5	33.5	39.3
Percent	1.4	3.3	18.9	37.2	28.3	9.3	1.4	0.1	0.0	0.0	0.0	0.0	0.0									
Cum Percent	1.4	4.7	23.6	60.9	89.1	98.5	99.9	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	1	2	13	25	19	6	1	0	0	0	0	0	0	68								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	33.5	33.5	39.3
South	32.2	32.1	38.4

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	09-10	173	A.M.	09-10	213
South	17-18	200	P.M.	17-18	298

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 828533

Southbound Speed Count Average Weekday Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	ANNANDALE RD	TO:	CRUGAR ISLAND RD	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.36	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 South	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	05/13/2013	PLACEMENT:	0.26 MI N OF ANNANDALE RI	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	30

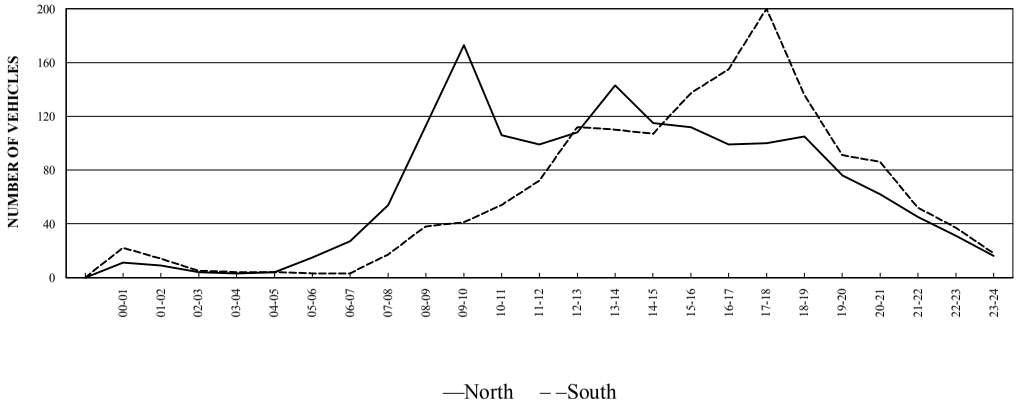
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	1	2	3	9	6	1	0	0	0	0	0	0	0	22	0.00	0.00	0.00	0.00	0.00	31.7	32.8	38.1
01-02	0	0	4	3	5	1	1	0	0	0	0	0	0	14	0.00	0.00	0.00	0.00	0.00	34.6	35.0	39.9
02-03	0	1	0	3	1	0	0	0	0	0	0	0	0	5	0.00	0.00	0.00	0.00	0.00	31.5	32.5	36.3
03-04	0	0	2	1	0	0	0	1	0	0	0	0	0	4	0.00	0.00	0.00	0.00	0.00	35.0	30.0	52.0
04-05	0	1	1	1	1	0	0	0	0	0	0	0	0	4	0.00	0.00	0.00	0.00	0.00	30.0	30.0	37.0
05-06	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.00	0.00	29.2	27.5	37.8
06-07	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.00	0.00	27.5	27.5	32.8
07-08	1	3	6	3	1	2	1	0	0	0	0	0	0	17	0.00	0.00	0.00	0.00	0.00	30.0	28.8	41.1
08-09	1	3	10	12	8	3	1	0	0	0	0	0	0	38	0.00	0.00	0.00	0.00	0.00	32.0	32.1	38.9
09-10	1	3	9	17	8	3	0	0	0	0	0	0	0	41	0.00	0.00	0.00	0.00	0.00	31.8	32.2	38.0
10-11	1	5	13	20	10	4	1	0	0	0	0	0	0	54	0.00	0.00	0.00	0.00	0.00	31.9	32.0	38.5
11-12	1	7	21	24	15	4	0	0	0	0	0	0	0	72	0.00	0.00	0.00	0.00	0.00	31.4	31.5	37.7
12-13	1	7	35	43	20	5	1	0	0	0	0	0	0	112	0.00	0.00	0.00	0.00	0.00	31.6	31.5	37.3
13-14	0	5	35	41	23	6	0	0	0	0	0	0	0	110	0.00	0.00	0.00	0.00	0.00	32.0	31.8	37.7
14-15	2	7	34	33	21	8	1	1	0	0	0	0	0	107	0.00	0.00	0.00	0.00	0.00	31.9	31.6	38.6
15-16	2	13	41	43	29	8	1	0	0	0	0	0	0	137	0.00	0.00	0.00	0.00	0.00	31.5	31.5	38.0
16-17	1	11	43	52	34	13	1	0	0	0	0	0	0	155	0.00	0.00	0.00	0.00	0.00	32.3	32.2	38.6
17-18	1	12	54	78	39	12	3	1	0	0	0	0	0	200	0.00	0.00	0.00	0.00	0.00	32.3	32.1	38.2
18-19	1	7	37	41	37	11	2	0	0	0	0	0	0	136	0.00	0.00	0.00	0.00	0.00	32.8	32.8	39.0
19-20	1	4	20	30	27	8	1	0	0	0	0	0	0	91	0.00	0.00	0.00	0.00	0.00	33.2	33.4	39.1
20-21	1	5	17	32	22	8	1	0	0	0	0	0	0	86	0.00	0.00	0.00	0.00	0.00	33.1	33.1	39.1
21-22	1	3	14	20	9	4	1	0	0	0	0	0	0	52	0.00	0.00	0.00	0.00	0.00	32.1	32.0	38.4
22-23	1	3	8	15	7	2	0	1	0	0	0	0	0	37	0.00	0.00	0.00	0.00	0.00	32.0	32.2	38.2
23-24	0	0	4	9	4	1	0	0	0	0	0	0	0	18	0.00	0.00	0.00	0.00	0.00	33.1	32.8	37.9
Avg Daily Total	18	104	413	531	328	104	16	4	0	0	0	0	0	1518	0.00	0.00	0.00	0.00	0.00	32.2	32.1	38.4
Percent	1.2	6.9	27.2	35.0	21.6	6.9	1.1	0.3	0.0	0.0	0.0	0.0	0.0									
Cum Percent	1.2	8.0	35.2	70.2	91.8	98.7	99.7	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	1	4	17	22	14	4	1	0	0	0	0	0	0	63								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	33.5	33.5	39.3
South	32.2	32.1	38.4

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	09-10	173	A.M.	09-10	213
South	17-18	200	P.M.	17-18	298

TRAFFIC FLOW BY DIRECTION

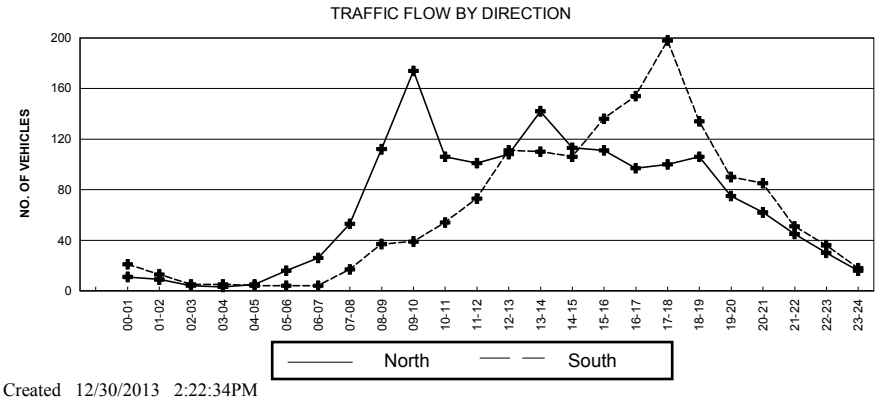


New York State Department of Transportation

Classification Count Average Weekday Hourly Data Report

Route/Road	ANNANDALE RD	Begin Date	05/13/2013	**STATION**	**828533**
Region-County	8 - DUTCHESS	End Date	05/17/2013	Taken By	TST----
From	ANNANDALE RD	No. Days Counted	4	Processed By	MPD-ED
To	CRUGAR ISLAND RD	No. of Lanes	2	Batch ID	DOT-PDCTC2013
Ref Marker		DOT ID	183576		
End Milepost	7.36	Func. Class	17-U Major Collector		

						SINGLE UNIT			SINGLE TRAILER			MULTI TRAILER						
		MC	CAR	2A-4T	BUS	2A-6T	3 A	4+ A	4- A	5 A	6+ A	5- A	6 A	7+ A		% HV	% TRK	AXLE
VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL	F4-F13	F3-F13	FACTOR
AVG NUM AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.7				
HOUR	00-01	0	10	0	0	1	0	0	0	0	0	0	0	0	11	9.1	9.1	1
	01-02	0	7	1	0	1	0	0	0	0	0	0	0	0	9	11.1	22.2	1
	02-03	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0.0	0.0	1
	03-04	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0.0	33.3	1
	04-05	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0.0	20.0	1
	05-06	0	9	6	0	1	0	0	0	0	0	0	0	0	16	6.3	43.8	1
	06-07	0	18	7	0	1	0	0	0	0	0	0	0	0	26	3.8	30.8	1
	07-08	1	44	6	1	1	0	0	0	0	0	0	0	0	53	3.8	15.1	1
	08-09	0	94	12	0	4	1	0	0	1	0	0	0	0	112	5.4	16.1	.98
	09-10	2	156	10	2	3	1	0	0	0	0	0	0	0	174	3.4	9.2	.99
	10-11	1	89	11	1	3	1	0	0	0	0	0	0	0	106	4.7	15.1	.99
DIRECTION	11-12	1	85	10	1	2	1	0	1	0	0	0	0	0	101	5.0	14.9	.99
North	12-13	0	94	12	0	2	0	0	0	0	0	0	0	0	108	1.9	13.0	1
	13-14	0	124	13	1	3	0	0	1	0	0	0	0	0	142	3.5	12.7	.99
	14-15	3	93	12	1	4	0	0	0	0	0	0	0	0	113	4.4	15.0	1
	15-16	1	95	11	1	3	0	0	0	0	0	0	0	0	111	3.6	13.5	1
	16-17	2	87	7	0	1	0	0	0	0	0	0	0	0	97	1.0	8.2	1
	17-18	1	86	10	1	2	0	0	0	0	0	0	0	0	100	3.0	13.0	1
	18-19	2	92	9	1	2	0	0	0	0	0	0	0	0	106	2.8	11.3	1
	19-20	2	65	6	1	1	0	0	0	0	0	0	0	0	75	2.7	10.7	1
	20-21	1	54	6	0	1	0	0	0	0	0	0	0	0	62	1.6	11.3	1
	21-22	0	40	2	1	2	0	0	0	0	0	0	0	0	45	6.7	11.1	.99
	22-23	0	26	1	2	1	0	0	0	0	0	0	0	0	30	10.0	13.3	.98
	23-24	0	14	1	1	0	0	0	0	0	0	0	0	0	16	6.3	12.5	.98
TOTAL VEHICLES		17	1392	155	15	39	4	0	2	1	0	0	0	0	1625	3.8	13.3	.99
TOTAL AXLES		34	2784	310	38	78	12	0	7	5	0	0	0	0	3268			
HOUR	00-01	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0.0	4.8	1
	01-02	0	11	1	0	1	0	0	0	0	0	0	0	0	13	7.7	15.4	1
	02-03	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0.0	0.0	1
	03-04	0	3	1	0	1	0	0	0	0	0	0	0	0	5	20.0	40.0	1
	04-05	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0.0	0.0	1
	05-06	0	1	2	0	1	0	0	0	0	0	0	0	0	4	25.0	75.0	1
	06-07	0	2	1	0	1	0	0	0	0	0	0	0	0	4	25.0	50.0	1
	07-08	0	10	5	0	2	0	0	0	0	0	0	0	0	17	11.8	41.2	1
	08-09	0	28	5	0	2	1	0	0	1	0	0	0	0	37	10.8	24.3	.95
	09-10	0	31	6	0	2	0	0	0	0	0	0	0	0	39	5.1	20.5	1
	10-11	0	46	5	0	2	0	0	1	0	0	0	0	0	54	5.6	14.8	.99
DIRECTION	11-12	0	61	6	0	4	2	0	0	0	0	0	0	0	73	8.2	16.4	.99
South	12-13	0	103	7	0	1	0	0	0	0	0	0	0	0	111	.9	7.2	1
	13-14	0	102	7	0	1	0	0	0	0	0	0	0	0	110	.9	7.3	1
	14-15	0	94	8	1	2	0	0	0	1	0	0	0	0	106	3.8	11.3	.98
	15-16	1	119	11	0	5	0	0	0	0	0	0	0	0	136	3.7	11.8	1
	16-17	1	142	11	0	0	0	0	0	0	0	0	0	0	154	0.0	7.1	1
	17-18	0	190	6	0	2	0	0	0	0	0	0	0	0	198	1.0	4.0	1
	18-19	0	128	4	0	2	0	0	0	0	0	0	0	0	134	1.5	4.5	1
	19-20	1	84	3	0	2	0	0	0	0	0	0	0	0	90	2.2	5.6	1
	20-21	0	80	5	0	0	0	0	0	0	0	0	0	0	85	0.0	5.9	1
	21-22	0	47	2	0	2	0	0	0	0	0	0	0	0	51	3.9	7.8	1
	22-23	0	33	1	0	2	0	0	0	0	0	0	0	0	36	5.6	8.3	1
	23-24	0	16	0	0	2	0	0	0	0	0	0	0	0	18	11.1	11.1	1
TOTAL VEHICLES		3	1360	98	1	37	3	0	1	2	0	0	0	0	1505	2.9	9.4	1
TOTAL AXLES		6	2720	196	3	74	9	0	4	10	0	0	0	0	3022			
GRAND TOTAL VEHICLES		20	2752	253	16	76	7	0	3	3	0	0	0	0	3130	3.4	11.4	1
GRAND TOTAL AXLES		40	5504	506	41	152	21	0	11	15	0	0	0	0	6290			



DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	1625	1505	3130
NUMBER OF AXLES	3268	3022	6290
% HEAVY VEHICLES (F4-F13)	3.80%	2.90%	3.40%
% TRUCKS & BUSES (F3-F13)	13.30%	9.40%	11.40%
AXLE CORRECTION FACTOR	0.99	1.00	1.00

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	09-10	174	A.M.	09-10	213
South	17-18	198	P.M.	17-18	298

STATION: 828534

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	CRUGAR ISLAND RD	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.63	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	5/13/2013	WEEK OF YEAR:	19	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.25 MI S OF NY 9G	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	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
5/13, Mon														**139**	**139**	**153**	**137**	**140**	**154**	**90**	**96**	**76**	**56**	**29**	1209		
5/14, Tue	**21**	**14**	**10**	**7**	**5**	**4**	**32**	**55**	**101**	**110**	**100**	**126**	**104**	**136**	**122**	**144**	**147**	**136**	**135**	**93**	**112**	**74**	**53**	**49**	1890	147	16-17
5/15, Wed	**51**	**19**	**23**	**11**	**8**	**11**	**29**	**61**	**102**	**93**	**101**	**111**	**108**	**148**	**114**	**140**	**156**	**156**	**123**	**110**	**100**	**87**	**45**	**32**	1939	156	17-18
5/16, Thu	**39**	**17**	**11**	**6**	**4**	**9**	**29**	**83**	**107**	**115**	**115**	**132**	**138**	**157**	**142**	**177**	**141**	**170**	**171**	**112**	**111**	**79**	**53**	**37**	2155	177	15-16
5/17, Fri	**43**	**22**	**15**	**6**	**5**	**8**	**27**	**72**	**111**	**89**															398		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	39	**18**	**15**	**8**	**6**	**8**	**29**	**68**	**105**	**102**	**105**	**123**	**117**	**145**	**129**	**154**	**145**	**151**	**146**	**101**	**105**	**79**	**52**	**37**	1984		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
4	93	4	93	154	7.8	92	8.6	70	7.7

ESTIMATED AADT Roadway	North	South
1907	1027	879

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00	1.00		1.00

STATION: 828534

New York State Department of Transportation
NB Traffic Count Hourly Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	CRUGAR ISLAND RD	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.63	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	5/13/2013	WEEK OF YEAR:	19	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.25 MI S OF NY 9G	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	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
5/13, Mon														**71**	**73**	**95**	**81**	**88**	**83**	**58**	**62**	**45**	**31**	**16**	703		
5/14, Tue	**16**	**5**	**6**	**4**	**3**	**1**	**10**	**16**	**35**	**48**	**48**	**63**	**50**	**74**	**69**	**83**	**90**	**80**	**77**	**49**	**65**	**41**	**35**	**32**	1000	90	16-17
5/15, Wed	**37**	**11**	**15**	**9**	**5**	**4**	**8**	**20**	**48**	**30**	**48**	**51**	**62**	**79**	**66**	**85**	**96**	**89**	**72**	**70**	**65**	**56**	**25**	**22**	1073	96	16-17
5/16, Thu	**21**	**10**	**9**	**3**	**2**	**3**	**5**	**27**	**46**	**43**	**56**	**67**	**67**	**77**	**85**	**94**	**77**	**109**	**107**	**75**	**75**	**40**	**30**	**21**	1149	109	17-18
5/17, Fri	**27**	**15**	**11**	**1**	**3**	**4**	**7**	**25**	**51**	**37**															181		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	25	**10**	**10**	**4**	**3**	**3**	**8**	**22**	**45**	**40**	**51**	**60**	**60**	**75**	**73**	**89**	**86**	**92**	**85**	**63**	**67**	**46**	**30**	**23**	1069		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
4	93	4	93	154	7.8	92	8.6	70	7.7

ESTIMATED AADT Roadway	North	South
1907	1027	879

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00	1.00		1.00

New York State Department of Transportation
SB Traffic Count Hourly Report

STATION: 828534

ROUTE/ROAD:	ANNANDALE RD	FROM:	CRUGAR ISLAND RD	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.63	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	5/13/2013	WEEK OF YEAR:	19	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.25 MI S OF NY 9G	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	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
5/13, Mon														**68**	**66**	**58**	**56**	**52**	**71**	**32**	**34**	**31**	**25**	**13**	506		
5/14, Tue	**5**	**9**	**4**	**3**	**2**	**3**	**22**	**39**	**66**	**62**	**52**	**63**	**54**	**62**	**53**	**61**	**57**	**56**	**58**	**44**	**47**	**33**	**18**	**17**	890	66	08-09
5/15, Wed	**14**	**8**	**8**	**2**	**3**	**7**	**21**	**41**	**54**	**63**	**53**	**60**	**46**	**69**	**48**	**55**	**60**	**67**	**51**	**40**	**35**	**31**	**20**	**10**	866	69	13-14
5/16, Thu	**18**	**7**	**2**	**3**	**2**	**6**	**24**	**56**	**61**	**72**	**59**	**65**	**71**	**80**	**57**	**83**	**64**	**61**	**64**	**37**	**36**	**39**	**23**	**16**	1006	83	15-16
5/17, Fri	**16**	**7**	**4**	**5**	**2**	**4**	**20**	**47**	**60**	**52**															217		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	13	**8**	**5**	**3**	**2**	**5**	**22**	**46**	**60**	**62**	**55**	**63**	**57**	**70**	**56**	**64**	**59**	**59**	**61**	**38**	**38**	**34**	**22**	**14**	915		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
4	93	4	93	154	7.8	92	8.6	70	7.7	1907	1027	879

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00	1.00		1.00

New York State Department of Transportation

Roadway Speed Count Average Weekday Report

STATION: 828534

ROUTE/ROAD:	ANNANDALE RD	FROM:	CRUGAR ISLAND RD	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.63	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North 1 South	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	05/13/2013	PLACEMENT:	0.25 MI S OF NY 9G	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	30

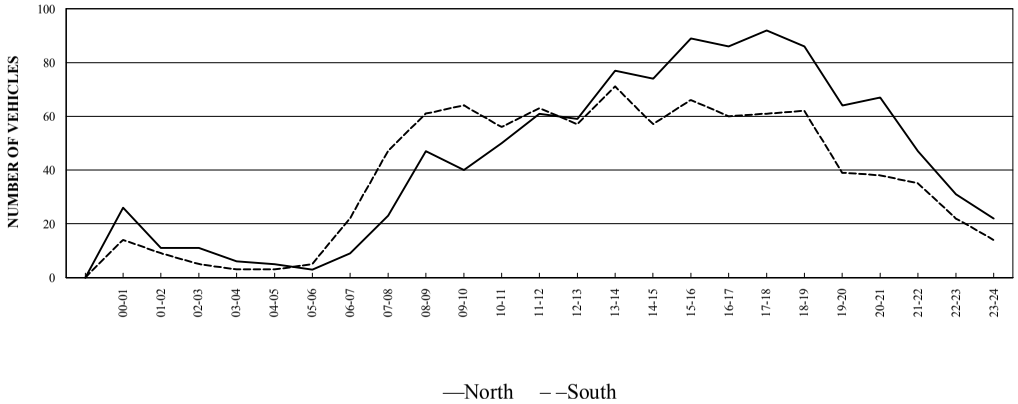
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	2	5	11	14	6	1	0	0	0	0	0	0	0	39	0.00	0.00	0.00	0.00	0.00	29.7	30.5	36.0
01-02	1	2	6	6	2	1	0	0	0	0	0	0	0	18	0.00	0.00	0.00	0.00	0.00	29.6	30.0	35.8
02-03	1	3	4	5	2	1	0	0	0	0	0	0	0	16	0.00	0.00	0.00	0.00	0.00	29.2	30.0	36.5
03-04	0	3	2	1	1	1	0	0	0	0	0	0	0	8	0.00	0.00	0.00	0.00	0.00	29.4	27.5	39.0
04-05	0	2	1	2	1	1	0	0	0	0	0	0	0	7	0.00	0.00	0.00	0.00	0.00	31.1	31.3	39.8
05-06	1	2	2	2	2	0	0	0	0	0	0	0	0	9	0.00	0.00	0.00	0.00	0.00	27.8	28.8	36.6
06-07	2	4	5	5	7	6	1	0	0	0	0	0	0	30	0.00	0.00	0.00	0.00	0.00	32.5	34.0	42.1
07-08	7	21	14	12	13	1	0	0	0	0	0	0	0	68	0.00	0.00	0.00	0.00	0.00	27.2	27.1	36.5
08-09	9	21	29	26	15	5	1	0	0	0	0	0	0	106	0.00	0.00	0.00	0.00	0.00	28.6	29.0	36.7
09-10	4	18	27	31	15	7	1	0	0	0	0	0	0	103	0.00	0.00	0.00	0.00	0.00	30.1	30.4	37.5
10-11	8	17	32	28	15	6	1	0	0	0	0	0	0	107	0.00	0.00	0.00	0.00	0.00	29.1	29.5	37.0
11-12	8	22	36	33	17	7	0	0	0	0	0	0	0	123	0.00	0.00	0.00	0.00	0.00	29.0	29.4	36.6
12-13	6	16	37	27	22	7	2	0	0	0	0	0	0	117	0.00	0.00	0.00	0.00	0.00	30.2	29.9	38.1
13-14	11	24	42	41	19	6	1	0	0	0	0	0	0	144	0.00	0.00	0.00	0.00	0.00	28.8	29.4	36.2
14-15	9	23	34	33	23	6	2	0	0	0	0	0	0	130	0.00	0.00	0.00	0.00	0.00	29.4	29.9	37.5
15-16	12	22	41	42	28	8	2	0	0	0	0	0	0	155	0.00	0.00	0.00	0.00	0.00	29.6	30.3	37.6
16-17	5	14	39	42	34	10	1	0	0	0	0	0	0	145	0.00	0.00	0.00	0.00	0.00	31.4	31.7	38.4
17-18	6	17	39	45	36	8	1	0	0	0	0	0	0	152	0.00	0.00	0.00	0.00	0.00	31.0	31.6	38.1
18-19	4	14	36	51	32	10	1	0	0	0	0	0	0	148	0.00	0.00	0.00	0.00	0.00	31.6	32.0	38.3
19-20	3	9	29	30	23	6	1	0	0	0	0	0	0	101	0.00	0.00	0.00	0.00	0.00	31.4	31.6	38.2
20-21	2	12	25	36	24	4	1	0	0	0	0	0	0	104	0.00	0.00	0.00	0.00	0.00	31.4	31.8	37.8
21-22	2	12	21	29	12	3	1	0	0	0	0	0	0	80	0.00	0.00	0.00	0.00	0.00	30.4	30.9	36.7
22-23	3	7	15	17	8	2	0	0	0	0	0	0	0	52	0.00	0.00	0.00	0.00	0.00	29.6	30.3	36.4
23-24	1	6	15	10	4	1	0	0	0	0	0	0	0	37	0.00	0.00	0.00	0.00	0.00	29.1	28.8	34.7
Avg Daily Total	107	296	542	568	361	108	17	0	0	0	0	0	0	1999	0.00	0.00	0.00	0.00	0.00	30.0	30.5	37.6
Percent	5.4	14.8	27.1	28.4	18.1	5.4	0.9	0.0	0.0	0.0	0.0	0.0	0.0									
Cum Percent	5.4	20.2	47.3	75.7	93.8	99.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	4	12	23	24	15	5	1	0	0	0	0	0	0	83								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	30.3	30.5	37.5
South	29.8	30.5	37.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	92	A.M.	11-12	123
South	13-14	71	P.M.	15-16	155

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 828534

Northbound Speed Count Average Weekday Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	CRUGAR ISLAND RD	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.63	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 North	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	05/13/2013	PLACEMENT:	0.25 MI S OF NY 9G	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	30

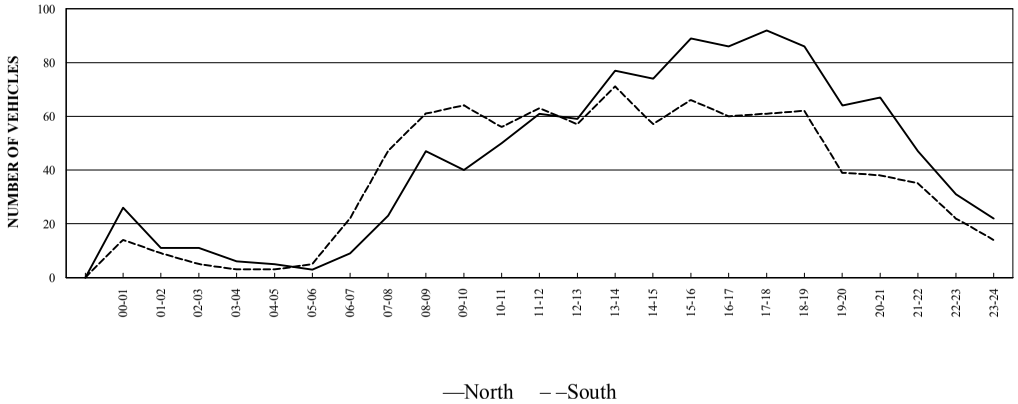
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	1	3	6	10	5	1	0	0	0	0	0	0	0	26	0.00	0.00	0.00	0.00	0.00	30.7	31.5	37.1
01-02	1	1	4	3	1	1	0	0	0	0	0	0	0	11	0.00	0.00	0.00	0.00	0.00	29.1	29.4	36.8
02-03	0	1	3	4	2	1	0	0	0	0	0	0	0	11	0.00	0.00	0.00	0.00	0.00	32.0	31.9	38.4
03-04	0	2	1	1	1	1	0	0	0	0	0	0	0	6	0.00	0.00	0.00	0.00	0.00	30.8	30.0	40.5
04-05	0	1	1	1	1	1	0	0	0	0	0	0	0	5	0.00	0.00	0.00	0.00	0.00	32.5	32.5	41.3
05-06	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.00	0.00	27.5	27.5	32.8
06-07	1	2	1	2	2	1	0	0	0	0	0	0	0	9	0.00	0.00	0.00	0.00	0.00	29.4	31.3	39.1
07-08	2	7	7	3	3	1	0	0	0	0	0	0	0	23	0.00	0.00	0.00	0.00	0.00	27.1	26.8	35.9
08-09	3	11	15	11	5	2	0	0	0	0	0	0	0	47	0.00	0.00	0.00	0.00	0.00	28.1	28.2	35.0
09-10	2	9	13	11	4	1	0	0	0	0	0	0	0	40	0.00	0.00	0.00	0.00	0.00	28.3	28.5	34.5
10-11	4	9	21	11	4	1	0	0	0	0	0	0	0	50	0.00	0.00	0.00	0.00	0.00	27.4	27.9	33.9
11-12	3	11	19	16	8	4	0	0	0	0	0	0	0	61	0.00	0.00	0.00	0.00	0.00	29.3	29.3	36.8
12-13	2	7	24	13	8	3	2	0	0	0	0	0	0	59	0.00	0.00	0.00	0.00	0.00	30.2	29.3	37.6
13-14	5	11	24	23	10	3	1	0	0	0	0	0	0	77	0.00	0.00	0.00	0.00	0.00	29.3	29.7	36.2
14-15	4	14	19	19	14	3	1	0	0	0	0	0	0	74	0.00	0.00	0.00	0.00	0.00	29.7	30.0	37.5
15-16	4	11	26	26	17	4	1	0	0	0	0	0	0	89	0.00	0.00	0.00	0.00	0.00	30.4	30.7	37.5
16-17	2	8	24	24	22	6	0	0	0	0	0	0	0	86	0.00	0.00	0.00	0.00	0.00	31.6	31.9	38.4
17-18	3	10	23	29	22	5	0	0	0	0	0	0	0	92	0.00	0.00	0.00	0.00	0.00	31.2	31.7	38.0
18-19	2	10	18	31	19	5	1	0	0	0	0	0	0	86	0.00	0.00	0.00	0.00	0.00	31.6	32.1	38.2
19-20	1	6	19	17	16	4	1	0	0	0	0	0	0	64	0.00	0.00	0.00	0.00	0.00	31.8	31.8	38.6
20-21	1	7	14	24	17	3	1	0	0	0	0	0	0	67	0.00	0.00	0.00	0.00	0.00	32.0	32.4	38.2
21-22	1	7	13	14	9	2	1	0	0	0	0	0	0	47	0.00	0.00	0.00	0.00	0.00	30.9	30.9	37.8
22-23	1	3	9	11	5	2	0	0	0	0	0	0	0	31	0.00	0.00	0.00	0.00	0.00	30.8	31.1	37.4
23-24	0	3	8	8	2	1	0	0	0	0	0	0	0	22	0.00	0.00	0.00	0.00	0.00	30.2	30.0	34.8
Avg Daily Total	43	155	313	313	197	56	9	0	0	0	0	0	0	1086	0.00	0.00	0.00	0.00	0.00	30.3	30.5	37.5
Percent	4.0	14.3	28.8	28.8	18.1	5.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0									
Cum Percent	4.0	18.2	47.1	75.9	94.0	99.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	2	6	13	13	8	2	0	0	0	0	0	0	0	45								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	30.3	30.5	37.5
South	29.8	30.5	37.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	92	A.M.	11-12	123
South	13-14	71	P.M.	15-16	155

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 828534

Southbound Speed Count Average Weekday Report

ROUTE/ROAD:	ANNANDALE RD	FROM:	CRUGAR ISLAND RD	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Red Hook-Town-0703
ST DIR CODE:	1, 2	END MILEPOST:	7.63	FACTOR GROUP:	30	BIN:	
DOT ID:	183576	LANES BY DIR:	1 South	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	05/13/2013	PLACEMENT:	0.25 MI S OF NY 9G	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	30

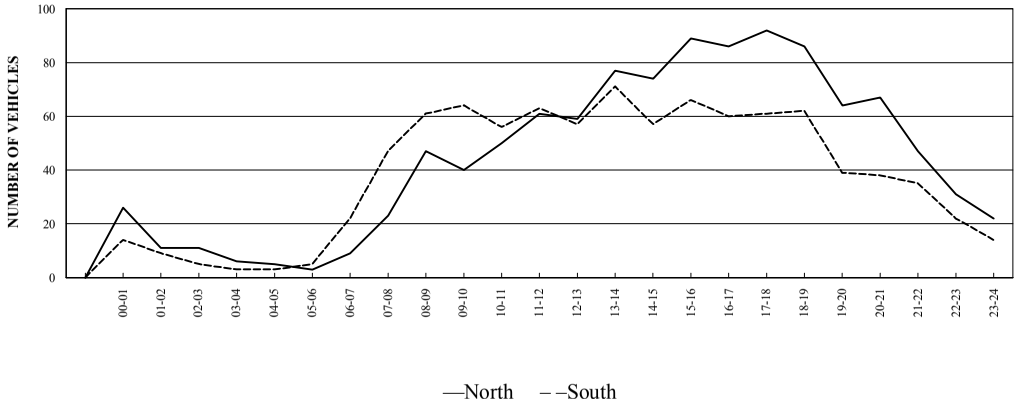
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	1	2	5	4	1	1	0	0	0	0	0	0	0	14	0.00	0.00	0.00	0.00	0.00	28.8	29.0	34.9
01-02	1	2	2	3	1	0	0	0	0	0	0	0	0	9	0.00	0.00	0.00	0.00	0.00	27.2	28.8	34.4
02-03	1	1	1	1	1	0	0	0	0	0	0	0	0	5	0.00	0.00	0.00	0.00	0.00	26.0	27.5	36.3
03-04	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.00	0.00	25.8	26.3	28.9
04-05	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.00	0.00	27.5	27.5	32.8
05-06	1	1	1	1	1	0	0	0	0	0	0	0	0	5	0.00	0.00	0.00	0.00	0.00	26.0	27.5	36.3
06-07	1	3	3	4	5	5	1	0	0	0	0	0	0	22	0.00	0.00	0.00	0.00	0.00	33.5	35.0	42.7
07-08	5	14	7	10	10	1	0	0	0	0	0	0	0	47	0.00	0.00	0.00	0.00	0.00	27.7	28.2	37.0
08-09	6	10	14	16	10	4	1	0	0	0	0	0	0	61	0.00	0.00	0.00	0.00	0.00	29.2	30.2	37.9
09-10	3	9	14	21	11	5	1	0	0	0	0	0	0	64	0.00	0.00	0.00	0.00	0.00	30.8	31.4	38.4
10-11	3	8	11	17	11	5	1	0	0	0	0	0	0	56	0.00	0.00	0.00	0.00	0.00	31.0	31.8	38.9
11-12	5	11	18	17	9	3	0	0	0	0	0	0	0	63	0.00	0.00	0.00	0.00	0.00	28.7	29.3	36.4
12-13	4	8	13	14	13	4	1	0	0	0	0	0	0	57	0.00	0.00	0.00	0.00	0.00	30.5	31.3	38.6
13-14	7	13	18	18	10	4	1	0	0	0	0	0	0	71	0.00	0.00	0.00	0.00	0.00	28.7	29.3	37.2
14-15	5	9	16	14	9	3	1	0	0	0	0	0	0	57	0.00	0.00	0.00	0.00	0.00	29.1	29.5	37.5
15-16	8	11	15	16	11	4	1	0	0	0	0	0	0	66	0.00	0.00	0.00	0.00	0.00	28.6	29.7	37.8
16-17	3	6	15	18	12	5	1	0	0	0	0	0	0	60	0.00	0.00	0.00	0.00	0.00	31.2	31.7	38.8
17-18	3	7	17	16	14	3	1	0	0	0	0	0	0	61	0.00	0.00	0.00	0.00	0.00	30.7	31.1	38.2
18-19	2	4	18	20	13	5	0	0	0	0	0	0	0	62	0.00	0.00	0.00	0.00	0.00	31.5	31.8	38.3
19-20	3	3	11	13	7	2	0	0	0	0	0	0	0	39	0.00	0.00	0.00	0.00	0.00	30.0	31.0	37.3
20-21	1	5	11	12	8	1	0	0	0	0	0	0	0	38	0.00	0.00	0.00	0.00	0.00	30.5	30.8	37.1
21-22	1	5	9	15	4	1	0	0	0	0	0	0	0	35	0.00	0.00	0.00	0.00	0.00	30.0	30.8	34.9
22-23	2	4	6	6	3	1	0	0	0	0	0	0	0	22	0.00	0.00	0.00	0.00	0.00	28.4	29.2	36.2
23-24	1	3	7	2	1	0	0	0	0	0	0	0	0	14	0.00	0.00	0.00	0.00	0.00	26.6	27.1	32.3
Avg Daily Total	67	141	235	259	165	57	10	0	0	0	0	0	0	934	0.00	0.00	0.00	0.00	0.00	29.8	30.5	37.8
Percent	7.2	15.1	25.2	27.7	17.7	6.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0									
Cum Percent	7.2	22.3	47.4	75.2	92.8	98.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	3	6	10	11	7	2	0	0	0	0	0	0	0	39								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	30.3	30.5	37.5
South	29.8	30.5	37.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	92	A.M.	11-12	123
South	13-14	71	P.M.	15-16	155

TRAFFIC FLOW BY DIRECTION

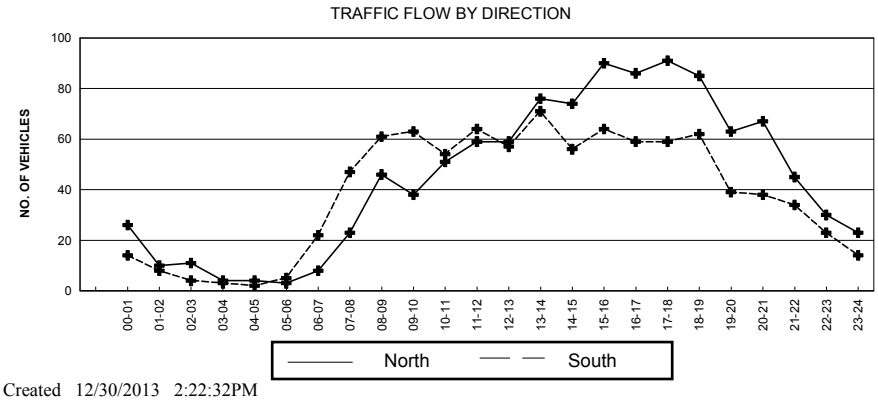


New York State Department of Transportation

Classification Count Average Weekday Hourly Data Report

Route/Road	ANNANDALE RD	Begin Date	05/13/2013	**STATION**	**828534**
Region-County	8 - DUTCHESS	End Date	05/17/2013	Taken By	TST----
From	CRUGAR ISLAND RD	No. Days Counted	4	Processed By	MPD-ED
To	NY 9G	No. of Lanes	2	Batch ID	DOT-PDCTC2013
Ref Marker		DOT ID	183576		
End Milepost	7.63	Func. Class	17-U Major Collector		

						SINGLE UNIT			SINGLE TRAILER			MULTI TRAILER					
		MC	CAR	2A-4T	BUS	2A-6T	3 A	4+ A	4- A	5 A	6+ A	5- A	6 A	7+ A		% HV	% TRK	AXLE
VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL	F4-F13	F3-F13	FACTOR
AVG NUM AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.7				
HOUR	00-01	0	25	0	0	1	0	0	0	0	0	0	0	0	26	3.8	3.8	1
	01-02	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0.0	10.0	1
	02-03	0	10	0	0	1	0	0	0	0	0	0	0	0	11	9.1	9.1	1
	03-04	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0.0	0.0	1
	04-05	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0.0	25.0	1
	05-06	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0.0	0.0	1
	06-07	0	5	2	0	1	0	0	0	0	0	0	0	0	8	12.5	37.5	1
	07-08	0	14	6	2	1	0	0	0	0	0	0	0	0	23	13.0	39.1	.98
	08-09	1	30	9	1	4	1	0	0	0	0	0	0	0	46	13.0	32.6	.98
	09-10	1	30	5	0	2	0	0	0	0	0	0	0	0	38	5.3	18.4	1
	10-11	1	37	10	0	3	0	0	0	0	0	0	0	0	51	5.9	25.5	1
DIRECTION	11-12	1	45	11	0	2	0	0	0	0	0	0	0	0	59	3.4	22.0	1
North	12-13	0	51	7	0	1	0	0	0	0	0	0	0	0	59	1.7	13.6	1
	13-14	1	61	10	0	3	0	0	1	0	0	0	0	0	76	5.3	18.4	.99
	14-15	3	55	13	0	3	0	0	0	0	0	0	0	0	74	4.1	21.6	1
	15-16	2	72	13	0	3	0	0	0	0	0	0	0	0	90	3.3	17.8	1
	16-17	1	79	5	1	0	0	0	0	0	0	0	0	0	86	1.2	7.0	1
	17-18	1	81	7	0	2	0	0	0	0	0	0	0	0	91	2.2	9.9	1
	18-19	1	77	5	0	2	0	0	0	0	0	0	0	0	85	2.4	8.2	1
	19-20	1	58	3	0	1	0	0	0	0	0	0	0	0	63	1.6	6.3	1
	20-21	1	61	4	0	1	0	0	0	0	0	0	0	0	67	1.5	7.5	1
	21-22	0	43	0	0	2	0	0	0	0	0	0	0	0	45	4.4	4.4	1
	22-23	0	27	1	0	2	0	0	0	0	0	0	0	0	30	6.7	10.0	1
	23-24	0	21	0	0	2	0	0	0	0	0	0	0	0	23	8.7	8.7	1
TOTAL VEHICLES		15	901	113	4	37	1	0	1	0	0	0	0	0	1072	4.0	14.6	1
TOTAL AXLES		30	1802	226	10	74	3	0	4	0	0	0	0	0	2149			
HOUR	00-01	1	11	0	1	1	0	0	0	0	0	0	0	0	14	14.3	14.3	.98
	01-02	0	7	0	0	1	0	0	0	0	0	0	0	0	8	12.5	12.5	1
	02-03	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0.0	0.0	1
	03-04	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0.0	0.0	1
	04-05	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0.0	0.0	1
	05-06	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0.0	60.0	1
	06-07	1	13	7	0	1	0	0	0	0	0	0	0	0	22	4.5	36.4	1
	07-08	1	32	9	2	2	0	1	0	0	0	0	0	0	47	10.6	29.8	.97
	08-09	2	49	8	0	2	0	0	0	0	0	0	0	0	61	3.3	16.4	1
	09-10	2	48	9	1	2	1	0	0	0	0	0	0	0	63	6.3	20.6	.99
	10-11	1	44	7	0	2	0	0	0	0	0	0	0	0	54	3.7	16.7	1
DIRECTION	11-12	2	52	7	1	2	0	0	0	0	0	0	0	0	64	4.7	15.6	1
South	12-13	2	47	7	0	1	0	0	0	0	0	0	0	0	57	1.8	14.0	1
	13-14	2	57	9	1	2	0	0	0	0	0	0	0	0	71	4.2	16.9	1
	14-15	3	45	6	1	1	0	0	0	0	0	0	0	0	56	3.6	14.3	1
	15-16	5	49	6	0	4	0	0	0	0	0	0	0	0	64	6.3	15.6	1
	16-17	3	53	2	0	1	0	0	0	0	0	0	0	0	59	1.7	5.1	1
	17-18	2	53	3	0	1	0	0	0	0	0	0	0	0	59	1.7	6.8	1
	18-19	2	54	4	1	1	0	0	0	0	0	0	0	0	62	3.2	9.7	1
	19-20	1	35	0	1	2	0	0	0	0	0	0	0	0	39	7.7	7.7	.99
	20-21	1	35	1	0	1	0	0	0	0	0	0	0	0	38	2.6	5.3	1
	21-22	0	31	1	1	1	0	0	0	0	0	0	0	0	34	5.9	8.8	.99
	22-23	1	18	0	1	3	0	0	0	0	0	0	0	0	23	17.4	17.4	.99
	23-24	0	12	1	0	1	0	0	0	0	0	0	0	0	14	7.1	14.3	1
TOTAL VEHICLES		32	756	90	11	32	1	1	0	0	0	0	0	0	923	4.9	14.6	1
TOTAL AXLES		64	1512	180	28	64	3	4	0	0	0	0	0	0	1855			
GRAND TOTAL VEHICLES		47	1657	203	15	69	2	1	1	0	0	0	0	0	1995	4.4	14.6	1
GRAND TOTAL AXLES		94	3314	406	38	138	6	4	4	0	0	0	0	0	4004			



DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	1072	923	1995
NUMBER OF AXLES	2149	1855	4004
% HEAVY VEHICLES (F4-F13)	4.00%	4.90%	4.40%
% TRUCKS & BUSES (F3-F13)	14.60%	14.60%	14.60%
AXLE CORRECTION FACTOR	1.00	1.00	1.00

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	17-18	91	A.M.	11-12	123
South	13-14	71	P.M.	15-16	154

STATION: 826039

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	BROADWAY	FROM:	MONTGOMERY ST	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	3, 7	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Tivoli-Village-1489
ST DIR CODE:	1, 2	END MILEPOST:	1.4	FACTOR GROUP:	30	BIN:	1047720
DOT ID:	183550	LANES BY DIR:	1 East 1 West	CC STN:		RR CROSSING:	
BEGIN DATE:	6/18/2013	WEEK OF YEAR:	25	ADDL DATA:	CLS	HPMS SAMPLE:	
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	900 FT W OF NY 9G	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
6/18, Tue											**133**	**169**	**147**	**121**	**160**	**164**	**187**	**205**	**151**	**151**	**98**	**111**	**52**	**38**	1887		
6/19, Wed	**25**	**10**	**10**	**3**	**5**	**21**	**55**	**116**	**150**	**115**	**135**	**163**	**146**	**144**	**141**	**187**	**174**	**192**	**194**	**158**	**108**	**108**	**74**	**21**	2455	194	18-19
6/20, Thu	**17**	**8**	**3**	**1**	**5**	**22**	**59**	**107**	**148**	**125**	**135**	**149**	**139**	**158**	**154**	**193**	**203**	**218**	**188**	**168**	**174**	**117**	**82**	**51**	2624	218	17-18
6/21, Fri	**34**	**10**	**8**	**1**	**8**	**14**	**64**	**109**	**151**	**148**	**155**	**132**													834		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	25	**9**	**7**	**2**	**6**	**19**	**59**	**111**	**150**	**129**	**140**	**153**	**144**	**141**	**152**	**181**	**188**	**205**	**178**	**159**	**127**	**112**	**69**	**37**	2502		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	East High Hour	East % of day	West High Hour	West % of day	ESTIMATED AADT Roadway	East	West
3	74	3	74	205	8.2	91	7.4	122	9.6	2372	1173	1200

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
6	1.05			1.00	1.00	1.00	1.00		1.00

STATION: 826039

New York State Department of Transportation
EB Traffic Count Hourly Report

ROUTE/ROAD:	BROADWAY	FROM:	MONTGOMERY ST	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	3	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Tivoli-Village-1489
ST DIR CODE:	1, 2	END MILEPOST:	1.4	FACTOR GROUP:	30	BIN:	1047720
DOT ID:	183550	LANES BY DIR:	1 East	CC STN:		RR CROSSING:	
BEGIN DATE:	6/18/2013	WEEK OF YEAR:	25	ADDL DATA:	CLS	HPMS SAMPLE:	
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	900 FT W OF NY 9G	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
6/18, Tue											**70**	**92**	**70**	**63**	**75**	**72**	**71**	**76**	**72**	**67**	**46**	**56**	**17**	**17**	864		
6/19, Wed	**9**	**5**	**7**	**1**	**5**	**18**	**46**	**83**	**89**	**63**	**79**	**94**	**73**	**71**	**68**	**87**	**70**	**78**	**83**	**66**	**52**	**42**	**31**	**8**	1228	94	11-12
6/20, Thu	**11**	**2**	**1**	**0**	**4**	**17**	**47**	**73**	**90**	**70**	**63**	**87**	**72**	**77**	**81**	**78**	**88**	**95**	**71**	**71**	**70**	**57**	**39**	**27**	1291	95	17-18
6/21, Fri	**18**	**3**	**2**	**1**	**8**	**12**	**48**	**69**	**94**	**84**	**80**	**67**													486		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	13	**3**	**3**	**1**	**6**	**16**	**47**	**75**	**91**	**72**	**73**	**85**	**72**	**70**	**75**	**79**	**76**	**83**	**75**	**68**	**56**	**52**	**29**	**17**	1237		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	East High Hour	East % of day	West High Hour	West % of day
3	74	3	74	205	8.2	91	7.4	122	9.6

ESTIMATED AADT Roadway	East	West
2372	1173	1200

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
6	1.05			1.00	1.00	1.00	1.00		1.00

STATION: 826039

New York State Department of Transportation
WB Traffic Count Hourly Report

ROUTE/ROAD:	BROADWAY	FROM:	MONTGOMERY ST	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	7	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Tivoli-Village-1489
ST DIR CODE:	1, 2	END MILEPOST:	1.4	FACTOR GROUP:	30	BIN:	1047720
DOT ID:	183550	LANES BY DIR:	1 West	CC STN:		RR CROSSING:	
BEGIN DATE:	6/18/2013	WEEK OF YEAR:	25	ADDL DATA:	CLS	HPMS SAMPLE:	
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	900 FT W OF NY 9G	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
6/18, Tue											63	77	77	58	85	92	116	129	79	84	52	55	35	21	1023		
6/19, Wed	16	5	3	2	0	3	9	33	61	52	56	69	73	73	73	100	104	114	111	92	56	66	43	13	1227	114	17-18
6/20, Thu	6	6	2	1	1	5	12	34	58	55	72	62	67	81	73	115	115	123	117	97	104	60	43	24	1333	123	17-18
6/21, Fri	16	7	6	0	0	2	16	40	57	64	75	65													348		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	13	6	4	1	0	3	12	36	59	57	67	68	72	71	77	102	112	122	102	91	71	60	40	19	1265		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	East High Hour	East % of day	West High Hour	West % of day
3	74	3	74	205	8.2	91	7.4	122	9.6

ESTIMATED AADT Roadway	East	West
2372	1173	1200

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
6	1.05			1.00	1.00	1.00	1.00		1.00

New York State Department of Transportation

Roadway Speed Count Average Weekday Report

STATION: 826039

ROUTE/ROAD:	BROADWAY	FROM:	MONTGOMERY ST	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	3, 7	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Tivoli-Village-1489
ST DIR CODE:	1, 2	END MILEPOST:	1.4	FACTOR GROUP:	30	BIN:	1047720
DOT ID:	183550	LANES BY DIR:	1 East 1 West	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	06/18/2013	PLACEMENT:	900 FT W OF NY 9G	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	40

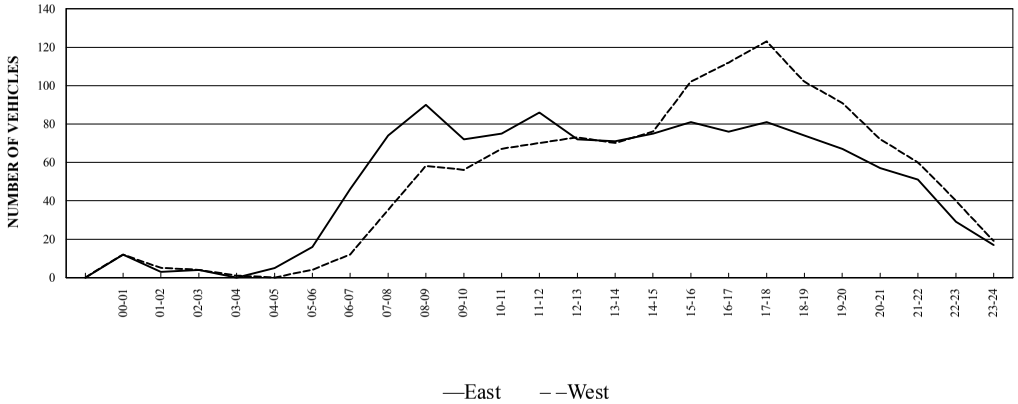
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	1	1	4	7	8	2	1	0	0	0	0	0	0	24	0.00	0.00	0.00	0.00	0.00	33.4	34.3	39.6
01-02	0	0	3	3	1	2	0	0	0	0	0	0	0	9	0.00	0.00	0.00	0.00	0.00	33.6	32.5	41.6
02-03	0	0	1	1	2	1	1	0	0	0	0	0	0	6	0.00	0.00	0.00	0.00	0.00	37.5	37.5	45.5
03-04	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0.00	0.00	0.00	0.00	0.00	35.0	35.0	38.5
04-05	0	0	1	1	4	0	0	0	0	0	0	0	0	6	0.00	0.00	0.00	0.00	0.00	35.0	36.3	38.9
05-06	0	1	1	7	5	2	2	1	0	0	0	0	0	19	0.00	0.00	0.00	0.00	0.00	36.7	35.5	45.4
06-07	1	1	5	12	22	14	4	0	0	0	0	0	0	59	0.00	0.00	0.00	0.00	0.00	36.8	37.4	43.3
07-08	0	1	5	30	44	24	6	1	0	0	0	0	0	111	0.00	0.00	0.00	0.00	0.00	37.3	37.2	43.0
08-09	0	1	10	42	59	30	6	1	0	0	0	0	0	149	0.00	0.00	0.00	0.00	0.00	36.8	36.8	42.4
09-10	0	2	12	35	45	26	9	0	0	0	0	0	0	129	0.00	0.00	0.00	0.00	0.00	36.7	36.7	43.0
10-11	2	4	10	43	48	28	6	1	0	0	0	0	0	142	0.00	0.00	0.00	0.00	0.00	36.0	36.3	42.4
11-12	2	2	12	45	56	29	7	2	0	0	0	0	0	155	0.00	0.00	0.00	0.00	0.00	36.3	36.5	42.5
12-13	2	1	8	42	49	30	11	1	0	0	0	0	0	144	0.00	0.00	0.00	0.00	0.00	36.9	36.9	43.4
13-14	2	1	14	40	48	31	5	1	0	0	0	0	0	142	0.00	0.00	0.00	0.00	0.00	36.2	36.5	42.5
14-15	0	1	13	53	52	28	5	1	0	0	0	0	0	153	0.00	0.00	0.00	0.00	0.00	36.2	35.9	42.0
15-16	2	1	11	57	71	31	8	1	0	0	0	0	0	182	0.00	0.00	0.00	0.00	0.00	36.3	36.4	42.0
16-17	1	1	13	67	71	28	7	0	0	0	0	0	0	188	0.00	0.00	0.00	0.00	0.00	35.9	35.8	41.2
17-18	1	0	14	63	77	36	11	1	1	0	0	0	0	204	0.50	0.00	0.00	0.00	0.00	36.7	36.6	42.6
18-19	1	3	18	58	61	28	8	1	0	0	0	0	0	178	0.00	0.00	0.00	0.00	0.00	35.8	35.7	41.8
19-20	0	0	21	58	51	26	3	0	0	0	0	0	0	159	0.00	0.00	0.00	0.00	0.00	35.4	35.0	41.0
20-21	2	1	16	51	34	18	4	1	0	0	0	0	0	127	0.00	0.00	0.00	0.00	0.00	34.8	34.4	41.1
21-22	0	3	19	44	31	11	2	0	0	0	0	0	0	110	0.00	0.00	0.00	0.00	0.00	34.0	33.8	39.4
22-23	1	3	11	24	23	6	1	0	0	0	0	0	0	69	0.00	0.00	0.00	0.00	0.00	33.7	34.1	39.3
23-24	0	0	7	14	11	4	0	0	0	0	0	0	0	36	0.00	0.00	0.00	0.00	0.00	34.2	33.9	39.4
Avg Daily Total	18	28	229	798	874	435	107	13	1	0	0	0	0	2503	0.00	0.00	0.00	0.00	0.00	36.0	36.0	42.1
Percent	0.7	1.1	9.2	31.9	34.9	17.4	4.3	0.5	0.0	0.0	0.0	0.0	0.0									
Cum Percent	0.7	1.8	11.0	42.9	77.8	95.2	99.4	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	1	1	10	33	36	18	4	1	0	0	0	0	0	104								

Direction	Avg.Speed	50th % Speed	85th % Speed
East	36.4	36.5	42.5
West	35.6	35.5	41.5

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	08-09	90	A.M.	11-12	155
West	17-18	123	P.M.	17-18	204

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 826039

Eastbound Speed Count Average Weekday Report

ROUTE/ROAD:	BROADWAY	FROM:	MONTGOMERY ST	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	3	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Tivoli-Village-1489
ST DIR CODE:	1, 2	END MILEPOST:	1.4	FACTOR GROUP:	30	BIN:	1047720
DOT ID:	183550	LANES BY DIR:	1 East	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	06/18/2013	PLACEMENT:	900 FT W OF NY 9G	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	40

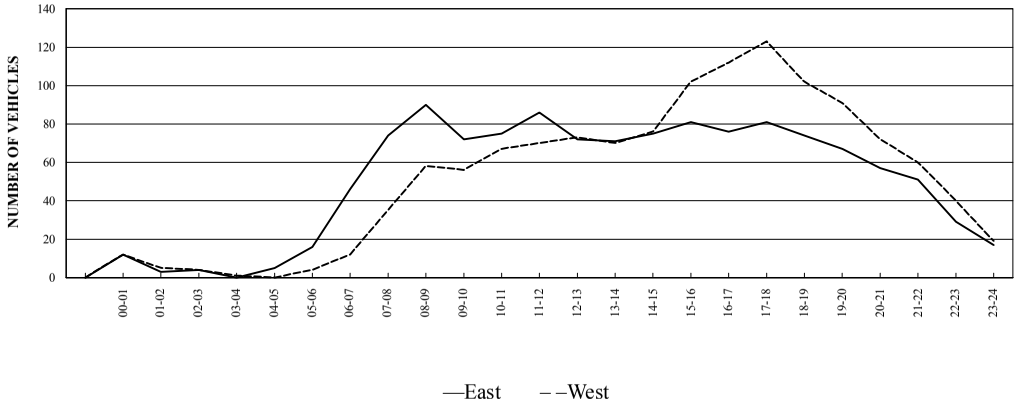
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	0	1	2	3	4	1	1	0	0	0	0	0	0	12	0.00	0.00	0.00	0.00	0.00	34.6	35.0	41.0
01-02	0	0	1	1	0	1	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.00	0.00	34.2	32.5	42.8
02-03	0	0	0	1	1	1	1	0	0	0	0	0	0	4	0.00	0.00	0.00	0.00	0.00	40.0	40.0	47.0
03-04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0
04-05	0	0	0	1	4	0	0	0	0	0	0	0	0	5	0.00	0.00	0.00	0.00	0.00	36.5	36.9	39.1
05-06	0	1	1	5	4	2	2	1	0	0	0	0	0	16	0.00	0.00	0.00	0.00	0.00	37.2	36.3	46.5
06-07	0	0	3	9	17	13	4	0	0	0	0	0	0	46	0.00	0.00	0.00	0.00	0.00	38.2	38.2	43.9
07-08	0	0	4	18	30	16	5	1	0	0	0	0	0	74	0.00	0.00	0.00	0.00	0.00	37.7	37.5	43.4
08-09	0	1	6	22	38	19	3	1	0	0	0	0	0	90	0.00	0.00	0.00	0.00	0.00	37.0	37.1	42.5
09-10	0	1	6	19	26	15	5	0	0	0	0	0	0	72	0.00	0.00	0.00	0.00	0.00	36.9	36.9	43.1
10-11	1	2	5	23	25	15	4	0	0	0	0	0	0	75	0.00	0.00	0.00	0.00	0.00	36.1	36.3	42.6
11-12	1	1	7	23	32	17	4	1	0	0	0	0	0	86	0.00	0.00	0.00	0.00	0.00	36.5	36.7	42.7
12-13	1	1	4	18	23	18	6	1	0	0	0	0	0	72	0.00	0.00	0.00	0.00	0.00	37.4	37.6	43.9
13-14	1	1	7	18	22	17	4	1	0	0	0	0	0	71	0.00	0.00	0.00	0.00	0.00	36.6	36.9	43.3
14-15	0	1	6	25	26	15	2	0	0	0	0	0	0	75	0.00	0.00	0.00	0.00	0.00	36.1	36.1	41.9
15-16	1	1	4	23	33	14	5	0	0	0	0	0	0	81	0.00	0.00	0.00	0.00	0.00	36.5	36.7	42.4
16-17	0	0	6	26	28	13	3	0	0	0	0	0	0	76	0.00	0.00	0.00	0.00	0.00	36.3	36.1	41.8
17-18	0	0	6	22	30	19	4	0	0	0	0	0	0	81	0.00	0.00	0.00	0.00	0.00	37.1	37.1	42.9
18-19	0	1	8	22	30	10	3	0	0	0	0	0	0	74	0.00	0.00	0.00	0.00	0.00	35.8	36.0	41.0
19-20	0	0	12	25	18	11	1	0	0	0	0	0	0	67	0.00	0.00	0.00	0.00	0.00	34.8	34.3	40.9
20-21	0	1	4	24	16	10	2	0	0	0	0	0	0	57	0.00	0.00	0.00	0.00	0.00	35.7	34.9	41.7
21-22	0	1	6	21	15	7	1	0	0	0	0	0	0	51	0.00	0.00	0.00	0.00	0.00	34.9	34.4	40.3
22-23	0	0	2	10	13	3	1	0	0	0	0	0	0	29	0.00	0.00	0.00	0.00	0.00	35.9	36.0	39.9
23-24	0	0	3	6	5	3	0	0	0	0	0	0	0	17	0.00	0.00	0.00	0.00	0.00	34.9	34.6	40.8
Avg Daily Total	5	14	103	365	440	240	61	6	0	0	0	0	0	1234	0.00	0.00	0.00	0.00	0.00	36.4	36.5	42.5
Percent	0.4	1.1	8.4	29.6	35.7	19.5	4.9	0.5	0.0	0.0	0.0	0.0	0.0									
Cum Percent	0.4	1.5	9.9	39.5	75.1	94.6	99.5	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	0	1	4	15	18	10	3	0	0	0	0	0	0	51								

Direction	Avg.Speed	50th % Speed	85th % Speed
East	36.4	36.5	42.5
West	35.6	35.5	41.5

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	08-09	90	A.M.	11-12	155
West	17-18	123	P.M.	17-18	204

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 826039

Westbound Speed Count Average Weekday Report

ROUTE/ROAD:	BROADWAY	FROM:	MONTGOMERY ST	TO:	NY 9G	REGION-COUNTY:	8-DUTCHESS
FED DIR CODE:	7	REF. MARKER:		FUNC. CLASS:	7 - R Major Collector	MUNI:	Tivoli-Village-1489
ST DIR CODE:	1, 2	END MILEPOST:	1.4	FACTOR GROUP:	30	BIN:	1047720
DOT ID:	183550	LANES BY DIR:	1 West	JURISDICTION:	02-County	RR CROSSING:	
BEGIN DATE:	06/18/2013	PLACEMENT:	900 FT W OF NY 9G	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST----	PROCESSED BY:	MPD-ED	BATCH ID:	DOT-PDCTC2013	SPEED LIMIT:	40

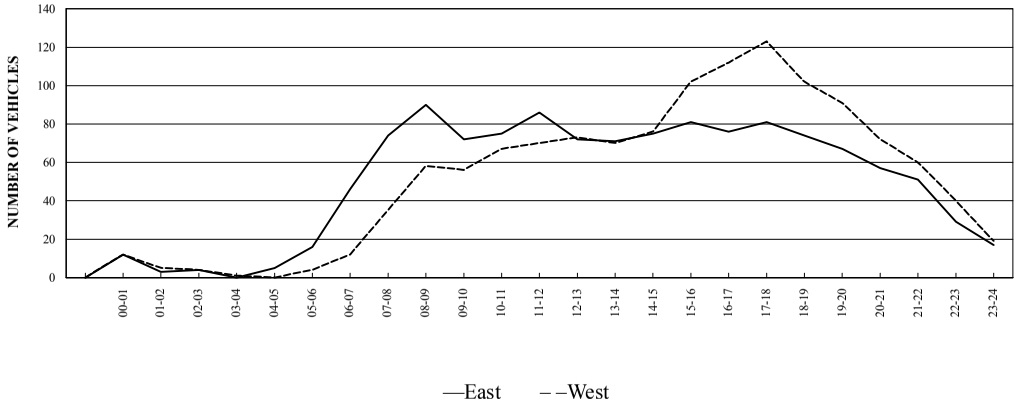
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	1	0	2	4	4	1	0	0	0	0	0	0	0	12	0.00	0.00	0.00	0.00	0.00	32.3	33.8	39.0
01-02	0	0	2	2	1	0	0	0	0	0	0	0	0	5	0.00	0.00	0.00	0.00	0.00	31.5	31.3	36.3
02-03	0	0	1	1	1	1	0	0	0	0	0	0	0	4	0.00	0.00	0.00	0.00	0.00	35.0	35.0	42.0
03-04	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.00	0.00	0.00	0.00	0.00	32.5	32.5	34.3
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0
05-06	0	0	1	2	1	0	0	0	0	0	0	0	0	4	0.00	0.00	0.00	0.00	0.00	32.5	32.5	37.0
06-07	0	1	2	3	5	1	0	0	0	0	0	0	0	12	0.00	0.00	0.00	0.00	0.00	33.8	35.0	39.2
07-08	0	0	1	12	13	8	1	0	0	0	0	0	0	35	0.00	0.00	0.00	0.00	0.00	36.9	36.7	42.3
08-09	0	0	3	20	21	11	3	0	0	0	0	0	0	58	0.00	0.00	0.00	0.00	0.00	36.7	36.4	42.4
09-10	0	1	5	16	19	11	4	0	0	0	0	0	0	56	0.00	0.00	0.00	0.00	0.00	36.6	36.6	43.0
10-11	1	2	5	20	23	13	2	1	0	0	0	0	0	67	0.00	0.00	0.00	0.00	0.00	35.9	36.2	42.3
11-12	1	1	5	22	24	13	3	1	0	0	0	0	0	70	0.00	0.00	0.00	0.00	0.00	36.2	36.3	42.5
12-13	1	1	4	24	26	12	5	0	0	0	0	0	0	73	0.00	0.00	0.00	0.00	0.00	36.2	36.3	42.5
13-14	1	0	6	22	26	14	1	0	0	0	0	0	0	70	0.00	0.00	0.00	0.00	0.00	35.8	36.2	41.6
14-15	0	0	7	28	26	12	3	0	0	0	0	0	0	76	0.00	0.00	0.00	0.00	0.00	35.9	35.6	41.5
15-16	1	1	7	34	38	17	3	1	0	0	0	0	0	102	0.00	0.00	0.00	0.00	0.00	36.0	36.1	41.7
16-17	1	1	7	41	43	15	4	0	0	0	0	0	0	112	0.00	0.00	0.00	0.00	0.00	35.7	35.7	40.7
17-18	1	0	8	41	47	17	7	1	1	0	0	0	0	123	0.80	0.00	0.00	0.00	0.00	36.5	36.2	42.2
18-19	1	1	10	36	31	18	4	1	0	0	0	0	0	102	0.00	0.00	0.00	0.00	0.00	35.8	35.5	42.1
19-20	0	0	9	33	32	15	2	0	0	0	0	0	0	91	0.00	0.00	0.00	0.00	0.00	35.7	35.5	41.1
20-21	2	1	12	28	18	8	2	1	0	0	0	0	0	72	0.00	0.00	0.00	0.00	0.00	34.0	33.8	40.1
21-22	0	2	13	24	16	4	1	0	0	0	0	0	0	60	0.00	0.00	0.00	0.00	0.00	33.3	33.1	38.8
22-23	1	3	9	14	10	3	0	0	0	0	0	0	0	40	0.00	0.00	0.00	0.00	0.00	32.1	32.5	38.5
23-24	0	0	4	8	6	1	0	0	0	0	0	0	0	19	0.00	0.00	0.00	0.00	0.00	33.6	33.4	38.5
Avg Daily Total	12	15	123	436	431	195	45	6	1	0	0	0	0	1264	0.10	0.00	0.00	0.00	0.00	35.6	35.5	41.5
Percent	1.0	1.2	9.7	34.5	34.1	15.4	3.6	0.5	0.1	0.0	0.0	0.0	0.0									
Cum Percent	1.0	2.1	11.9	46.4	80.5	95.9	99.5	99.9	100.0	100.0	100.0	100.0	100.0									
Average Hour	1	1	5	18	18	8	2	0	0	0	0	0	0	53								

Direction	Avg.Speed	50th % Speed	85th % Speed
East	36.4	36.5	42.5
West	35.6	35.5	41.5

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	08-09	90	A.M.	11-12	155
West	17-18	123	P.M.	17-18	204

TRAFFIC FLOW BY DIRECTION

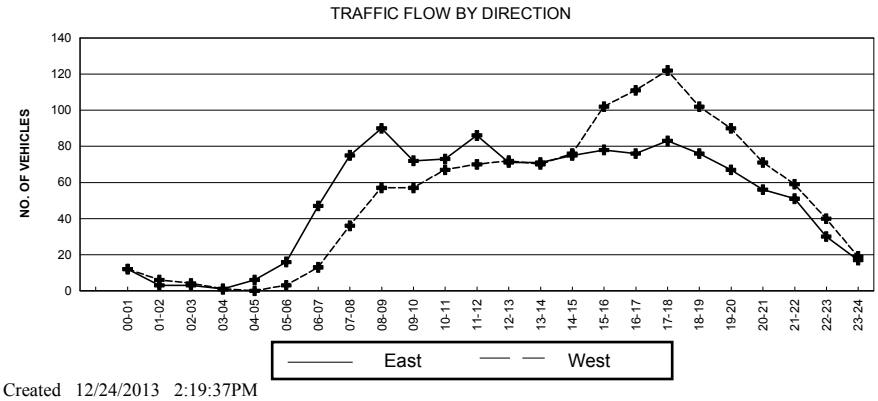


New York State Department of Transportation

Classification Count Average Weekday Hourly Data Report

Route/Road	BROADWAY	Begin Date	06/18/2013	**STATION**	**826039**
Region-County	8 - DUTCHESS	End Date	06/21/2013	Taken By	TST----
From	MONTGOMERY ST	No. Days Counted	3	Processed By	MPD-ED
To	NY 9G	No. of Lanes	2	Batch ID	DOT-PDCTC2013
Ref Marker		DOT ID	183550		
End Milepost	1.4	Func. Class	7-R Major Collector		

						SINGLE UNIT			SINGLE TRAILER			MULTI TRAILER					
		MC	CAR	2A-4T	BUS	2A-6T	3 A	4+ A	4- A	5 A	6+ A	5- A	6 A	7+ A		% HV	% TRK	AXLE
VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL	F4-F13	F3-F13	FACTOR
AVG NUM AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.7				
HOUR	00-01	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0.0	0.0	1
	01-02	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0.0	0.0	1
	02-03	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0.0	0.0	1
	03-04	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.0	0.0	1
	04-05	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0.0	16.7	1
	05-06	0	11	4	0	0	1	0	0	0	0	0	0	0	16	6.3	31.3	.97
	06-07	0	40	6	0	1	0	0	0	0	0	0	0	0	47	2.1	14.9	1
	07-08	0	61	10	1	3	0	0	0	0	0	0	0	0	75	5.3	18.7	1
	08-09	0	73	13	0	4	0	0	0	0	0	0	0	0	90	4.4	18.9	1
	09-10	0	60	9	0	3	0	0	0	0	0	0	0	0	72	4.2	16.7	1
	10-11	0	62	9	0	2	0	0	0	0	0	0	0	0	73	2.7	15.1	1
DIRECTION	11-12	1	66	13	1	5	0	0	0	0	0	0	0	0	86	7.0	22.1	1
East	12-13	0	57	9	1	3	1	0	0	0	0	0	0	0	71	7.0	19.7	.99
	13-14	1	61	5	0	3	1	0	0	0	0	0	0	0	71	5.6	12.7	.99
	14-15	0	65	8	0	2	0	0	0	0	0	0	0	0	75	2.7	13.3	1
	15-16	1	61	12	0	4	0	0	0	0	0	0	0	0	78	5.1	20.5	1
	16-17	1	61	11	0	2	0	0	1	0	0	0	0	0	76	3.9	18.4	.99
	17-18	1	70	9	1	2	0	0	0	0	0	0	0	0	83	3.6	14.5	1
	18-19	1	65	7	0	2	0	0	1	0	0	0	0	0	76	3.9	13.2	.99
	19-20	0	59	7	0	1	0	0	0	0	0	0	0	0	67	1.5	11.9	1
	20-21	1	48	6	0	1	0	0	0	0	0	0	0	0	56	1.8	12.5	1
	21-22	0	45	5	0	1	0	0	0	0	0	0	0	0	51	2.0	11.8	1
	22-23	1	27	1	0	1	0	0	0	0	0	0	0	0	30	3.3	6.7	1
	23-24	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0.0	0.0	1
TOTAL VEHICLES		8	1033	145	4	40	3	0	2	0	0	0	0	0	1235	4.0	15.7	1
TOTAL AXLES		16	2066	290	10	80	9	0	7	0	0	0	0	0	2478			
HOUR	00-01	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0.0	0.0	1
	01-02	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0.0	0.0	1
	02-03	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0.0	0.0	1
	03-04	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.0	0.0	1
	04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	05-06	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0.0	33.3	1
	06-07	0	7	4	0	2	0	0	0	0	0	0	0	0	13	15.4	46.2	1
	07-08	0	23	10	0	3	0	0	0	0	0	0	0	0	36	8.3	36.1	1
	08-09	0	41	13	0	3	0	0	0	0	0	0	0	0	57	5.3	28.1	1
	09-10	0	44	9	0	4	0	0	0	0	0	0	0	0	57	7.0	22.8	1
	10-11	0	55	8	0	3	1	0	0	0	0	0	0	0	67	6.0	17.9	.99
DIRECTION	11-12	1	54	10	1	4	0	0	0	0	0	0	0	0	70	7.1	21.4	1
West	12-13	1	58	12	0	1	0	0	0	0	0	0	0	0	72	1.4	18.1	1
	13-14	1	60	8	0	1	0	0	0	0	0	0	0	0	70	1.4	12.9	1
	14-15	0	66	8	0	1	0	0	1	0	0	0	0	0	76	2.6	13.2	.99
	15-16	1	86	12	0	3	0	0	0	0	0	0	0	0	102	2.9	14.7	1
	16-17	1	97	11	0	2	0	0	0	0	0	0	0	0	111	1.8	11.7	1
	17-18	2	103	14	0	2	0	0	1	0	0	0	0	0	122	2.5	13.9	.99
	18-19	0	88	10	0	3	0	0	1	0	0	0	0	0	102	3.9	13.7	.99
	19-20	1	82	7	0	0	0	0	0	0	0	0	0	0	90	0.0	7.8	1
	20-21	2	63	5	0	1	0	0	0	0	0	0	0	0	71	1.4	8.5	1
	21-22	0	55	3	0	1	0	0	0	0	0	0	0	0	59	1.7	6.8	1
	22-23	0	39	0	0	1	0	0	0	0	0	0	0	0	40	2.5	2.5	1
	23-24	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0.0	0.0	1
TOTAL VEHICLES		10	1065	145	1	35	1	0	3	0	0	0	0	0	1260	3.2	14.7	1
TOTAL AXLES		20	2130	290	3	70	3	0	11	0	0	0	0	0	2527			
GRAND TOTAL VEHICLES		18	2098	290	5	75	4	0	5	0	0	0	0	0	2495	3.6	15.2	1
GRAND TOTAL AXLES		36	4196	580	13	150	12	0	18	0	0	0	0	0	5005			



DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	1235	1260	2495
NUMBER OF AXLES	2478	2527	5005
% HEAVY VEHICLES (F4-F13)	4.00%	3.20%	3.60%
% TRUCKS & BUSES (F3-F13)	15.70%	14.70%	15.20%
AXLE CORRECTION FACTOR	1.00	1.00	1.00

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	08-09	90	A.M.	11-12	156
West	17-18	122	P.M.	17-18	205

Appendix 2

2015 Intersection Volume Counts

Manual Turning Movement Counts of Vehicles, Pedestrians & Bicycles:

Thursday April 23, 2015:

- AM Peak Period: 7:00 to 10:00 AM
- PM Peak Period: 3:00 to 6:00 PM

Saturday April 25, 2015:

- 12:00 to 4:00 PM

Study Name CR78 and North Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	1	0	0	0	5	3	0	0	1	0	0	0	17	1	0
7:15 AM	3	1	2	0	0	3	0	0	3	0	2	0	1	22	3	0
7:30 AM	2	0	1	0	1	8	0	0	1	3	3	0	1	19	1	0
7:45 AM	2	0	0	0	1	11	0	0	0	0	0	0	2	9	0	0
8:00 AM	2	1	1	0	0	14	1	0	2	1	2	0	0	15	1	0
8:15 AM	4	2	1	0	0	20	1	0	3	2	1	0	2	23	0	0
8:30 AM	2	1	2	0	1	6	2	0	2	0	4	0	2	16	0	0
8:45 AM	5	0	2	0	2	15	4	1	4	1	0	0	1	17	2	0
9:00 AM	4	1	0	0	2	16	4	0	4	2	1	0	1	15	2	0
9:15 AM	4	1	0	0	2	13	1	0	4	0	3	0	0	15	3	0
9:30 AM	5	0	0	0	1	7	4	0	3	2	1	0	2	19	3	0
9:45 AM	5	3	5	0	5	13	1	0	5	0	1	0	1	19	6	0
3:00 PM	7	1	0	0	9	11	5	0	2	1	3	0	2	10	3	0
3:15 PM	5	1	0	0	1	16	7	0	0	0	1	0	0	17	0	0
3:30 PM	5	2	0	0	1	21	5	0	0	0	3	0	1	16	4	0
3:45 PM	5	0	1	0	3	12	3	0	3	1	4	0	2	14	3	0
4:00 PM	4	1	0	0	5	23	4	0	2	0	0	0	1	11	1	0
4:15 PM	7	1	2	0	4	21	4	0	2	1	4	0	3	19	3	0
4:30 PM	6	4	1	0	1	24	9	0	4	1	4	0	0	14	1	0
4:45 PM	2	1	1	0	10	28	3	0	0	0	1	0	2	15	2	0
5:00 PM	4	0	1	0	4	20	2	0	2	0	4	0	1	13	5	0
5:15 PM	1	0	1	0	3	16	5	0	4	0	2	0	1	11	0	0
5:30 PM	6	3	2	0	5	26	7	0	0	0	2	1	1	14	2	0
5:45 PM	5	0	2	0	3	22	4	0	2	1	3	0	2	14	2	0
12:00 PM	6	1	1	0	1	25	2	0	0	0	4	0	2	25	4	0
12:15 PM	6	0	2	0	3	14	3	0	1	2	2	0	3	21	3	0
12:30 PM	5	0	2	0	2	27	6	0	1	2	1	0	1	19	5	0
12:45 PM	1	1	0	0	1	21	8	0	1	0	1	0	1	15	1	0
1:00 PM	4	1	0	0	5	17	6	1	3	2	1	0	2	25	2	0
1:15 PM	4	1	1	0	0	19	2	0	4	1	3	0	2	24	3	0
1:30 PM	7	0	1	0	1	18	2	0	2	1	0	0	3	18	0	0
1:45 PM	6	1	2	0	0	26	5	0	7	1	1	0	0	16	3	0
2:00 PM	3	2	1	1	2	12	5	0	4	1	2	0	1	22	6	0
2:15 PM	8	1	1	0	2	14	2	0	5	0	1	0	3	14	3	0
2:30 PM	2	3	3	0	3	11	4	1	3	0	2	0	3	14	5	0
2:45 PM	8	0	1	0	4	24	1	0	2	5	1	0	1	25	2	0
3:00 PM	2	0	1	0	3	33	1	0	0	0	0	0	3	17	2	0
3:15 PM	4	1	2	0	5	21	5	0	2	0	7	0	5	17	5	0
3:30 PM	5	0	1	0	1	13	5	0	1	0	2	0	5	21	2	0
3:45 PM	5	2	3	0	1	21	6	0	0	1	2	0	3	8	3	0

Study Name CR78 and North Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	1	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0

Study Name CR78 and North Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0

Study Name CR78 and North Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0

Study Name CR78 and North Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	2	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0

Study Name CR78 and North Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	1	0	1
7:15 AM	1	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	3	1	0	0	0	1	2	1
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	9	1	0	0
9:00 AM	1	2	1	0	1	8	0	8
9:15 AM	4	2	0	0	2	1	0	0
9:30 AM	5	3	0	0	0	1	1	1
9:45 AM	1	0	0	0	1	1	0	0
3:00 PM	3	0	1	0	5	2	4	2
3:15 PM	3	2	0	0	0	1	2	4
3:30 PM	2	0	2	0	1	0	1	2
3:45 PM	0	0	1	0	4	0	2	1
4:00 PM	3	1	1	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	1	1
4:30 PM	2	1	0	0	0	0	1	0
4:45 PM	1	0	0	0	0	0	4	2
5:00 PM	2	0	2	0	2	2	2	3
5:15 PM	1	1	2	1	3	4	2	1
5:30 PM	3	5	0	5	1	4	3	3
5:45 PM	3	3	1	0	3	1	1	2
12:00 PM	1	0	4	1	7	3	1	2
12:15 PM	2	0	1	1	1	1	2	2
12:30 PM	6	3	2	3	1	0	2	2
12:45 PM	17	1	1	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	1	1
1:15 PM	0	1	3	6	1	5	0	6
1:30 PM	5	1	1	1	1	0	2	2
1:45 PM	0	0	2	0	4	2	2	2
2:00 PM	3	2	2	1	1	2	1	3
2:15 PM	3	3	1	1	3	0	5	2
2:30 PM	1	3	3	0	5	5	4	2
2:45 PM	1	5	4	2	6	0	1	3
3:00 PM	4	3	0	2	0	0	0	0
3:15 PM	3	0	1	5	2	3	1	0
3:30 PM	4	5	3	4	1	6	6	11
3:45 PM	2	3	2	1	8	3	3	2

Study Name CR78 and North Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	1	1	1	0	0	5	4	0	1	1	0	0	0	18	1	0
7:15 AM	3	1	2	0	0	3	0	0	3	0	2	0	1	23	3	0
7:30 AM	2	0	1	0	1	10	0	0	1	3	3	0	1	20	1	0
7:45 AM	2	0	0	0	1	12	1	0	0	0	0	0	2	10	1	0
8:00 AM	2	1	1	0	0	14	1	0	2	1	2	0	0	16	1	0
8:15 AM	4	2	1	0	0	20	2	0	4	2	1	0	2	24	0	0
8:30 AM	2	1	3	0	1	6	3	0	2	0	4	0	2	18	0	0
8:45 AM	5	0	2	0	2	15	5	1	4	1	0	0	1	19	3	0
9:00 AM	4	1	0	0	2	16	5	0	4	2	1	0	1	17	2	0
9:15 AM	4	1	0	0	2	14	1	0	4	0	3	0	0	16	3	0
9:30 AM	5	0	0	0	1	7	5	0	3	2	1	0	2	19	3	0
9:45 AM	5	3	5	0	5	13	2	0	5	0	1	0	1	21	6	0
3:00 PM	7	1	0	0	9	12	5	0	2	1	4	0	2	11	3	0
3:15 PM	5	1	0	0	1	16	8	0	0	0	1	0	0	17	0	0
3:30 PM	5	2	0	0	1	21	5	0	1	0	3	0	1	19	4	0
3:45 PM	5	0	1	0	3	13	4	0	3	1	4	0	2	16	3	0
4:00 PM	4	1	0	0	5	23	4	0	2	0	0	0	1	12	1	0
4:15 PM	7	1	2	0	4	22	4	0	2	1	4	0	3	20	3	0
4:30 PM	6	4	1	0	1	24	9	0	4	1	4	0	0	14	1	0
4:45 PM	2	1	1	0	10	29	3	0	0	0	1	0	2	15	2	0
5:00 PM	4	0	1	0	4	20	2	0	2	0	4	0	1	14	5	0
5:15 PM	1	0	1	0	3	16	5	0	4	0	2	0	1	11	0	0
5:30 PM	6	3	2	0	5	26	7	0	0	0	2	1	1	14	2	0
5:45 PM	5	1	2	0	3	22	6	0	2	1	3	0	2	15	2	0
12:00 PM	7	1	1	0	1	25	2	0	0	0	4	0	2	25	5	0
12:15 PM	6	0	2	0	3	14	3	0	1	2	2	0	3	21	3	0
12:30 PM	5	0	2	0	2	29	6	0	1	2	1	0	1	19	5	0
12:45 PM	1	1	0	0	1	21	9	0	1	0	1	0	1	16	1	0
1:00 PM	4	1	0	0	5	17	6	1	3	2	1	0	2	26	2	0
1:15 PM	4	1	1	0	0	19	2	0	4	1	3	0	2	25	3	0
1:30 PM	7	0	1	0	1	18	2	0	2	1	0	0	3	18	0	0
1:45 PM	6	1	2	0	0	26	6	0	7	1	1	0	0	17	3	0
2:00 PM	3	2	1	1	2	12	5	0	4	1	2	0	1	22	6	0
2:15 PM	8	1	1	0	2	14	2	0	5	2	1	0	3	14	3	0
2:30 PM	2	3	3	0	3	15	4	1	3	0	2	0	3	14	5	0
2:45 PM	8	0	1	0	4	25	2	0	2	5	1	0	1	26	2	0
3:00 PM	2	0	1	0	3	33	1	0	0	0	0	0	3	21	2	0
3:15 PM	4	1	2	0	5	22	6	0	2	1	7	0	5	19	5	0
3:30 PM	6	0	2	0	1	13	5	0	1	0	2	0	5	22	2	0
3:45 PM	5	2	3	0	1	25	7	0	0	1	2	0	4	10	4	0

Study Name Rt 9G And BroadWay
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	2	35	2	0	6	1	2	0	2	13	1	0	3	4	11	0
7:15 AM	2	52	0	0	6	0	3	0	4	34	2	0	1	5	21	0
7:30 AM	3	67	2	0	13	1	2	0	5	42	3	0	2	1	21	0
7:45 AM	7	52	4	0	4	3	5	0	6	38	2	0	1	1	11	0
8:00 AM	2	40	3	0	4	4	1	0	8	38	1	0	1	1	16	0
8:15 AM	3	49	3	0	8	5	1	0	9	25	1	0	1	2	28	0
8:30 AM	2	61	0	0	6	3	3	0	6	33	4	0	6	2	13	0
8:45 AM	3	50	3	0	7	4	0	0	14	30	7	0	2	3	19	0
9:00 AM	0	44	2	0	6	5	7	0	4	36	3	0	0	2	17	0
9:15 AM	1	39	3	0	5	1	0	0	11	22	3	0	4	4	17	0
9:30 AM	3	31	0	0	5	2	1	0	12	25	3	0	1	1	26	0
9:45 AM	2	35	2	0	7	3	1	0	17	31	0	0	1	1	27	0
3:00 PM	3	33	2	0	1	4	3	0	20	54	5	0	5	1	11	0
3:15 PM	2	50	4	0	7	2	4	0	18	51	8	0	0	5	19	0
3:30 PM	1	46	5	0	3	3	4	0	19	51	10	0	3	9	14	0
3:45 PM	2	41	2	0	5	7	3	0	14	52	7	0	3	3	12	0
4:00 PM	2	38	5	0	9	8	2	0	22	53	5	0	3	3	10	0
4:15 PM	3	45	5	0	2	3	8	0	23	48	5	0	3	5	21	0
4:30 PM	4	52	2	0	6	3	2	0	30	50	6	0	4	5	14	0
4:45 PM	4	61	7	0	5	4	4	0	34	45	7	0	3	3	11	0
5:00 PM	5	50	2	0	6	2	3	0	19	63	10	0	2	4	15	0
5:15 PM	0	49	3	0	5	3	5	0	18	68	8	0	4	3	11	0
5:30 PM	0	49	6	0	10	11	2	0	23	63	7	0	2	4	18	0
5:45 PM	0	39	4	0	3	7	2	0	20	56	4	0	3	6	14	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	2	39	2	0	7	6	5	0	19	29	8	0	2	8	27	0
12:15 PM	0	48	4	0	2	8	5	0	10	28	2	0	3	2	21	0
12:30 PM	1	32	4	0	6	8	2	0	20	37	4	0	5	3	19	0
12:45 PM	0	26	5	0	1	12	3	0	13	50	4	0	2	6	11	0
1:00 PM	0	42	2	0	9	2	5	0	18	29	4	0	4	3	24	0
1:15 PM	1	53	2	0	6	9	1	0	16	38	3	0	3	6	23	0
1:30 PM	4	32	3	0	8	3	4	0	14	51	6	0	1	4	20	0
1:45 PM	6	34	5	0	7	7	3	0	19	45	7	0	4	2	16	0
2:00 PM	1	39	1	0	8	4	7	0	14	46	9	0	3	3	21	0
2:15 PM	2	33	4	0	4	4	2	0	12	48	2	0	7	1	16	0
2:30 PM	3	37	2	0	5	5	4	0	14	55	5	0	4	0	14	0
2:45 PM	2	32	6	0	1	7	4	0	21	52	4	0	4	8	21	0
3:00 PM	0	41	5	0	5	9	4	0	20	52	2	0	2	3	10	0
3:15 PM	6	39	4	0	7	3	2	0	21	59	5	0	1	5	18	0
3:30 PM	1	41	0	0	2	4	2	0	17	41	6	0	7	5	17	0
3:45 PM	2	30	5	0	4	6	1	0	17	64	11	0	1	5	10	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And BroadWay
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:15 AM	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0
3:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
3:45 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And BroadWay
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0
7:45 AM	0	5	0	0	0	0	0	0	2	2	0	0	0	0	0	0
8:00 AM	1	7	0	0	0	0	0	0	0	2	0	0	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
8:45 AM	0	3	0	0	0	0	0	0	3	2	0	0	0	2	1	0
9:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	1	0	1	0
9:15 AM	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0
9:30 AM	0	2	0	0	0	0	2	0	0	1	2	0	0	0	0	0
9:45 AM	0	3	0	0	0	0	0	0	0	5	1	0	0	0	0	0
3:00 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	2	1	0
3:15 PM	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	1	0	1	4	0	0	0	1	0	0
4:00 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0
4:30 PM	0	3	0	0	1	0	0	0	0	2	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	4	2	0	1	0	0	0
5:15 PM	0	5	0	0	2	0	0	0	0	4	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	1	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:00 PM	0	1	0	0	1	0	0	0	0	2	1	0	0	0	0	0
2:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And BroadWay
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And BroadWay
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0

Study Name Rt 9G And BroadWay
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	2	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0
9:30 AM	1	1	0	0	0	1	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	2	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	1	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0

Study Name Rt 9G And BroadWay
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	2	38	2	0	6	1	2	0	3	16	2	0	3	4	12	0
7:15 AM	2	55	0	0	6	1	3	0	4	34	2	0	1	5	22	0
7:30 AM	3	68	2	0	13	1	2	0	6	43	3	0	2	1	23	0
7:45 AM	7	57	4	0	4	3	5	0	9	40	2	0	1	1	12	0
8:00 AM	3	48	3	0	4	4	1	0	8	42	1	0	2	1	16	0
8:15 AM	5	49	3	0	8	5	1	0	10	25	1	0	1	2	29	0
8:30 AM	2	62	0	0	6	4	3	0	6	34	4	0	6	3	15	0
8:45 AM	3	53	3	0	7	4	0	0	17	32	7	0	2	5	20	0
9:00 AM	0	46	2	0	6	5	7	0	5	38	3	0	1	2	18	0
9:15 AM	1	41	3	0	5	1	0	0	11	24	5	0	4	4	17	0
9:30 AM	3	33	0	0	5	2	3	0	13	27	5	0	1	1	26	0
9:45 AM	2	38	2	0	7	3	1	0	18	36	1	0	1	1	29	0
3:00 PM	3	34	2	0	1	5	3	0	20	56	5	0	5	3	12	0
3:15 PM	2	51	4	0	8	2	5	0	19	55	8	0	0	5	19	0
3:30 PM	2	46	5	0	3	3	4	0	19	52	12	0	3	9	18	0
3:45 PM	2	42	2	0	5	7	4	0	16	58	7	0	3	4	13	0
4:00 PM	2	38	5	0	10	8	4	0	22	54	5	0	3	3	11	0
4:15 PM	3	46	5	0	2	3	8	0	24	51	5	0	3	5	22	0
4:30 PM	4	55	2	0	7	3	2	0	30	52	6	0	4	5	14	0
4:45 PM	4	62	7	0	5	4	4	0	35	46	7	0	3	3	11	0
5:00 PM	5	51	2	0	6	2	3	0	19	67	12	0	3	4	15	0
5:15 PM	0	54	3	0	7	3	5	0	18	72	8	0	4	3	11	0
5:30 PM	0	51	6	0	10	11	2	0	23	65	7	0	2	4	18	0
5:45 PM	0	39	4	0	3	7	2	0	22	56	4	0	3	6	15	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	2	39	2	0	8	6	5	0	19	31	8	0	3	8	27	0
12:15 PM	0	48	4	0	2	8	5	0	10	28	3	0	3	2	21	0
12:30 PM	2	33	4	0	6	8	2	0	20	37	4	0	5	3	20	0
12:45 PM	0	27	5	0	1	12	3	0	14	50	4	0	2	6	12	0
1:00 PM	0	43	2	0	9	2	5	0	18	30	4	0	4	3	24	0
1:15 PM	1	53	2	0	6	9	1	0	16	38	3	0	4	6	23	0
1:30 PM	4	32	3	0	8	3	4	0	14	52	6	0	1	4	20	0
1:45 PM	6	34	5	0	7	7	3	0	20	46	7	0	4	2	17	0
2:00 PM	1	40	1	0	9	4	7	0	14	48	10	0	3	3	21	0
2:15 PM	2	35	4	0	4	4	2	0	12	49	3	0	7	1	16	0
2:30 PM	3	38	2	0	5	5	4	0	18	56	5	0	4	0	14	0
2:45 PM	2	32	6	0	1	7	4	0	22	52	4	0	4	8	22	0
3:00 PM	0	42	5	0	5	9	4	0	20	52	2	0	2	7	10	0
3:15 PM	6	40	4	0	7	3	2	0	23	59	5	0	1	5	18	0
3:30 PM	1	41	0	0	2	4	2	0	17	42	6	0	8	5	18	0
3:45 PM	2	31	5	0	4	6	1	0	20	64	11	0	1	5	12	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Kidd Lane and 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	52	0	0	0	0	0	0	2	18	0	0	0	0	3	0
7:15 AM	1	77	0	0	0	0	0	0	1	48	0	0	0	0	7	0
7:30 AM	0	107	0	0	0	0	1	0	0	48	0	0	0	0	5	0
7:45 AM	0	66	0	0	0	0	0	0	0	52	0	0	0	0	4	0
8:00 AM	0	66	1	0	0	0	0	0	1	45	0	0	1	0	6	0
8:15 AM	0	85	0	0	0	0	0	0	0	30	0	0	0	0	5	0
8:30 AM	0	83	0	0	0	0	0	0	2	45	1	0	1	0	5	0
8:45 AM	0	78	1	0	0	0	0	0	6	54	0	0	0	0	7	0
9:00 AM	0	72	0	0	0	0	0	0	6	44	0	0	0	0	6	0
9:15 AM	0	66	0	0	0	0	0	0	2	35	0	0	0	0	8	0
9:30 AM	0	60	0	0	1	0	0	0	2	38	0	0	0	0	7	0
9:45 AM	0	69	0	0	0	0	0	0	3	48	0	0	0	0	6	0
3:00 PM	0	54	0	0	0	0	0	0	6	84	0	0	0	0	11	0
3:15 PM	0	73	1	0	0	0	0	0	2	76	0	0	0	0	2	0
3:30 PM	0	60	0	0	0	0	0	0	7	77	1	0	1	0	7	0
3:45 PM	0	57	0	0	1	0	0	0	9	71	1	0	1	0	6	0
4:00 PM	0	62	0	0	1	0	0	0	7	83	0	0	0	0	4	0
4:15 PM	0	69	0	0	0	0	0	0	11	81	0	0	0	0	7	0
4:30 PM	0	65	0	0	0	0	0	0	5	90	0	0	0	0	2	0
4:45 PM	1	78	0	0	0	0	0	0	4	80	0	0	1	0	7	0
5:00 PM	0	65	1	0	0	0	0	0	7	93	0	0	0	0	4	0
5:15 PM	0	69	0	0	0	0	0	0	8	102	0	1	0	0	5	0
5:30 PM	0	80	0	0	0	0	0	0	2	100	0	0	2	0	4	0
5:45 PM	0	62	0	0	1	0	0	0	7	77	0	0	0	0	6	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	69	0	0	1	0	0	0	3	49	0	0	0	0	12	0
12:15 PM	0	71	0	0	0	0	0	0	5	46	0	1	1	0	8	0
12:30 PM	0	65	0	0	0	0	0	0	2	59	0	0	1	0	7	0
12:45 PM	0	36	0	0	0	1	0	0	5	68	0	0	1	0	4	0
1:00 PM	1	76	1	0	0	0	0	0	5	54	0	0	0	0	6	0
1:15 PM	0	79	0	0	1	0	0	0	6	60	0	0	0	0	6	0
1:30 PM	0	62	1	0	0	0	0	0	7	71	0	0	0	0	2	0
1:45 PM	0	61	0	0	0	0	0	0	10	69	0	0	1	0	7	0
2:00 PM	0	63	1	0	0	0	0	0	5	65	1	0	1	0	8	0
2:15 PM	0	55	0	0	0	0	1	0	9	56	1	0	1	0	8	0
2:30 PM	0	55	1	0	0	0	1	0	7	70	0	1	1	0	7	0
2:45 PM	0	55	0	0	0	0	0	0	4	77	0	0	0	0	8	0
3:00 PM	0	54	0	0	0	0	0	0	2	76	0	0	0	0	6	0
3:15 PM	0	61	0	0	0	0	0	0	3	79	0	0	0	0	7	0
3:30 PM	0	64	0	0	0	0	0	0	9	62	0	0	0	0	2	0
3:45 PM	0	47	1	0	0	0	0	0	4	86	0	1	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Kidd Lane and 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Kidd Lane and 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:45 AM	0	4	0	0	0	0	0	0	1	1	0	0	1	0	0	0
8:00 AM	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0
9:00 AM	0	3	0	0	0	0	0	0	1	3	0	0	0	0	1	0
9:15 AM	0	2	0	0	0	0	0	0	0	4	0	0	1	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0	0
9:45 AM	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:30 PM	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0
5:15 PM	0	7	0	0	0	0	0	0	0	4	0	0	0	0	0	0
5:30 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
2:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Kidd Lane and 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Kidd Lane and 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0

Study Name Kidd Lane and 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0

Study Name Kidd Lane and 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	55	0	0	0	0	0	0	2	22	0	0	0	0	3	0
7:15 AM	1	80	0	0	0	0	0	0	1	48	0	0	0	0	7	0
7:30 AM	0	109	0	0	0	0	1	0	0	50	0	0	0	0	5	0
7:45 AM	0	71	0	0	0	0	0	0	1	53	0	0	1	0	4	0
8:00 AM	0	73	1	0	0	0	0	0	2	49	0	0	1	0	6	0
8:15 AM	0	85	0	0	0	0	0	0	0	32	0	0	0	0	5	0
8:30 AM	0	86	0	0	0	0	0	0	2	45	1	0	1	0	5	0
8:45 AM	0	81	1	0	0	0	0	0	6	59	0	0	0	0	7	0
9:00 AM	0	76	0	0	0	0	0	0	7	48	0	0	0	0	7	0
9:15 AM	0	68	0	0	0	0	0	0	2	40	0	0	1	0	8	0
9:30 AM	0	61	0	0	1	0	0	0	2	47	0	0	0	0	7	0
9:45 AM	0	76	0	0	0	0	0	0	3	53	0	0	0	0	6	0
3:00 PM	0	55	0	0	0	0	0	0	6	86	0	0	0	0	11	0
3:15 PM	0	75	1	0	0	0	0	0	3	79	0	0	0	0	2	0
3:30 PM	0	64	0	0	0	0	0	0	7	79	1	0	1	0	7	0
3:45 PM	0	59	0	0	1	0	0	0	9	79	1	0	1	0	6	0
4:00 PM	0	64	0	0	1	0	0	0	7	84	0	0	0	0	4	0
4:15 PM	0	71	0	0	0	0	0	0	11	84	0	0	0	0	7	0
4:30 PM	0	70	0	0	0	0	0	0	5	92	0	0	0	0	2	0
4:45 PM	1	80	0	0	0	0	0	0	4	82	0	0	1	0	7	0
5:00 PM	0	66	1	0	0	0	0	0	7	98	0	0	0	0	4	0
5:15 PM	0	76	0	0	0	0	0	0	8	106	0	1	0	0	5	0
5:30 PM	0	83	0	0	0	0	0	0	2	102	0	0	2	0	4	0
5:45 PM	0	63	0	0	1	0	0	0	7	78	0	0	0	0	6	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	70	0	0	1	0	0	0	3	51	0	0	0	0	12	0
12:15 PM	0	72	0	0	0	0	0	0	5	47	0	1	1	0	8	0
12:30 PM	0	66	0	0	0	0	0	0	2	59	0	0	1	0	7	0
12:45 PM	0	37	0	0	0	1	0	0	5	69	0	0	1	0	4	0
1:00 PM	1	77	1	0	0	0	0	0	5	55	0	0	0	0	6	0
1:15 PM	0	79	0	0	1	0	0	0	6	60	0	0	0	0	6	0
1:30 PM	0	62	1	0	0	0	0	0	7	72	0	0	0	0	2	0
1:45 PM	0	62	0	0	0	0	0	0	10	74	0	0	1	0	7	0
2:00 PM	0	65	1	0	0	0	0	0	5	67	1	0	1	0	8	0
2:15 PM	0	57	0	0	0	0	1	0	9	57	1	0	1	0	8	0
2:30 PM	0	56	1	0	0	0	1	0	8	76	0	1	1	0	7	0
2:45 PM	0	56	0	0	0	0	0	0	5	77	0	0	0	0	8	0
3:00 PM	0	55	0	0	0	0	0	0	2	78	0	0	0	0	6	0
3:15 PM	0	61	0	0	0	0	0	0	3	80	0	0	0	0	7	0
3:30 PM	0	66	0	0	0	0	0	0	9	65	0	0	0	0	2	0
3:45 PM	0	49	1	0	0	0	0	0	4	87	0	1	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name CR 79 (Budds Corners Rd) and Rt 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Lights (cars, vans, pickups)

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	8	48	0	1	0	0	17	0	0
7:15 AM	5	76	0	1	0	0	47	0	0
7:30 AM	6	102	0	1	0	0	48	0	0
7:45 AM	4	75	0	2	0	0	42	1	0
8:00 AM	8	56	0	1	9	0	38	0	0
8:15 AM	7	88	0	1	3	0	30	0	0
8:30 AM	12	79	0	1	7	0	39	1	0
8:45 AM	9	70	0	2	7	0	56	0	0
9:00 AM	8	78	0	0	10	0	40	0	0
9:15 AM	7	63	0	1	7	0	27	1	0
9:30 AM	7	71	0	0	8	0	35	1	0
9:45 AM	5	63	0	0	4	0	48	0	0
3:00 PM	6	56	0	0	10	0	77	4	0
3:15 PM	10	66	0	2	6	0	76	2	0
3:30 PM	8	60	0	1	12	0	72	2	0
3:45 PM	6	61	0	0	5	0	79	1	0
4:00 PM	3	61	0	2	12	0	80	4	0
4:15 PM	10	71	0	2	8	0	86	0	0
4:30 PM	4	64	0	4	9	0	88	0	0
4:45 PM	7	76	0	0	9	0	77	3	0
5:00 PM	10	61	0	1	8	0	93	6	0
5:15 PM	5	68	0	2	12	0	89	1	0
5:30 PM	11	70	0	3	10	0	89	2	0
5:45 PM	10	61	0	1	6	0	82	4	0
12:00 PM	7	74	0	2	4	0	48	1	0
12:15 PM	10	74	0	3	12	0	41	0	0
12:30 PM	5	73	0	1	8	0	53	0	0
12:45 PM	2	40	0	3	8	0	67	2	0
1:00 PM	6	69	0	1	8	0	53	1	1
1:15 PM	11	68	0	2	8	0	63	0	0
1:30 PM	7	61	0	0	6	0	73	0	1
1:45 PM	7	62	0	1	13	0	65	1	0
2:00 PM	8	60	0	1	11	0	61	1	0
2:15 PM	7	55	0	0	6	0	64	2	0
2:30 PM	8	63	0	0	7	0	75	2	0
2:45 PM	14	46	0	1	7	0	71	2	0
3:00 PM	4	60	0	0	7	0	71	1	0
3:15 PM	3	64	0	0	7	0	73	3	0
3:30 PM	12	55	0	0	14	0	60	1	0
3:45 PM	7	44	0	0	9	0	82	1	0
4:00 PM	0	0	0	0	0	0	1	0	0

Study Name CR 79 (Budds Corners Rd) and Rt 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Buses

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	1	0	0	0	0	1	0	0
7:15 AM	0	2	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	1	0	0
7:45 AM	0	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	2	0	0
8:15 AM	0	1	0	0	0	0	1	0	0
8:30 AM	1	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	3	0	0
9:45 AM	0	2	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	1	0	0	0	0
3:15 PM	0	0	0	0	1	0	1	0	0
3:30 PM	0	2	0	0	0	0	1	0	0
3:45 PM	1	2	0	0	0	0	2	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0
5:45 PM	0	1	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	1	0	0
1:00 PM	0	1	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	1	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 79 (Budds Corners Rd) and Rt 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Trucks

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	1	0	0	0	0	2	0	0
7:15 AM	1	3	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	1	0	0
7:45 AM	0	4	0	0	0	0	3	0	0
8:00 AM	0	7	0	0	0	0	2	0	0
8:15 AM	0	1	0	0	0	0	1	0	0
8:30 AM	0	1	0	0	0	0	0	0	0
8:45 AM	0	3	0	0	0	0	5	0	0
9:00 AM	0	5	0	0	1	0	3	0	0
9:15 AM	0	2	0	1	0	0	5	0	0
9:30 AM	0	1	0	0	0	0	4	0	0
9:45 AM	0	4	0	0	0	0	6	0	0
3:00 PM	0	1	0	0	0	0	2	0	0
3:15 PM	0	2	0	0	0	0	3	0	0
3:30 PM	0	0	0	0	0	0	2	0	0
3:45 PM	0	0	0	0	0	0	5	0	0
4:00 PM	0	2	0	0	0	0	1	0	0
4:15 PM	0	2	0	0	1	0	1	0	0
4:30 PM	0	3	0	0	0	0	3	0	0
4:45 PM	1	2	0	0	1	0	1	0	0
5:00 PM	0	1	0	0	0	0	5	0	0
5:15 PM	1	3	0	0	0	0	4	0	0
5:30 PM	0	4	0	1	0	0	1	0	0
5:45 PM	0	1	0	0	0	0	1	0	0
12:00 PM	0	1	0	0	0	0	2	0	0
12:15 PM	0	1	0	0	0	0	1	0	0
12:30 PM	0	1	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	2	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	0	2	0	0
1:45 PM	0	0	0	0	0	0	2	0	0
2:00 PM	0	2	0	0	0	0	1	0	0
2:15 PM	0	1	0	0	0	0	1	0	0
2:30 PM	0	1	0	0	0	0	3	0	0
2:45 PM	0	0	0	0	0	0	1	0	0
3:00 PM	0	2	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	1	0	0
3:30 PM	0	1	0	0	0	0	3	0	0
3:45 PM	0	1	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 79 (Budds Corners Rd) and Rt 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on road

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	1	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	4	0	0
2:45 PM	0	0	0	0	0	0	1	0	0
3:00 PM	0	0	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 79 (Budds Corners Rd) and Rt 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles in Crosswalk

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 79 (Budds Corners Rd) and Rt 9G
Start Date 04/23/2015
Start Time 7:00 AM

Pedestrians
CW = ped walking in clockwise direction
CCW = ped walking in counterclockwise direction

	Southbound St. Southbound		Budds Corners Westbound		Northbound St. Northbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 79 (Budds Corners Rd) and Rt 9G
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Total vehicle trips

	Southbound St. Southbound			Budds Corners Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	8	50	0	1	0	0	20	0	0
7:15 AM	6	81	0	1	0	0	47	0	0
7:30 AM	6	105	0	1	0	0	50	0	0
7:45 AM	4	80	0	2	0	0	45	1	0
8:00 AM	8	63	0	1	10	0	42	0	0
8:15 AM	7	90	0	1	3	0	32	0	0
8:30 AM	13	81	0	1	7	0	39	1	0
8:45 AM	9	73	0	2	7	0	61	0	0
9:00 AM	8	84	0	0	11	0	44	0	0
9:15 AM	7	65	0	2	7	0	32	1	0
9:30 AM	7	72	0	0	8	0	42	1	0
9:45 AM	5	69	0	0	4	0	54	0	0
3:00 PM	6	57	0	0	11	0	79	4	0
3:15 PM	10	68	0	2	7	0	80	2	0
3:30 PM	8	62	0	1	12	0	75	2	0
3:45 PM	7	63	0	0	5	0	86	1	0
4:00 PM	3	63	0	2	12	0	81	4	0
4:15 PM	11	73	0	2	9	0	88	0	0
4:30 PM	4	67	0	4	9	0	91	0	0
4:45 PM	8	78	0	0	10	0	78	3	0
5:00 PM	10	62	0	1	8	0	98	6	0
5:15 PM	6	72	0	2	12	0	93	1	0
5:30 PM	11	74	0	4	10	0	91	2	0
5:45 PM	10	63	0	1	6	0	83	4	0
12:00 PM	7	75	0	2	4	0	50	1	0
12:15 PM	10	75	0	3	12	0	42	0	0
12:30 PM	5	74	0	1	8	0	53	0	0
12:45 PM	2	41	0	3	8	0	68	2	0
1:00 PM	6	72	0	1	8	0	53	1	1
1:15 PM	11	68	0	2	8	0	63	0	0
1:30 PM	8	61	0	0	6	0	75	0	1
1:45 PM	7	63	0	1	13	0	68	1	0
2:00 PM	8	62	0	1	11	0	63	1	0
2:15 PM	7	56	0	0	6	0	65	2	0
2:30 PM	8	64	0	0	7	0	82	2	0
2:45 PM	14	47	0	1	7	0	73	2	0
3:00 PM	4	62	0	0	7	0	73	1	0
3:15 PM	3	64	0	0	7	0	74	3	0
3:30 PM	12	57	0	0	14	0	63	1	0
3:45 PM	7	47	0	0	9	0	83	1	0
4:00 PM	0	0	0	0	0	0	1	0	0

Study Name Rt 9G and Whalesback Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

WEEKDAY DATA 4/23

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	51	1	0	2	1	0	0	1	23	0	0	1	0	0	0
7:15 AM	0	70	5	0	1	0	0	0	0	41	1	0	0	2	1	0
7:30 AM	0	101	6	0	0	2	0	0	1	45	1	0	2	0	1	0
7:45 AM	0	71	5	0	0	2	0	0	1	34	0	0	1	1	0	0
8:00 AM	0	53	5	0	1	4	0	0	3	34	0	0	1	0	0	0
8:15 AM	1	79	11	0	1	4	0	0	2	31	0	0	2	1	0	0
8:30 AM	0	69	11	0	1	1	0	0	5	30	1	0	4	0	3	0
8:45 AM	1	56	11	0	3	7	1	0	3	45	0	0	5	1	3	0
9:00 AM	0	59	17	0	1	1	0	0	2	41	0	0	1	2	1	0
9:15 AM	0	57	8	0	0	2	0	0	6	33	2	0	1	2	0	0
9:30 AM	0	50	17	0	0	6	0	0	3	34	0	0	2	0	0	0
9:45 AM	0	44	20	0	1	4	0	0	2	39	0	0	5	3	0	0
3:00 PM	0	47	8	0	0	4	0	0	2	62	0	0	10	3	3	0
3:15 PM	0	53	11	0	1	2	0	0	3	70	1	0	10	2	7	0
3:30 PM	1	54	8	0	1	1	0	0	0	68	1	0	18	7	7	0
3:45 PM	0	56	5	0	0	1	0	0	3	62	0	0	13	2	10	0
4:00 PM	0	56	5	0	0	3	1	0	2	67	1	0	17	3	6	0
4:15 PM	0	63	9	0	1	4	0	0	3	70	0	0	16	1	4	0
4:30 PM	0	61	6	0	2	3	0	0	3	76	3	0	16	6	4	0
4:45 PM	0	73	7	0	0	1	0	0	5	62	0	0	18	1	5	0
5:00 PM	0	46	13	0	0	1	0	0	1	75	1	0	20	6	7	0
5:15 PM	0	62	5	0	2	3	0	0	1	85	2	0	13	7	5	0
5:30 PM	1	66	4	0	1	0	0	0	3	78	0	0	11	1	6	0
5:45 PM	0	60	3	0	0	2	0	0	2	72	2	0	8	3	4	0
SAT DATA 4/25																
12:00 PM	0	54	19	0	2	2	0	0	3	42	0	0	11	1	7	0
12:15 PM	0	58	14	0	1	4	0	0	7	36	1	0	5	3	8	0
12:30 PM	0	65	10	0	2	1	0	0	2	47	1	0	12	4	3	0
12:45 PM	0	31	8	0	2	2	0	0	4	55	1	0	6	1	0	0
1:00 PM	0	62	11	0	0	3	0	0	5	48	0	0	14	1	6	0
1:15 PM	0	60	11	0	0	3	0	0	6	55	1	0	6	1	9	0
1:30 PM	0	48	13	0	0	3	0	0	13	61	2	0	11	3	5	0
1:45 PM	1	53	10	0	0	0	0	0	1	50	0	0	8	0	3	0
2:00 PM	0	48	13	0	0	0	0	0	1	48	0	0	11	2	8	0
2:15 PM	0	50	4	0	0	1	0	0	2	59	1	0	9	8	5	0
2:30 PM	0	53	8	0	0	2	0	0	6	68	0	0	13	6	4	0
2:45 PM	0	45	4	0	1	0	0	0	4	69	0	0	7	5	4	0
3:00 PM	0	49	11	0	1	5	0	0	1	66	0	0	6	1	7	0
3:15 PM	0	54	8	0	0	3	0	0	6	60	1	0	12	1	7	0
3:30 PM	0	53	2	0	0	3	0	0	0	48	1	0	9	4	4	0
3:45 PM	0	39	5	0	2	0	0	0	5	66	0	0	17	3	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Study Name Rt 9G and Whalesback Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0
3:45 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Whalesback Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0
7:45 AM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:00 AM	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0
9:00 AM	0	5	0	0	0	0	0	0	0	2	0	0	1	0	0	0
9:15 AM	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0
9:30 AM	0	3	0	0	0	0	0	0	0	5	1	0	0	0	0	0
9:45 AM	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	0	0	0	0	0	0	0	2	0	0	1	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	4	0	0	1	0	0	0
5:15 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:30 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0
2:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:30 PM	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0
3:45 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Whalesback Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Whalesback Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	1	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0

Study Name Rt 9G and Whalesback Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	2	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0
4:45 PM	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	3	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	4	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0

Study Name Rt 9G and Whalesback Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	52	1	0	2	2	0	0	1	25	0	0	1	1	0	0
7:15 AM	0	72	7	0	1	0	0	0	0	41	1	0	0	2	1	0
7:30 AM	0	104	6	0	0	2	0	0	1	48	1	0	3	0	1	0
7:45 AM	0	76	6	0	1	2	0	0	1	35	0	0	1	1	0	0
8:00 AM	0	60	5	0	1	4	0	0	3	39	0	0	1	0	0	0
8:15 AM	1	81	11	0	1	4	0	0	2	32	0	0	3	2	0	0
8:30 AM	0	69	14	0	1	1	0	0	5	31	1	0	4	0	3	0
8:45 AM	1	57	12	0	3	7	1	0	3	46	0	0	7	1	3	0
9:00 AM	0	64	18	0	1	2	0	0	2	43	0	0	3	2	1	0
9:15 AM	0	59	9	0	0	2	0	0	6	35	2	0	1	2	0	0
9:30 AM	0	53	17	0	0	6	0	0	3	39	1	0	4	0	0	0
9:45 AM	0	47	22	0	1	4	0	0	2	43	0	0	5	3	0	0
3:00 PM	0	48	8	0	0	4	0	0	2	63	0	0	11	3	3	0
3:15 PM	0	55	11	0	1	3	0	0	3	73	1	0	10	2	8	0
3:30 PM	1	55	9	0	1	1	0	0	0	71	1	0	19	7	7	0
3:45 PM	0	57	6	0	0	1	0	0	3	67	0	0	13	2	10	0
4:00 PM	0	58	5	0	0	3	1	0	2	69	1	0	17	3	6	0
4:15 PM	0	64	9	0	1	4	0	0	3	70	0	0	16	1	4	0
4:30 PM	0	64	6	0	2	3	0	0	3	78	3	0	17	6	4	0
4:45 PM	0	74	7	0	0	1	0	0	5	63	0	0	18	1	5	0
5:00 PM	0	47	13	0	0	1	0	0	1	79	1	0	21	6	7	0
5:15 PM	0	66	5	0	2	3	0	0	1	87	2	0	13	7	5	0
5:30 PM	1	71	4	0	1	0	0	0	3	79	0	0	12	1	6	0
5:45 PM	0	60	4	0	0	2	0	0	2	73	2	0	8	3	4	0
12:00 PM	0	55	19	0	2	2	0	0	3	42	0	0	11	1	7	0
12:15 PM	0	58	14	0	1	4	0	0	7	36	1	0	5	3	8	0
12:30 PM	0	65	11	0	2	2	0	0	2	47	1	0	13	4	3	0
12:45 PM	0	31	9	0	2	2	0	0	4	55	1	0	6	1	0	0
1:00 PM	0	63	11	0	0	3	0	0	5	48	0	0	14	1	6	0
1:15 PM	0	60	11	0	0	3	0	0	6	55	1	0	6	1	9	0
1:30 PM	0	48	13	0	0	3	0	0	13	63	2	0	11	3	5	0
1:45 PM	1	53	11	0	0	0	0	0	1	51	0	0	11	0	3	0
2:00 PM	0	50	13	0	0	0	0	0	1	49	0	0	12	2	8	0
2:15 PM	0	50	5	0	0	1	0	0	2	59	1	0	13	8	5	0
2:30 PM	0	55	8	0	0	2	0	0	6	69	0	0	15	6	4	0
2:45 PM	0	45	5	0	1	0	0	0	4	69	0	0	7	5	4	0
3:00 PM	0	50	11	0	1	5	0	0	1	66	0	0	7	1	7	0
3:15 PM	0	54	8	0	0	3	0	0	6	61	1	0	12	1	7	0
3:30 PM	0	54	3	0	0	3	0	0	0	50	1	0	10	4	4	0
3:45 PM	0	40	6	0	2	0	0	0	5	67	0	0	17	4	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Study Name Rt 9G And Entrance Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound		
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn
7:00 AM	52	3	0	2	20	0	0	2	0
7:15 AM	62	2	0	0	44	0	0	1	0
7:30 AM	100	2	0	1	44	0	0	0	0
7:45 AM	73	1	0	1	40	0	0	0	0
8:00 AM	56	3	0	2	38	0	1	1	0
8:15 AM	71	8	0	5	30	0	0	0	0
8:30 AM	62	3	0	3	38	0	0	0	0
8:45 AM	59	7	0	5	52	0	0	0	0
9:00 AM	55	6	0	1	42	0	1	0	0
9:15 AM	51	4	0	3	35	0	0	1	0
9:30 AM	52	3	0	3	38	0	0	1	0
9:45 AM	44	5	0	5	40	0	2	2	0
3:00 PM	46	2	0	5	64	0	5	1	0
3:15 PM	48	3	0	3	67	0	2	5	0
3:30 PM	69	2	0	6	49	0	7	4	0
3:45 PM	57	2	0	0	72	0	4	1	0
4:00 PM	64	0	0	2	61	0	6	7	0
4:15 PM	65	1	0	2	68	0	2	2	0
4:30 PM	63	0	0	1	72	0	6	5	0
4:45 PM	71	0	0	1	58	0	5	2	0
5:00 PM	54	1	0	2	73	0	10	3	0
5:15 PM	64	1	0	0	79	0	4	1	0
5:30 PM	76	0	0	4	77	0	4	1	0
5:45 PM	52	5	0	3	72	0	2	0	0
12:00 PM	63	2	0	5	51	0	1	4	0
12:15 PM	61	5	0	1	41	0	1	1	0
12:30 PM	63	3	0	1	45	0	1	1	0
12:45 PM	42	0	0	2	59	0	3	1	0
1:00 PM	57	0	0	0	42	0	0	3	0
1:15 PM	69	3	0	1	67	0	0	2	0
1:30 PM	58	0	0	3	66	0	3	7	0
1:45 PM	47	1	0	7	56	0	0	3	0
2:00 PM	54	1	0	2	48	0	6	9	0
2:15 PM	56	1	0	2	56	0	2	1	0
2:30 PM	54	0	0	1	64	0	3	6	0
2:45 PM	53	3	0	4	69	0	2	5	0
3:00 PM	48	1	0	1	66	0	3	6	0
3:15 PM	64	0	0	2	67	0	1	2	0
3:30 PM	60	0	0	0	55	0	0	0	0
3:45 PM	39	1	0	2	64	0	2	2	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And Entrance Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound		
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn
7:00 AM	0	0	0	0	1	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	0	0	0	1	0	0
7:45 AM	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	1	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	4	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	0	1	0	0	0	0
3:45 PM	2	0	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	3	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And Entrance Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound		
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn
7:00 AM	0	0	0	0	1	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	1	0	0	0	0	0
7:45 AM	3	0	0	0	3	0	0	0	0
8:00 AM	4	0	0	0	2	0	0	0	0
8:15 AM	3	0	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0
8:45 AM	1	0	0	0	2	0	0	0	0
9:00 AM	5	0	0	0	2	0	0	0	0
9:15 AM	2	0	0	0	2	0	0	1	0
9:30 AM	0	0	0	0	5	0	0	1	0
9:45 AM	3	0	0	0	6	0	0	0	0
3:00 PM	0	0	0	0	1	0	0	0	0
3:15 PM	1	0	0	0	4	0	0	0	0
3:30 PM	0	0	0	0	2	0	0	0	0
3:45 PM	0	0	0	0	5	0	0	0	0
4:00 PM	1	0	0	0	1	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0
4:30 PM	3	0	0	0	3	0	0	0	0
4:45 PM	3	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	4	0	0	0	0
5:15 PM	3	0	0	0	2	0	0	0	0
5:30 PM	6	0	0	0	1	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0
12:00 PM	1	0	0	0	2	0	0	0	0
12:15 PM	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	0	0	0	0
1:00 PM	0	0	0	0	3	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	3	0	0	0	0
1:45 PM	0	0	0	0	1	0	0	0	0
2:00 PM	1	0	0	0	2	0	0	0	0
2:15 PM	1	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	0	1	0	0	0	0
2:45 PM	1	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	0
3:30 PM	1	0	0	0	2	0	0	0	0
3:45 PM	1	0	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And Entrance Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound		
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G And Entrance Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Southbound St. Southbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name Rt 9G And Entrance Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Southbound St. Southbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	1	0	0
9:45 AM	0	0	1	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0
5:00 PM	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	1	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name Rt 9G And Entrance Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound		
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn
7:00 AM	52	3	0	2	22	0	0	2	0
7:15 AM	64	2	0	0	44	0	0	1	0
7:30 AM	103	2	0	2	44	0	1	0	0
7:45 AM	77	1	0	1	43	0	0	0	0
8:00 AM	60	3	0	2	42	0	1	1	0
8:15 AM	75	8	0	5	31	0	0	0	0
8:30 AM	62	3	0	3	39	0	0	0	0
8:45 AM	60	7	0	5	54	0	0	0	0
9:00 AM	60	6	0	1	44	0	1	0	0
9:15 AM	53	4	0	3	37	0	0	2	0
9:30 AM	52	3	0	3	43	0	0	2	0
9:45 AM	48	5	0	5	46	0	2	2	0
3:00 PM	46	2	0	5	65	0	5	1	0
3:15 PM	53	3	0	3	71	0	2	5	0
3:30 PM	70	2	0	6	52	0	7	4	0
3:45 PM	59	2	0	0	78	0	4	1	0
4:00 PM	65	0	0	2	62	0	6	7	0
4:15 PM	66	1	0	2	69	0	2	2	0
4:30 PM	66	0	0	1	75	0	6	5	0
4:45 PM	74	0	0	1	58	0	5	2	0
5:00 PM	55	1	0	2	77	0	10	3	0
5:15 PM	67	1	0	0	81	0	4	1	0
5:30 PM	82	0	0	4	78	0	4	1	0
5:45 PM	53	5	0	3	73	0	2	0	0
12:00 PM	64	2	0	5	53	0	1	4	0
12:15 PM	62	5	0	1	41	0	1	1	0
12:30 PM	63	3	0	1	45	0	1	4	0
12:45 PM	42	0	0	2	60	0	3	1	0
1:00 PM	57	0	0	0	45	0	0	3	0
1:15 PM	70	3	0	1	67	0	0	2	0
1:30 PM	58	0	0	3	69	0	3	7	0
1:45 PM	47	1	0	7	57	0	0	3	0
2:00 PM	55	1	0	2	50	0	6	9	0
2:15 PM	57	1	0	2	56	0	2	1	0
2:30 PM	55	0	0	1	65	0	3	6	0
2:45 PM	54	3	0	4	69	0	2	5	0
3:00 PM	49	1	0	1	66	0	3	6	0
3:15 PM	64	0	0	2	68	0	1	2	0
3:30 PM	61	0	0	0	57	0	0	0	0
3:45 PM	40	1	0	2	65	0	2	2	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Kelly Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	52	1	0	22	0	0	0	5	22	6	0	0	1	0	0
7:15 AM	0	58	4	0	21	5	1	0	5	40	7	0	1	0	0	0
7:30 AM	0	98	6	0	28	5	1	0	4	43	14	0	1	3	0	0
7:45 AM	1	72	1	0	21	3	0	0	10	40	13	0	1	2	0	0
8:00 AM	1	49	1	0	17	6	2	0	11	32	6	0	2	0	0	0
8:15 AM	0	69	1	0	23	7	4	0	12	37	20	0	0	4	0	0
8:30 AM	0	63	2	0	24	12	2	0	19	37	9	0	3	3	1	0
8:45 AM	0	56	4	0	28	11	1	0	22	53	19	0	3	2	0	0
9:00 AM	0	48	4	0	12	11	0	0	15	42	6	0	4	1	0	0
9:15 AM	1	50	0	0	17	9	0	0	12	41	6	0	1	1	0	0
9:30 AM	0	52	4	0	12	6	0	0	19	36	2	0	2	3	0	0
9:45 AM	0	42	2	0	5	5	0	0	21	44	6	0	3	2	0	0
3:00 PM	0	46	2	0	27	7	2	0	20	63	16	0	2	7	0	0
3:15 PM	2	52	0	0	15	10	0	0	14	65	12	0	4	3	0	0
3:30 PM	1	73	2	0	7	4	0	0	8	67	20	0	3	9	0	0
3:45 PM	1	54	0	0	16	10	2	0	11	58	7	0	3	5	0	0
4:00 PM	2	76	3	0	22	4	1	0	14	61	16	0	2	6	0	0
4:15 PM	1	63	4	0	16	7	0	0	7	67	21	0	6	8	0	0
4:30 PM	1	65	1	0	17	1	1	0	10	74	18	0	2	5	0	0
4:45 PM	0	76	4	0	17	6	1	0	7	57	25	0	5	8	0	0
5:00 PM	1	52	0	0	7	7	0	0	10	69	19	0	3	18	0	0
5:15 PM	3	60	7	0	11	4	0	0	11	78	18	0	3	13	0	0
5:30 PM	1	71	3	0	11	4	0	0	8	86	20	0	4	6	0	0
5:45 PM	1	52	1	0	13	6	2	0	10	59	20	0	6	10	0	0
12:00 PM	1	64	2	0	14	7	0	0	30	50	14	0	3	8	0	0
12:15 PM	2	57	6	0	10	10	1	0	17	40	5	0	2	4	0	0
12:30 PM	0	59	3	0	9	5	1	0	20	43	13	0	6	10	0	0
12:45 PM	1	42	0	0	11	10	1	0	13	53	6	0	5	13	0	0
1:00 PM	2	54	0	0	10	9	1	0	18	53	8	0	0	6	0	0
1:15 PM	3	60	7	0	11	5	2	0	21	57	19	0	4	9	0	0
1:30 PM	1	60	3	0	11	5	0	0	14	67	12	0	6	7	0	0
1:45 PM	2	45	5	0	11	3	0	0	22	59	7	0	6	7	0	0
2:00 PM	1	60	1	0	6	9	1	0	9	41	14	0	2	13	0	0
2:15 PM	1	58	0	0	8	8	1	0	11	58	18	0	3	10	0	0
2:30 PM	2	56	2	0	19	4	1	0	6	66	13	0	2	3	0	0
2:45 PM	1	50	2	0	10	3	0	0	13	69	9	0	4	7	0	0
3:00 PM	1	51	5	0	11	5	3	0	11	67	13	0	4	4	0	0
3:15 PM	1	67	3	0	7	6	1	0	10	63	10	0	2	8	0	0
3:30 PM	0	56	3	0	5	2	0	0	7	48	18	0	3	6	0	0
3:45 PM	1	42	0	0	6	8	1	0	9	66	11	0	3	11	0	0

Study Name Rt 9G and Kelly Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:45 PM	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Kelly Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0
7:45 AM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0
9:00 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15 AM	0	2	0	0	1	0	0	0	0	2	1	0	0	1	0	0
9:30 AM	0	3	0	0	0	0	0	0	0	4	0	0	2	0	0	0
9:45 AM	0	3	0	0	1	0	0	0	0	4	0	0	0	1	0	0
3:00 PM	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0
3:15 PM	0	4	0	0	1	0	0	0	0	3	0	0	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	1	3	0	0	0	0	0	0
3:45 PM	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0
5:30 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Study Name Rt 9G and Kelly Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Kelly Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0

Study Name Rt 9G and Kelly Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0

Study Name Rt 9G and Kelly Rd
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	52	1	0	24	0	0	0	5	25	6	0	0	1	0	0
7:15 AM	0	60	4	0	21	5	1	0	5	40	7	0	1	0	0	0
7:30 AM	0	102	6	0	28	5	1	0	4	46	14	0	1	3	0	0
7:45 AM	1	76	1	0	21	3	0	0	10	42	13	0	1	2	0	0
8:00 AM	1	55	1	0	17	6	2	0	11	36	6	0	2	0	0	0
8:15 AM	0	73	1	0	23	7	4	0	12	38	20	0	0	4	0	0
8:30 AM	0	65	2	0	26	12	2	0	19	38	9	0	3	3	1	0
8:45 AM	0	57	4	0	28	12	1	0	22	55	20	0	3	2	0	0
9:00 AM	0	54	4	0	12	11	0	0	15	44	6	0	4	1	0	0
9:15 AM	1	52	0	0	18	9	0	0	12	43	8	0	1	2	0	0
9:30 AM	0	55	4	0	12	6	0	0	19	40	2	0	4	3	0	0
9:45 AM	0	45	3	0	7	5	0	0	21	48	6	0	3	3	0	0
3:00 PM	0	47	2	0	28	7	2	0	21	64	16	0	2	7	0	0
3:15 PM	2	56	0	0	16	10	0	0	14	68	12	0	4	3	0	0
3:30 PM	1	75	2	0	7	4	0	0	9	71	20	0	3	9	0	0
3:45 PM	1	56	0	0	18	10	2	0	11	64	10	0	3	5	0	0
4:00 PM	2	76	3	0	23	4	1	0	14	62	18	0	2	6	0	0
4:15 PM	1	63	4	0	18	7	0	0	7	69	21	0	6	8	0	0
4:30 PM	1	68	1	0	17	1	1	0	10	76	18	0	2	5	0	0
4:45 PM	0	77	4	0	17	6	1	0	7	59	25	0	5	8	0	0
5:00 PM	1	53	0	0	7	7	0	0	10	73	20	0	3	19	0	0
5:15 PM	3	60	8	0	12	4	0	0	11	80	18	0	3	14	0	0
5:30 PM	1	76	3	0	11	4	0	0	8	87	20	0	4	7	0	0
5:45 PM	1	53	1	0	13	7	2	0	10	60	21	0	6	10	0	0
12:00 PM	1	65	2	0	14	7	0	0	30	52	14	0	3	8	0	0
12:15 PM	2	58	7	0	10	10	2	0	18	40	5	0	2	4	0	0
12:30 PM	0	63	3	0	9	5	1	0	20	43	13	0	6	10	0	0
12:45 PM	1	42	0	0	11	11	1	0	13	53	6	0	5	16	0	0
1:00 PM	2	55	0	0	10	9	1	0	18	53	8	0	0	6	0	0
1:15 PM	3	61	7	0	11	5	2	0	21	57	19	0	4	9	0	0
1:30 PM	1	60	3	0	11	5	0	0	14	69	12	0	6	7	0	0
1:45 PM	2	45	5	0	11	3	0	0	22	60	8	0	6	7	0	0
2:00 PM	1	61	1	0	6	9	1	0	9	43	14	0	2	13	0	0
2:15 PM	1	59	0	0	8	8	1	0	11	58	20	0	3	10	0	0
2:30 PM	2	57	2	0	19	5	1	0	7	67	13	0	2	4	0	0
2:45 PM	1	51	2	0	10	3	0	0	13	69	9	0	4	7	0	0
3:00 PM	1	52	5	0	11	5	3	0	12	67	13	0	4	4	0	0
3:15 PM	1	67	3	0	7	6	1	0	10	64	10	0	2	8	0	0
3:30 PM	0	57	3	0	5	2	0	0	8	49	19	0	3	7	0	0
3:45 PM	1	42	0	0	6	8	1	0	9	67	11	0	3	11	0	0

Study Name CR 103 and River Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Lights

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	4	0	0	11	7	0	1	5	0
12:15 PM	12	0	0	12	3	0	1	11	0
12:30 PM	7	0	0	18	8	0	2	10	0
12:45 PM	6	1	0	11	11	0	1	10	0
1:00 PM	6	2	0	16	4	0	0	21	0
1:15 PM	10	0	0	9	7	0	1	10	0
1:30 PM	6	0	0	10	6	0	1	22	0
1:45 PM	3	3	0	11	8	0	0	21	0
2:00 PM	4	0	0	9	9	0	1	15	0
2:15 PM	7	2	0	12	11	0	1	19	0
2:30 PM	6	0	0	13	1	0	0	14	0
2:45 PM	8	1	0	17	8	1	0	18	0
3:00 PM	3	0	0	10	5	0	1	21	0
3:15 PM	6	0	0	15	8	0	0	17	0
3:30 PM	4	0	0	11	7	0	0	6	0
3:45 PM	3	0	0	15	8	0	0	14	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and River Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Buses

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	0	0	0	0	0	0	0	1	0
12:15 PM	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	1	0	0	0	0	0
12:45 PM	1	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and River Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Trucks

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	0	0	1	0
1:00 PM	0	0	0	1	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	2	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	1	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and River Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Bicycles on Road

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	1	0
1:30 PM	0	0	0	1	0	0	0	1	0
1:45 PM	0	0	0	1	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	4	0	0	0	0	0
2:30 PM	0	0	0	1	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	2	0	0	1	1	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and River Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code

Bicycles on Crosswalk

	Westbound St. Westbound		Northeastbound St. Northeastbound		Southeastbound St. Southeastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 103 and River Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code

Pedestrians

	Westbound St. Westbound		Northeastbound St. Northeastbound		Southeastbound St. Southeastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	2	0	0	0	0
1:45 PM	3	0	0	0	3	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	1
3:00 PM	0	2	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 103 and River Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Totals

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	4	0	0	11	7	0	1	6	0
12:15 PM	13	0	0	12	3	0	1	11	0
12:30 PM	7	0	0	19	8	0	2	10	0
12:45 PM	7	1	0	11	12	0	1	11	0
1:00 PM	6	2	0	17	4	0	0	22	0
1:15 PM	10	0	0	9	7	0	1	11	0
1:30 PM	6	0	0	11	6	0	1	23	0
1:45 PM	3	3	0	14	8	0	0	21	0
2:00 PM	4	0	0	9	9	0	1	15	0
2:15 PM	7	2	0	16	11	0	1	20	0
2:30 PM	6	0	0	14	2	0	0	14	0
2:45 PM	8	1	0	17	8	1	0	18	0
3:00 PM	3	0	0	10	5	0	1	21	0
3:15 PM	6	0	0	15	8	0	0	17	0
3:30 PM	4	0	0	11	7	0	0	6	0
3:45 PM	5	0	0	16	9	0	0	14	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and Annandale Rd Triangle
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

	Westbound St. Westbound			Northbound St. Northbound			Southeastbound St. Southeastbound		
Start Time	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn	Bear Left	Bear Right	U-Turn
7:00 AM	0	7	0	6	0	0	2	3	0
7:15 AM	0	7	0	3	0	0	3	5	0
7:30 AM	0	5	0	7	0	0	1	2	0
7:45 AM	0	10	0	5	0	0	6	3	0
8:00 AM	0	15	0	6	0	0	5	3	0
8:15 AM	0	13	0	12	0	0	6	5	0
8:30 AM	1	25	0	7	0	0	8	4	1
8:45 AM	0	27	0	18	0	0	6	3	0
9:00 AM	0	29	0	25	0	0	6	5	0
9:15 AM	0	17	0	15	0	0	3	7	1
9:30 AM	1	28	0	17	0	0	3	6	0
9:45 AM	1	24	0	24	0	0	12	4	0
3:00 PM	0	27	0	11	0	0	18	10	0
3:15 PM	1	17	0	10	1	0	26	16	0
3:30 PM	0	9	0	15	0	0	22	28	0
3:45 PM	1	16	0	10	0	0	18	8	0
4:00 PM	1	13	0	5	0	0	15	18	0
4:15 PM	0	10	0	13	0	0	14	18	0
4:30 PM	0	12	0	8	0	0	22	23	0
4:45 PM	1	13	0	7	0	0	39	19	0
5:00 PM	1	10	0	17	1	0	47	34	0
5:15 PM	1	12	0	10	0	0	23	20	2
5:30 PM	0	8	0	11	0	0	19	28	0
5:45 PM	0	12	0	6	0	0	22	24	0
12:00 PM	0	35	0	11	0	0	24	7	0
12:15 PM	0	20	0	14	1	0	18	14	0
12:30 PM	0	22	0	15	0	0	20	10	1
12:45 PM	0	21	0	12	0	0	26	20	1
1:00 PM	1	17	0	17	1	0	22	17	0
1:15 PM	0	26	0	11	0	0	26	11	0
1:30 PM	0	18	0	9	1	0	24	22	0
1:45 PM	0	24	0	13	1	0	19	24	0
2:00 PM	1	13	0	9	1	0	16	14	0
2:15 PM	0	13	0	11	0	0	20	19	0
2:30 PM	0	7	0	14	0	0	13	13	0
2:45 PM	0	13	0	16	1	0	28	19	0
3:00 PM	1	14	0	14	0	0	19	20	0
3:15 PM	0	16	0	12	0	0	19	14	1
3:30 PM	0	8	0	14	0	0	14	9	1
3:45 PM	0	16	0	17	0	0	28	14	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and Annandale Rd Triangle
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Westbound St. Westbound			Northbound St. Northbound			Southeastbound St. Southeastbound		
Start Time	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn	Bear Left	Bear Right	U-Turn
7:00 AM	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0
8:15 AM	0	1	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0
8:45 AM	0	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0
9:30 AM	0	2	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	1	1	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	1	0	0
12:15 PM	0	1	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	1	1	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	1	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and Annandale Rd Triangle
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Westbound St. Westbound			Northbound St. Northbound			Southeastbound St. Southeastbound		
Start Time	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn	Bear Left	Bear Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	0
8:45 AM	0	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	1	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	2	0	0
9:30 AM	0	0	0	2	0	0	2	0	0
9:45 AM	0	1	0	0	0	0	1	0	0
3:00 PM	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0
1:00 PM	0	0	0	1	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	2	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and Annandale Rd Triangle
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Westbound St. Westbound			Northbound St. Northbound			Southeastbound St. Southeastbound		
Start Time	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn	Bear Left	Bear Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	1	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	1	0	0	0	1	0
1:45 PM	0	0	0	1	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	4	0	0	0	0	0
2:30 PM	0	1	0	1	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	1	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 and Annandale Rd Triangle
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Westbound St. Westbound		Northbound St. Northbound		Southeastbound St. Southeastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 103 and Annandale Rd Triangle
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Westbound St. Westbound		Northbound St. Northbound		Southeastbound St. Southeastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	2	1
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	2	0	1	0	0
1:45 PM	0	0	0	2	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	1	0	0	0
3:45 PM	0	0	1	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 103 and Annandale Rd Triangle
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Westbound St. Westbound			Northbound St. Northbound			Southeastbound St. Southeastbound		
Start Time	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn	Bear Left	Bear Right	U-Turn
7:00 AM	0	7	0	7	0	0	2	4	0
7:15 AM	0	7	0	3	0	0	4	5	0
7:30 AM	0	5	0	7	0	0	1	2	0
7:45 AM	0	10	0	5	0	0	6	3	0
8:00 AM	0	16	0	6	0	0	7	3	0
8:15 AM	0	14	0	13	0	0	6	5	0
8:30 AM	1	26	0	7	0	0	9	5	1
8:45 AM	0	30	0	18	0	0	6	3	0
9:00 AM	0	29	0	26	0	0	6	5	0
9:15 AM	0	19	0	15	0	0	6	7	1
9:30 AM	1	30	0	19	0	0	5	6	0
9:45 AM	1	26	0	24	0	0	13	4	0
3:00 PM	0	29	0	11	0	0	19	10	0
3:15 PM	1	17	0	10	1	0	26	16	0
3:30 PM	0	10	0	15	0	0	23	29	0
3:45 PM	1	16	0	10	0	0	18	8	0
4:00 PM	1	13	0	5	0	0	15	18	0
4:15 PM	0	10	0	13	0	0	14	18	0
4:30 PM	0	12	0	8	0	0	22	23	0
4:45 PM	1	13	0	7	0	0	39	19	0
5:00 PM	1	10	0	18	1	0	48	34	0
5:15 PM	1	12	0	10	0	0	24	21	2
5:30 PM	0	9	0	11	0	0	19	28	0
5:45 PM	0	13	0	6	0	0	22	24	0
12:00 PM	0	35	0	11	0	0	25	8	0
12:15 PM	0	21	0	14	1	0	18	14	0
12:30 PM	0	23	0	16	0	0	20	10	1
12:45 PM	0	21	0	12	0	0	28	21	1
1:00 PM	1	17	0	18	1	0	23	18	0
1:15 PM	0	26	0	11	0	0	26	11	0
1:30 PM	0	19	0	10	1	0	24	23	0
1:45 PM	0	24	0	16	1	0	19	24	0
2:00 PM	1	13	0	9	1	0	17	14	0
2:15 PM	0	13	0	15	0	0	20	20	0
2:30 PM	0	9	0	15	0	0	13	13	0
2:45 PM	0	13	0	16	1	0	28	19	0
3:00 PM	1	15	0	14	0	0	20	20	0
3:15 PM	0	16	0	12	0	0	19	14	1
3:30 PM	0	9	0	14	0	0	15	9	1
3:45 PM	0	16	0	18	0	0	29	14	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 And Annandale Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Lights

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	4	34	0	0	8	0	23	0	0
12:15 PM	14	21	0	1	4	0	20	0	0
12:30 PM	5	22	0	0	10	0	20	0	0
12:45 PM	6	21	0	0	12	0	25	0	0
1:00 PM	8	18	0	0	5	0	22	0	0
1:15 PM	9	25	0	1	6	0	25	1	0
1:30 PM	6	18	0	0	7	0	26	1	0
1:45 PM	5	24	0	0	8	0	20	0	0
2:00 PM	6	14	0	0	10	0	16	1	0
2:15 PM	6	12	0	0	12	0	19	0	0
2:30 PM	4	8	0	0	1	0	12	2	0
2:45 PM	9	13	0	0	8	0	29	1	0
3:00 PM	3	15	0	0	6	0	18	1	0
3:15 PM	6	16	0	0	11	0	20	0	0
3:30 PM	3	7	0	0	6	0	14	0	0
3:45 PM	2	17	0	0	9	0	27	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 And Annandale Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Buses

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	1	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	1	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 And Annandale Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Trucks

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	1	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 And Annandale Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Bicycles on Road

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	3	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name CR 103 And Annandale Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code

Bicycles on Crosswalk

	Westbound St. Westbound		Northeastbound St. Northeastbound		Southeastbound St. Southeastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 103 And Annandale Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Pedestrians

	Westbound St. Westbound		Northeastbound St. Northeastbound		Southeastbound St. Southeastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name CR 103 And Annandale Rd Triangle
Start Date 04/25/2015
Start Time 12:00 PM
Site Code
Totals

	Westbound St. Westbound			Northeastbound St. Northeastbound			Southeastbound St. Southeastbound		
Start Time	Bear Left	Bear Right	U-Turn	Left	Bear Right	U-Turn	Bear Left	Right	U-Turn
12:00 PM	4	34	0	0	8	0	23	0	0
12:15 PM	15	22	0	1	4	0	20	0	0
12:30 PM	5	23	0	0	10	0	20	0	0
12:45 PM	7	21	0	0	12	0	28	0	0
1:00 PM	8	18	0	0	5	0	23	0	0
1:15 PM	9	25	0	1	6	0	25	1	0
1:30 PM	6	19	0	0	7	0	26	1	0
1:45 PM	5	24	0	0	8	0	20	0	0
2:00 PM	6	14	0	0	10	0	17	1	0
2:15 PM	6	12	0	0	12	0	19	0	0
2:30 PM	4	10	0	0	2	0	12	2	0
2:45 PM	9	13	0	0	8	0	29	1	0
3:00 PM	3	16	0	0	6	0	19	1	0
3:15 PM	6	16	0	0	11	0	20	0	0
3:30 PM	3	8	0	0	7	0	15	0	0
3:45 PM	2	17	0	0	9	0	27	2	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Rt 199
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Lights

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	8	67	0	22	9	0	29	29	0
7:15 AM	29	54	0	36	7	0	50	33	0
7:30 AM	21	98	0	47	13	0	62	26	0
7:45 AM	8	97	0	44	17	0	33	22	0
8:00 AM	13	60	0	32	11	0	43	25	0
8:15 AM	9	85	0	44	14	0	57	21	0
8:30 AM	12	77	0	47	24	0	39	16	0
8:45 AM	14	77	0	33	23	0	73	28	0
9:00 AM	9	56	0	33	18	0	56	21	0
9:15 AM	12	61	0	34	17	0	42	18	0
9:30 AM	16	49	0	29	20	0	47	16	0
9:45 AM	27	34	0	33	22	0	45	16	0
3:00 PM	20	70	0	51	27	0	60	31	0
3:15 PM	27	69	0	50	22	0	80	41	0
3:30 PM	21	79	0	36	20	0	66	38	0
3:45 PM	21	61	0	59	19	0	65	54	0
4:00 PM	25	95	0	40	22	0	67	50	0
4:15 PM	22	80	0	32	19	0	79	62	0
4:30 PM	29	73	0	43	24	0	76	44	0
4:45 PM	28	91	0	44	20	0	64	40	0
5:00 PM	35	67	0	39	18	0	81	38	0
5:15 PM	24	62	0	48	19	0	90	53	0
5:30 PM	24	75	0	40	30	0	83	63	0
5:45 PM	29	60	0	40	20	0	77	66	0
12:00 PM	23	75	0	46	20	0	59	37	0
12:15 PM	22	65	0	62	25	0	44	40	0
12:30 PM	19	65	0	60	18	0	56	36	0
12:45 PM	25	49	0	47	20	0	54	35	0
1:00 PM	26	58	0	42	20	0	56	44	0
1:15 PM	15	77	0	49	27	0	75	38	0
1:30 PM	24	65	0	52	27	0	69	49	0
1:45 PM	14	57	0	53	29	0	61	52	0
2:00 PM	16	61	0	39	13	0	43	53	0
2:15 PM	32	68	1	44	15	0	69	40	0
2:30 PM	36	68	0	41	18	0	74	35	0
2:45 PM	39	55	0	39	27	0	67	35	0
3:00 PM	24	56	0	41	19	0	61	37	0
3:15 PM	27	64	0	44	22	0	72	45	0
3:30 PM	22	54	0	49	10	0	60	40	0
3:45 PM	21	48	0	32	17	0	66	38	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Rt 199
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Buses

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	0	0	1	0	0	0	0	0
7:15 AM	2	0	0	2	0	0	0	0	0
7:30 AM	2	0	0	3	0	0	0	2	0
7:45 AM	0	1	0	5	1	0	0	1	0
8:00 AM	1	0	0	1	3	0	0	2	0
8:15 AM	1	0	0	0	0	0	0	4	0
8:30 AM	1	2	0	4	0	0	0	0	0
8:45 AM	0	0	0	3	1	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	0	0	0	0	1	1	0
9:30 AM	0	0	0	0	2	0	0	0	0
9:45 AM	0	0	0	1	0	0	0	0	0
3:00 PM	1	0	0	3	1	0	0	2	0
3:15 PM	0	0	0	1	0	0	0	0	0
3:30 PM	1	0	0	2	2	0	0	1	0
3:45 PM	2	0	0	1	1	0	3	0	0
4:00 PM	0	1	0	0	1	0	1	0	0
4:15 PM	0	2	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0
5:00 PM	1	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0
12:00 PM	1	0	0	0	0	0	2	1	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	3	0	1	1	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0
1:30 PM	0	0	0	1	1	0	1	0	0
1:45 PM	0	0	0	0	0	0	1	0	0
2:00 PM	1	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	1	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	0	1	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	0	1	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Rt 199
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Trucks

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	1	0	2	0	0	2	1	0
7:15 AM	0	1	0	2	0	0	1	1	0
7:30 AM	0	2	0	0	0	0	4	0	0
7:45 AM	1	3	0	1	0	0	0	0	0
8:00 AM	0	4	0	1	1	0	2	1	0
8:15 AM	1	4	0	2	0	0	1	1	0
8:30 AM	0	0	0	2	1	0	2	2	0
8:45 AM	0	0	0	0	2	0	1	0	0
9:00 AM	1	4	0	1	0	0	4	1	0
9:15 AM	1	3	0	4	0	0	3	0	0
9:30 AM	0	2	0	1	0	0	6	0	0
9:45 AM	0	5	0	3	1	0	6	1	0
3:00 PM	0	2	0	1	0	0	1	1	0
3:15 PM	0	4	0	1	1	0	4	1	0
3:30 PM	0	1	0	0	0	0	1	0	0
3:45 PM	0	2	0	1	0	0	4	0	0
4:00 PM	0	1	0	1	0	0	2	2	0
4:15 PM	0	1	0	2	0	0	2	0	0
4:30 PM	0	3	0	0	0	0	2	0	0
4:45 PM	0	3	0	0	1	0	1	0	0
5:00 PM	0	1	0	0	1	0	4	3	0
5:15 PM	0	3	0	1	1	0	1	0	0
5:30 PM	1	5	0	0	0	0	1	0	0
5:45 PM	0	1	0	1	0	0	1	1	0
12:00 PM	0	1	0	0	0	0	1	2	0
12:15 PM	0	0	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	2	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	1	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	2	0	0
1:45 PM	0	0	0	0	0	0	1	1	0
2:00 PM	0	2	0	0	0	0	2	1	0
2:15 PM	0	1	0	0	0	0	1	0	0
2:30 PM	0	0	0	0	0	0	2	0	0
2:45 PM	0	1	0	0	0	0	0	0	0
3:00 PM	0	2	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	1	0	0
3:30 PM	0	1	0	2	0	0	2	0	0
3:45 PM	0	1	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Rt 199
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Bicycles on Road

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	1	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0

Study Name Rt 9G and Rt 199
Start Date 04/23/2015
Start Time 7:00 AM
Site Code

Bicycles on Crosswalk

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name Rt 9G and Rt 199
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Study Name Rt 9G and Rt 199
Start Date 04/23/2015
Start Time 7:00 AM
Site Code
Totals

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	8	68	0	25	9	0	31	30	0
7:15 AM	31	55	0	40	7	0	51	34	0
7:30 AM	23	100	0	50	13	0	66	28	0
7:45 AM	9	101	0	50	18	0	33	23	0
8:00 AM	14	64	0	34	15	0	45	28	0
8:15 AM	11	89	0	46	14	0	58	26	0
8:30 AM	13	79	0	53	25	0	41	18	0
8:45 AM	14	77	0	36	26	0	74	29	0
9:00 AM	10	60	0	34	18	0	60	22	0
9:15 AM	14	64	0	38	17	0	46	19	0
9:30 AM	16	51	0	30	22	0	53	16	0
9:45 AM	27	39	0	37	23	0	51	17	0
3:00 PM	21	72	0	55	28	0	61	34	0
3:15 PM	27	73	0	52	23	0	84	42	0
3:30 PM	22	80	0	38	22	0	67	39	0
3:45 PM	23	63	0	61	20	0	72	54	0
4:00 PM	25	97	0	41	23	0	70	52	0
4:15 PM	22	83	0	34	19	0	81	62	0
4:30 PM	29	76	0	44	24	0	78	44	0
4:45 PM	28	94	0	44	21	0	65	41	0
5:00 PM	36	68	0	39	19	0	86	41	0
5:15 PM	24	65	0	49	20	0	91	53	0
5:30 PM	25	80	0	40	31	0	84	63	0
5:45 PM	29	61	0	41	21	0	78	67	0
12:00 PM	24	76	0	46	20	0	62	40	0
12:15 PM	22	65	0	62	25	0	44	41	0
12:30 PM	19	68	0	61	19	0	56	36	0
12:45 PM	25	49	0	49	20	0	54	35	0
1:00 PM	27	58	0	42	20	0	56	44	0
1:15 PM	15	78	0	50	27	0	75	38	0
1:30 PM	24	65	0	53	28	0	72	49	0
1:45 PM	14	57	0	53	29	0	63	53	0
2:00 PM	17	63	0	39	13	0	45	54	0
2:15 PM	32	69	1	44	15	0	71	40	0
2:30 PM	36	68	0	41	19	0	76	35	0
2:45 PM	39	56	0	39	27	0	67	35	0
3:00 PM	25	58	0	41	20	0	61	37	0
3:15 PM	27	64	0	45	22	0	73	45	0
3:30 PM	23	55	0	51	11	0	62	40	0
3:45 PM	21	49	0	32	17	0	67	38	0
4:00 PM	0	0	0	0	0	0	0	0	0

Volume
File Name: C:\Users\vochieng\Documents\TDB\VHB\2015\3 - Dutchess County\DATA\26116-River-Rd north of Kelly Redhook A
Start Time: 5:15:00 AM
Location 1: RIVER RD, NORTH OF KELLY
Location 2: RED HOOK, NY

Date	Time	NB	SB
4/23/2015	05:15 AM	0	0
4/23/2015	05:30 AM	0	0
4/23/2015	05:45 AM	0	0
4/23/2015	06:00 AM	1	0
4/23/2015	06:15 AM	0	3
4/23/2015	06:30 AM	1	1
4/23/2015	06:45 AM	2	2
4/23/2015	07:00 AM	3	1
4/23/2015	07:15 AM	8	3
4/23/2015	07:30 AM	9	4
4/23/2015	07:45 AM	4	2
4/23/2015	08:00 AM	4	3
4/23/2015	08:15 AM	8	3
4/23/2015	08:30 AM	12	4
4/23/2015	08:45 AM	7	4
4/23/2015	09:00 AM	9	5
4/23/2015	09:15 AM	3	2
4/23/2015	09:30 AM	6	5
4/23/2015	09:45 AM	3	6
4/23/2015	10:00 AM	4	2
4/23/2015	10:15 AM	4	2
4/23/2015	10:30 AM	5	2
4/23/2015	10:45 AM	4	3
4/23/2015	11:00 AM	6	4
4/23/2015	11:15 AM	2	6
4/23/2015	11:30 AM	5	5
4/23/2015	11:45 AM	6	7
4/23/2015	12:00 PM	4	5
4/23/2015	12:15 PM	5	6
4/23/2015	12:30 PM	7	5
4/23/2015	12:45 PM	4	5
4/23/2015	01:00 PM	1	3
4/23/2015	01:15 PM	5	10
4/23/2015	01:30 PM	2	3
4/23/2015	01:45 PM	2	3
4/23/2015	02:00 PM	1	6
4/23/2015	02:15 PM	6	5
4/23/2015	02:30 PM	1	8
4/23/2015	02:45 PM	3	12
4/23/2015	03:00 PM	4	7
4/23/2015	03:15 PM	8	5
4/23/2015	03:30 PM	3	8
4/23/2015	03:45 PM	11	11
4/23/2015	04:00 PM	5	5
4/23/2015	04:15 PM	9	8
4/23/2015	04:30 PM	7	6
4/23/2015	04:45 PM	5	12
4/23/2015	05:00 PM	5	10
4/23/2015	05:15 PM	13	8

Appendix 3

Intersection Heavy Vehicle Percentage Summary

Heavy Vehicle Percentages by Approach per Intersection									
Approach	Int 1 CR 78 (Broadway)/ Montgomery St/North Rd	Int 2 Route 9G & CR 78 (West Kerley Corners Rd/Broadway)	Int 3 Route 9G & Kidd Lane	Int 4 Route 9G & CR 79 (Budds Corners Rd)	Int 5 Route 9G & CR 103 (Annandale Rd/Old Whalesback Rd)	Int 6 Route 9G & Entrance Road (Bard College)	Int 7 Route 9G & Kelly Rd/River Rd	Int 8 CR 103 & (Annandale Rd)/River Rd	Int 9 Route 9G & Route 199 (West Market Street)
AM									
EB	9%	4%	-	21%	0%	1%	-	9%	-
WB	2%	0%	3%	0%	-	1%	6%	5%	4%
NB	5%	6%	6%	3%	3%	2%	5%	4%	3%
SB	4%	3%	4%	4%	4%	5%	4%	4%	4%
Intersection	**5%**	**4%**	**5%**	**4%**	**3%**	**3%**	**5%**	**6%**	**4%**
PM									
EB	1%	0%	-	2%	0%	3%	-	1%	-
WB	3%	0%	4%	0%	-	1%	2%	1%	2%
NB	4%	3%	3%	2%	2%	2%	2%	0%	2%
SB	4%	4%	4%	4%	5%	3%	3%	0%	0%
Intersection	**3%**	**4%**	**4%**	**3%**	**3%**	**3%**	**3%**	**1%**	**1%**
SAT									
EB	2%	0%	-	4%	0%	1%	-	2%	-
WB	0%	0%	0%	0%	-	0%	1%	1%	1%
NB	2%	2%	2%	1%	3%	1%	1%	0%	5%
SB	1%	1%	2%	1%	0%	1%	1%	0%	1%
Intersection	**1%**	**2%**	**2%**	**1%**	**2%**	**1%**	**1%**	**1%**	**2%**

Appendix 4

Bicycle and Pedestrian Origin-Destination Surveys

Summary Data from All Survey Locations and Time Periods

Location	(All)
Period	(All)
SurveyType	(All)

Trip Purpose	Responses	%
Entertainment/Social	4	7.5%
Personal Business (bank, dr	1	1.9%
Recreational/Exercise	23	43.4%
Travel to/from School	25	47.2%
Grand Total	**53**	**100.0%**

Location	(All)
Period	(All)

Mode	Responses	%
Bike	24	45.3%
Ped	29	54.7%
Grand Total	**53**	**100.0%**

Location	(All)
Period	(All)
SurveyType	(All)

Trip Frequency	Responses	%
Daily, 4-5 times per week	28	52.8%
2 to 3 times per week	16	30.2%
Once per week	4	7.5%
Less than once per week	1	1.9%
2-3 times per month	1	1.9%
Once per month	1	1.9%
less than once per month	1	1.9%
No Answer	1	1.9%
Grand Total	**53**	**100.0%**

Location	(All)
Period	(All)
SurveyType	(All)

Origin Zip Code	Responses	%
12504	25	47.2%
12571	18	34.0%
12572	1	1.9%
12583	8	15.1%
No Answer	1	1.9%
Grand Total	**53**	**100.0%**

Location	(All)
Period	(All)
SurveyType	(All)

Dest Zip Code	Responses	%
10271	1	1.9%
12504	29	54.7%
12553	1	1.9%
12571	10	18.9%
12572	1	1.9%
12583	10	18.9%
No Answer	1	1.9%
Grand Total	**53**	**100.0%**

Survey Location				
	AM	**MD**	**PM**	**Grand Total**
CR 103/Kelly Road Triangle		19		19
Kelly Road at Route 9G			13	13
Kerley Corners Road/Broadway at Route 9G	8		5	13
Whalesback Road/Old Whalesback Road/Annadale Road at Route 9G		8		8
Grand Total	**8**	**27**	**18**	**53**

Survey Location			
	Bike	**Ped**	**Grand Total**
CR 103/Kelly Road Triangle	7	12	19
Kelly Road at Route 9G	8	5	13
Kerley Corners Road/Broadway at Route 9G	4	9	13
Whalesback Road/Old Whalesback Road/Annadale Road at Route 9G	5	3	8
Grand Total	**24**	**29**	**53**

Survey Direction			
	Bike	**Ped**	**Grand Total**
East	6	2	8
North	7	7	14
South	2	10	12
West	9	10	19
Grand Total	**24**	**29**	**53**

Survey Direction				
	AM	**MD**	**PM**	**Grand Total**
East	1	3	4	8
North		13	1	14
South	1	7	4	12
West	6	4	9	19
Grand Total	**8**	**27**	**18**	**53**

Summary Data from All Survey Locations and Time Periods

Location	(All)
Period	(All)
SurveyType	(All)

Home Zip Code	Responses	%
1060	1	1.9%
2139	2	3.8%
3257	1	1.9%
10271	1	1.9%
10966	1	1.9%
11957	1	1.9%
12414	1	1.9%
12504	7	13.2%
12507	1	1.9%
12571	12	22.6%
12572	2	3.8%
12583	13	24.5%
12601	1	1.9%
34233	1	1.9%
41097	1	1.9%
93442	1	1.9%
No Answer	3	5.7%
Out of Country	3	5.7%
Grand Total	**53**	**100.0%**

Summary Data from All Survey Locations and Time Periods

Location	(All)
Period	(All)
SurveyType	(All)

Trip Purpose									
Trip Frequency	**Daily, 4-5 times per week**	**2 to 3 times per week**	**Once per week**	**Less than once per week**	**2-3 times per month**	**Once per month**	**less than once per month**	**No Answer**	**Grand Total**
Entertainment/Social	2	1			1				4
Personal Business (bank,	1								1
Recreational/Exercise	7	11	3	1				1	23
Travel to/from School	18	4	1			1	1		25
Grand Total	**28**	**16**	**4**	**1**	**1**	**1**	**1**	**1**	**53**

Location	(All)
Period	(All)
SurveyType	(All)

Origin Zip Code								
Destination Zip Code	**10271**	**12504**	**12553**	**12571**	**12572**	**12583**	**No Answer**	**Grand Total**
12504		16		6		3		25
12571	1	11		4		2		18
12572					1			1
12583		2	1			5		8
No Answer							1	1
Grand Total	**1**	**29**	**1**	**10**	**1**	**10**	**1**	**53**

Appendix 5

Synchro Worksheets

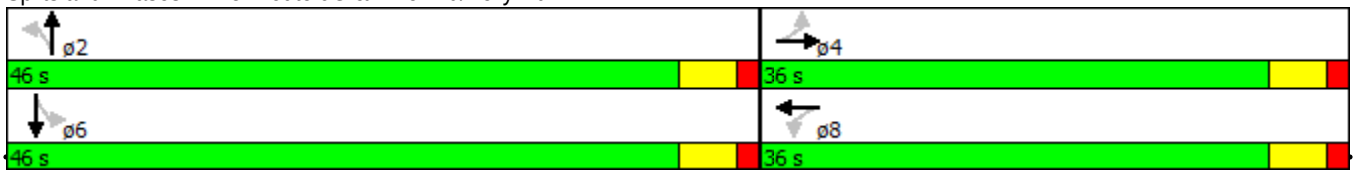
Intersection Capacity Analysis (Level of Service calculations)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	23	89	42	7	68	175	55	0	249	11
Satd. Flow (prot)	0	1725	0	0	1808	0	0	1796	0	0	1800	0
Flt Permitted		0.922			0.776			0.872				
Satd. Flow (perm)	0	1608	0	0	1448	0	0	1584	0	0	1800	0
Satd. Flow (RTOR)		26			4			20			4	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	157	0	0	338	0	0	295	0
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	36.0	36.0		36.0	36.0		46.0	46.0		46.0	46.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		12.1			12.1			45.0			45.0	
Actuated g/C Ratio		0.18			0.18			0.67			0.67	
v/c Ratio		0.15			0.59			0.32			0.24	
Control Delay		13.7			33.1			5.9			5.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.7			33.1			5.9			5.5	
LOS		B			C			A			A	
Approach Delay		13.7			33.1			5.9			5.5	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		7			54			43			38	
Queue Length 95th (ft)		29			102			98			84	
Internal Link Dist (ft)		240			215			5002			3600	
Turn Bay Length (ft)												
Base Capacity (vph)		758			672			1068			1208	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.23			0.32			0.24	

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 67.2
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.3 — Intersection LOS: B
Intersection Capacity Utilization 56.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 15: Route 9G & River Rd/Kelly Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	169	83	233	95	48	305
Satd. Flow (prot)	1659	0	1810	1538	1736	1827
Flt Permitted	0.968				0.576	
Satd. Flow (perm)	1659	0	1810	1538	1052	1827
Satd. Flow (RTOR)	35			104		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	6%	5%	5%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	277	0	256	104	53	335
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases				Free	6	
Total Split (s)	35.0		25.0		20.0	45.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Act Effct Green (s)	15.0		29.9	66.7	41.7	41.7
Actuated g/C Ratio	0.22		0.45	1.00	0.63	0.63
v/c Ratio	0.69		0.32	0.07	0.07	0.29
Control Delay	29.7		18.1	0.1	6.6	7.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.7		18.1	0.1	6.6	7.5
LOS	C		B	A	A	A
Approach Delay	29.7		12.9			7.4
Approach LOS	C		B			A
Queue Length 50th (ft)	87		80	0	7	53
Queue Length 95th (ft)	158		162	0	24	121
Internal Link Dist (ft)	944		517			5002
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	767		811	1538	811	1142
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.36		0.32	0.07	0.07	0.29

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 66.7
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 15.4 — Intersection LOS: B
Intersection Capacity Utilization 42.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Route 9G & Rt. 199 (W. Market St)

3: Route 9G & Rt. 78/Broadway/Rt. 78/W. Kerley Corners Rd

10/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	12	82	27	18	11	38	129	15	10	210	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	13	88	29	19	12	41	139	16	11	226	9
Pedestrians								2				
Lane Width (ft)								10.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	502	488	232	577	484	147	234			155		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	502	488	232	577	484	147	234			155		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	89	92	96	99	97			99		
cM capacity (veh/h)	435	452	789	360	464	900	1315			1413		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	112	60	196	245
Volume Left	11	29	41	11
Volume Right	88	12	16	9
cSH	678	445	1315	1413
Volume to Capacity	0.17	0.14	0.03	0.01
Queue Length 95th (ft)	15	12	2	1
Control Delay (s)	11.4	14.4	1.8	0.4
Lane LOS	B	B	A	A
Approach Delay (s)	11.4	14.4	1.8	0.4
Approach LOS	B	B		

Intersection Summary				
Average Delay		4.2		
Intersection Capacity Utilization		40.1%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	24	15	184	328	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	27	17	204	364	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	603	365	366			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	603	365	366			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	96	99			
cM capacity (veh/h)	452	676	1171			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	28	221	366
Volume Left	1	17	0
Volume Right	27	0	1
cSH	663	1171	1700
Volume to Capacity	0.04	0.01	0.22
Queue Length 95th (ft)	3	1	0
Control Delay (s)	10.7	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	10.7	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	176	1	37	328	4	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	187	1	39	349	4	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			188		615	188
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			188		615	188
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	97
cM capacity (veh/h)			1374		440	852

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	188	388	34
Volume Left	0	39	4
Volume Right	1	0	30
cSH	1700	1374	762
Volume to Capacity	0.11	0.03	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	1.0	9.9
Lane LOS		A	A
Approach Delay (s)	0.0	1.0	9.9
Approach LOS			A

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	5	7	6	14	1	12	152	1	2	271	55
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	18	5	7	6	15	1	12	158	1	2	282	57
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	507	499	311	509	528	159	340			159		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	507	499	311	509	528	159	340			159		
tC, single (s)	7.3	6.7	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.2	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	99	99	99	97	100	99			100		
cM capacity (veh/h)	431	441	729	465	453	892	1214			1408		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	30	22	172	342
Volume Left	18	6	12	2
Volume Right	7	1	1	57
cSH	481	468	1214	1408
Volume to Capacity	0.06	0.05	0.01	0.00
Queue Length 95th (ft)	5	4	1	0
Control Delay (s)	13.0	13.1	0.7	0.1
Lane LOS	B	B	A	A
Approach Delay (s)	13.0	13.1	0.7	0.1
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	0	14	168	257	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	15	183	279	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	505	292	305			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505	292	305			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	524	752	1250			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	198	305
Volume Left	1	15	0
Volume Right	0	0	26
cSH	524	1250	1700
Volume to Capacity	0.00	0.01	0.18
Queue Length 95th (ft)	0	1	0
Control Delay (s)	11.9	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	11.9	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	64	16	0	19	22	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	70	17	0	21	24	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			87		99	78
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			87		99	78
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1509		900	982

Direction, Lane #	NB 1	SB 1	SW 1
Volume Total	87	21	24
Volume Left	0	0	24
Volume Right	17	0	0
cSH	1700	1509	900
Volume to Capacity	0.05	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.1
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	78	5	5	57	15	14	5	6	15	4	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	89	6	6	65	17	16	6	7	17	5	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	101	88	28	28
Volume Left (vph)	7	6	16	17
Volume Right (vph)	6	17	7	7
Hadj (s)	0.13	-0.02	0.04	0.04
Departure Headway (s)	4.3	4.1	4.4	4.4
Degree Utilization, x	0.12	0.10	0.03	0.03
Capacity (veh/h)	829	856	778	781
Control Delay (s)	7.8	7.6	7.5	7.6
Approach Delay (s)	7.8	7.6	7.5	7.6
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.7		
Level of Service	A		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (veh/h)	0	16	22	99	27	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	17	24	108	29	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			320			
pX, platoon unblocked						
vC, conflicting volume	132				95	78
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	132				95	78
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	100
cM capacity (veh/h)	1454				904	983

Direction, Lane #	EB 1	WB 1	SE 1
Volume Total	17	132	29
Volume Left	0	0	29
Volume Right	0	108	0
cSH	1700	1700	904
Volume to Capacity	0.01	0.08	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	9.1
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	1	98	27	18	65	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	107	29	20	71	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	149	71	71			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	149	71	71			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	98			
cM capacity (veh/h)	827	992	1530			

Direction, Lane #	WB 1	SE 1	NW 1
Volume Total	108	49	71
Volume Left	1	29	0
Volume Right	107	0	0
cSH	990	1530	1700
Volume to Capacity	0.11	0.02	0.04
Queue Length 95th (ft)	9	1	0
Control Delay (s)	9.1	4.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.1	4.5	0.0
Approach LOS	A		

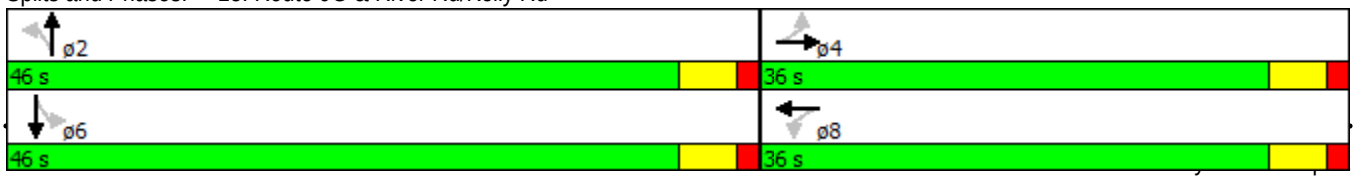
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	48	107	47	21	1	36	299	83	5	266	15
Satd. Flow (prot)	0	1659	0	0	1815	0	0	1805	0	0	1830	0
Flt Permitted		0.963			0.589			0.958			0.995	
Satd. Flow (perm)	0	1604	0	0	1105	0	0	1736	0	0	1823	0
Satd. Flow (RTOR)		113			1			22			5	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	72	0	0	440	0	0	301	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	36.0	36.0		36.0	36.0		46.0	46.0		46.0	46.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		8.8			8.8			44.2			44.2	
Actuated g/C Ratio		0.14			0.14			0.70			0.70	
v/c Ratio		0.56			0.47			0.36			0.24	
Control Delay		17.2			33.3			5.0			4.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.2			33.3			5.0			4.3	
LOS		B			C			A			A	
Approach Delay		17.2			33.3			5.0			4.3	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		22			24			47			30	
Queue Length 95th (ft)		71			58			109			71	
Internal Link Dist (ft)		240			215			5002			3600	
Turn Bay Length (ft)												
Base Capacity (vph)		849			546			1224			1280	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.21			0.13			0.36			0.24	

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 63
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 9.0 — Intersection LOS: A
Intersection Capacity Utilization 67.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Route 9G & River Rd/Kelly Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	172	91	326	198	113	307
Satd. Flow (prot)	1718	0	1863	1583	1752	1845
Flt Permitted	0.968				0.457	
Satd. Flow (perm)	1718	0	1863	1583	843	1845
Satd. Flow (RTOR)	38			213		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	283	0	351	213	122	330
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases				Free	6	
Total Split (s)	35.0		25.0		20.0	45.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Act Effct Green (s)	14.5		24.5	64.7	40.2	40.2
Actuated g/C Ratio	0.22		0.38	1.00	0.62	0.62
v/c Ratio	0.68		0.50	0.13	0.17	0.29
Control Delay	28.6		22.2	0.2	7.6	7.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.6		22.2	0.2	7.6	7.3
LOS	C		C	A	A	A
Approach Delay	28.6		13.9			7.4
Approach LOS	C		B			A
Queue Length 50th (ft)	88		115	0	17	51
Queue Length 95th (ft)	159		223	0	46	117
Internal Link Dist (ft)	944		517			5002
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	820		705	1583	735	1145
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.35		0.50	0.13	0.17	0.29

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 64.7
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.8 — Intersection LOS: B
Intersection Capacity Utilization 51.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Route 9G & Rt. 199 (W. Market St)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	14	55	28	20	14	95	250	34	9	218	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	12	15	57	29	21	15	99	260	35	9	227	19
Pedestrians					1						2	
Lane Width (ft)					11.0						10.0	
Walking Speed (ft/s)					4.0						4.0	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	758	750	236	797	742	281	246			297		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	758	750	236	797	742	281	246			297		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	95	93	89	93	98	92			99		
cM capacity (veh/h)	283	313	805	254	314	754	1309			1252		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	84	65	395	255
Volume Left	12	29	99	9
Volume Right	57	15	35	19
cSH	521	322	1309	1252
Volume to Capacity	0.16	0.20	0.08	0.01
Queue Length 95th (ft)	14	18	6	1
Control Delay (s)	13.2	18.9	2.5	0.4
Lane LOS	B	C	A	A
Approach Delay (s)	13.2	18.9	2.5	0.4
Approach LOS	B	C		

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	20	21	388	305	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	3	21	23	413	324	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	784	325	326			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	784	325	326			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	97	98			
cM capacity (veh/h)	358	721	1229			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	24	436	326
Volume Left	3	23	0
Volume Right	21	0	1
cSH	636	1229	1700
Volume to Capacity	0.04	0.02	0.19
Queue Length 95th (ft)	3	1	0
Control Delay (s)	10.9	0.6	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	0.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	360	12	35	286	7	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	375	12	36	298	7	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			388		752	381
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			388		752	381
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		98	94
cM capacity (veh/h)			1160		363	662

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	388	334	49
Volume Left	0	36	7
Volume Right	12	0	42
cSH	1700	1160	589
Volume to Capacity	0.23	0.03	0.08
Queue Length 95th (ft)	0	2	7
Control Delay (s)	0.0	1.2	11.7
Lane LOS		A	B
Approach Delay (s)	0.0	1.2	11.7
Approach LOS			B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	15	23	3	5	0	10	308	3	1	258	29
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	68	16	24	3	5	0	11	328	3	1	274	31
Pedestrians											1	
Lane Width (ft)											10.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	646	644	290	675	658	330	305			331		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	646	644	290	675	658	330	305			331		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	82	96	97	99	99	100	99			100		
cM capacity (veh/h)	377	388	749	345	383	715	1255			1217		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	109	9	341	306
Volume Left	68	3	11	1
Volume Right	24	0	3	31
cSH	427	368	1255	1217
Volume to Capacity	0.25	0.02	0.01	0.00
Queue Length 95th (ft)	25	2	1	0
Control Delay (s)	16.3	15.0	0.3	0.0
Lane LOS	C	C	A	A
Approach Delay (s)	16.3	15.0	0.3	0.0
Approach LOS	C	C		

Intersection Summary				
Average Delay		2.6		
Intersection Capacity Utilization		39.9%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	23	7	7	294	278	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	26	8	8	327	309	2
Pedestrians				2		
Lane Width (ft)				10.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	652	312	311			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	652	312	311			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	99	99			
cM capacity (veh/h)	433	732	1249			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	33	334	311
Volume Left	26	8	0
Volume Right	8	0	2
cSH	479	1249	1700
Volume to Capacity	0.07	0.01	0.18
Queue Length 95th (ft)	6	0	0
Control Delay (s)	13.1	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	13.1	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	46	41	0	105	30	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	45	0	114	33	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			95		186	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			95		186	72
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1499		803	990

Direction, Lane #	NB 1	SB 1	SW 1
Volume Total	95	114	33
Volume Left	0	0	33
Volume Right	45	0	0
cSH	1700	1499	803
Volume to Capacity	0.06	0.00	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	9.7
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		

20: Montgomery St./North Road & Rt. 78/Broadway

10/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	54	9	22	91	17	6	0	9	13	4	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	63	10	26	106	20	7	0	10	15	5	6

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	79	151	17	26
Volume Left (vph)	6	26	7	15
Volume Right (vph)	10	20	10	6
Hadj (s)	-0.05	-0.03	-0.28	-0.02
Departure Headway (s)	4.1	4.0	4.1	4.4
Degree Utilization, x	0.09	0.17	0.02	0.03
Capacity (veh/h)	859	875	814	765
Control Delay (s)	7.5	7.9	7.2	7.5
Approach Delay (s)	7.5	7.9	7.2	7.5
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.7		
Level of Service	A		
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (veh/h)	0	41	30	44	130	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	45	33	48	141	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			320			
pX, platoon unblocked						
vC, conflicting volume	80				101	57
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80				101	57
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				84	100
cM capacity (veh/h)	1517				897	1010

Direction, Lane #	EB 1	WB 1	SE 1
Volume Total	45	80	141
Volume Left	0	0	141
Volume Right	0	48	0
cSH	1700	1700	897
Volume to Capacity	0.03	0.05	0.16
Queue Length 95th (ft)	0	0	14
Control Delay (s)	0.0	0.0	9.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	3	41	130	102	48	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	45	141	111	52	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	446	52	52			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	52	52			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	91			
cM capacity (veh/h)	518	1015	1554			

Direction, Lane #	WB 1	SE 1	NW 1
Volume Total	48	252	52
Volume Left	3	141	0
Volume Right	45	0	0
cSH	953	1554	1700
Volume to Capacity	0.05	0.09	0.03
Queue Length 95th (ft)	4	7	0
Control Delay (s)	9.0	4.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	4.6	0.0
Approach LOS	A		

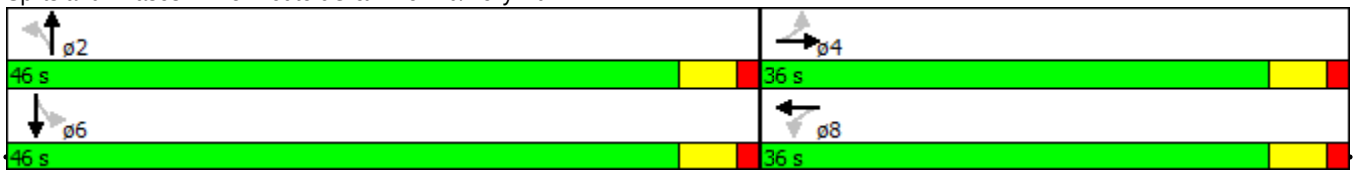
Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	29	72	43	22	3	75	239	47	8	221	15
Satd. Flow (prot)	0	1708	0	0	1830	0	0	1829	0	0	1862	0
Flt Permitted		0.944			0.746			0.887			0.988	
Satd. Flow (perm)	0	1623	0	0	1409	0	0	1639	0	0	1844	0
Satd. Flow (RTOR)		80			3			13			6	
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	75	0	0	401	0	0	272	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	36.0	36.0		36.0	36.0		46.0	46.0		46.0	46.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		8.3			8.3			46.2			46.2	
Actuated g/C Ratio		0.14			0.14			0.75			0.75	
v/c Ratio		0.45			0.39			0.32			0.20	
Control Delay		16.2			28.8			4.5			3.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.2			28.8			4.5			3.7	
LOS		B			C			A			A	
Approach Delay		16.2			28.8			4.5			3.7	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		16			24			43			26	
Queue Length 95th (ft)		58			57			94			58	
Internal Link Dist (ft)		240			215			5002			3600	
Turn Bay Length (ft)												
Base Capacity (vph)		859			713			1237			1389	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.15			0.11			0.32			0.20	

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 61.4
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.1 — Intersection LOS: A
Intersection Capacity Utilization 55.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 15: Route 9G & River Rd/Kelly Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	198	104	266	184	80	258
Satd. Flow (prot)	1735	0	1881	1599	1787	1881
Flt Permitted	0.968				0.526	
Satd. Flow (perm)	1735	0	1881	1599	990	1881
Satd. Flow (RTOR)	38			196		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	322	0	283	196	85	274
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases				Free	6	
Total Split (s)	35.0		25.0		20.0	45.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Act Effct Green (s)	16.2		25.0	67.0	40.8	40.8
Actuated g/C Ratio	0.24		0.37	1.00	0.61	0.61
v/c Ratio	0.72		0.40	0.12	0.11	0.24
Control Delay	29.8		21.6	0.2	7.6	7.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.8		21.6	0.2	7.6	7.7
LOS	C		C	A	A	A
Approach Delay	29.8		12.8			7.6
Approach LOS	C		B			A
Queue Length 50th (ft)	105		93	0	12	45
Queue Length 95th (ft)	182		184	0	37	104
Internal Link Dist (ft)	944		517			5002
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	800		700	1599	781	1144
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.40		0.40	0.12	0.11	0.24

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 67
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.9 — Intersection LOS: B
Intersection Capacity Utilization 48.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Route 9G & Rt. 199 (W. Market St)

3: Route 9G & Rt. 78/Broadway/Rt. 78/W. Kerley Corners Rd

10/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	15	84	30	21	13	68	166	20	11	162	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	14	16	88	32	22	14	72	175	21	12	171	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	553	539	177	625	535	185	183			196		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	553	539	177	625	535	185	183			196		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	96	90	91	95	98	95			99		
cM capacity (veh/h)	400	423	866	333	428	862	1392			1383		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	118	67	267	195
Volume Left	14	32	72	12
Volume Right	88	14	21	13
cSH	679	415	1392	1383
Volume to Capacity	0.17	0.16	0.05	0.01
Queue Length 95th (ft)	16	14	4	1
Control Delay (s)	11.4	15.3	2.4	0.5
Lane LOS	B	C	A	A
Approach Delay (s)	11.4	15.3	2.4	0.5
Approach LOS	B	C		

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	21	28	261	280	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	22	29	269	289	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	616	290	291			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	616	290	291			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	98			
cM capacity (veh/h)	447	754	1271			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	23	298	291
Volume Left	1	29	0
Volume Right	22	0	2
cSH	731	1271	1700
Volume to Capacity	0.03	0.02	0.17
Queue Length 95th (ft)	2	2	0
Control Delay (s)	10.1	1.0	0.0
Lane LOS	B	A	
Approach Delay (s)	10.1	1.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	259	2	32	264	4	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	264	2	33	269	4	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			266		600	265
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			266		600	265
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	95
cM capacity (veh/h)			1298		455	778

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	266	302	40
Volume Left	0	33	4
Volume Right	2	0	36
cSH	1700	1298	725
Volume to Capacity	0.16	0.03	0.05
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	1.1	10.3
Lane LOS		A	B
Approach Delay (s)	0.0	1.1	10.3
Approach LOS			B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	5	23	0	9	0	25	217	3	1	224	46
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	5	25	0	10	0	27	236	3	1	243	50
Pedestrians											3	
Lane Width (ft)											10.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	570	564	268	590	588	240	293			239		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	570	564	268	590	588	240	293			239		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	99	97	100	98	100	98			100		
cM capacity (veh/h)	413	422	765	397	415	802	1274			1334		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	76	10	266	295
Volume Left	46	0	27	1
Volume Right	25	0	3	50
cSH	488	415	1274	1334
Volume to Capacity	0.16	0.02	0.02	0.00
Queue Length 95th (ft)	14	2	2	0
Control Delay (s)	13.7	13.9	1.0	0.0
Lane LOS	B	B	A	A
Approach Delay (s)	13.7	13.9	1.0	0.0
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	15	11	238	232	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	17	12	270	264	5
Pedestrians				1		
Lane Width (ft)				10.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	561	267	268			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	561	267	268			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	99			
cM capacity (veh/h)	487	776	1290			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	20	283	268
Volume Left	3	12	0
Volume Right	17	0	5
cSH	706	1290	1700
Volume to Capacity	0.03	0.01	0.16
Queue Length 95th (ft)	2	1	0
Control Delay (s)	10.2	0.4	0.0
Lane LOS	B	A	
Approach Delay (s)	10.2	0.4	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	55	25	0	77	25	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	27	0	84	27	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			87		157	73
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			87		157	73
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1509		834	988

Direction, Lane #	NB 1	SB 1	SW 1
Volume Total	87	84	27
Volume Left	0	0	27
Volume Right	27	0	0
cSH	1700	1509	834
Volume to Capacity	0.05	0.00	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	9.5
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	86	8	6	80	16	16	5	5	21	3	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	93	9	7	87	17	17	5	5	23	3	4

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	110	111	28	30
Volume Left (vph)	8	7	17	23
Volume Right (vph)	9	17	5	4
Hadj (s)	0.00	-0.07	0.01	0.06
Departure Headway (s)	4.1	4.1	4.4	4.5
Degree Utilization, x	0.13	0.13	0.03	0.04
Capacity (veh/h)	848	863	767	753
Control Delay (s)	7.7	7.7	7.6	7.7
Approach Delay (s)	7.7	7.7	7.6	7.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.7		
Level of Service	A		
Intersection Capacity Utilization	23.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (veh/h)	0	25	25	87	92	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	27	95	100	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			320			
pX, platoon unblocked						
vC, conflicting volume	122				102	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122				102	74
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				89	100
cM capacity (veh/h)	1466				897	987

Direction, Lane #	EB 1	WB 1	SE 1
Volume Total	27	122	100
Volume Left	0	0	100
Volume Right	0	95	0
cSH	1700	1700	897
Volume to Capacity	0.02	0.07	0.11
Queue Length 95th (ft)	0	0	9
Control Delay (s)	0.0	0.0	9.5
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	18.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	1	86	92	76	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	93	100	83	60	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	342	60	60			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342	60	60			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	94			
cM capacity (veh/h)	611	1006	1544			

Direction, Lane #	WB 1	SE 1	NW 1
Volume Total	95	183	60
Volume Left	1	100	0
Volume Right	93	0	0
cSH	998	1544	1700
Volume to Capacity	0.09	0.06	0.04
Queue Length 95th (ft)	8	5	0
Control Delay (s)	9.0	4.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	4.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix 6

Transit Schedules

- Dutchess County Public Transit Loop C
- Bard College Shuttle Bus

Route C - Northbound Monday - Saturday

Poughkeepsie • Hyde Park
Rhinebeck • Red Hook • Tivoli

6: POUGHKEEPSIE - Main Street & Market Street **(C to routes A,B,D,E, & F)**	5:35	6:05	7:30	8:30	9:15	11:00	**1:15**	**1:40**	**2:00**	**4:45**	**5:15**	**8:45**	**9:00**	**10:00**
10: POUGHKEEPSIE - Poughkeepsie Train Station	5:40	6:10	7:35	8:35	9:20	11:05	**1:20**	-----	**2:05**	**4:50**	**5:20**	**8:50**	**9:05**	**10:05**
147: POUGHKEEPSIE - Main Street & North Clover Street	5:40	6:10	7:35	8:35	9:20	11:05	**1:20**	-----	**2:05**	**4:50**	**5:20**	**8:50**	**9:05**	**10:05**
85: POUGHKEEPSIE - Mill Street & Verrazano Boulevard	5:41	6:11	7:36	8:36	9:21	11:06	**1:21**	-----	**2:06**	**4:51**	**5:21**	**8:51**	**9:06**	**10:06**
86: POUGHKEEPSIE - Verrazano Boulevard & Washington Street	5:43	6:13	7:38	8:38	9:23	11:08	**1:23**	-----	**2:08**	**4:53**	**5:23**	**8:53**	**9:08**	**10:08**
87: POUGHKEEPSIE - Route 9 & Fulton Street (Marist)	5:45	6:15	7:40	8:40	9:25	11:10	**1:25**	-----	**2:10**	**4:55**	**5:25**	**8:55**	**9:10**	**10:10**
88: POUGHKEEPSIE - Fulton Street & Route 9G (Violet Avenue)	-----	-----	-----	8:42	9:27	11:12	**1:27**	-----	**2:21**	-----	**5:27**	**8:57**	**9:12**	-----
89: POUGHKEEPSIE - Route 9G (Violet Avenue) & Pendell Road	-----	-----	-----	8:44	9:29	11:14	**1:29**	-----	**2:14**	-----	**5:29**	**8:59**	**9:14**	-----
90: POUGHKEEPSIE - Creek Road & DCC	-----	-----	-----	8:46	9:31	11:16	**1:31**	-----	**2:16**	-----	**5:31**	**9:01**	**9:16**	-----
91: POUGHKEEPSIE - Creek Road & Cottage Road	-----	-----	-----	8:48	9:33	11:18	**1:33**	-----	**2:18**	-----	**5:33**	**9:03**	**9:18**	-----
92: POUGHKEEPSIE - Cottage Road & Route 9G (Violet Avenue)	-----	-----	-----	8:50	9:35	11:20	**1:35**	-----	**2:20**	-----	**5:35**	**9:05**	**9:20**	-----
93: HYDE PARK - Route 9G (Violet Avenue) & West Dorsey Lane	-----	-----	-----	8:52	9:37	11:22	**1:37**	-----	**2:22**	-----	**5:37**	**9:07**	**9:22**	-----
94: HYDE PARK - West Dorsey Lane & Route 9 (CIA)	5:47	6:17	7:42	8:54	9:39	11:24	**1:40**	-----	**2:24**	**4:57**	**5:39**	**9:09**	**9:25**	**10:12**
95: HYDE PARK - Stop & Shop	5:50	6:20	7:45	8:57	9:42	*11:31*	***1:47***	-----	**2:27**	**5:00**	**5:42**	**9:12**	**9:30**	**10:15**
166: HYDE PARK - Route 9 & CR 40A (St Andrews Road)	-----	-----	-----	-----	-----	11:34	**1:50**	-----	-----	-----	-----	-----	-----	-----
167: HYDE PARK - CR 40A (St Andrews Road) & Route 9G (Violet Avenue)	-----	-----	-----	-----	-----	11:37	**1:53**	-----	-----	-----	-----	-----	-----	-----
168: HYDE PARK - Route 9G (Violet Avenue) & CR 41 (East Market Street)	-----	-----	-----	-----	-----	11:41	**1:57**	-----	-----	-----	-----	-----	-----	-----
2: HYDE PARK - CR 41 (East Market Street) & Route 9	-----	-----	-----	-----	-----	11:44	**2:00**	-----	-----	-----	-----	-----	-----	-----
9: HYDE PARK - Hyde Park Shopping Center	5:54	6:24	7:49	9:01	9:46			-----	**2:31**	**5:04**	**5:46**	**9:16**	-----	-----
134: HYDE PARK - Route 9 & CR 41 (East Market Street)	5:56	6:26	7:51	9:02	9:48			-----	**2:33**	**5:06**	**5:48**	**9:18**	-----	-----
148: RHINEBECK - Route 9 & Tourist Information Center	6:11	6:41	8:06	9:15	10:03			-----	**2:48**	**5:21**	**6:03**	**9:33**	-----	-----
136: RHINEBECK - Dutchess County Fairgrounds	6:14	6:44	8:09	9:18	10:06			-----	**2:51**	**5:24**	**6:06**	**9:36**	-----	-----
137: RHINEBECK - Stop & Shop	6:16	6:46	8:11	9:20	10:08			-----	**2:53**	**5:26**	**6:08**	**9:38**	-----	-----
96: RHINEBECK - Route 9 & Route 9G	6:18	6:48	8:13	9:22	10:10			**2:22**	**2:55**	**5:28**	**6:10**	**9:40**	-----	-----
152: RED HOOK - Red Hook Public Library	6:23	6:53	Monday - Friday Only	9:27	10:15			Monday - Friday Only	**3:00**	**5:33**	**6:15**	**9:45**	-----	-----
97: RED HOOK - Route 199 & Route 9G	6:27	6:57		9:31	10:19				**3:04**	**5:37**	**6:19**	**9:49**	-----	-----
139: RED HOOK - Route 9G & River Road	*	-----		9:35	10:23				**3:08**	*	*	-----	-----	-----
98: RED HOOK - Bard College (Route 9G & Entrance Road)	*	-----		9:36	10:24				**3:09**	*	*	-----	-----	-----
99: RED HOOK - Route 9G & CR 103 (Annandale Road)	6:33	7:03		9:38	10:26				**3:11**	**5:43**	**6:25**	**9:54**	-----	-----
100: TIVOLI - Route 9G & CR 78 (Broadway)	6:36	7:06		9:41	10:29				**3:14**	**5:46**	**6:28**	**9:57**	-----	-----
101: TIVOLI - Pine Street & Katherine Lane	6:39	7:09		9:43	10:30				**3:17**	**5:49**	**6:31**	**9:59**	-----	-----
106: TIVOLI - Tivoli Post Office	6:42	7:12		9:46	10:31				**3:21**	**5:52**	**6:34**	**10:01**	-----	-----

Italic - Bus serves Hyde Park Stop and Shop parking lot

Read Schedule Down (Light #s = a.m. / **Bold #s = p.m.)** * On Demand Service call (845) 473-8424 for pick-up C = Connecting Service E = Express

Route C - Southbound Monday - Saturday

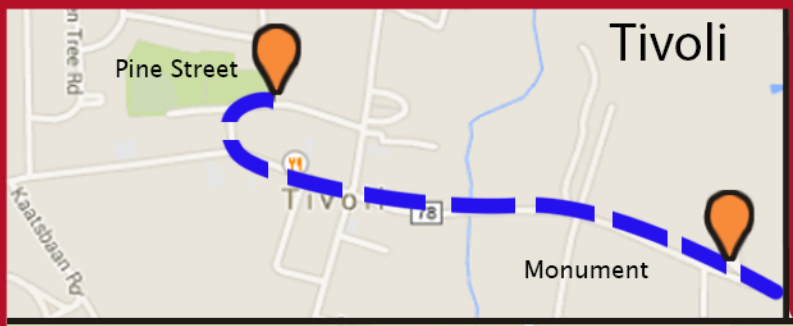
Tivoli • Red Hook • Rhinebeck
Hyde Park • Poughkeepsie

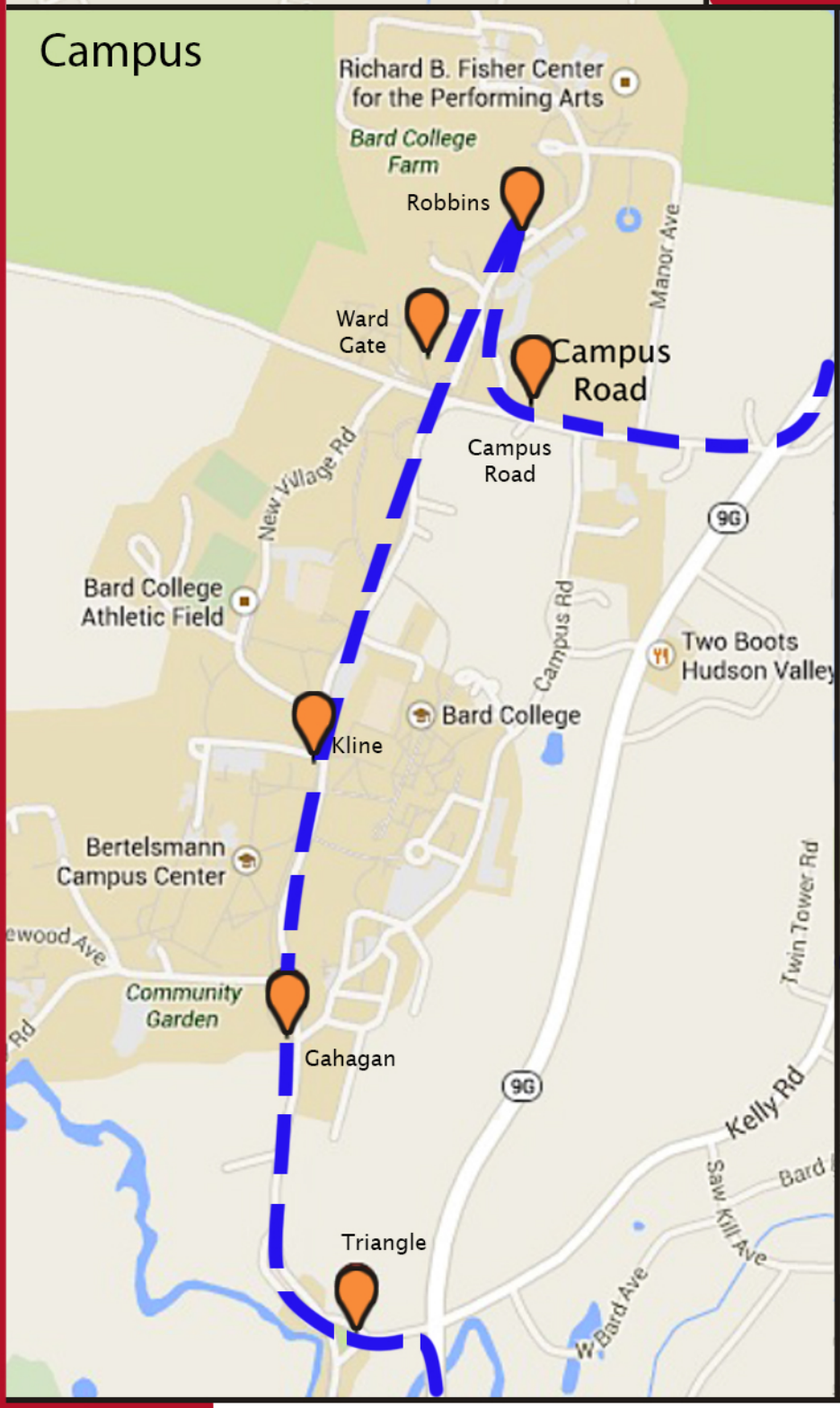
106: TIVOLI - Tivoli Post Office	6:45	7:15	9:46		11:30		Monday - Friday Only	**3:30**	**6:35**	**7:00**	-----	-----	**10:01**
100: TIVOLI - Route 9G & CR 78 (Broadway)	6:48	7:18	9:49		11:33			**3:33**	**6:38**	**7:03**	-----	-----	**10:03**
99: RED HOOK - Route 9G & CR 103 (Annandale Road)	6:51	7:21	9:52		11:36			**3:36**	**6:41**	**7:06**	-----	-----	**10:06**
98: RED HOOK - Bard College (Route 9G & Entrance Road)	6:54	7:24	9:55		11:39			**3:39**	**6:44**	**7:09**	-----	-----	**10:09**
139: RED HOOK - Route 9G & River Road	6:55	7:25	9:56		11:40			**3:40**	**6:45**	**7:10**	-----	-----	**10:10**
97: RED HOOK - Route 199 & Route 9G	6:59	7:29	10:00		11:44			**3:44**	**6:49**	**7:14**	-----	-----	**10:14**
96: RHINEBECK - Route 9 & Route 9G	7:04	7:34	10:05		11:49		**3:18**	**3:49**	**6:54**	**7:19**	-----	-----	**10:19**
137: RHINEBECK - Stop & Shop	7:06	7:36	10:07		11:51		-----	**3:51**	**6:56**	**7:21**	-----	-----	**10:21**
136: RHINEBECK - Dutchess County Fairgrounds	7:08	7:38	10:09		11:53		-----	**3:53**	**6:58**	**7:23**	-----	-----	**10:23**
138: RHINEBECK - Northern Dutchess Hospital	7:10	7:40	10:11		11:55		-----	**3:55**	**7:00**	**7:25**	-----	-----	**10:25**
102: RHINEBECK - Route 9 & Market Street	7:12	7:42	10:13		11:57		-----	**3:57**	**7:02**	**7:27**	-----	-----	**10:27**
155: RHINEBECK - Astor	7:14	7:44	10:15		11:59		-----	**3:59**	**7:04**	**7:29**	-----	-----	**10:29**
156: STAATSBURG - Route 9 & Old Post Road (North)	7:16	7:46	10:17		**12:01**		-----	**4:01**	**7:06**	**7:31**	-----	-----	**10:31**
157: STAATSBURG - Anderson Center for Autism	7:18	7:48	10:19		**12:03**		-----	**4:03**	**7:08**	**7:33**	-----	-----	**10:33**
158: HYDE PARK - Route 9 & CR 41 (West Market Street)	7:20	7:50	10:21	11:45	**12:05**	**2:00**	-----	**4:05**	**7:10**	**7:35**	-----	-----	**10:35**
160: HYDE PARK - Route 9 & Crumwold Place	7:22	7:52	10:23	11:47	**12:07**	**2:02**	-----	**4:07**	**7:12**	**7:37**	-----	-----	**10:37**
95: HYDE PARK - Stop & Shop	7:26	7:56	10:27	*11:54*	**12:11**	***2:09***	-----	**4:11**	**7:16**	**7:41**	**9:30**	**10:15**	**10:41**
94: HYDE PARK - West Dorsey Lane & Route 9 (CIA)	7:28	7:58	10:29	11:58	**12:13**	**2:13**	-----	**4:13**	**7:18**	**7:43**	**9:32**	**10:17**	**10:43**
93: HYDE PARK - Route 9G (Violet Avenue) & West Dorsey Lane	-----	-----	10:32	-----	**12:16**	-----	-----	**4:16**	**7:21**	-----	-----	-----	**10:46**
92: POUGHKEEPSIE - Cottage Road & Route 9G (Violet Avenue)	-----	-----	10:35	-----	**12:19**	-----	-----	**4:19**	**7:24**	-----	-----	-----	**10:49**
91: POUGHKEEPSIE - Creek Road & Cottage Road	-----	-----	10:38	-----	**12:22**	-----	-----	**4:22**	**7:27**	-----	-----	-----	**10:52**
90: POUGHKEEPSIE - Creek Road & DCC	-----	-----	10:41	-----	**12:25**	-----	-----	**4:25**	**7:30**	-----	-----	-----	**10:55**
89: POUGHKEEPSIE - Route 9G (Violet Avenue) & Pendell Road	-----	-----	10:44	-----	**12:28**	-----	-----	**4:28**	**7:33**	-----	-----	-----	**10:58**
88: POUGHKEEPSIE - Fulton Street & Route 9G (Violet Avenue)	-----	-----	10:47	-----	**12:31**	-----	-----	**4:31**	**7:36**	-----	-----	-----	**11:01**
87: POUGHKEEPSIE - Route 9 & Fulton Street (Marist)	7:31	8:01	10:50	**12:01**	**12:34**	**2:16**	-----	**4:34**	**7:39**	**7:49**	**9:38**	**10:23**	**11:04**
86: POUGHKEEPSIE - Verrazano Boulevard & Washington Street	7:34	8:04	10:53	**12:05**	**12:37**	**2:20**	-----	**4:37**	**7:42**	**7:52**	**9:41**	**10:26**	**11:07**
10: POUGHKEEPSIE - Poughkeepsie Train Station	7:36	8:06	10:55	**12:07**	**12:40**	**2:22**	-----	**4:40**	**7:45**	**7:55**	**9:45**	**10:30**	**11:10**
6: POUGHKEEPSIE - Main Street & Market Street **(C to routes A,B,D,E, & F)**	7:38	8:08	10:58	**12:12**	**12:43**	**2:27**	**4:00**	**4:43**	**7:48**	**7:58**	**9:50**	**10:35**	**11:13**

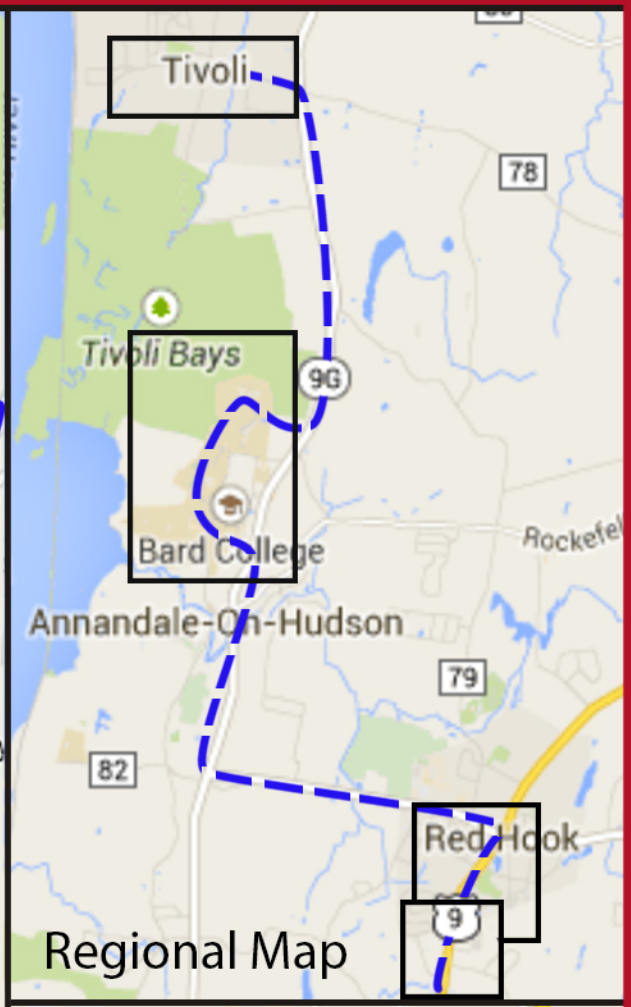
Italic - Bus serves Hyde Park Stop and Shop parking lot

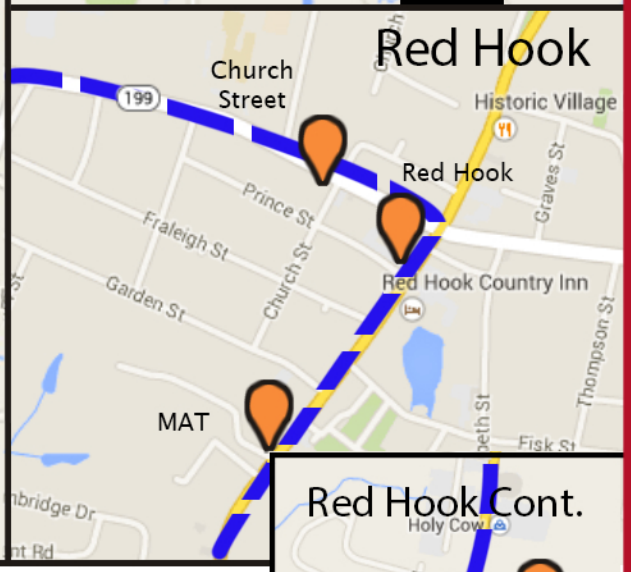
Read Schedule Down (Light #s = a.m. / **Bold #s = p.m.)** * On Demand Service call (845) 473-8424 for pick-up C = Connecting Service E = Express

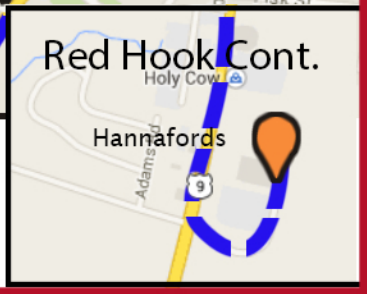
Bard College
Campus Shuttle











N

Bard Transportation Dept.:
Phone: (845) 758-7625
Website: blogs.bard.edu/transportation
Email: trans@bard.edu

Map data: ©Googlemaps (2014)

BARD SHUTTLE FALL 2015 August 27 - Dec 19, 2015

MONDAY - FRIDAY

**** NO SERVICE** MAT/UBS** HANNAFORD****

****NO SERVICE** 12:00-1:00 pm/ 4:00-5:00 pm/ 8:00-9:00 pm**

DRIVER BREAK 12:20- 12:40 am

	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
kline		**8:00**	**8:40**	**9:20**	**10:00**	**11:00**	**12:00**	**1:00**	**2:00**	**3:00**	**4:00**	**5:00**	**6:00**	**7:00**	**8:00**
gahagan		:01	:41	:21	:21	:01	****NO SERVICE 12:00 - 1:00 PM**	:01	:01	:01	****NO SERVICE 4:00 - 5:00 PM**	:01	:01	:01	****NO SERVICE 8:00 - 9:00 PM**
triangle		:02	:42	:22	:22	:02		:02	:02	:02		:02	:02	:02	
red hook southbound		**:10**	**:50**	**:30**	**:30**	**:10**		**:10**	**:10**	**:10**		**:10**	**:10**	**:10**	
MAT/UBS		******	******	******	******	**:11**		**:11**	**:11**	**:11**		******	******	******	
hannaford		******	******	******	******	:20		:20	:20	:20		:20	:20	:20	
MAT/UBS		******	******	******	******	:28		:28	:28	:28		******	******	******	
red hook northbound		**:10**	**:50**	**:30**	**:30**	**:30**		**:30**	**:30**	**:30**		**:30**	**:30**	**:30**	
church street rt.199		:11	:51	:31	:31	:31		:31	:31	:31		:31	:31	:31	
triangle		:17	:58	:38	:38	:38		:38	:38	:38		:38	:38	:38	
gahagan		:18	:59	:39	:39	:39		:39	:39	:39		:39	:39	:39	
kline		**:20**	**9:00**	**:40**	**:40**	**:40**		**:40**	**:40**	**:40**		**:40**	**:40**	**:40**	
robbins		:22	9:02	:42	:42	:42		:42	:42	:42		:42	:42	:42	
campus rd		:23	9:03	:43	:43	:43		:43	:43	:43		:43	:43	:43	
Tivoli monument		:28	:08	:48	:48	:48		:48	:48	:48		:48	:48	:48	
tivoli *pine street only	**7:50**	**8:30**	**9:10**	**9:50**	**10:50**	**11:50**		**1:50**	**2:50**	**3:50**		**5:50**	**6:50**	**7:50**	
Tivoli monument	:52	:32	:12	:52	:52	:52		:52	:52	:52		:52	:52	:52	
campus rd	:56	:36	9:16	:56	:56	:56		:56	:56	:56		:56	:56	:56	
robbins	:57	:37	9:17	:57	:57	:57		:57	:57	:57		:57	:57	:57	
ward gate	:58	:38	9:18	:58	:58	:58		:58	:58	:58		:58	:58	:58	

Evening Schedule Begins

	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM
kline	**9:00**	**9:40**	**10:20**	**11:00**	**11:40**	**12:20**	**12:40**	**1:00**	**1:20**	**1:40**
gahagan	:01	:41	:22	:02	:41	SHUTTLE SERVICE ENDS @ 12:20 AM	:41	:01	;21	:41
triangle	:02	:42	:23	:03	:42		:42	:02	:22	:42
red hook	**9:10**	**9:50**	**10:30**	**11:10**	**11:50**		**12:50**	**1:10**	**1:30**	**1:50**
triangle	:17	:57	:37	:17	:57		:57	:17	:37	:57
gahagan	**:18**	**:58**	**:38**	**:18**	**:58**		**:58**	**:18**	**:38**	**:58**
kline	**9:20**	**10:00**	**10:40**	**11:20**	**12:00**		**1:00**	**1:20**	**1:40**	**2:00**
robbins	:22	:02	:42	:22	:02					
campus road	**:23**	**:03**	**:43**	**:23**	**:03**					
Tivoli monument	:28	:08	:48	:28	:08					
tivoli *pine street only	**9:30**	**10:10**	**10:50**	**11:30**	**12:10**					
Tivoli monument	:32	:12	:52	:32	:12					
campus road	:36	:16	:56	:36	:16					
robbins	**:37**	**:17**	**:57**	**:37**	**:17**					

THURSDAY & FRIDAY NIGHT SHUTTLE ENDS 2:00 AM

LAST PICK UP IN TIVOLI IS 12:10 AM

CAMPUS TO RED HOOK ONLY 12:40 AM-2:00 AM

MON- WED	7:50 AM - 12:20 AM
THUR-FRI	7:50 AM - 2:00 AM
SATURDAY	11:50 AM- 2:00 AM
SUNDAY	11:50 AM-12:20 AM

BARD SHUTTLE FALL 2015 August 27 - Dec 19, 2015

SATURDAY & SUNDAY

****NO SERVICE** MAT/UBS** NO SERVICE 4:00-5:00pm/ 8:00- 9:00pm**

DRIVER BREAK @ 12:20-12:40 AM

SATURDAY NIGHT SHUTTLE ENDS 2:00 AM

	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
kline		**12:00**	**1:00**	**2:00**	**3:00**	**4:00**	**5:00**	**6:00**	**7:00**	**8:00**
gahagan		:01	:01	:01	:01		:01	:01	:01	
triangle		:02	:02	:02	:02		:02	:02	:02	
red hook southbound		**:10**	**:10**	**:10**	**:10**		**:10**	**:10**	**:10**	
MAT/UBS		**	**	**	**		**	**	**	
hannaford		:20	:20	:20	:20		:20	:20	:20	
MAT/UBS		**	**	**	**		**	**	**	
red hook northbound		**:30**	**:30**	**:30**	**:30**		**:30**	**:30**	**:30**	
church street /rt.199		:31	:31	:31	:31		:31	:31	:31	
triangle		:38	:38	:38	:38		:38	:38	:38	
gahagan		:39	:39	:39	:39		:39	:39	:39	
kline		**:40**	**:40**	**:40**	**:40**		**:40**	**:40**	**:40**	
robbins		:41	:41	:41	:41		:41	:41	:41	
campus rd		:42	:42	:42	:42		:42	:42	:42	
Tivoli monument		:48	:48	:48	:48		:48	:48	:48	
tivoli *pine street only	**11:50**	**12:50**	**1:50**	**2:50**	**3:50**		**5:50**	**6:50**	**7:50**	
Tivoli monument	11:52	:52	:52	:52	:52		:52	:52	:52	
campus rd	:56	:56	:56	:56	:56		:56	:56	:56	
robbins	:57	:57	:57	:57	:57		:57	:57	:57	
ward gate	:58	:58	:58	:58	:58		:58	:58	:58	

**NO SERVICE 4:00 - 5:00 PM

**NO SERVICE 8:00 - 9:00 PM

	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM
kline	**9:00**	**9:40**	**10:20**	**11:00**	**11:40**	**12:20**	**12:40**	**1:00**	**1:20**	**1:40**
gahagan	:01	:41	;21	:01	:41		:41	:01	;21	:41
triangle	:02	:42	:22	:02	:42		:42	:02	:22	:42
red hook	**9:10**	**9:50**	**10:30**	**11:10**	**11:50**		**12:50**	**1:10**	**1:30**	**1:50**
triangle	:17	:57	:37	:17	:57		:57	:17	:37	:57
gahagan	**:18**	**:58**	**:38**	**:18**	**:58**		**:58**	**:18**	**:38**	**:58**
kline	**9:20**	**10:00**	**10:40**	**11:20**	**12:00**		**1:00**	**1:20**	**1:40**	**2:00**
robbins	:22	:02	:42	:22	:02					
campus road	**:23**	**:03**	**:43**	**:23**	**:03**					
Tivoli monument	:28	:18	:48	:28	:08					
tivoli *pine street only	**9:30**	**10:10**	**10:50**	**11:30**	**12:10**					
Tivoli monument	:32	:12	:52	:32	:12					
campus road	:36	:16	:56	:36	:16					
robbins	**:37**	**:17**	**:57**	**:37**	**:17**					

DRIVER BREAK @ 12:20-12:40 AM

LAST PICK UP IN TIVOLI IS 12:10 AM

CAMPUS TO RED HOOK ONLY 12:40 AM - 2:00 AM

MON- WED	7:50 AM - 12:20 AM
THUR-FRI	7:50 AM - 2:00 AM
SATURDAY	11:50 AM- 2:00 AM
SUNDAY	11:50 AM-12:20 AM

Appendix 7

Previous Studies

- *Moving Dutchess* (Chapter 8)
- *Walk Bike Dutchess* (Chapter 5.2)

Moving Dutchess

The 2040 Metropolitan Transportation Plan

for Dutchess County

Poughkeepsie-Dutchess County Transportation Council

2012

PDCTC

Poughkeepsie-Dutchess County Transportation Council

Moving Dutchess

The 2040 Metropolitan Transportation Plan for Dutchess County, New York

Effective January 3, 2012

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Town of Amenia
Town of Beekman
Town of Fishkill
Town of Hyde Park
City of Poughkeepsie
Town of Poughkeepsie
Town of Stanford

PDCTC

Poughkeepsie-Dutchess County Transportation Council

Poughkeepsie-Dutchess County Transportation Council (2011-2012)

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NYS Department of Transportation
Acting Commissioner

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Dutchess County
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To adopt the Poughkeepsie-Dutchess County Transportation Council 2011 Metropolitan Transportation Plan, *Moving Dutchess*, and associated Air Quality Conformity Determination Statement

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Poughkeepsie Metropolitan Area; and,

WHEREAS, the federal surface transportation programs that are the responsibility of the Poughkeepsie-Dutchess County Transportation Council are authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) (Pub. L. 109-59, August 10, 2005) through March 31, 2012; and,

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (Federal Register Vol. 72, No. 30) on February 14, 2007 that implemented the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304 pursuant to SAFETEA; and,

WHEREAS, 23 CFR Parts 450 (Planning Assistance and Standards) and 500 (Management and Monitoring Systems), and 49 CFR Part 613 (Metropolitan and Statewide Planning) set forth the national policy on the metropolitan transportation planning process, including the development of a Metropolitan Transportation Plan; and,

WHEREAS, said Metropolitan Transportation Plan will serve as the official multimodal transportation plan of the MPO, addressing no less than a 20-year planning horizon and developed through the metropolitan transportation planning process; and,

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council has developed a new Metropolitan Transportation Plan entitled, *Moving Dutchess*; and,

WHEREAS, *Moving Dutchess* was developed in accordance with 23 CFR Part 450.322 (Development of the Metropolitan Transportation Plan) and includes the following:

(1) The projected transportation demands of persons and goods in the planning area over the period of the plan.
(2) A description of existing and proposed transportation facilities in the planning area.
(3) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicle congestion and maximize the safety and mobility of people and goods.
(4) Consideration of the results of the Congestion Management Process.
(5) An assessment of the capital investment and transportation/land use strategies needed to preserve the existing and projected transportation system.
(6) Sufficient project level information to demonstrate air quality conformity.

(7) A discussion of potential environmental mitigation strategies to maintain or restore environmental conditions affected by the plan.
(8) Consideration of pedestrian and bicycle transportation facilities.
(9) Consideration of transportation and transit enhancement activities.
(10) A Financial Plan that demonstrates how the plan will be implemented.

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council consulted, as appropriate, with Federal, State, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when it developed *Moving Dutchess*; and,

WHEREAS, *Moving Dutchess* has as one of its goals improving the safety of the transportation system, and recommends actions consistent with the 2010 New York State Strategic Highway Safety Plan; and,

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council afforded citizens, affected public agencies, and representatives of transportation providers with a reasonable opportunity to comment on *Moving Dutchess*, in accordance with the Public Participation Policy dated October 12, 2007; and,

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council held a thirty-day public comment period for *Moving Dutchess*, during which the document was made available to the public, including in electronic format on the world wide web; and,

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council shares responsibility for the Poughkeepsie (Mid-Hudson) Ozone Non-attainment Area with the New York Metropolitan Transportation Council and Orange County Transportation Council; and,

WHEREAS, an air quality conformity determination statement for *Moving Dutchess* and the 2011-2015 Transportation Improvement Program, which includes the combined emissions results from the New York Metropolitan Transportation Council, Orange County Transportation Council, and Poughkeepsie-Dutchess County Transportation Council was completed on October 11, 2011; and,

WHEREAS, the air quality conformity determination statement demonstrates that *Moving Dutchess* and the 2011-2015 Transportation Improvement Program comply with federal and State air quality standards; and,

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council held a thirty-day public comment period for the air quality conformity determination statement, in conjunction with the comment period for *Moving Dutchess*; now therefore be it

RESOLVED, that the Poughkeepsie-Dutchess County Transportation Council adopts *Moving Dutchess* as the Metropolitan Transportation Plan for the Dutchess County portion of the Poughkeepsie-Newburgh Urbanized Area; and,

RESOLVED, that *Moving Dutchess* establishes the policies and programming priorities for the metropolitan area's transportation system; and,

RESOLVED, that the Poughkeepsie-Dutchess County Transportation Council hereby authorizes the Secretary of the Poughkeepsie-Dutchess County Transportation Council to transmit *Moving Dutchess* to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation.

11/21/11
Date

By
William J. Gorton, P.E., Acting Secretary
Poughkeepsie-Dutchess County
Transportation Council

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Chapter 8

Recommendations & Financial Plan

Dutchess County and the greater Mid-Hudson Valley face numerous challenges in the coming years, including population growth, aging infrastructure, and constrained funding resources at the federal, State, and local level. However, the prospects of limited funding do not absolve the Council from its responsibility to plan for the future. The road ahead will be difficult, but it is one that has been travelled by generations before us. And no matter how complex the challenges may seem, it is our responsibility to do the best we can with the resources we have. It is in this spirit that the recommendations in *Moving Dutchess* were developed.

Moving Dutchess provides a framework for addressing transportation needs and priorities for Dutchess County. These were identified through a comprehensive planning process that encompassed four major elements:

1. A review of federal, State, and local guidance, including previous Council studies and local comprehensive plans.
2. An analysis of transportation system data, including road and bridge conditions, transit use, vehicle crashes, traffic volumes, and travel times (congestion).
3. Information gathered from public outreach, which included six workshops held throughout the county, a public survey, and monthly meetings of the Council's Technical Committee.
4. An assessment of where population growth could occur.

In a departure from the Council's previous Metropolitan Transportation Plans, *Moving Dutchess* recommends specific projects to preserve and improve the transportation system. This was done to increase the value of the plan to public agencies and local communities by providing them greater detail on where to target future investments. A key goal throughout the development of *Moving Dutchess* was creating a relevant and targeted plan. Much of this was possible due to advances in mapping and the increased availability of information. For example, instead of stating that our roads and bridges should be maintained, we are now able to pinpoint which roads and bridges need to be repaired and when.

Moving Dutchess also recommends policies to better preserve and improve our transportation system. Not all solutions to our future challenges require the construction of a project. Adopting and implementing new policies and procedures, especially as they relate to land use decisions and project delivery, can influence the system more than many projects.

By law, *Moving Dutchess* is required to have a Financial Plan that demonstrates how the recommendations will be funded. The Financial Plan uses planning-level cost estimates and forecasts of reasonably expected funding to ensure that the recommendations are financially constrained and not simply a "wish list" of projects. Project cost estimates are adjusted for inflation based on the project's Year of Expenditure (YOE), providing a more realistic estimate of funding needs. These projects represent the financially constrained list of project

recommendations.

In order to account for worthy projects that do not have available funding, a financially unconstrained list of projects was also developed. Many of these projects go beyond preserving the existing transportation system, and increase highway or transit capacity and improve quality of life. Though funding is not currently available for these projects, they are included in the event that funding becomes available.

Project-level Recommendations

Moving Dutchess makes recommendations for the 29-year period from 2012-2040. The recommendations are divided into short-range (2012-2015), mid-range (2016-2025), and long-range (2026-2040) time periods, which are related to the projects' relative priority and complexity, and the availability of funding.

In general, short-range projects have the highest priority and are already programmed on the Council's 2011-2015 Transportation Improvement Program (TIP). This time period is the most financially constrained, due to the limited funding available in the short term. The mid- and long-range time periods include projects to preserve the transportation system, enhance transportation safety, and increase accessibility. Many of these projects are more complex than the short-term projects and will require more time to design and complete.

The recommended projects are categorized into eight project types, which relate to the general focus of the project:

1. Bridge Maintenance: replacement or rehabilitation of bridges that are currently in or are expected to be in poor condition.
2. Highway Maintenance: reconstruction or rehabilitation of road segments that are currently in or are expected to be in poor condition.
3. Highway Operations: intersection, turning lane, and traffic signal projects to improve traffic operations and reduce congestion.
4. Pedestrian/Bicycle: construction or rehabilitation of sidewalks, crosswalks, trails, and other non-motorized facilities to improve personal safety and accessibility.
5. Planning Study: subjects or locations requiring specific transportation-related analysis, including corridor management plans and pedestrian/bicycle studies.
6. Safety: intersection and road improvements to increase safety, as well as safety audits.
7. Travel Demand Management (TDM): rideshare and vanpool activities to reduce the number of single-occupant vehicles on major travel corridors.
8. Transit: bus replacements, operating assistance, and preventive maintenance activities for transit providers, as well as facility upgrades and information technology projects for bus and commuter rail.

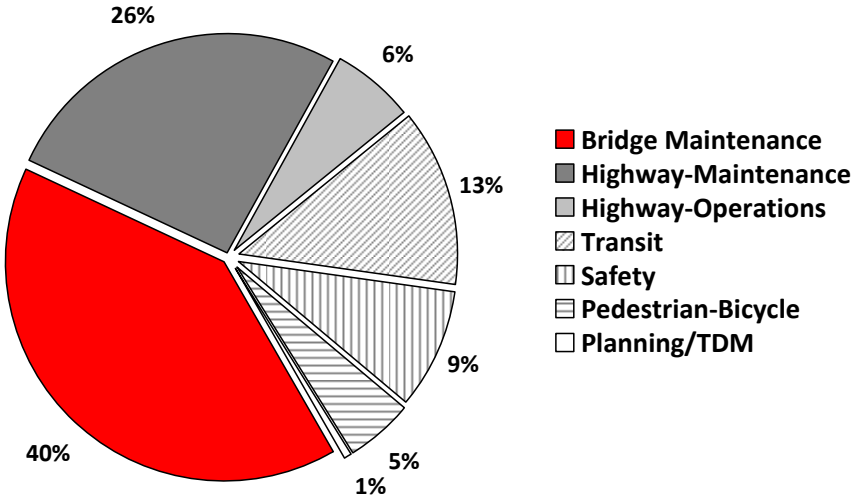
Categorizing the recommendations into project types assists with financial planning, since future funding assumptions are based on funding programs for three overall project funding sources/types: highway/bridge, transit, and planning.

The location, estimated cost, federal-aid eligibility, and an air quality designation code are provided for each recommended project. Projects that are already programmed on the 2011-2015 TIP are also identified. Although *Moving Dutchess* recommends a variety of new projects, this does not mean that funding has been programmed for the project. Projects must first be added to the TIP to move forward; this requires separate approval by the Council, the availability of funding, and a commitment by the project sponsor to progress the project in a timely manner.

Cost estimates were calculated using recent planning-level unit costs (by project type and scope) to estimate a total project cost, which was then inflated to reflect a YOE cost. The Council used a 3 percent annual inflation factor to estimate YOE costs. This aligns with the Bureau of Labor Statistics' Consumer Price Index annual average over the past 30 years (1981-2010) and is consistent with inflation rates used by other MPOs and transportation agencies in New York.

The estimated costs for short-range projects were based on a 2015 YOE; if the project was programmed on the TIP, the cost on the TIP was used. The estimated costs for mid-range and long-range projects were based on a middle year within the time period (2020 and 2035 respectively). For example, a 100 foot bridge recommended for rehabilitation during the long-range time period (2026-2040) was estimated to cost $1.3 million ($13,000 per foot) to repair in 2011 dollars and $2.6 million ($26,400 per foot) in 2035 dollars. Figure 8-1 shows the percent of total estimated funding by project type.

Figure 8-1. Percent of Total Estimated Funding by Project Type



The Council emphasizes that the costs associated with the recommendations are planning-level estimates only; they should not be used as site specific construction cost estimates. This is especially true for highway and bridge maintenance projects, which require site-specific analyses to determine their true cost. The cost estimates were simply calculated to determine the approximate level of investment needed to preserve the federal-aid transportation system, maintain safety and mobility, and protect quality of life.

Moving Dutchess recommends a variety of federal-aid eligible projects and studies over the 29-year planning period. The majority of these projects are maintenance-related, striving to maintain public safety and preserve the system as best as possible. Table 8-1, located at the end of this chapter, lists the non-bridge recommendations for *Moving Dutchess*; please

note this includes non-federal aid eligible projects for informational purposes only. Bridge-related recommendations are shown in Appendix B. Tables 8-2, 8-3, and 8-4 show recommended funding by each project type, overall project type, and time period. A summary of each project type is provided below.

Bridge Maintenance

The preservation of federal-aid eligible bridges represents the largest share of recommended projects. This is in recognition of their importance to the transportation system: a closed bridge can delay response times for emergency responders, disrupt the movement of goods, and greatly diminish personal mobility. It is for these reasons that the Council has placed special attention to the maintenance needs of State, County, and local bridges, allocating 40 percent of available funds to bridge maintenance activities.

The majority of recommended bridge maintenance projects are rehabilitation projects that are needed to preserve the structure; this is markedly different than replacing or reconstructing a bridge. Bridge rehabilitation work costs substantially less than replacement, and since there is insufficient funding to replace a large number of bridges, the Council must pursue a preservation-based approach focused on rehabilitation activities such as sealing or replacing a deck, cleaning and painting, replacing bearings, and rehabilitating piers, columns, and beams. In some cases the responsible agency may deem that a bridge replacement is needed to maintain public safety. However, it is difficult to identify which bridges will require replacement, especially during the long-range period.

Preserving local bridges, as done for Mill Lane above in Pleasant Valley, is a key objective for Moving Dutchess (Source: Dutchess County DPW).

In order to estimate the funding needed to preserve federal-aid eligible bridges, a rehabilitation cost of $13,000 per foot was applied to the length of each bridge. The bridges were then prioritized based on their condition, unless specified otherwise by the responsible agency. During the short-range period, bridges that are currently deemed structurally deficient and have a NYSDOT condition rating of 4.4 or lower are recommended for replacement; bridges that are not structurally deficient but have a condition rating of 4.4 or lower are recommended for rehabilitation. In order to account for the deterioration of facilities over time and to determine future funding needs, bridges with a NYSDOT condition rating of 4.5 to 5.0 are recommended for rehabilitation during the

mid-range period, while those rated above 5.0 are recommended for rehabilitation during the long-range period. For planning purposes, this assumes that bridges will degrade at the same rate over time.

The Council recognizes that the method used to prioritize bridge maintenance activities is general in nature. As per guidance issued by NYSDOT for the SFY 2012-2016 Program Update, other factors such as traffic volumes and detour lengths should also be considered in the timing of bridge repairs. Therefore, the time period associated with each recommendation should be viewed as a general reference, rather than a binding timeframe. The ultimate responsibility for the timing of a project rests with the responsible agency.

The rehabilitation of federal-aid eligible bridges in Dutchess County is estimated to cost over $607 million during the planning period. This represents 40 percent of the highway and bridge funding assumed to be available during the 29 year planning period. This share may increase if it is determined that some bridges require major rehabilitation or replacement. The recommended time period for some bridge maintenance projects may also change based on agency priorities or if it is deemed that work is not yet required.

In addition to maintaining State, County, and local bridges, the continued maintenance of NYSBA-operated bridges is also critical to the county's transportation system. One of the most significant projects planned in the next 20 years is the replacement of decks for both spans of the Newburgh-Beacon Bridge, which is estimated to cost $140 million.

Highway Maintenance

Moving Dutchess recommends 24 highway maintenance projects for federal-aid eligible roads, along with 6 non-federal aid highway maintenance projects. These projects entail rehabilitation work to repair road segments that are rated in poor condition. Due to funding constraints, the Council must pursue a preservation-based approach focused on minor corrective actions. This rehabilitation work includes single and multi-course overlays, minor surface treatments, and joint repairs. The reconstruction of roads is not recommended unless the responsible agency deems it necessary to ensure public safety. The recommended highway maintenance projects include some non-federal aid eligible projects, which are shown for information purposes only.

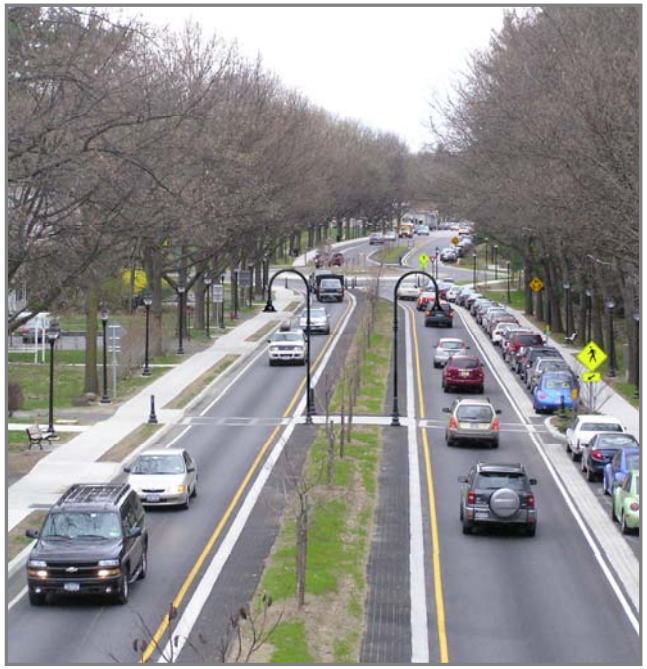
Routine repaving activities, seen here on CR 17 (Salt Point Turnpike) in Clinton, make up a large share of the highway maintenance recommendations in Moving Dutchess (Source: Dutchess County DPW).

The highway maintenance projects are prioritized based on pavement condition data collected by NYSDOT and the Dutchess County Department of Public Works. During the short-range period, State roads with a NYSDOT rating of 5 or less and federal-aid eligible County roads with a PCI rating of 55 or less are recommended for rehabilitation. In order to account for the deterioration of facilities over time, State roads with a NYSDOT condition rating of 6 and federal-aid eligible County roads with a Pavement Condition Index rating of 56 to 75 are recommended for rehabilitation during the mid-range period, while the remaining roads, currently rated in good or excellent condition, are recommended for long-range rehabilitation. For planning purposes, this assumes that the roads will degrade at the same rate over time.
The recommendations also include typical highway maintenance activities necessary to preserve the road network including the replacement of traffic signals and signs, new pavement markings, guiderail replacement, and drainage/culvert repairs.

The minor rehabilitation and maintenance of federal-aid eligible roads in Dutchess County is estimated to cost over $400 million during the planning period. This represents 26.5 percent of the highway and bridge funding assumed to be available. This share may increase if some roads require major rehabilitation work or reconstruction. The rehabilitation of non-federal aid eligible roads is estimated to cost an additional $160 million over the planning period.

Highway Operations

Moving Dutchess recommends 27 projects and studies to improve highway operations in Dutchess County. These include projects that reduce traffic congestion and improve safety by redesigning intersections, adding turn lanes, upgrading/retiming traffic signals, or rerouting traffic. The recommendations include a program to regularly review State and County signal timings and a number of proposed traffic signal warrant analyses and intersection studies.



In 2008 NYSDOT redesigned Route 376 (Raymond Ave) in the Town of Poughkeepsie to reduce travel lanes and add roundabouts, lighting, and landscaping (Source: NYSDOT).

Some of the larger operations projects include reconstructing the I-84/Route 9D intersection in Fishkill, redesigning the Route 55 corridor between CR 47 (Freedom Rd) and Stringham Rd in LaGrange, and converting Market St from one-way to two-way traffic in the City of Poughkeepsie. These and other highway operations projects and studies are estimated to cost almost $88 million during the planning period, which represents six percent of the highway and bridge funding estimated to be available.

While not specified in the list of recommendations, access management practices such as consolidation of driveways, cross-parcel access and shared parking were common themes at the public meetings and are local priorities. Access management reduces congestion and increases safety on major streets by reducing the number of entrances and exits, simplifying turning movements, and encouraging direct access between parcels. Ultimately, implementation of access management depends on consistent local policies and land use decisions.

Another trend in highway operations is the use of roundabouts. Roundabouts reduce congestion and increase safety by eliminating left turn conflicts and forcing slower speeds at intersections while allowing continuous movement through the intersection. Roundabouts have been installed on Route 376 in the Town of Poughkeepsie and are being considered at several other locations in the county. Both access management and roundabouts are recommended by FHWA as proven safety countermeasures.

Pedestrian/Bicycle

Ensuring the safety of pedestrians and bicyclists by maintaining and adding non-motorized infrastructure is an essential component of developing a complete transportation system. *Moving Dutchess* recommends 21 pedestrian and bicycle projects, including the construction of new sidewalks and trails, repairing existing sidewalks, and adding crosswalks and signage at key locations.

An important long-range recommendation in *Moving Dutchess* is the repair or improvement of sidewalks at locations with heavy pedestrian activity. The plan sets aside $29 million to carryout this work, which is estimated to repair 10 miles of sidewalks. Locations would be determined from the sidewalk studies performed by the Council.

Other important pedestrian and bicycle recommendations include the completion of Stage 4 of the Dutchess Rail Trail in the Town of Poughkeepsie and the Harlem Valley Rail Trail in North East, and the construction of new sidewalks on Route 9 in the Town of Poughkeepsie and the Villages of Rhinebeck and Wappingers Falls.

The pedestrian and bicycle recommendations are estimated to cost $81 million during the planning period, which represents five percent of the highway and bridge funding estimated to be available.

Safety

Although most of the recommendations in *Moving Dutchess* are not listed under safety, they are all intended to improve transportation safety, whether for motorists, walkers, transit customers, or bicyclists. One could argue that all of the recommendations are safety projects: a repaired sidewalk removes a tripping hazard, a new turn lane prevents a rear-end collision, a fixed pothole keeps a vehicle in its travel lane, and a new bus makes it easier for a customer to board. All of the recommendations should therefore be viewed as having a safety component.

Moving Dutchess recommends 12 safety-oriented, federal-aid eligible projects. These include one of the largest and most expensive transportation projects in Dutchess County: the reconstruction of the Route 9/44/55 interchange in the City of Poughkeepsie, at an estimated cost of $76 million. Another important safety project is the construction of a grade-separated intersection at Taconic State Parkway/Rossway Rd-Tyrell Rd in Pleasant Valley, which has an estimated cost of $40 million. Other safety projects include realigning roads, installing traffic warning signals, improving sight distances at intersections, installing traffic calming devices at various locations, and conducting road safety audits at areas of concern.

The safety recommendations will cost an estimated approximately $132 million during the planning period, which represents nine percent of highway and bridge funding estimated to be available.

Planning Studies

Moving Dutchess recommends a variety of planning studies to analyze transportation issues in communities, sub-areas, and major corridors. These studies require detailed analyses that are more precise than the system-level analysis done for this long range plan.

Recommended planning studies include sidewalk inventories and improvement studies for the County's cities, villages, and town centers. These studies will use the 2011 Village of Rhinebeck Sidewalk Study as a template, where Council and Dutchess County Planning Department staff worked in conjunction with local officials and volunteers to develop a strategy to improve and repair pedestrian facilities. Other recommended studies include Corridor Management Plans for Routes 9D and 9G (scopes to be determined) and an update to the Council's 1996 Bicycle and Pedestrian Plan. Lastly, as discussed in Chapter 3, a regional transit study is recommended for the TMA.

The planning studies are estimated to cost $2.2 million during the planning period, which is less then one percent of available funding. Many of these studies would be supported by planning funds programmed by the Council through its annual UPWP.

Transit

Bus and rail transit play a critical role in our transportation system, providing mobility to those who cannot or choose not to drive, while providing convenient access to regional

employment and commercial centers. The 30 federal-aid eligible transit recommendations support existing bus and rail service in the area and the possible expansion of bus service to new areas.

The recommendations include short-, mid-, and long-range projects to maintain and operate the two public bus systems (Dutchess County and City of Poughkeepsie). These projects cover preventive maintenance, operating assistance, and vehicle replacements for each operator during each time period. The recommendations were based on the estimated needs of each operator, including vehicle and equipment replacement schedules. The cost estimates for these projects were based on current annual costs adjusted by YOE and multiplied by the number of years in each time period.

Other recommended projects include the installation of bus stop shelters to improve passenger comfort, the use of technology to increase the availability of transit information, and the construction of a transit hub on Market Street in the City of Poughkeepsie. Specific commuter rail ecommendations include current TIP projects to expand parking at the Beacon and Wassaic train stations and rehabilitation of the Poughkeepsie train station.

As a subsidiary of the Metropolitan Transportation Authority (MTA), Metro-North Railroad projects are included in the MTA's Capital Program. MTA's 2010-2014 Capital Program identifies over $1.7 billion in projects to improve Metro-North service, including the purchase of new rolling stock (locomotives and cars), signal and power improvements to

Preventive maintenance activities represent a substantial amount of the transit funding recommended in Moving Dutchess (Source: Dutchess County Mass Transit).

meet Positive Train Control requirements, the continued rehabilitation of stations, and track maintenance. The MTA is in the process of developing a 20-Year Capital Needs Assessment (2015-2034), which identifies $11.8 billion in system-wide capital needs for Metro-North. These needs are required to maintain a state of good repair and support projects such as replacing rolling stock and maintaining track. Metro-North Railroad projects are not included in the project recommendations unless they are specific to Dutchess County.

The transit recommendations specific to Dutchess County are estimated to cost almost $192 million during the planning period; this represents 13 percent of all funding estimated to be available.

Travel Demand Management

Moving Dutchess recommends continuing Travel Demand Management (TDM) activities aimed at reducing the number of single-occupant vehicles on major road corridors. These activities include the promotion of ridesharing such as carpools and vanpools through information technology and van leasing programs. The recommendation supports the continuation of the 511NYRideshare program, which provides an information portal to match commuters with similar origins and destinations. Based on an annual cost of $225,000, the estimated total cost for TDM activities is $6.5 million during the planning period.

Air Quality Conformity

In accordance with the Clean Air Act Amendments of 1990, SAFETEA-LU, and the New York State Implementation Plan (SIP) for air quality, the Council, in conjunction with the New York Metropolitan Transportation Council (NYMTC) and Orange County Transportation Council (OCTC), completed a joint air quality conformity determination statement for *Moving Dutchess*. The three MPOs are responsible for the Poughkeepsie Ozone Non-attainment Area, which includes Dutchess, Orange, and Putnam counties.

The conformity determination relied on a regional emissions analysis that used forecasted travel data from each MPO's travel demand model. The models estimated Vehicle Miles of Travel (VMT) based on changes in population, housing, and employment during the 29-year planning period, and network changes resulting from the projects in each Plan and TIP. Each MPO calculated VMT and regional emissions for five milestone years: 2014, 2020, 2030, 2035, and 2040; and two pollutants: Volatile Organic Compounds and Oxides of Nitrogen. The regional emissions analysis and recommended projects were reviewed by the State's Interagency Consultation Group.

The conformity determination determined that the projects and recommendations in the Plans and TIPs of each MPO achieve and maintain National Ambient Air Quality Standards (NAAQS). Appendix F includes the complete conformity determination statement.

Unfunded Project Concepts

During the development of *Moving Dutchess*, a variety of project concepts were identified from local comprehensive plans, previous studies, and from suggestions by local officials and the public. Due to funding constraints, these concepts are not identified as recommendations, but are included for illustrative purposes only. Many require further study to determine their merit, while others require more defined scopes and purposes. This is especially true for highway capacity improvements, which cost considerably more than simple highway maintenance activities; capacity improvements also require detailed air quality analyses to ensure they do not worsen the region's air quality. The project concepts were not included in the regional emissions analysis discussed earlier. Appendix E lists the Unfunded Project Concepts identified during the development of *Moving Dutchess*.

Financial Plan

SAFETEA-LU requires that the projects recommended in *Moving Dutchess* be financially constrained. Financial constraint is demonstrated through a financial plan that shows how the projects can be funded based on estimates of current and reasonably available future revenues. The plan must also demonstrate that the federally-supported transportation system is being adequately operated and maintained.
It is extremely difficult to predict future funding since there is a great deal of debate about the role of the federal government in supporting the local transportation system. There is equal uncertainty about the future of State and local funding. Despite these uncertainties, *Moving Dutchess* assumes that federal, State, and local entities will dedicate sufficient funds to preserve the transportation system to maintain safety and mobility.

The financial plan uses three funding scenarios, tied to the three time periods used to prioritize recommendations:

1. Short-range (2012-2015): This scenario assumes that annual federal, State, and local transportation funding will remain flat at 2011 levels for the next four years, based on the most recent funding targets for the 2011-2015 TIP. However, additional transportation funding is possible through federal job creation measures and the multi-year federal transportation law that succeeds SAFETEA-LU.
2. Mid-range (2016-2025): This scenario assumes that federal, State, and local transportation funding will increase at the same rate as inflation (assumed to be 3 percent annually) over the period. This would raise the annual allocations to pre-2011 levels by 2020.
3. Long-range (2026-2040): This scenario assumes that federal, State, and local funding will continue to increase at the same rate as inflation (assumed to be 3 percent annually) over the period.

Available Funding

The Council relied on current and historic funding allocations to estimate the amount of highway, transit, and planning funds available over the *Moving Dutchess* planning period. Though there are numerous federal funding programs (87 in SAFETEA-LU alone), the financial plan focuses on the major surface programs. Based on indications from Congress, the Council assumes that the next federal surface transportation act will consolidate the many federal programs into a few, providing agencies the flexibility needed to preserve the system. For example, the Council assumes that the Highway Bridge Rehabilitation (HBR) program will be consolidated with the current Surface Transportation Program (STP), creating a single, broader program focused on highway and bridge maintenance.

The Council estimated future funding for three broad project categories: highway, transit, and planning. Table 8-5 shows available funding by project type and source for each time period.

Estimated Federal, State, & Local Highway Funds

The federal Highway Trust Fund (HTF), supplemented by some general funds, provides the majority of federal highway and transit funding to states. The HTF was created in 1956 as a user-supported fund, and modified in 1982 to include a Mass Transit Account to support transit. HTF revenues come from user fees on gasoline, diesel, special fuels, tires, and large trucks. The current fees, last updated in 1993, include a gasoline tax of 18.4 cents per gallon and a diesel tax of 24.4 cents per gallon. Funding from the HTF is administered through FHWA by the states and used to maintain federal-aid eligible highways and other transportation facilities.

For *Moving Dutchess*, the Council used highway funding targets established by NYSDOT in August 2011. Though primarily developed for the NYSDOT 2012-2016 Capital Program Update, the targets provide a good estimate of the federal and State highway funding that will be available during the 2012-2015 period. Reflecting the uncertainty about federal funding, the targets assume annual funding will stay at FFY 2011 levels. From FFY 2012-2015, the funding target for NYSDOT Region 8 averages approximately $213 million per year: $131 million in federal funds and $82 million in State funds.

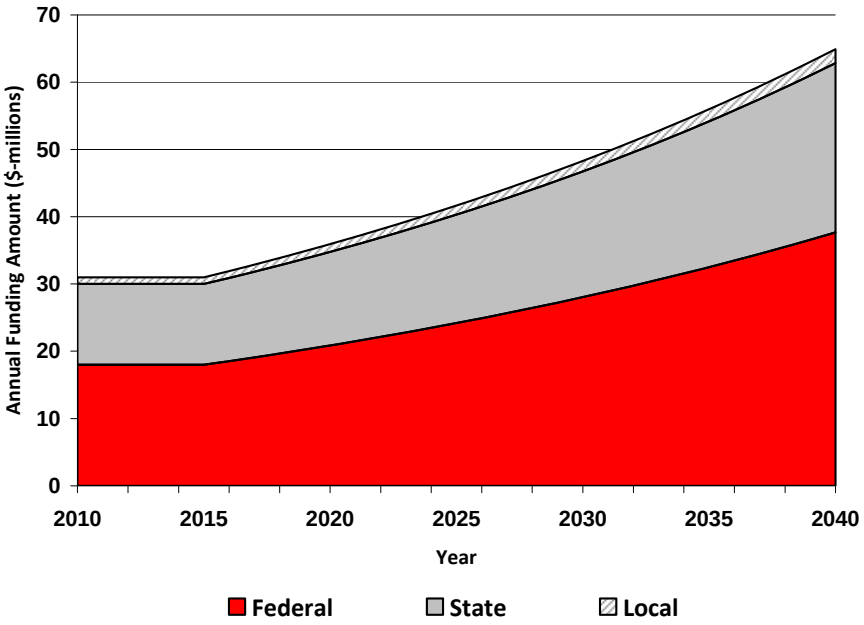
To establish targets for the counties, Region 8 used a fair-share formula based on population and system data such as bridge conditions and lane mileage. Consistent with past practice, approximately 14 percent of the Region's total is oriented towards the federal-aid highway system in Dutchess County. This equates to an annual target of $30 million. Of this total, 60 percent ($18 million) is federal and 40 percent ($12 million) is State. Though federal funding requires a 20 percent local match, the State has typically made up 15 percent of this match. Therefore, assuming a 5 percent local match, an additional $1 million in local highway funding is assumed to be available. This raises the total amount of available federal-aid highway funding to $31 million per year for the short-range period ($124 million total). This is the amount of federal, State, and local highway funding assumed to be available to NYSDOT, Dutchess County, and local municipalities to preserve the federal-aid highway system from 2012-2015.

The estimated highway funding during the mid-range period (2016-2025) assumes that a new federal transportation act will be in place and the annual $31 million target will start to increase at the rate of inflation in 2016. The average annual amount of highway funding available during this period is approximately $37 million ($22 million federal, $14 State, and $1 million local). This would raise the annual amount of highway funding to pre-2011 levels. A total of $366 million in highway funding is assumed to be available during the 10-year period (approximately $213 million federal, $142 million State, and $12 million local).

The estimated highway funding during the long-range period (2026-2040) assumes that the annual amount of highway funding continues to increase at the rate of inflation. No other increases are assumed. The average annual amount of highway funding available during this period is approximately $53 million ($32 million federal, $19 million State, and $2

million local). A total of $798 million in highway funding is assumed to be available during the 15-year period ($463 million federal, $309 million State, and $26 million local). Figure 8-2 shows the annual amount of estimated highway funding by source.

Figure 8-2. Annual Amount of Estimated Highway Funding by Source



Over the entire planning period (2012-2040), the Council estimates that approximately $1.29 billion ($748 million federal, $499 million State, and $42 million local) in highway funding will be available for the federal-aid system. This is 42 percent less than the amount of highway funding estimated in the previous MTP, which reflects the financial challenges facing federal, State, and local governments.

The estimated highway funding does not include sources such as the State's Consolidated Local Street and Highway Improvement Program (CHIPS) or local general funds. The Council assumes that these funds will be used on the non-federal aid system. For the Dutchess County Department of Public Works alone, these sources would make approximately $116 million available over the planning period ($4 million per year) to maintain non-federal aid eligible roads.

Estimated Federal, State, & Local Transit Funds

Future transit funding was estimated by totaling the federal, State, and local funding available per year based on historic allocations and revenues, and extrapolating those amounts over the planning period.

Federal transit funds are administered by the FTA and apportioned to the Poughkeepsie-Newburgh Urbanized Area as a whole, based on statistics reported through the National Transit Database (NTD). The annual FTA apportionment does not directly allocate funding to transit operators; instead, this responsibility rests with the three MPOs of the Mid-Hudson Valley TMA, assisted by the NYSDOT-Public Transportation Bureau.

Each year the NYSDOT-Public Transportation Bureau provides transit funding allocations to the Mid-Hudson Valley TMA. The allocations cover two federal programs: the FTA Section 5307 (Urbanized Area) and 5340 (Growing States/High Density States) formula programs. From 2009-2011, these allocations

averaged $17.4 million per year for the Urbanized Area. Of this amount, the County's two local public bus operators (Dutchess County and the City of Poughkeepsie) typically received a combined $2 million ($1.5 million and $500,000 respectively) per year. The TMA allocations also include funding for MTA/Metro-North Railroad for transit services provided in the urbanized area (approximately $2.5 million annually).

In addition to federal funding, the State provides operating assistance to public bus operators, referred to as STOA. This is a formula-based program that reimburses operators 40.5 cents per passenger and 0.69 cents per vehicle mile. Dutchess County and the City of Poughkeepsie receive approximately $2.4 million per year in STOA ($2 million and $400,000 respectively).

Besides federal and State funding, the two operators receive assistance through their local governments. These include local matches to federal funds (usually 10 percent) and general funds from annual budgets. These total approximately $2.2 million per year. The operators also use fare revenue to help maintain their systems, which is an additional $1 million per year ($700,000 for Dutchess and $300,000 for Poughkeepsie).

Based on recent federal, State, and local funding and fare revenues, the Council estimates that $7.6 million will be available annually for local public bus systems; this assumes that the recent trend of flat funding will continue. Based on this annual amount, over $30 million in transit funding would be available during the short-range period (2012-2015), $76 million during the mid-range period (2016-2025) and $114 million during the long-range period (2026-2040). This represents a total of $220 million available over the planning period. This does not include an estimated $73 million in FTA Section 5307 funding that would be allocated to MTA/Metro-North Railroad during the planning period for services in the urbanized area.

Estimated Planning Funds

As with highway and transit funding, the Council estimated future planning funds by extrapolating recent annual allocations over the 29-year planning period. The Council receives federal planning funds that are matched by State and local funds. These funds are used to carry out the metropolitan transportation planning process, as prescribed by the FHWA and FTA. The funds are allocated on an annual basis and programmed through the Council's UPWP, which identifies the federally-funded planning activities to be carried out by the Council in a given year.

Federal funding used to support UPWP tasks comes from two sources: Federal Highway Administration (FHWA) Planning (PL) funds and Federal Transit Administration (FTA) Section 5303 Metropolitan Planning Program (MPP) funds. NYSDOT and Dutchess County provide matching funds (15 and 5 percent respectively).

The amount of federal funding authorized for transportation planning has remained constant in recent years. In 2011-2012,

New York State received $31.7 million in federal planning funds. These funds were allocated to the 13 MPOs in the state through a formula that accounts for the size of each MPO planning area.

The Council's 2011-2012 federal funding allocation totaled $642,845 ($528,372 in FHWA funding and $114,473 in FTA funding). The State and local match for these funds totaled over $160,700, making approximately $800,000 available for planning activities during the year. The Council does not anticipate that these annual allocations will change significantly over the planning period, since planning funds have remained relatively flat in recent years. Therefore, it is estimated that $23.2 million will be available for planning activities during the planning period.

In addition to the annual allocation of federal planning funds, the Council has unspent funds available from previous program budgets. These are funds that were apportioned to the Council but not expended during a particular program year. As of August 2011, the estimated savings is approximately $642,000. This increases the estimated amount of available planning funds to $23.8 million from 2012-2040.

Regional Transportation Authorities

MTA/Metro-North Railroad Funding

The MTA/Metro-North Railroad receives revenue from the FTA, MTA bonds, ticket sales, rents, and local subsidies. These are used to support capital and operating expenses. As mentioned, the MTA has developed a 20-year Capital Needs Assessment (2015-2034) and a 2010-2014 Capital Program that identify investments and projects needed to maintain and improve passenger transportation services. The MTA's 2012 budget and 2012-2015 Financial Plan/Capital Program, both of which will be proposed to the MTA Board in November 2011 and adopted in December 2011, seek to maximize revenues and establish fiscal stability for the MTA. The preliminary 2012-2015 Financial Plan continues cost cutting initiatives begun in 2010, which are projected to save $3.8 billion by 2014. When implemented, the new Financial Plan will achieve stability without reducing service. The MTA's 2010-2014 Capital Program, which invests in renewing MTA's infrastructure and expanding the transportation network to meet future demand, is integral to MTA's ability to deliver services. The Financial Plan presents a strategy to fully fund the MTA's 2010-2014 capital program.

New York State Bridge Authority

The New York State Bridge Authority is a wholly self-supporting public benefit corporation that relies on toll revenues to meet its operational, maintenance, and capital improvement needs. In 2009, tolls accounted for 99 percent of all NYSBA revenues ($37 million). Standard passenger car tolls will increase on January 1, 2012 from $1.00 to $1.25 per vehicle (paid at eastbound crossings). The NYSBA's 2011-2014 Financial Plan estimates that revenues will reach $39 million for 2011, while expenses will total $55 million. Though a shortfall is expected for 2011, 2012 shows a funding surplus based on debt proceeds and toll increases. The Financial Plan includes the sale of $140 million in bonds to begin re-decking

the south span of the Newburgh-Beacon Bridge.

Private Funds

The funds estimated to be available over the planning period do not include potential funding from private entities. Although the Council has not identified private funds, it recommends that they be used to the maximum extent possible to fund transportation improvements, particularly those related to new development, such as intersection or signal improvements for large residential and commercial projects.

Fiscal Constraint Analysis

Moving Dutchess recommends the investment of $1.5 billion in highway, transit, and planning projects to preserve, maintain, and improve Dutchess County's transportation system over a 29-year planning period. The overall estimate of reasonably expected revenues total over $1.5 billion, which is sufficient to carry out the majority of the plan's recommendations. A shortfall does exist between available and recommended funding for highway and bridge projects during the mid-range period, which is partially offset by a balance during the long-range period; since the overall imbalance represents one percent of available funding, it is not deemed significant. Fiscal constraint for *Moving Dutchess* is predicated on several key assumptions:

1. Federal and State transportation funding will need to track the rate of inflation in order for agencies to effectively preserve the transportation system, let alone maintain a state of good repair. If labor or material costs increase at a faster rate than funding, agencies will be forced to delay projects or even close non-strategic transportation facilities. The strategic divestment of facilities is the least preferred alternative, but may be required if the Council's funding estimates prove too high.

2. Federal transportation funding programs will need to be grouped into a smaller group of core programs, providing flexibility to the State and local agencies to program funds where needed. A consolidated program has been proposed for the federal transportation law that will succeed SAFETEA-LU. This consolidation is essential for the preservation of the system, since the existing distribution of transportation funding diverts resources away from core preservation activities. The Council may need to revisit the recommendations in *Moving Dutchess*, if the next reauthorization law does not consolidate existing surface transportation programs or provide the flexibility needed to effectively preserve the transportation system.

3. *Moving Dutchess* outlines a preservation based approach to maintain transportation safety and mobility. If a large number of facilities require major rehabilitation work or reconstruction, agencies may need to postpone lesser priority projects. <u>To be clear, there is insufficient funding available to reconstruct the majority of the system or reach a true state of good repair.</u> The Council will rely on individual agencies to identify which facilities require work beyond preservation.

4. Although the current estimate of available funding is sufficient to preserve the transportation system, the sheer number of recommended projects may prove challenging for agencies to process. In order to move projects forward, agencies will likely need to bundle maintenance activities into system-wide, cyclical maintenance projects that can be more easily reviewed and processed by federal and State reviewing agencies. These projects will need to be designed in a manner that reduces the need to acquire right-of-way, which is often a time consuming and expensive phase. Project delivery could be further expedited by certifying staff at the local level (e.g. County) to administer federal-aid projects, so they can assist the NYSDOT-Region 8 Local Projects Unit in processing projects.

Tables 8-6 and 8-7 summarize the financial constraint analysis.

Final Thoughts

Moving Dutchess provides a strategy to meet the transportation needs of Dutchess County. The Council developed this strategy through a review of existing guidance, input from State and local agencies, and an analysis of transportation system data. In a departure from the previous plan, this strategy relies on project-level recommendations. The Council pursued this approach to increase the value of the plan to decision-makers and the public, and to better position the Council to address emerging federal priorities related to performance based planning and livability. The Council will update *Moving Dutchess* in four years and revisit the recommendations to ensure that they are still valid and reflect the area's priorities, latest planning assumptions, and most current funding estimates.

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
HM-1	Repave NYSDOT road segments currently rated in "Poor" condition (NYSDOT surface rating of 5 or less) (24 miles total)	Highway-Maintenance	ALL	Dutchess County	Short-Range	$7,200,000	$8,100,000	Yes	NYSDOT	Yes	A10
HM-2	Repave Dutchess County Federal-aid eligible road segments currently rated in "Poor" condition (6 miles	Highway-Maintenance	ALL	Dutchess County	Short-Range	$1,800,000	$2,030,000	Yes	DCDPW	No	A10
HM-3	Drainage repairs to alleviate flooding on CR 41 (Crum Elbow Rd) between Cardinal Rd and Matuk Dr	Highway-Maintenance	UH	Hyde Park	Short-Range	$1,000,000	$1,000,000	Yes	DCDPW	No	A2
HM-4	Repave North Water St and redesign the street to incorporate a sidewalk or bicycle/pedestrian path: Main St to Dutchess Ave (0.4 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$240,000	$270,000	Yes	Poughkeepsie City	No	A10
HM-5	Repave Cannon St: Market St to Wood Ln (0.1 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$18,000	$20,000	Yes	Poughkeepsie City	No	A10
HM-6	Repave Civic Center Plaza: Main St to Mill St (0.1 miles) (See also OP-21)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$33,000	$37,000	Yes	Poughkeepsie City	No	A10
HM-7	Repave Dutchess Ave: Hudson River to N Water St (0.1 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$36,000	$41,000	No	Poughkeepsie City	No	A10
HM-8	Repave Kittredge Pl: Dutchess Av to Route 9 (0.3 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$78,000	$88,000	Yes	Poughkeepsie City	No	A10
HM-9	Repave Livingston St: Lincoln Av to Academy St (0.2 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$51,000	$57,000	Yes	Poughkeepsie City	No	A10
HM-10	Repave Main St: cul-de-sac to Poughkeepsie Town Line, and S Clover St to Market St (1.5 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$438,000	$493,000	Yes	Poughkeepsie City	No	A10
HM-11	Repave Sharon Dr: Beechwood Ave to Poughkeepsie Town Line (0.1 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$349,000	$393,000	Yes	Poughkeepsie City	No	A10
HM-12	Repave Washington St: Mansion St to Parker Ave (0.2 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$72,000	$81,000	Yes	Poughkeepsie City	No	A10
HM-13	Repave Spring Rd: Route 9 to CR 77 (Vassar Rd) (0.7 miles)	Highway-Maintenance	LH	Poughkeepsie Town	Short-Range	$2,225,000	$2,225,000	Yes	Poughkeepsie Town	Yes	A10
HM-14	Repave Route 82 in Union Vale: O'Brien Hill Rd to CR 9 (Clove Rd) (1 mile)	Highway-Maintenance	LT	Union Vale	Short-Range	$300,000	$338,000	Yes	NYSDOT	No	A10
HM-15	Repave CR 93 (Middlebush Rd): Pleasant Ln to Cameli Dr (0.1 miles)	Highway-Maintenance	LH	Wappinger	Short-Range	$1,250,000	$1,250,000	Yes	DCDPW	Yes	A10
HM-16	Repave Market St in the Village of Wappingers Falls: East Main St to Creek Rd (0.6 miles)	Highway-Maintenance	LH	Wappingers Falls	Short-Range	$177,000	$199,000	Yes	Wappingers Falls	No	A10
HM-17	Repave North Mesier Ave: Route 9 to East Main St (0.5 miles)	Highway-Maintenance	LH	Wappingers Falls	Short-Range	$144,000	$158,000	No	Wappingers Falls	No	A10
HM-18	Repave Nelson Ave: Delavergne Ave to Clinton St (0.2 miles)	Highway-Maintenance	LH	Wappingers Falls	Short-Range	$150,000	$169,000	No	Wappingers Falls	No	A10
HM-19	Repave Route 44 in Washington: Deep Hollow Rd to the Amenia town line (1.5 miles)	Highway-Maintenance	UT	Washington	Short-Range	$450,000	$507,000	Yes	NYSDOT	No	A10
HM-20	Taconic State Parkway Pavement Rehabiltation: Hortontown Hill Rd (Putnam Co.) to Miller Hill Rd	Highway-Maintenance	LT	East Fishkill	Short-Range	$4,350,000	$4,350,000	Yes	NYSDOT	Yes	A10
HM-21	I-84 Pavement Rehabilitation: Route 9 to Taconic State Parkway	Highway-Maintenance	LT	Fishkill & East Fishkill	Short-Range	$7,396,000	$7,396,000	Yes	NYSDOT	Yes	A10
HM-22	NYSDOT-Region 8 highway maintenance activities to include traffic signal/sign replacements, new pavement markings, guiderail replacements, and culvert repairs (estimated cost shows total cost for planning period based on an annual cost of $2 million)	Highway-Maintenance	ALL	Dutchess County	Short, Mid, and Long-Range	$58,000,000	$93,000,000	Yes	NYSDOT	Yes	A9, A11, C13, D2
HM-23	Dutchess County DPW highway maintenance activities to include traffic signal replacements, guiderail replacements, and drainage/culvert repairs (estimated cost shows total cost for planning period based on an annual cost of $500,000)	Highway-Maintenance	ALL	Dutchess County	Short, Mid, and Long-Range	$14,500,000	$23,000,000	Yes	DCDPW	Yes	A9, A11, C13, D2
HM-24	Reconstruct CR 78 (Broadway): Montgomery St to Bridge RH-25 (0.1 miles)	Highway-Maintenance	UH	Tivoli Village	Mid-Range	$300,000	$391,000	No	DCDPW	No	A10
HM-25	Repave NYSDOT road segments currently rated in "Fair" condition (NYSDOT surface rating of 6), projected to be in "Poor" condition by 2025 (124 miles total)	Highway-Maintenance	ALL	Dutchess County	Mid-Range	$37,200,000	$48,500,000	Yes	NYSDOT	No	A10
HM-26	Repave Dutchess County Federal-aid eligible road segments currently rated in "Fair" condition (projected to be in "Poor" condition by 2025) (7 miles total)	Highway-Maintenance	ALL	Dutchess County	Mid-Range	$2,100,000	$2,740,000	Yes	DCDPW	No	A10
HM-27	Repave Dutchess County Non-federal aid eiligible road segments currently rated in "Fair" condition (projected to be in "Poor" condition by 2025) (47 miles total)	Highway-Maintenance	ALL	Dutchess County	Mid-Range	$14,100,000	$18,400,000	No	DCDPW	No	A10
HM-28	Repave NYSDOT road segments currently rated in "Excellent" or "Good" condition (NYSDOT surface rating of 7 or above), projected to be in "Poor" condition by 2040 (approx. 275 miles total)	Highway-Maintenance	ALL	Dutchess County	Long-Range	$75,000,000	$152,500,000	Yes	NYSDOT	No	A10
HM-29	Repave Dutchess County Federal-aid eligible road segments currently rated in "Excellent" or "Good" condition (projected to be in "Poor" condition by 2040) (85 miles total)	Highway-Maintenance	ALL	Dutchess County	Long-Range	$25,500,000	$51,800,000	Yes	DCDPW	No	A10
HM-30	Repave Dutchess County Non-federal aid eligible road segments currently rated in "Excellent" or "Good" condition (projected to be in "Poor" condition by 2040) (232 miles total)	Highway-Maintenance	ALL	Dutchess County	Long-Range	$69,600,000	$141,500,000	No	DCDPW	No	A10
OP-1	Develop and implement a program to regularly review and update signal timings at major State Route intersections (using data from the TMA Travel Time Survey)	Highway-Operations	ALL	Dutchess County	Short-Range	$100,000	$113,000	Yes	NYSDOT	No	C3
OP-2	Develop and implement a program to regularly review and update signal timings at major County Route intersections (using data from the TMA Travel Time Survey)	Highway-Operations	ALL	Dutchess County	Short-Range	$100,000	$113,000	Yes	DCDPW	No	C3
OP-3	Reconstruct the Route 376/Robinson Lane intersection, adding turn lanes and upgrading traffic signal	Highway-Operations	LT	East Fishkill	Short-Range	$1,950,000	$1,950,000	Yes	NYSDOT	Yes	D2
OP-4	Review Route 82 and 376 signal timings in Hopewell Junction and recommend operational improvements (0.2 miles)	Highway-Operations	LT	East Fishkill	Short-Range	$10,000	$11,000	Yes	NYSDOT	Yes	C3
OP-5	Realign Route 82 at CR 31 (Palen Rd)/Fishkill Rd to create a 4-leg intersection with improved traffic signals and turning lanes	Highway-Operations	LT	East Fishkill	Short-Range	$2,740,000	$2,740,000	Yes	NYSDOT	Yes	D1
OP-6	Review and update traffic signal timings at the Route 9D/I-84 intersection to improve operations	Highway-Operations	LH	Fishkill Town	Short-Range	$10,000	$11,000	Yes	NYSDOT	No	D2
OP-7	Review and coordinate traffic signal timings on Route 52 between I-84 and Jackson St to improve	Highway-Operations	LH	Fishkill Village/Town	Short-Range	$10,000	$11,000	Yes	NYSDOT	No	C3
OP-8	Reconstruct the CR 21 (Noxon Rd)/CR 49 (Titusville Rd) intersection, adding turn lanes and upgrading traffic signals	Highway-Operations	LT	LaGrange	Short-Range	$1,823,000	$1,823,000	Yes	DCDPW	Yes	D3
OP-9	Add turning lanes on Route 22 at Haight Rd in both directions (northbound left turn and southbound right turn) to assist school buses going to Haight Rd	Highway-Operations	HV	North East	Short-Range	$250,000	$281,000	Yes	NYSDOT	No	D1
OP-10	Intersection improvements at the NYS Route 115/CR 71 (West Rd) intersection	Highway-Operations	UT	Pleasant Valley	Short-Range	$1,200,000	$1,200,000	Yes	DCDPW	No	C3
OP-11	Conduct a traffic signal warrant analysis at the Route 44/Route 82 intersection	Highway-Operations	UT	Pleasant Valley	Short-Range	$5,000	$6,000	Yes	NYSDOT	No	C3
OP-12	Intersection improvements at the CR 44 (Red Oaks Mill Rd) and Walker Rd intersection	Highway-Operations	UT	LaGrange	Short-Range	$1,100,000	$1,100,000	Yes	DCDPW	No	C3
OP-13	Reconstruct the Creek Rd/Smith St/Little George St intersection	Highway-Operations	LH	Poughkeepsie City	Short-Range	$1,160,000	$1,160,000	Yes	Poughkeepsie City	Yes	D1
OP-14	Replace or install traffic signals on Washington Street at Clark St, Bain Ave/Orchard Pl, Verazzano Blvd/Brookside Ave, Mansion St, and Parker Ave	Highway-Operations	LH	Poughkeepsie City	Mid-Range	$447,000	$447,000	Yes	Poughkeepsie City	Yes	D2
OP-15	Review signal timings at the Route 9/Route 199 intersection to reduce traffic congestion	Highway-Operations	UH	Red Hook Village	Mid-Range	$10,000	$11,000	Yes	NYSDOT	No	C3
OP-16	Improve pavement markings at the Route 22/44/343 intersection in the Amenia hamlet and determine the feasability of adding dedicated left-turn lanes on Routes 22 and 343	Highway-Operations	HV	Amenia	Mid-Range	$10,000	$13,000	Yes	NYSDOT	No	A11

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
OP-17	Conduct an intersection study to determine the need to install a second left-turn lane on Route 9D (northbound) onto the I-84 bridge to reduce peak hour congestion	Highway-Operations	LH	Fishkill Town	Mid-Range	$50,000	$65,000	Yes	NYSDOT	No	D1
OP-18	Add right turn lanes on East/West Market St and Rogers Pl/Park Plaza intersections	Highway-Operations	UH	Hyde Park	Mid-Range	$250,000	$326,000	Yes	DCDPW	No	D1
OP-19	Intersection and signal upgrades on Route 55 from CR 47 (Freedom Rd) to Stringham Rd, including a feasability analysis for roundabouts at major intersections	Highway-Operations	LT	LaGrange	Mid-Range	$6,600,000	$8,600,000	Yes	NYSDOT	Yes	C7
OP-20	Add right-turn (northbound) and left-turn (southbound) lanes on Route 22 (Elm Ave) at the Route 44 (Main St) intersection	Highway-Operations	HV	Millerton Village	Mid-Range	$250,000	$326,000	Yes	NYSDOT	No	D1
OP-21	Replace the traffic signal at Academy St and Cannon St	Highway-Operations	LH	Poughkeepsie City	Mid-Range	$50,000	$65,000	Yes	Poughkeepsie City	No	D2
OP-22	Redesign Market St from a three-lane, one-way street into a two-lane, two-way street (0.25 miles)	Highway-Operations	LH	Poughkeepsie City	Mid-Range	$4,830,000	$6,302,000	Yes	Poughkeepsie City	No	A10
OP-23	Add a right-turn lane to southbound Route 9 at the Route 9/Route 9G intersection to improve operations	Highway-Operations	UH	Rhinebeck Town	Mid-Range	$250,000	$326,000	Yes	NYSDOT	No	D1
OP-24	Add left-turn lanes at the Route 9 (Montgomery/Mill St) and 308 (East/West Market St) intersection	Highway-Operations	UH	Rhinebeck Village	Mid-Range	$500,000	$652,000	Yes	NYSDOT	No	D1
OP-25	Conduct a feasability analysis for a roundabout at the CR 93 (Myers Corners Rd)/CR 94 (All Angels Hill Rd) intersection	Highway-Operations	LH	Wappinger	Mid-Range	$50,000	$102,000	Yes	DCDPW	No	C3
OP-26	Reconstruct the Route 9D at I-84 interchange and incorporate safe pedestrian and bicycle access	Highway-Operations	LH	Fishkill Town	Long-Range	$29,000,000	$59,000,000	Yes	NYSDOT	No	D3
OP-27	Conduct an intersection/signal warrant analysis of Firehouse Ln (entrance to Red Hook Estates) and Route 9 to determine possibility of creating a signalized, four-way intersection	Highway-Operations	UH	Red Hook Village	Long-Range	$25,000	$51,000	Yes	Red Hook Village	No	C3
OP-28	Redesign the Route 9/Route 308 "Four Corners" intersection to shorten crosswalks, add diagonal parking on W. Market St, and provide pedestrian amenities	Highway-Operations	UH	Rhinebeck Village	Long-Range	$500,000	$1,020,000	Yes	NYSDOT	No	C2
PB-1	Complete the Dutchess Rail Trail (Stage 4) from Old Manchester Rd to Overocker Rd, including a new pedestrian bridge over Route 55	Pedestrian/Bicycle	LH	Poughkeepsie Town	Short-Range	$9,149,000	$9,149,000	Yes	DCDPW	Yes	C2
PB-2	Complete the Southern Poughkeepsie Waterfront (Greenway) Trail	Pedestrian/Bicycle	LH	Poughkeepsie City	Short-Range	$832,000	$832,000	Yes	Poughkeepsie City	Yes	C2
PB-3	Install a sidewalk on Route 22 from the Amenia Town Hall to Old North Rd (near the Freshstown shopping plaza) (2,800 feet)	Pedestrian/Bicycle	HV	Amenia	Mid-Range	$756,000	$986,000	Yes	NYSDOT	No	C2
PB-4	Repair State-owned, non-ADA compliant sidewalks and ramps throughout Dutchess County	Pedestrian/Bicycle	ALL	Dutchess County	Mid-Range	$2,535,000	$3,310,000	Yes	NYSDOT	Yes	C2
PB-5	Improve pedestrian safety crossing Route 9D at Dogwood Ln and Chiappardi Pl	Pedestrian/Bicycle	LH	Fishkill Town	Mid-Range	$13,600	$18,000	Yes	NYSDOT	No	C2
PB-6	Install sidewalks along Route 52 from the Town Hall to the Village of Fishkill, and from the Village of Fishkill to the former A&P Plaza	Pedestrian/Bicycle	LH	Fishkill Town/Village	Mid-Range	$1,026,000	$1,340,000	Yes	NYSDOT	No	C2
PB-7	Install a sidewalk along Route 9 from the Hyde Park Town Center (Calmer Pl) to St. Andrews Rd (6,500 feet)	Pedestrian/Bicycle	UH	Hyde Park	Mid-Range	$1,755,000	$2,290,000	Yes	NYSDOT	No	C2
PB-8	Complete the Harlem Valley Rail Trail from Millerton to Columbia County line	Pedestrian/Bicycle	HV	North East	Mid-Range	$6,304,000	$8,225,000	Yes	DCDPW	Yes	C2
PB-9	Use the CSX right-of-way to create a trail connection between the Dutchess Rail Trail at Morgan Lake and the Walkway Over the Hudson (0.7 miles)	Pedestrian/Bicycle	LH	Poughkeepsie City	Mid-Range	$1,000,000	$1,000,000	Yes	DCDPW	No	C2
PB-10	Install sidewalks on Route 9 from Mesier Ave north to IBM Rd and a pedestrian bridge on Route 9 over the Wappinger Creek	Pedestrian/Bicycle	LH	Poughkeepsie/Wappingers Falls	Mid-Range	$3,850,000	$5,020,000	Yes	NYSDOT	Yes	C2
PB-11	Install pedestrian right-of-way signs and crosswalks at high traffic pedestrian points along Routes 9 and 308	Pedestrian/Bicycle	UH	Rhinebeck Village	Mid-Range	$1,000,000	$1,300,000	Yes	NYSDOT	No	C2
PB-12	Repair and install sidewalks to Livingston Elementary School, Rhinebeck High School, Starr Library and Recreation Park, Northern Dutchess Hospital, and the Dutchess County Fairgrounds (6,000 feet)	Pedestrian/Bicycle	UH	Rhinebeck Village	Mid-Range	$1,620,000	$2,100,000	Yes	Rhinebeck Village	No	C2
PB-13	Install pedestrian right-of-way signs and crosswalks in the Tivoli business district	Pedestrian/Bicycle	UH	Tivoli Village	Mid-Range	$50,000	$65,000	Yes	Tivoli Village	No	C2
PB-14	Install sidewalks in Tivoli Acres, on Woods Rd, and on Broadway to Pine St (2,700 feet)	Pedestrian/Bicycle	UH	Tivoli Village	Mid-Range	$729,000	$951,000	Yes	Tivoli Village	No	C2
PB-15	Improve pedestrian crosswalks on Route 9 in Wappingers Falls at East Main St, Old Route 9, and between East Main St and Wenliss Terr (McDonalds/Planet Fitness)	Pedestrian/Bicycle	LH	Wappingers Falls	Mid-Range	$164,000	$214,000	Yes	NYSDOT	No	C2
PB-16	Improve pedestrian safety and calm traffic by narrowing the East Main St/South Ave (Route 9D)	Pedestrian/Bicycle	LH	Wappingers Falls	Mid-Range	$500,000	$653,000	Yes	NYSDOT	No	C2
PB-17	Install a sidewalk on one side of CR 93 (Myers Corners Rd/Middlebush Rd) from Route 9D to Route 376 (24,000 feet)	Pedestrian/Bicycle	LH	Wappinger	Long-Range	$6,318,000	$12,800,000	Yes	DCDPW	No	C2
PB-18	Repair or improve sidewalks at locations with heavy pedestrian activity (approx. 10 miles)	Pedestrian/Bicycle	ALL	Dutchess County	Long-Range	$14,250,000	$29,000,000	Yes	ALL	No	C2
PB-19	Install sidewalks and crosswalks on Pinewoods Rd and East Market St to connect Route 9 to Town parks and Route 9G (1,500 feet)	Pedestrian/Bicycle	UH	Hyde Park	Long-Range	$131,000	$131,000	Yes	Hyde Park	Yes	C2
PB-20	Evaluate Routes 44, 52, 55, and 82 as State bicycle routes and designate/sign if feasable	Pedestrian/Bicycle	LH,	Multiple	Long-Range	$25,000	$51,000	Yes	NYSDOT	No	A7
PB-21	Install high-visibility crosswalks at South Ave (Route 9D)/E. Main St, E. Main St/Remsen Ave, W. Main St (Route 9D)/Convent Ave, W. Main St (Route 9D)/West St, W. Main St (Route 9D)/School St, W. Main St (Route 9D)/Church St, and Route 9 at 9 Plaza	Pedestrian/Bicycle	LH	Wappingers Falls	Long-Range	$600,000	$1,220,000	Yes	NYSDOT	No	C2
PS-1	Conduct sidewalk inventories and develop sidewalk improvement strategies for cities, villages, and town centers (using the Village of Rhinebeck Sidewalk Study as a template) ($50,000 per study)	Planning Study	ALL	Dutchess County	Short and Mid-Range	$700,000	$784,000	Yes	PDCTC	No	C3
PS-2	Complete a Corridor Management Plan for Route 9G (study area to be determined)	Planning Study	UH	Hyde Park, Rhinebeck, Red Hook	Short-Range	$125,000	$141,000	Yes	NYSDOT/PDCTC	No	C3
PS-3	Complete a Corridor Management Plan for Route 9D (study area to be determined)	Planning Study	LH	Multiple	Short-Range	$125,000	$141,000	Yes	NYSDOT/PDCTC	No	C3
PS-4	Complete a trails plan for the Town of Pine Plains and environs	Planning Study	UT	Pine Plains	Short-Range	$50,000	$56,000	Yes	PDCTC	No	C3
PS-5	Complete a Regional Transit Study for the TMA (Dutchess, Orange, and Ulster counties)	Planning Study	ALL	Dutchess County	Short-Range	$500,000	$563,000	Yes	PDCTC/OCTC/UCTC	No	C3
PS-6	Update the County's Bicycle and Pedestrian Plan, incorporating local sidewalk studies and addressing access to trails, ADA requirements, and bicycle routes	Planning Study	ALL	Dutchess County	Mid-Range	$100,000	$131,000	Yes	PDCTC	No	C3
PS-7	Study the feasability of reintroducing on-street parking and slowing traffic speeds to 30 MPH on Route 9 in the Hyde Park Town center (from St Andrews Rd to Market St)	Planning Study	UH	Hyde Park	Mid-Range	$25,000	$33,000	Yes	NYSDOT	No	C3
PS-8	Determine the feasability of using the CSX West Branch for Route 9 access to the proposed residential development at the former Dutton Lumber site	Planning Study	LH	Poughkeepsie City	Mid-Range	$50,000	$65,000	Yes	Poughkeepsie City	No	C3
PS-9	Conduct a planning study to look at ways to redesign Route 44/55 (eastbound and westbound arterials) into a pedestrian and bicycle-friendly facility, such as a boulevard	Planning Study	LH	Poughkeepsie City	Mid-Range	$125,000	$163,000	Yes	NYSDOT	No	C3

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
PS-10	Conduct a needs assessment/feasability analysis for a connector road between Route 9 and 9G, in the area between Pinewoods Rd and St Andrews Rd	Planning Study	UH	Hyde Park	Mid-Range	$75,000	$153,000	Yes	NYSDOT/PDCTC	No	C3
SA-1	Install a warning device on Route 44 near DeLavergne Hill (0.6 miles south of Route 83) to alert drivers of sharp turns	Safety	HV	Amenia	Short-Range	$25,000	$28,000	Yes	NYSDOT	No	A7
SA-2	Improve sight distance at the Route 343/CR 2 (Leedsville Rd) intersection	Safety	HV	Amenia	Short-Range	$25,000	$28,000	Yes	NYSDOT	No	A5
SA-3	Improve sight distance at the CR 19 (Bulls Head Rd)/Lake Dr intersection	Safety	UT	Clinton	Short-Range	$25,000	$28,000	No	DCDPW	No	A5
SA-4	Install warning devices at Dutchess Rail Trail crossings on Route 376 and Lake Walton Rd	Safety	LT	East Fishkill	Short-Range	$50,000	$50,000	Yes	NYSDOT/DCDPW	No	A7
SA-5	Install a traffic signal at the entrance to the FDR Historic Site on Route 9 to improve safety and operations	Safety	UH	Hyde Park	Short-Range	$50,000	$56,000	Yes	NYSDOT	No	D2
SA-6	Conduct a safety assessment at the Route 44/CR 71 (West Rd) and Route 44/CR 72 (North Ave)	Safety	UT	Pleasant Valley	Short-Range	$25,000	$28,000	Yes	NYSDOT	No	C3
SA-7	Conduct a safety assessment at the CR 65 (Hunns Lake Rd)/CR 86 (Bangall-Amenia Rd) intersection in	Safety	UT	Stanford	Short-Range	$25,000	$28,000	Yes	DCDPW	No	C3
SA-8	Conduct safety assessments at high crash locations identified in *Moving Dutchess*	Safety	ALL	Dutchess County	Short-Range	$200,000	$225,000	Yes	PDCTC	No	C3
SA-9	Add left-turn lanes at the Route 55/CR 9 (Beekman Rd) intersection (eastbound and westbound)	Safety	LT	Beekman	Mid-Range	$3,296,000	$4,301,000	Yes	NYSDOT	Yes	A19
SA-10	Improve sight distance at the Route 376/Clove Branch Rd/Hillside Lake Rd intersection	Safety	LT	East Fishkill	Mid-Range	$25,000	$38,000	Yes	NYSDOT	No	A5
SA-11	Install traffic calming devices on Barton St from Church St and CR 62 (Rudd Pond Rd)	Safety	HV	Millerton Village	Mid-Range	$25,000	$38,000	No	Millerton Village	No	A7
SA-12	Reconstruct the Taconic State Parkway interchanges at Rossway Rd and Tyrrel Rd to improve safety	Safety	UT	Pleasant Valley	Mid-Range	$34,100,000	$44,000,000	Yes	NYSDOT	Yes	D3
SA-13	Reconstruct the Route 9/44/55 interchange to improve safety	Safety	LH	Poughkeepsie City	Mid-Range	$58,550,000	$76,400,000	Yes	NYSDOT	Yes	C3
SA-14	Install traffic calming devices in the Rhinecliff hamlet, especially along Kelly St and Orchard St	Safety	UH	Rhinebeck Town	Mid-Range	$25,000	$33,000	No	Rhinebeck Town	No	A7
SA-15	Improve horizontal alignment, sight distance, and safety on CR 28 (Old Hopewell Rd) from Route 9 to CR 94 (All Angels Hill Rd)	Safety	LH	Wappinger	Mid-Range	$5,616,000	$7,328,000	Yes	DCDPW	Yes	A6
TDM-1	Promote Travel Demand Management (ridesharing and vanpool services) throughout Dutchess County (511NYRideshare) and implement the Enhanced Commuter Choice program ($225,000 annually)[9]	TDM	ALL	Dutchess County	Short, Mid, and Long-Range	$6,525,000	$6,525,000	Yes	NYSDOT	Yes	Non-Exempt
TR-1	Upgrade the existing transit hub on Market St in the City of Poughkeepsie to allow for off-street passenger boarding; includes new shelters. (No change in bus routing).	Transit	LH	Poughkeepsie City	Short-Range	$2,379,000	$2,379,000	Yes	Poughkeepsie City	Yes	B8
TR-2	Bus replacements for the City of Poughkeepsie bus system (2012-2015)	Transit	LH	Poughkeepsie City	Short-Range	$565,000	$656,000	Yes	Poughkeepsie City	Yes	B10
TR-3	Bus replacements for the Dutchess County LOOP bus system (2012-2015)	Transit	ALL	Dutchess County	Short-Range	$3,195,000	$3,596,000	Yes	Dutchess County	Yes	B10
TR-4	Operating assistance for the City of Poughkeepsie bus system (2012-2015)	Transit	LH	Poughkeepsie City	Short-Range	$1,360,000	$1,531,000	Yes	Poughkeepsie City	Partial	B1
TR-5	Operating assistance for the Dutchess County LOOP bus system (2012-2015)	Transit	ALL	Dutchess County	Short-Range	$1,872,000	$2,107,000	Yes	Dutchess County	Partial	B1
TR-6	Preventive maintenance activities for the City of Poughkeepsie bus system (2012-2015)	Transit	LH	Poughkepsie City	Short-Range	$1,080,000	$1,216,000	Yes	Poughkeepsie City	Yes	B3
TR-7	Preventive maintenance activities for the Dutchess County LOOP bus system (2012-2015)	Transit	ALL	Dutchess County	Short-Range	$5,300,000	$5,965,000	Yes	Dutchess County	Yes	B3
TR-8	Operating assistance for the Newburgh-Beacon ferry service between the City of Newburgh and Beacon Train Station ($938,000 annually)	Transit	LH	NYSDOT	Short-Range	$3,750,000	$3,750,000	Yes	NYSDOT	Yes	B1
TR-9	Poughkeepsie Train Station rehabilitation	Transit	LH	Poughkeepsie City	Short-Range	$6,000,000	$6,753,000	Yes	Metro-North Railroad	Yes	B8
TR-10	Beacon Train Station parking expansion	Transit	LH	Beacon	Short-Range	$10,000,000	$11,255,000	Yes	Metro-North Railroad	Yes	Non-Exempt
TR-11	Wassaic Metro-North Rail Yard Expansion	Transit	HV	Amenia	Short-Range	$3,000,000	$3,377,000	No	Metro-North Railroad	Yes	B1
TR-12	Wassaic Train Station parking expansion	Transit	HV	Amenia	Short-Range	$1,625,000	$1,829,000	Yes	Metro-North Railroad	Yes	Non-Exempt
TR-13	Expand marketing of bus transit services (Dutchess County LOOP and City of Poughkeepsie)	Transit	ALL	Dutchess County	Short-Range	$100,000	$113,000	Yes	Dutchess County/Poughkeepsie City	No	B1
TR-14	Poughkeepsie-White Plains Commuter Bus Service	Transit	LH	Multiple	Short-Range	$6,000,000	$6,000,000	Yes	NYSDOT	Yes	B1
TR-15	Bus replacements for the Dutchess County LOOP bus system (2016-2025)	Transit	ALL	Dutchess County	Mid-Range	$6,585,000	$8,592,000	Yes	Dutchess County	No	B10
TR-16	Bus replacements for the City of Poughkeepsie bus system (2016-2025)	Transit	LH	Poughkeepsie City	Mid-Range	$3,955,000	$5,160,000	Yes	Poughkeepsie City	No	B10
TR-17	Preventive maintenance activities for the Dutchess County LOOP bus system (2016-2025)	Transit	ALL	Dutchess County	Mid-Range	$13,250,000	$17,288,000	Yes	Dutchess County	No	B3
TR-18	Preventive maintenance activities for the City of Poughkeepsie bus system (2016-2025)	Transit	LH	Poughkepsie City	Mid-Range	$2,700,000	$3,523,000	Yes	Poughkeepsie City	No	B3
TR-19	Operating assistance for the Dutchess County LOOP bus system (2016-2025)	Transit	ALL	Dutchess County	Mid-Range	$4,680,000	$6,106,000	Yes	Dutchess County	No	B1
TR-20	Operating assistance for the City of Poughkeepsie bus system (2016-2025)	Transit	LH	Poughkeepsie City	Mid-Range	$3,400,000	$4,436,000	Yes	Poughkeepsie City	No	B1
TR-21	Develop and implement a coordinated ITS architecture for the Dutchess County LOOP and City of Poughkeepsie bus systems	Transit	ALL	Service Area	Mid-Range	$1,000,000	$1,305,000	Yes	Dutchess County/Poughkeepsie City	No	B6
TR-22	Develop and implement a coordinated fare system for the Dutchess County LOOP and City of Poughkeepsie bus systems	Transit	ALL	Service Area	Mid-Range	$200,000	$261,000	Yes	Dutchess County/Poughkeepsie City	No	B6
TR-23	Install bus stop shelters at major bus stops (Dutchess County LOOP and City of Poughkeepsie)	Transit	ALL	Service Area	Mid-Range	$100,000	$131,000	Yes	Dutchess County/Poughkeepsie City	Yes	B7
TR-24	Expand demand responsive transit services throughout Dutchess County	Transit	ALL	Dutchess County	Mid-Range	$3,520,000	$4,593,000	Yes	Dutchess County	No	B1

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
TR-25	Bus replacements for the Dutchess County LOOP bus system (2026-2040)	Transit	ALL	Dutchess County	Long-Range	$6,585,000	$13,386,000	Yes	Dutchess County	No	B10
TR-26	Bus replacements for the City of Poughkeepsie bus system (2026-2040)	Transit	LH	Poughkeepsie City	Long-Range	$3,955,000	$8,040,000	Yes	Poughkeepsie City	No	B10
TR-27	Preventive maintenance activities for the Dutchess County LOOP bus system (2026-2040)	Transit	ALL	Dutchess County	Long-Range	$18,550,000	$37,710,000	Yes	Dutchess County	No	B3
TR-28	Preventive maintenance activities for the City of Poughkeepsie bus system (2026-2040)	Transit	LH	Poughkepsie City	Long-Range	$3,780,000	$7,684,000	Yes	Poughkeepsie City	No	B3
TR-29	Operating assistance for the Dutchess County LOOP bus system (2026-2040)	Transit	ALL	Dutchess County	Long-Range	$6,552,000	$13,320,000	Yes	Dutchess County	No	B1
TR-30	Operating assistance for the City of Poughkeepsie bus system (2026-2040)	Transit	LH	Poughkeepsie City	Long-Range	$4,760,000	$9,676,000	Yes	Poughkeepsie City	No	B1

Notes:

[1] Project recommendations and timeframes are subject to change based on future conditions. Road conditions do not reflect damage from Tropical Storm Irene (August 28-29, 2011).

[2] LH: Lower Hudson; UH: Upper Hudson; LT: Lower Taconic; UT: Upper Taconic; HV: Harlem Valley.

[3] Short-Range: 2012-2015; Mid-Range: 2016-2025; Long-Range: 2026-2040.

[4] Total estimated planning-level cost in 2011 dollars.

[5] Total estimated cost in Year of Expenditure (YOE) dollars: 2015 (Short-), 2020 (Mid-), or 2035 (Long-YOE assumes 3% annual inflation.

[6] Federal-aid eligibility refers to eligibility of project to receive federal funding.

[7] TIP status refers to whether the project is programmed on the current 2011-2015 TIP.

[8] See Appendix G for Air Quality Code definitions.

[9] Estimated TDM cost for planning period is $6,525,000, based on $225,000 per year cost for 29 years.

[10] Available highway/bridge funds include estimated annual federal, State, and local funds as follows: Short-Range: $31 million average; Mid-Range: $37 million average; Long-Range: $53 million average.

[11] Available transit funds include estimated federal, State, and local annual total of $7.6 million.

[12] Available planning funds include estimated federal, State, and local annual total of $800,000.

Federal-aid Eligible Sub-totals by Project Type	FFY 2011	YOE	Percent
Bridge Maintenance	$384,544,000	$607,308,958	40.2%
Highway-Maintenance	$239,727,000	$400,374,000	26.5%
Highway-Operations	$53,280,000	$87,825,000	5.8%
Pedestrian-Bicycle	$52,607,600	$80,655,000	5.3%
Safety	$101,987,000	$132,510,000	8.8%
Transit	$126,798,000	$191,738,000	12.7%
Travel Demand Management	$6,525,000	$6,525,000	0.4%
Planning Studies	$1,875,000	$2,230,000	0.1%
	$967,343,600	$1,509,165,958	

Total Federal-aid Recommendations	FFY 2011	YOE	Available[10,11, 12]	Balance
Highway & Bridge (Construction only)	$831,500,600	$1,307,846,958	$1,288,000,000	($19,846,958)
Transit	$126,798,000	$191,738,000	$243,614,000	$51,876,000
Planning/TDM/Other	$9,045,000	$9,581,000	$23,842,000	$14,261,000
	$967,343,600	$1,509,165,958	$1,555,456,000	$46,290,042

Table 8-2. Recommended Funding by Project Type

Federal-aid Eligible Project Type	FFY 2011	YOE[1]
Bridge Maintenance	$384,544,000	$607,308,958
Highway-Maintenance	$239,727,000	$400,374,000
Highway-Operations	$53,280,000	$87,825,000
Pedestrian-Bicycle	$52,607,600	$80,655,000
Safety	$101,987,000	$132,510,000
Transit	$126,798,000	$191,738,000
Travel Demand Management	$6,525,000	$6,525,000
Planning Studies	$1,875,000	$2,230,000
Total	**$967,343,600**	**$1,509,165,958**

[1] Year of Expenditure (YOE).

Table 8-3. Recommended Funding by Overall Project Type

Federal-aid Eligible Project Type	FFY 2011	YOE[1]
Highway & Bridge (Construction only)	$831,500,600	$1,307,846,958
Transit	$126,798,000	$191,738,000
Planning/Other	$9,045,000	$9,581,000
Total	**$967,343,600**	**$1,509,165,958**

[1] Year of Expenditure (YOE).

Table 8-4. Recommended Funding by Project Type and Time Period

Federal-aid Eligible Project Type	Short-Range (2012-2015)	Mid-Range (2016-2025)	Long-Range (2026-2040)	Total[1]
Bridge Maintenance	$63,767,978	$157,754,068	$385,786,912	$607,308,958
Highway-Maintenance	$39,834,000	$84,240,000	$276,300,000	$400,374,000
Highway-Operations	$10,254,000	$17,057,000	$60,020,000	$87,331,000
Pedestrian-Bicycle	$9,981,000	$27,472,000	$43,151,000	$80,604,000
Safety	$162,000	$132,067,000	$0	$132,229,000
Transit	$50,527,000	$51,395,000	$89,816,000	$191,738,000
Travel Demand Management	$900,000	$2,250,000	$3,375,000	$6,525,000
Planning Studies	$2,231,000	$723,000	$102,000	$3,056,000
Total	**$177,656,978**	**$472,958,068**	**$858,550,912**	**$1,509,165,958**

[1] Non-construction costs for Highway-Operations, Pedestrian/Bicycle, and Safety project types are included under Planning Studies (not shown in Table 8-2).

Table 8-5. Available Funding by Project Type and Source

		Short-Range (2012-2015)	Mid-Range (2016-2025)	Long-Range (2026-2040)	Total
Highway-Bridge[1]	Federal	$72,000,000	$212,500,000	$463,400,000	$747,900,000
	State	$48,000,000	$141,700,000	$308,900,000	$498,600,000
	Local	$4,000,000	$11,800,000	$25,700,000	$41,500,000
	Subtotal	$124,000,000	$366,000,000	$798,000,000	$1,288,000,000
Transit	Federal	$8,000,000	$20,000,000	$30,000,000	$58,000,000
	State[2]	$32,800,000	$24,000,000	$36,000,000	$92,800,000
	Local[3]	$12,800,000	$32,000,000	$48,000,000	$92,800,000
	Subtotal	$53,600,000	$76,000,000	$114,000,000	$243,600,000
Planning Studies[4]	Federal	$2,560,000	$6,400,000	$9,600,000	$18,560,000
	State	$480,000	$1,200,000	$1,800,000	$3,480,000
	Local	$160,000	$400,000	$600,000	$1,160,000
	Subtotal	$3,200,000	$8,000,000	$12,000,000	$23,200,000
	Total	**$180,800,000**	**$450,000,000**	**$924,000,000**	**$1,554,800,000**

[1] Available highway & bridge funds include funding for Highway-Operations, Pedestrian/Bicycle, and Safety projects (construction only).

[2] Includes $23,200,000 in programmed funds for MTA/Metro-North projects during 2012-2015.

[3] Includes fare revenue, local match for federal funds, and general local funds.

[4] Does not include $642,000 in PL savings backlog.

Table 8-6. Fiscal Constraint Analysis by Overall Project Type and Time Period

	Short-Range (2012-2015)			Mid-Range (2016-2025)			Long-Range (2026-2040)		
Federal-aid Eligible Sub-totals[1]	Recommended	Available	Balance	Recommended	Available	Balance	Recommended	Available	Balance
Highway & Bridge (Construction only)	$124,000,000	$124,000,000	$0	$418,600,000	$366,000,000	-$52,600,000	$765,300,000	$798,000,000	$32,700,000
Transit	$50,500,000	$53,600,000	$3,100,000	$51,400,000	$76,000,000	$24,600,000	$89,800,000	$114,000,000	$24,200,000
Planning Studies/Non-construction	$3,100,000	$3,200,000	$100,000	$3,000,000	$8,000,000	$5,000,000	$3,500,000	$12,000,000	$8,500,000
Total	$177,600,000	$180,800,000	$3,200,000	$473,000,000	$450,000,000	-$23,000,000	$858,600,000	$924,000,000	$65,400,000

[1] Funding amounts rounded to the nearest hundred-thousandths.

Table 8-7. Overall Fiscal Constraint Analysis

	Overall Planning Period (2012-2040)		
Federal-aid Eligible Sub-totals[1]	Recommended	Available	Balance
Highway & Bridge (Construction only)	$1,307,900,000	$1,288,000,000	-$19,900,000
Transit Projects	$191,700,000	$243,600,000	$51,900,000
Planning Studies/Non-construction	$9,600,000	$23,200,000	$13,600,000
Total	**$1,509,200,000**	**$1,554,800,000**	**$45,600,000**

[1] Funding amounts rounded to the nearest hundred-thousandths.

Chapter 8

Recommendations & Financial Plan

Dutchess County and the greater Mid-Hudson Valley face numerous challenges in the coming years, including population growth, aging infrastructure, and constrained funding resources at the federal, State, and local level. However, the prospects of limited funding do not absolve the Council from its responsibility to plan for the future. The road ahead will be difficult, but it is one that has been travelled by generations before us. And no matter how complex the challenges may seem, it is our responsibility to do the best we can with the resources we have. It is in this spirit that the recommendations in *Moving Dutchess* were developed.

Moving Dutchess provides a framework for addressing transportation needs and priorities for Dutchess County. These were identified through a comprehensive planning process that encompassed four major elements:

1. A review of federal, State, and local guidance, including previous Council studies and local comprehensive plans.
2. An analysis of transportation system data, including road and bridge conditions, transit use, vehicle crashes, traffic volumes, and travel times (congestion).
3. Information gathered from public outreach, which included six workshops held throughout the county, a public survey, and monthly meetings of the Council's Technical Committee.
4. An assessment of where population growth could occur.

In a departure from the Council's previous Metropolitan Transportation Plans, *Moving Dutchess* recommends specific projects to preserve and improve the transportation system. This was done to increase the value of the plan to public agencies and local communities by providing them greater detail on where to target future investments. A key goal throughout the development of *Moving Dutchess* was creating a relevant and targeted plan. Much of this was possible due to advances in mapping and the increased availability of information. For example, instead of stating that our roads and bridges should be maintained, we are now able to pinpoint which roads and bridges need to be repaired and when.

Moving Dutchess also recommends policies to better preserve and improve our transportation system. Not all solutions to our future challenges require the construction of a project. Adopting and implementing new policies and procedures, especially as they relate to land use decisions and project delivery, can influence the system more than many projects.

By law, *Moving Dutchess* is required to have a Financial Plan that demonstrates how the recommendations will be funded. The Financial Plan uses planning-level cost estimates and forecasts of reasonably expected funding to ensure that the recommendations are financially constrained and not simply a "wish list" of projects. Project cost estimates are adjusted for inflation based on the project's Year of Expenditure (YOE), providing a more realistic estimate of funding needs. These projects represent the financially constrained list of project

recommendations.

In order to account for worthy projects that do not have available funding, a financially unconstrained list of projects was also developed. Many of these projects go beyond preserving the existing transportation system, and increase highway or transit capacity and improve quality of life. Though funding is not currently available for these projects, they are included in the event that funding becomes available.

Project-level Recommendations

Moving Dutchess makes recommendations for the 29-year period from 2012-2040. The recommendations are divided into short-range (2012-2015), mid-range (2016-2025), and long-range (2026-2040) time periods, which are related to the projects' relative priority and complexity, and the availability of funding.

In general, short-range projects have the highest priority and are already programmed on the Council's 2011-2015 Transportation Improvement Program (TIP). This time period is the most financially constrained, due to the limited funding available in the short term. The mid- and long-range time periods include projects to preserve the transportation system, enhance transportation safety, and increase accessibility. Many of these projects are more complex than the short-term projects and will require more time to design and complete.

The recommended projects are categorized into eight project types, which relate to the general focus of the project:

1. Bridge Maintenance: replacement or rehabilitation of bridges that are currently in or are expected to be in poor condition.
2. Highway Maintenance: reconstruction or rehabilitation of road segments that are currently in or are expected to be in poor condition.
3. Highway Operations: intersection, turning lane, and traffic signal projects to improve traffic operations and reduce congestion.
4. Pedestrian/Bicycle: construction or rehabilitation of sidewalks, crosswalks, trails, and other non-motorized facilities to improve personal safety and accessibility.
5. Planning Study: subjects or locations requiring specific transportation-related analysis, including corridor management plans and pedestrian/bicycle studies.
6. Safety: intersection and road improvements to increase safety, as well as safety audits.
7. Travel Demand Management (TDM): rideshare and vanpool activities to reduce the number of single-occupant vehicles on major travel corridors.
8. Transit: bus replacements, operating assistance, and preventive maintenance activities for transit providers, as well as facility upgrades and information technology projects for bus and commuter rail.

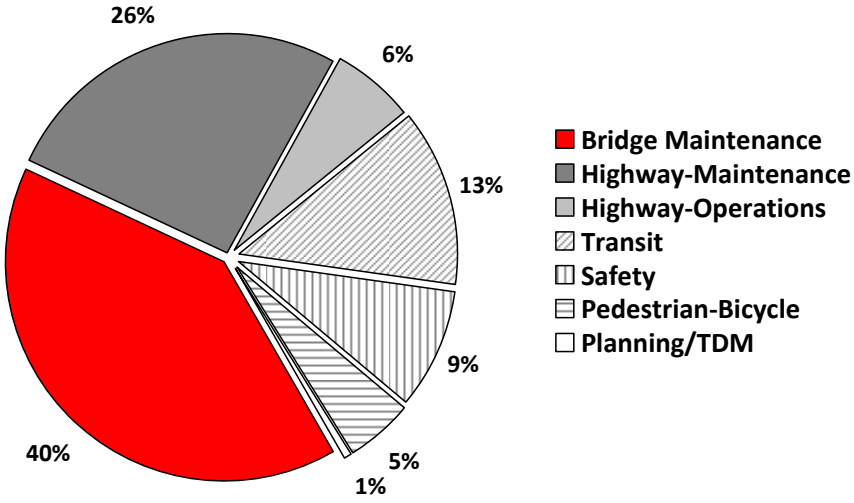
Categorizing the recommendations into project types assists with financial planning, since future funding assumptions are based on funding programs for three overall project funding sources/types: highway/bridge, transit, and planning.

The location, estimated cost, federal-aid eligibility, and an air quality designation code are provided for each recommended project. Projects that are already programmed on the 2011-2015 TIP are also identified. Although *Moving Dutchess* recommends a variety of new projects, this does not mean that funding has been programmed for the project. Projects must first be added to the TIP to move forward; this requires separate approval by the Council, the availability of funding, and a commitment by the project sponsor to progress the project in a timely manner.

Cost estimates were calculated using recent planning-level unit costs (by project type and scope) to estimate a total project cost, which was then inflated to reflect a YOE cost. The Council used a 3 percent annual inflation factor to estimate YOE costs. This aligns with the Bureau of Labor Statistics' Consumer Price Index annual average over the past 30 years (1981-2010) and is consistent with inflation rates used by other MPOs and transportation agencies in New York.

The estimated costs for short-range projects were based on a 2015 YOE; if the project was programmed on the TIP, the cost on the TIP was used. The estimated costs for mid-range and long-range projects were based on a middle year within the time period (2020 and 2035 respectively). For example, a 100 foot bridge recommended for rehabilitation during the long-range time period (2026-2040) was estimated to cost $1.3 million ($13,000 per foot) to repair in 2011 dollars and $2.6 million ($26,400 per foot) in 2035 dollars. Figure 8-1 shows the percent of total estimated funding by project type.

Figure 8-1. Percent of Total Estimated Funding by Project Type



The Council emphasizes that the costs associated with the recommendations are planning-level estimates only; they should not be used as site specific construction cost estimates. This is especially true for highway and bridge maintenance projects, which require site-specific analyses to determine their true cost. The cost estimates were simply calculated to determine the approximate level of investment needed to preserve the federal-aid transportation system, maintain safety and mobility, and protect quality of life.

Moving Dutchess recommends a variety of federal-aid eligible projects and studies over the 29-year planning period. The majority of these projects are maintenance-related, striving to maintain public safety and preserve the system as best as possible. Table 8-1, located at the end of this chapter, lists the non-bridge recommendations for *Moving Dutchess*; please

note this includes non-federal aid eligible projects for informational purposes only. Bridge-related recommendations are shown in Appendix B. Tables 8-2, 8-3, and 8-4 show recommended funding by each project type, overall project type, and time period. A summary of each project type is provided below.

Bridge Maintenance

The preservation of federal-aid eligible bridges represents the largest share of recommended projects. This is in recognition of their importance to the transportation system: a closed bridge can delay response times for emergency responders, disrupt the movement of goods, and greatly diminish personal mobility. It is for these reasons that the Council has placed special attention to the maintenance needs of State, County, and local bridges, allocating 40 percent of available funds to bridge maintenance activities.

The majority of recommended bridge maintenance projects are rehabilitation projects that are needed to preserve the structure; this is markedly different than replacing or reconstructing a bridge. Bridge rehabilitation work costs substantially less than replacement, and since there is insufficient funding to replace a large number of bridges, the Council must pursue a preservation-based approach focused on rehabilitation activities such as sealing or replacing a deck, cleaning and painting, replacing bearings, and rehabilitating piers, columns, and beams. In some cases the responsible agency may deem that a bridge replacement is needed to maintain public safety. However, it is difficult to identify which bridges will require replacement, especially during the long-range period.

Preserving local bridges, as done for Mill Lane above in Pleasant Valley, is a key objective for Moving Dutchess (Source: Dutchess County DPW).

In order to estimate the funding needed to preserve federal-aid eligible bridges, a rehabilitation cost of $13,000 per foot was applied to the length of each bridge. The bridges were then prioritized based on their condition, unless specified otherwise by the responsible agency. During the short-range period, bridges that are currently deemed structurally deficient and have a NYSDOT condition rating of 4.4 or lower are recommended for replacement; bridges that are not structurally deficient but have a condition rating of 4.4 or lower are recommended for rehabilitation. In order to account for the deterioration of facilities over time and to determine future funding needs, bridges with a NYSDOT condition rating of 4.5 to 5.0 are recommended for rehabilitation during the

mid-range period, while those rated above 5.0 are recommended for rehabilitation during the long-range period. For planning purposes, this assumes that bridges will degrade at the same rate over time.

The Council recognizes that the method used to prioritize bridge maintenance activities is general in nature. As per guidance issued by NYSDOT for the SFY 2012-2016 Program Update, other factors such as traffic volumes and detour lengths should also be considered in the timing of bridge repairs. Therefore, the time period associated with each recommendation should be viewed as a general reference, rather than a binding timeframe. The ultimate responsibility for the timing of a project rests with the responsible agency.

The rehabilitation of federal-aid eligible bridges in Dutchess County is estimated to cost over $607 million during the planning period. This represents 40 percent of the highway and bridge funding assumed to be available during the 29 year planning period. This share may increase if it is determined that some bridges require major rehabilitation or replacement. The recommended time period for some bridge maintenance projects may also change based on agency priorities or if it is deemed that work is not yet required.

In addition to maintaining State, County, and local bridges, the continued maintenance of NYSBA-operated bridges is also critical to the county's transportation system. One of the most significant projects planned in the next 20 years is the replacement of decks for both spans of the Newburgh-Beacon Bridge, which is estimated to cost $140 million.

Highway Maintenance

Moving Dutchess recommends 24 highway maintenance projects for federal-aid eligible roads, along with 6 non-federal aid highway maintenance projects. These projects entail rehabilitation work to repair road segments that are rated in poor condition. Due to funding constraints, the Council must pursue a preservation-based approach focused on minor corrective actions. This rehabilitation work includes single and multi-course overlays, minor surface treatments, and joint repairs. The reconstruction of roads is not recommended unless the responsible agency deems it necessary to ensure public safety. The recommended highway maintenance projects include some non-federal aid eligible projects, which are shown for information purposes only.

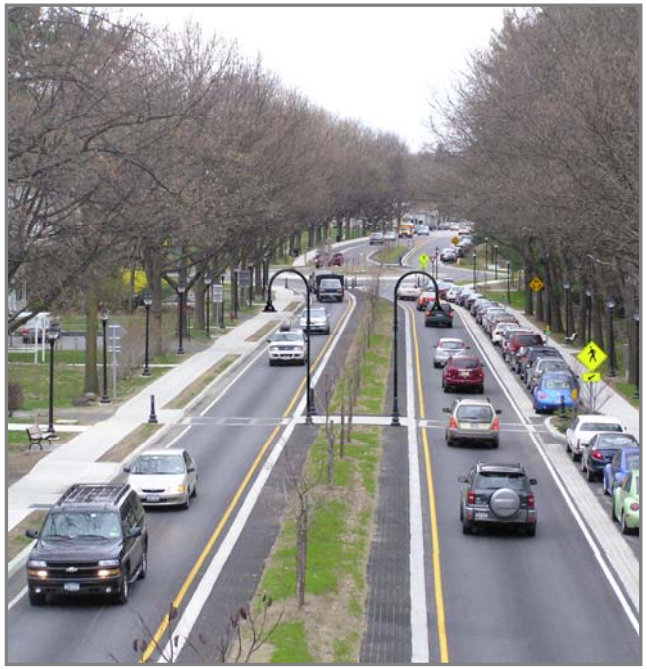
Routine repaving activities, seen here on CR 17 (Salt Point Turnpike) in Clinton, make up a large share of the highway maintenance recommendations in Moving Dutchess (Source: Dutchess County DPW).

The highway maintenance projects are prioritized based on pavement condition data collected by NYSDOT and the Dutchess County Department of Public Works. During the short-range period, State roads with a NYSDOT rating of 5 or less and federal-aid eligible County roads with a PCI rating of 55 or less are recommended for rehabilitation. In order to account for the deterioration of facilities over time, State roads with a NYSDOT condition rating of 6 and federal-aid eligible County roads with a Pavement Condition Index rating of 56 to 75 are recommended for rehabilitation during the mid-range period, while the remaining roads, currently rated in good or excellent condition, are recommended for long-range rehabilitation. For planning purposes, this assumes that the roads will degrade at the same rate over time.
The recommendations also include typical highway maintenance activities necessary to preserve the road network including the replacement of traffic signals and signs, new pavement markings, guiderail replacement, and drainage/culvert repairs.

The minor rehabilitation and maintenance of federal-aid eligible roads in Dutchess County is estimated to cost over $400 million during the planning period. This represents 26.5 percent of the highway and bridge funding assumed to be available. This share may increase if some roads require major rehabilitation work or reconstruction. The rehabilitation of non-federal aid eligible roads is estimated to cost an additional $160 million over the planning period.

Highway Operations

Moving Dutchess recommends 27 projects and studies to improve highway operations in Dutchess County. These include projects that reduce traffic congestion and improve safety by redesigning intersections, adding turn lanes, upgrading/retiming traffic signals, or rerouting traffic. The recommendations include a program to regularly review State and County signal timings and a number of proposed traffic signal warrant analyses and intersection studies.



In 2008 NYSDOT redesigned Route 376 (Raymond Ave) in the Town of Poughkeepsie to reduce travel lanes and add roundabouts, lighting, and landscaping (Source: NYSDOT).

Some of the larger operations projects include reconstructing the I-84/Route 9D intersection in Fishkill, redesigning the Route 55 corridor between CR 47 (Freedom Rd) and Stringham Rd in LaGrange, and converting Market St from one-way to two-way traffic in the City of Poughkeepsie. These and other highway operations projects and studies are estimated to cost almost $88 million during the planning period, which represents six percent of the highway and bridge funding estimated to be available.

While not specified in the list of recommendations, access management practices such as consolidation of driveways, cross-parcel access and shared parking were common themes at the public meetings and are local priorities. Access management reduces congestion and increases safety on major streets by reducing the number of entrances and exits, simplifying turning movements, and encouraging direct access between parcels. Ultimately, implementation of access management depends on consistent local policies and land use decisions.

Another trend in highway operations is the use of roundabouts. Roundabouts reduce congestion and increase safety by eliminating left turn conflicts and forcing slower speeds at intersections while allowing continuous movement through the intersection. Roundabouts have been installed on Route 376 in the Town of Poughkeepsie and are being considered at several other locations in the county. Both access management and roundabouts are recommended by FHWA as proven safety countermeasures.

Pedestrian/Bicycle

Ensuring the safety of pedestrians and bicyclists by maintaining and adding non-motorized infrastructure is an essential component of developing a complete transportation system. *Moving Dutchess* recommends 21 pedestrian and bicycle projects, including the construction of new sidewalks and trails, repairing existing sidewalks, and adding crosswalks and signage at key locations.

An important long-range recommendation in *Moving Dutchess* is the repair or improvement of sidewalks at locations with heavy pedestrian activity. The plan sets aside $29 million to carryout this work, which is estimated to repair 10 miles of sidewalks. Locations would be determined from the sidewalk studies performed by the Council.

Other important pedestrian and bicycle recommendations include the completion of Stage 4 of the Dutchess Rail Trail in the Town of Poughkeepsie and the Harlem Valley Rail Trail in North East, and the construction of new sidewalks on Route 9 in the Town of Poughkeepsie and the Villages of Rhinebeck and Wappingers Falls.

The pedestrian and bicycle recommendations are estimated to cost $81 million during the planning period, which represents five percent of the highway and bridge funding estimated to be available.

Safety

Although most of the recommendations in *Moving Dutchess* are not listed under safety, they are all intended to improve transportation safety, whether for motorists, walkers, transit customers, or bicyclists. One could argue that all of the recommendations are safety projects: a repaired sidewalk removes a tripping hazard, a new turn lane prevents a rear-end collision, a fixed pothole keeps a vehicle in its travel lane, and a new bus makes it easier for a customer to board. All of the recommendations should therefore be viewed as having a safety component.

Moving Dutchess recommends 12 safety-oriented, federal-aid eligible projects. These include one of the largest and most expensive transportation projects in Dutchess County: the reconstruction of the Route 9/44/55 interchange in the City of Poughkeepsie, at an estimated cost of $76 million. Another important safety project is the construction of a grade-separated intersection at Taconic State Parkway/Rossway Rd-Tyrell Rd in Pleasant Valley, which has an estimated cost of $40 million. Other safety projects include realigning roads, installing traffic warning signals, improving sight distances at intersections, installing traffic calming devices at various locations, and conducting road safety audits at areas of concern.

The safety recommendations will cost an estimated approximately $132 million during the planning period, which represents nine percent of highway and bridge funding estimated to be available.

Planning Studies

Moving Dutchess recommends a variety of planning studies to analyze transportation issues in communities, sub-areas, and major corridors. These studies require detailed analyses that are more precise than the system-level analysis done for this long range plan.

Recommended planning studies include sidewalk inventories and improvement studies for the County's cities, villages, and town centers. These studies will use the 2011 Village of Rhinebeck Sidewalk Study as a template, where Council and Dutchess County Planning Department staff worked in conjunction with local officials and volunteers to develop a strategy to improve and repair pedestrian facilities. Other recommended studies include Corridor Management Plans for Routes 9D and 9G (scopes to be determined) and an update to the Council's 1996 Bicycle and Pedestrian Plan. Lastly, as discussed in Chapter 3, a regional transit study is recommended for the TMA.

The planning studies are estimated to cost $2.2 million during the planning period, which is less then one percent of available funding. Many of these studies would be supported by planning funds programmed by the Council through its annual UPWP.

Transit

Bus and rail transit play a critical role in our transportation system, providing mobility to those who cannot or choose not to drive, while providing convenient access to regional

employment and commercial centers. The 30 federal-aid eligible transit recommendations support existing bus and rail service in the area and the possible expansion of bus service to new areas.

The recommendations include short-, mid-, and long-range projects to maintain and operate the two public bus systems (Dutchess County and City of Poughkeepsie). These projects cover preventive maintenance, operating assistance, and vehicle replacements for each operator during each time period. The recommendations were based on the estimated needs of each operator, including vehicle and equipment replacement schedules. The cost estimates for these projects were based on current annual costs adjusted by YOE and multiplied by the number of years in each time period.

Other recommended projects include the installation of bus stop shelters to improve passenger comfort, the use of technology to increase the availability of transit information, and the construction of a transit hub on Market Street in the City of Poughkeepsie. Specific commuter rail ecommendations include current TIP projects to expand parking at the Beacon and Wassaic train stations and rehabilitation of the Poughkeepsie train station.

As a subsidiary of the Metropolitan Transportation Authority (MTA), Metro-North Railroad projects are included in the MTA's Capital Program. MTA's 2010-2014 Capital Program identifies over $1.7 billion in projects to improve Metro-North service, including the purchase of new rolling stock (locomotives and cars), signal and power improvements to

Preventive maintenance activities represent a substantial amount of the transit funding recommended in Moving Dutchess (Source: Dutchess County Mass Transit).

meet Positive Train Control requirements, the continued rehabilitation of stations, and track maintenance. The MTA is in the process of developing a 20-Year Capital Needs Assessment (2015-2034), which identifies $11.8 billion in system-wide capital needs for Metro-North. These needs are required to maintain a state of good repair and support projects such as replacing rolling stock and maintaining track. Metro-North Railroad projects are not included in the project recommendations unless they are specific to Dutchess County.

The transit recommendations specific to Dutchess County are estimated to cost almost $192 million during the planning period; this represents 13 percent of all funding estimated to be available.

Travel Demand Management

Moving Dutchess recommends continuing Travel Demand Management (TDM) activities aimed at reducing the number of single-occupant vehicles on major road corridors. These activities include the promotion of ridesharing such as carpools and vanpools through information technology and van leasing programs. The recommendation supports the continuation of the 511NYRideshare program, which provides an information portal to match commuters with similar origins and destinations. Based on an annual cost of $225,000, the estimated total cost for TDM activities is $6.5 million during the planning period.

Air Quality Conformity

In accordance with the Clean Air Act Amendments of 1990, SAFETEA-LU, and the New York State Implementation Plan (SIP) for air quality, the Council, in conjunction with the New York Metropolitan Transportation Council (NYMTC) and Orange County Transportation Council (OCTC), completed a joint air quality conformity determination statement for *Moving Dutchess*. The three MPOs are responsible for the Poughkeepsie Ozone Non-attainment Area, which includes Dutchess, Orange, and Putnam counties.

The conformity determination relied on a regional emissions analysis that used forecasted travel data from each MPO's travel demand model. The models estimated Vehicle Miles of Travel (VMT) based on changes in population, housing, and employment during the 29-year planning period, and network changes resulting from the projects in each Plan and TIP. Each MPO calculated VMT and regional emissions for five milestone years: 2014, 2020, 2030, 2035, and 2040; and two pollutants: Volatile Organic Compounds and Oxides of Nitrogen. The regional emissions analysis and recommended projects were reviewed by the State's Interagency Consultation Group.

The conformity determination determined that the projects and recommendations in the Plans and TIPs of each MPO achieve and maintain National Ambient Air Quality Standards (NAAQS). Appendix F includes the complete conformity determination statement.

Unfunded Project Concepts

During the development of *Moving Dutchess*, a variety of project concepts were identified from local comprehensive plans, previous studies, and from suggestions by local officials and the public. Due to funding constraints, these concepts are not identified as recommendations, but are included for illustrative purposes only. Many require further study to determine their merit, while others require more defined scopes and purposes. This is especially true for highway capacity improvements, which cost considerably more than simple highway maintenance activities; capacity improvements also require detailed air quality analyses to ensure they do not worsen the region's air quality. The project concepts were not included in the regional emissions analysis discussed earlier. Appendix E lists the Unfunded Project Concepts identified during the development of *Moving Dutchess*.

Financial Plan

SAFETEA-LU requires that the projects recommended in *Moving Dutchess* be financially constrained. Financial constraint is demonstrated through a financial plan that shows how the projects can be funded based on estimates of current and reasonably available future revenues. The plan must also demonstrate that the federally-supported transportation system is being adequately operated and maintained.
It is extremely difficult to predict future funding since there is a great deal of debate about the role of the federal government in supporting the local transportation system. There is equal uncertainty about the future of State and local funding. Despite these uncertainties, *Moving Dutchess* assumes that federal, State, and local entities will dedicate sufficient funds to preserve the transportation system to maintain safety and mobility.

The financial plan uses three funding scenarios, tied to the three time periods used to prioritize recommendations:

1. Short-range (2012-2015): This scenario assumes that annual federal, State, and local transportation funding will remain flat at 2011 levels for the next four years, based on the most recent funding targets for the 2011-2015 TIP. However, additional transportation funding is possible through federal job creation measures and the multi-year federal transportation law that succeeds SAFETEA-LU.
2. Mid-range (2016-2025): This scenario assumes that federal, State, and local transportation funding will increase at the same rate as inflation (assumed to be 3 percent annually) over the period. This would raise the annual allocations to pre-2011 levels by 2020.
3. Long-range (2026-2040): This scenario assumes that federal, State, and local funding will continue to increase at the same rate as inflation (assumed to be 3 percent annually) over the period.

Available Funding

The Council relied on current and historic funding allocations to estimate the amount of highway, transit, and planning funds available over the *Moving Dutchess* planning period. Though there are numerous federal funding programs (87 in SAFETEA-LU alone), the financial plan focuses on the major surface programs. Based on indications from Congress, the Council assumes that the next federal surface transportation act will consolidate the many federal programs into a few, providing agencies the flexibility needed to preserve the system. For example, the Council assumes that the Highway Bridge Rehabilitation (HBR) program will be consolidated with the current Surface Transportation Program (STP), creating a single, broader program focused on highway and bridge maintenance.

The Council estimated future funding for three broad project categories: highway, transit, and planning. Table 8-5 shows available funding by project type and source for each time period.

Estimated Federal, State, & Local Highway Funds

The federal Highway Trust Fund (HTF), supplemented by some general funds, provides the majority of federal highway and transit funding to states. The HTF was created in 1956 as a user-supported fund, and modified in 1982 to include a Mass Transit Account to support transit. HTF revenues come from user fees on gasoline, diesel, special fuels, tires, and large trucks. The current fees, last updated in 1993, include a gasoline tax of 18.4 cents per gallon and a diesel tax of 24.4 cents per gallon. Funding from the HTF is administered through FHWA by the states and used to maintain federal-aid eligible highways and other transportation facilities.

For *Moving Dutchess*, the Council used highway funding targets established by NYSDOT in August 2011. Though primarily developed for the NYSDOT 2012-2016 Capital Program Update, the targets provide a good estimate of the federal and State highway funding that will be available during the 2012-2015 period. Reflecting the uncertainty about federal funding, the targets assume annual funding will stay at FFY 2011 levels. From FFY 2012-2015, the funding target for NYSDOT Region 8 averages approximately $213 million per year: $131 million in federal funds and $82 million in State funds.

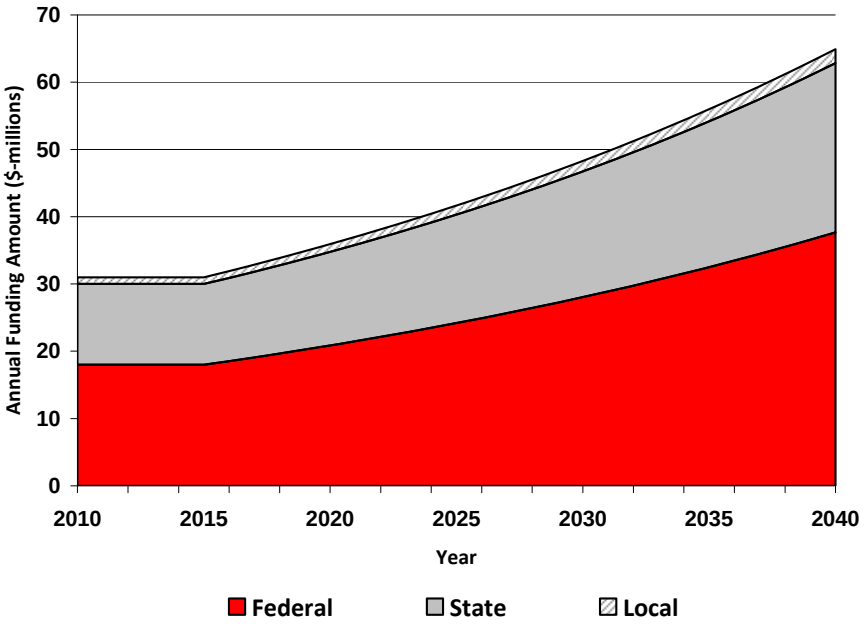
To establish targets for the counties, Region 8 used a fair-share formula based on population and system data such as bridge conditions and lane mileage. Consistent with past practice, approximately 14 percent of the Region's total is oriented towards the federal-aid highway system in Dutchess County. This equates to an annual target of $30 million. Of this total, 60 percent ($18 million) is federal and 40 percent ($12 million) is State. Though federal funding requires a 20 percent local match, the State has typically made up 15 percent of this match. Therefore, assuming a 5 percent local match, an additional $1 million in local highway funding is assumed to be available. This raises the total amount of available federal-aid highway funding to $31 million per year for the short-range period ($124 million total). This is the amount of federal, State, and local highway funding assumed to be available to NYSDOT, Dutchess County, and local municipalities to preserve the federal-aid highway system from 2012-2015.

The estimated highway funding during the mid-range period (2016-2025) assumes that a new federal transportation act will be in place and the annual $31 million target will start to increase at the rate of inflation in 2016. The average annual amount of highway funding available during this period is approximately $37 million ($22 million federal, $14 State, and $1 million local). This would raise the annual amount of highway funding to pre-2011 levels. A total of $366 million in highway funding is assumed to be available during the 10-year period (approximately $213 million federal, $142 million State, and $12 million local).

The estimated highway funding during the long-range period (2026-2040) assumes that the annual amount of highway funding continues to increase at the rate of inflation. No other increases are assumed. The average annual amount of highway funding available during this period is approximately $53 million ($32 million federal, $19 million State, and $2

million local). A total of $798 million in highway funding is assumed to be available during the 15-year period ($463 million federal, $309 million State, and $26 million local). Figure 8-2 shows the annual amount of estimated highway funding by source.

Figure 8-2. Annual Amount of Estimated Highway Funding by Source



Over the entire planning period (2012-2040), the Council estimates that approximately $1.29 billion ($748 million federal, $499 million State, and $42 million local) in highway funding will be available for the federal-aid system. This is 42 percent less than the amount of highway funding estimated in the previous MTP, which reflects the financial challenges facing federal, State, and local governments.

The estimated highway funding does not include sources such as the State's Consolidated Local Street and Highway Improvement Program (CHIPS) or local general funds. The Council assumes that these funds will be used on the non-federal aid system. For the Dutchess County Department of Public Works alone, these sources would make approximately $116 million available over the planning period ($4 million per year) to maintain non-federal aid eligible roads.

Estimated Federal, State, & Local Transit Funds

Future transit funding was estimated by totaling the federal, State, and local funding available per year based on historic allocations and revenues, and extrapolating those amounts over the planning period.

Federal transit funds are administered by the FTA and apportioned to the Poughkeepsie-Newburgh Urbanized Area as a whole, based on statistics reported through the National Transit Database (NTD). The annual FTA apportionment does not directly allocate funding to transit operators; instead, this responsibility rests with the three MPOs of the Mid-Hudson Valley TMA, assisted by the NYSDOT-Public Transportation Bureau.

Each year the NYSDOT-Public Transportation Bureau provides transit funding allocations to the Mid-Hudson Valley TMA. The allocations cover two federal programs: the FTA Section 5307 (Urbanized Area) and 5340 (Growing States/High Density States) formula programs. From 2009-2011, these allocations

averaged $17.4 million per year for the Urbanized Area. Of this amount, the County's two local public bus operators (Dutchess County and the City of Poughkeepsie) typically received a combined $2 million ($1.5 million and $500,000 respectively) per year. The TMA allocations also include funding for MTA/Metro-North Railroad for transit services provided in the urbanized area (approximately $2.5 million annually).

In addition to federal funding, the State provides operating assistance to public bus operators, referred to as STOA. This is a formula-based program that reimburses operators 40.5 cents per passenger and 0.69 cents per vehicle mile. Dutchess County and the City of Poughkeepsie receive approximately $2.4 million per year in STOA ($2 million and $400,000 respectively).

Besides federal and State funding, the two operators receive assistance through their local governments. These include local matches to federal funds (usually 10 percent) and general funds from annual budgets. These total approximately $2.2 million per year. The operators also use fare revenue to help maintain their systems, which is an additional $1 million per year ($700,000 for Dutchess and $300,000 for Poughkeepsie).

Based on recent federal, State, and local funding and fare revenues, the Council estimates that $7.6 million will be available annually for local public bus systems; this assumes that the recent trend of flat funding will continue. Based on this annual amount, over $30 million in transit funding would be available during the short-range period (2012-2015), $76 million during the mid-range period (2016-2025) and $114 million during the long-range period (2026-2040). This represents a total of $220 million available over the planning period. This does not include an estimated $73 million in FTA Section 5307 funding that would be allocated to MTA/Metro-North Railroad during the planning period for services in the urbanized area.

Estimated Planning Funds

As with highway and transit funding, the Council estimated future planning funds by extrapolating recent annual allocations over the 29-year planning period. The Council receives federal planning funds that are matched by State and local funds. These funds are used to carry out the metropolitan transportation planning process, as prescribed by the FHWA and FTA. The funds are allocated on an annual basis and programmed through the Council's UPWP, which identifies the federally-funded planning activities to be carried out by the Council in a given year.

Federal funding used to support UPWP tasks comes from two sources: Federal Highway Administration (FHWA) Planning (PL) funds and Federal Transit Administration (FTA) Section 5303 Metropolitan Planning Program (MPP) funds. NYSDOT and Dutchess County provide matching funds (15 and 5 percent respectively).

The amount of federal funding authorized for transportation planning has remained constant in recent years. In 2011-2012,

New York State received $31.7 million in federal planning funds. These funds were allocated to the 13 MPOs in the state through a formula that accounts for the size of each MPO planning area.

The Council's 2011-2012 federal funding allocation totaled $642,845 ($528,372 in FHWA funding and $114,473 in FTA funding). The State and local match for these funds totaled over $160,700, making approximately $800,000 available for planning activities during the year. The Council does not anticipate that these annual allocations will change significantly over the planning period, since planning funds have remained relatively flat in recent years. Therefore, it is estimated that $23.2 million will be available for planning activities during the planning period.

In addition to the annual allocation of federal planning funds, the Council has unspent funds available from previous program budgets. These are funds that were apportioned to the Council but not expended during a particular program year. As of August 2011, the estimated savings is approximately $642,000. This increases the estimated amount of available planning funds to $23.8 million from 2012-2040.

Regional Transportation Authorities

MTA/Metro-North Railroad Funding

The MTA/Metro-North Railroad receives revenue from the FTA, MTA bonds, ticket sales, rents, and local subsidies. These are used to support capital and operating expenses. As mentioned, the MTA has developed a 20-year Capital Needs Assessment (2015-2034) and a 2010-2014 Capital Program that identify investments and projects needed to maintain and improve passenger transportation services. The MTA's 2012 budget and 2012-2015 Financial Plan/Capital Program, both of which will be proposed to the MTA Board in November 2011 and adopted in December 2011, seek to maximize revenues and establish fiscal stability for the MTA. The preliminary 2012-2015 Financial Plan continues cost cutting initiatives begun in 2010, which are projected to save $3.8 billion by 2014. When implemented, the new Financial Plan will achieve stability without reducing service. The MTA's 2010-2014 Capital Program, which invests in renewing MTA's infrastructure and expanding the transportation network to meet future demand, is integral to MTA's ability to deliver services. The Financial Plan presents a strategy to fully fund the MTA's 2010-2014 capital program.

New York State Bridge Authority

The New York State Bridge Authority is a wholly self-supporting public benefit corporation that relies on toll revenues to meet its operational, maintenance, and capital improvement needs. In 2009, tolls accounted for 99 percent of all NYSBA revenues ($37 million). Standard passenger car tolls will increase on January 1, 2012 from $1.00 to $1.25 per vehicle (paid at eastbound crossings). The NYSBA's 2011-2014 Financial Plan estimates that revenues will reach $39 million for 2011, while expenses will total $55 million. Though a shortfall is expected for 2011, 2012 shows a funding surplus based on debt proceeds and toll increases. The Financial Plan includes the sale of $140 million in bonds to begin re-decking

the south span of the Newburgh-Beacon Bridge.

Private Funds

The funds estimated to be available over the planning period do not include potential funding from private entities. Although the Council has not identified private funds, it recommends that they be used to the maximum extent possible to fund transportation improvements, particularly those related to new development, such as intersection or signal improvements for large residential and commercial projects.

Fiscal Constraint Analysis

Moving Dutchess recommends the investment of $1.5 billion in highway, transit, and planning projects to preserve, maintain, and improve Dutchess County's transportation system over a 29-year planning period. The overall estimate of reasonably expected revenues total over $1.5 billion, which is sufficient to carry out the majority of the plan's recommendations. A shortfall does exist between available and recommended funding for highway and bridge projects during the mid-range period, which is partially offset by a balance during the long-range period; since the overall imbalance represents one percent of available funding, it is not deemed significant. Fiscal constraint for *Moving Dutchess* is predicated on several key assumptions:

1. Federal and State transportation funding will need to track the rate of inflation in order for agencies to effectively preserve the transportation system, let alone maintain a state of good repair. If labor or material costs increase at a faster rate than funding, agencies will be forced to delay projects or even close non-strategic transportation facilities. The strategic divestment of facilities is the least preferred alternative, but may be required if the Council's funding estimates prove too high.

2. Federal transportation funding programs will need to be grouped into a smaller group of core programs, providing flexibility to the State and local agencies to program funds where needed. A consolidated program has been proposed for the federal transportation law that will succeed SAFETEA-LU. This consolidation is essential for the preservation of the system, since the existing distribution of transportation funding diverts resources away from core preservation activities. The Council may need to revisit the recommendations in *Moving Dutchess*, if the next reauthorization law does not consolidate existing surface transportation programs or provide the flexibility needed to effectively preserve the transportation system.

3. *Moving Dutchess* outlines a preservation based approach to maintain transportation safety and mobility. If a large number of facilities require major rehabilitation work or reconstruction, agencies may need to postpone lesser priority projects. <u>To be clear, there is insufficient funding available to reconstruct the majority of the system or reach a true state of good repair.</u> The Council will rely on individual agencies to identify which facilities require work beyond preservation.

4. Although the current estimate of available funding is sufficient to preserve the transportation system, the sheer number of recommended projects may prove challenging for agencies to process. In order to move projects forward, agencies will likely need to bundle maintenance activities into system-wide, cyclical maintenance projects that can be more easily reviewed and processed by federal and State reviewing agencies. These projects will need to be designed in a manner that reduces the need to acquire right-of-way, which is often a time consuming and expensive phase. Project delivery could be further expedited by certifying staff at the local level (e.g. County) to administer federal-aid projects, so they can assist the NYSDOT-Region 8 Local Projects Unit in processing projects.

Tables 8-6 and 8-7 summarize the financial constraint analysis.

Final Thoughts

Moving Dutchess provides a strategy to meet the transportation needs of Dutchess County. The Council developed this strategy through a review of existing guidance, input from State and local agencies, and an analysis of transportation system data. In a departure from the previous plan, this strategy relies on project-level recommendations. The Council pursued this approach to increase the value of the plan to decision-makers and the public, and to better position the Council to address emerging federal priorities related to performance based planning and livability. The Council will update *Moving Dutchess* in four years and revisit the recommendations to ensure that they are still valid and reflect the area's priorities, latest planning assumptions, and most current funding estimates.

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
HM-1	Repave NYSDOT road segments currently rated in "Poor" condition (NYSDOT surface rating of 5 or less) (24 miles total)	Highway-Maintenance	ALL	Dutchess County	Short-Range	$7,200,000	$8,100,000	Yes	NYSDOT	Yes	A10
HM-2	Repave Dutchess County Federal-aid eligible road segments currently rated in "Poor" condition (6 miles	Highway-Maintenance	ALL	Dutchess County	Short-Range	$1,800,000	$2,030,000	Yes	DCDPW	No	A10
HM-3	Drainage repairs to alleviate flooding on CR 41 (Crum Elbow Rd) between Cardinal Rd and Matuk Dr	Highway-Maintenance	UH	Hyde Park	Short-Range	$1,000,000	$1,000,000	Yes	DCDPW	No	A2
HM-4	Repave North Water St and redesign the street to incorporate a sidewalk or bicycle/pedestrian path: Main St to Dutchess Ave (0.4 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$240,000	$270,000	Yes	Poughkeepsie City	No	A10
HM-5	Repave Cannon St: Market St to Wood Ln (0.1 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$18,000	$20,000	Yes	Poughkeepsie City	No	A10
HM-6	Repave Civic Center Plaza: Main St to Mill St (0.1 miles) (See also OP-21)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$33,000	$37,000	Yes	Poughkeepsie City	No	A10
HM-7	Repave Dutchess Ave: Hudson River to N Water St (0.1 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$36,000	$41,000	No	Poughkeepsie City	No	A10
HM-8	Repave Kittredge Pl: Dutchess Av to Route 9 (0.3 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$78,000	$88,000	Yes	Poughkeepsie City	No	A10
HM-9	Repave Livingston St: Lincoln Av to Academy St (0.2 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$51,000	$57,000	Yes	Poughkeepsie City	No	A10
HM-10	Repave Main St: cul-de-sac to Poughkeepsie Town Line, and S Clover St to Market St (1.5 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$438,000	$493,000	Yes	Poughkeepsie City	No	A10
HM-11	Repave Sharon Dr: Beechwood Ave to Poughkeepsie Town Line (0.1 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$349,000	$393,000	Yes	Poughkeepsie City	No	A10
HM-12	Repave Washington St: Mansion St to Parker Ave (0.2 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	$72,000	$81,000	Yes	Poughkeepsie City	No	A10
HM-13	Repave Spring Rd: Route 9 to CR 77 (Vassar Rd) (0.7 miles)	Highway-Maintenance	LH	Poughkeepsie Town	Short-Range	$2,225,000	$2,225,000	Yes	Poughkeepsie Town	Yes	A10
HM-14	Repave Route 82 in Union Vale: O'Brien Hill Rd to CR 9 (Clove Rd) (1 mile)	Highway-Maintenance	LT	Union Vale	Short-Range	$300,000	$338,000	Yes	NYSDOT	No	A10
HM-15	Repave CR 93 (Middlebush Rd): Pleasant Ln to Cameli Dr (0.1 miles)	Highway-Maintenance	LH	Wappinger	Short-Range	$1,250,000	$1,250,000	Yes	DCDPW	Yes	A10
HM-16	Repave Market St in the Village of Wappingers Falls: East Main St to Creek Rd (0.6 miles)	Highway-Maintenance	LH	Wappingers Falls	Short-Range	$177,000	$199,000	Yes	Wappingers Falls	No	A10
HM-17	Repave North Mesier Ave: Route 9 to East Main St (0.5 miles)	Highway-Maintenance	LH	Wappingers Falls	Short-Range	$144,000	$158,000	No	Wappingers Falls	No	A10
HM-18	Repave Nelson Ave: Delavergne Ave to Clinton St (0.2 miles)	Highway-Maintenance	LH	Wappingers Falls	Short-Range	$150,000	$169,000	No	Wappingers Falls	No	A10
HM-19	Repave Route 44 in Washington: Deep Hollow Rd to the Amenia town line (1.5 miles)	Highway-Maintenance	UT	Washington	Short-Range	$450,000	$507,000	Yes	NYSDOT	No	A10
HM-20	Taconic State Parkway Pavement Rehabiltation: Hortontown Hill Rd (Putnam Co.) to Miller Hill Rd	Highway-Maintenance	LT	East Fishkill	Short-Range	$4,350,000	$4,350,000	Yes	NYSDOT	Yes	A10
HM-21	I-84 Pavement Rehabilitation: Route 9 to Taconic State Parkway	Highway-Maintenance	LT	Fishkill & East Fishkill	Short-Range	$7,396,000	$7,396,000	Yes	NYSDOT	Yes	A10
HM-22	NYSDOT-Region 8 highway maintenance activities to include traffic signal/sign replacements, new pavement markings, guiderail replacements, and culvert repairs (estimated cost shows total cost for planning period based on an annual cost of $2 million)	Highway-Maintenance	ALL	Dutchess County	Short, Mid, and Long-Range	$58,000,000	$93,000,000	Yes	NYSDOT	Yes	A9, A11, C13, D2
HM-23	Dutchess County DPW highway maintenance activities to include traffic signal replacements, guiderail replacements, and drainage/culvert repairs (estimated cost shows total cost for planning period based on an annual cost of $500,000)	Highway-Maintenance	ALL	Dutchess County	Short, Mid, and Long-Range	$14,500,000	$23,000,000	Yes	DCDPW	Yes	A9, A11, C13, D2
HM-24	Reconstruct CR 78 (Broadway): Montgomery St to Bridge RH-25 (0.1 miles)	Highway-Maintenance	UH	Tivoli Village	Mid-Range	$300,000	$391,000	No	DCDPW	No	A10
HM-25	Repave NYSDOT road segments currently rated in "Fair" condition (NYSDOT surface rating of 6), projected to be in "Poor" condition by 2025 (124 miles total)	Highway-Maintenance	ALL	Dutchess County	Mid-Range	$37,200,000	$48,500,000	Yes	NYSDOT	No	A10
HM-26	Repave Dutchess County Federal-aid eligible road segments currently rated in "Fair" condition (projected to be in "Poor" condition by 2025) (7 miles total)	Highway-Maintenance	ALL	Dutchess County	Mid-Range	$2,100,000	$2,740,000	Yes	DCDPW	No	A10
HM-27	Repave Dutchess County Non-federal aid eiligible road segments currently rated in "Fair" condition (projected to be in "Poor" condition by 2025) (47 miles total)	Highway-Maintenance	ALL	Dutchess County	Mid-Range	$14,100,000	$18,400,000	No	DCDPW	No	A10
HM-28	Repave NYSDOT road segments currently rated in "Excellent" or "Good" condition (NYSDOT surface rating of 7 or above), projected to be in "Poor" condition by 2040 (approx. 275 miles total)	Highway-Maintenance	ALL	Dutchess County	Long-Range	$75,000,000	$152,500,000	Yes	NYSDOT	No	A10
HM-29	Repave Dutchess County Federal-aid eligible road segments currently rated in "Excellent" or "Good" condition (projected to be in "Poor" condition by 2040) (85 miles total)	Highway-Maintenance	ALL	Dutchess County	Long-Range	$25,500,000	$51,800,000	Yes	DCDPW	No	A10
HM-30	Repave Dutchess County Non-federal aid eligible road segments currently rated in "Excellent" or "Good" condition (projected to be in "Poor" condition by 2040) (232 miles total)	Highway-Maintenance	ALL	Dutchess County	Long-Range	$69,600,000	$141,500,000	No	DCDPW	No	A10
OP-1	Develop and implement a program to regularly review and update signal timings at major State Route intersections (using data from the TMA Travel Time Survey)	Highway-Operations	ALL	Dutchess County	Short-Range	$100,000	$113,000	Yes	NYSDOT	No	C3
OP-2	Develop and implement a program to regularly review and update signal timings at major County Route intersections (using data from the TMA Travel Time Survey)	Highway-Operations	ALL	Dutchess County	Short-Range	$100,000	$113,000	Yes	DCDPW	No	C3
OP-3	Reconstruct the Route 376/Robinson Lane intersection, adding turn lanes and upgrading traffic signal	Highway-Operations	LT	East Fishkill	Short-Range	$1,950,000	$1,950,000	Yes	NYSDOT	Yes	D2
OP-4	Review Route 82 and 376 signal timings in Hopewell Junction and recommend operational improvements (0.2 miles)	Highway-Operations	LT	East Fishkill	Short-Range	$10,000	$11,000	Yes	NYSDOT	Yes	C3
OP-5	Realign Route 82 at CR 31 (Palen Rd)/Fishkill Rd to create a 4-leg intersection with improved traffic signals and turning lanes	Highway-Operations	LT	East Fishkill	Short-Range	$2,740,000	$2,740,000	Yes	NYSDOT	Yes	D1
OP-6	Review and update traffic signal timings at the Route 9D/I-84 intersection to improve operations	Highway-Operations	LH	Fishkill Town	Short-Range	$10,000	$11,000	Yes	NYSDOT	No	D2
OP-7	Review and coordinate traffic signal timings on Route 52 between I-84 and Jackson St to improve	Highway-Operations	LH	Fishkill Village/Town	Short-Range	$10,000	$11,000	Yes	NYSDOT	No	C3
OP-8	Reconstruct the CR 21 (Noxon Rd)/CR 49 (Titusville Rd) intersection, adding turn lanes and upgrading traffic signals	Highway-Operations	LT	LaGrange	Short-Range	$1,823,000	$1,823,000	Yes	DCDPW	Yes	D3
OP-9	Add turning lanes on Route 22 at Haight Rd in both directions (northbound left turn and southbound right turn) to assist school buses going to Haight Rd	Highway-Operations	HV	North East	Short-Range	$250,000	$281,000	Yes	NYSDOT	No	D1
OP-10	Intersection improvements at the NYS Route 115/CR 71 (West Rd) intersection	Highway-Operations	UT	Pleasant Valley	Short-Range	$1,200,000	$1,200,000	Yes	DCDPW	No	C3
OP-11	Conduct a traffic signal warrant analysis at the Route 44/Route 82 intersection	Highway-Operations	UT	Pleasant Valley	Short-Range	$5,000	$6,000	Yes	NYSDOT	No	C3
OP-12	Intersection improvements at the CR 44 (Red Oaks Mill Rd) and Walker Rd intersection	Highway-Operations	UT	LaGrange	Short-Range	$1,100,000	$1,100,000	Yes	DCDPW	No	C3
OP-13	Reconstruct the Creek Rd/Smith St/Little George St intersection	Highway-Operations	LH	Poughkeepsie City	Short-Range	$1,160,000	$1,160,000	Yes	Poughkeepsie City	Yes	D1
OP-14	Replace or install traffic signals on Washington Street at Clark St, Bain Ave/Orchard Pl, Verazzano Blvd/Brookside Ave, Mansion St, and Parker Ave	Highway-Operations	LH	Poughkeepsie City	Mid-Range	$447,000	$447,000	Yes	Poughkeepsie City	Yes	D2
OP-15	Review signal timings at the Route 9/Route 199 intersection to reduce traffic congestion	Highway-Operations	UH	Red Hook Village	Mid-Range	$10,000	$11,000	Yes	NYSDOT	No	C3
OP-16	Improve pavement markings at the Route 22/44/343 intersection in the Amenia hamlet and determine the feasability of adding dedicated left-turn lanes on Routes 22 and 343	Highway-Operations	HV	Amenia	Mid-Range	$10,000	$13,000	Yes	NYSDOT	No	A11

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
OP-17	Conduct an intersection study to determine the need to install a second left-turn lane on Route 9D (northbound) onto the I-84 bridge to reduce peak hour congestion	Highway-Operations	LH	Fishkill Town	Mid-Range	$50,000	$65,000	Yes	NYSDOT	No	D1
OP-18	Add right turn lanes on East/West Market St and Rogers Pl/Park Plaza intersections	Highway-Operations	UH	Hyde Park	Mid-Range	$250,000	$326,000	Yes	DCDPW	No	D1
OP-19	Intersection and signal upgrades on Route 55 from CR 47 (Freedom Rd) to Stringham Rd, including a feasability analysis for roundabouts at major intersections	Highway-Operations	LT	LaGrange	Mid-Range	$6,600,000	$8,600,000	Yes	NYSDOT	Yes	C7
OP-20	Add right-turn (northbound) and left-turn (southbound) lanes on Route 22 (Elm Ave) at the Route 44 (Main St) intersection	Highway-Operations	HV	Millerton Village	Mid-Range	$250,000	$326,000	Yes	NYSDOT	No	D1
OP-21	Replace the traffic signal at Academy St and Cannon St	Highway-Operations	LH	Poughkeepsie City	Mid-Range	$50,000	$65,000	Yes	Poughkeepsie City	No	D2
OP-22	Redesign Market St from a three-lane, one-way street into a two-lane, two-way street (0.25 miles)	Highway-Operations	LH	Poughkeepsie City	Mid-Range	$4,830,000	$6,302,000	Yes	Poughkeepsie City	No	A10
OP-23	Add a right-turn lane to southbound Route 9 at the Route 9/Route 9G intersection to improve operations	Highway-Operations	UH	Rhinebeck Town	Mid-Range	$250,000	$326,000	Yes	NYSDOT	No	D1
OP-24	Add left-turn lanes at the Route 9 (Montgomery/Mill St) and 308 (East/West Market St) intersection	Highway-Operations	UH	Rhinebeck Village	Mid-Range	$500,000	$652,000	Yes	NYSDOT	No	D1
OP-25	Conduct a feasability analysis for a roundabout at the CR 93 (Myers Corners Rd)/CR 94 (All Angels Hill Rd) intersection	Highway-Operations	LH	Wappinger	Mid-Range	$50,000	$102,000	Yes	DCDPW	No	C3
OP-26	Reconstruct the Route 9D at I-84 interchange and incorporate safe pedestrian and bicycle access	Highway-Operations	LH	Fishkill Town	Long-Range	$29,000,000	$59,000,000	Yes	NYSDOT	No	D3
OP-27	Conduct an intersection/signal warrant analysis of Firehouse Ln (entrance to Red Hook Estates) and Route 9 to determine possibility of creating a signalized, four-way intersection	Highway-Operations	UH	Red Hook Village	Long-Range	$25,000	$51,000	Yes	Red Hook Village	No	C3
OP-28	Redesign the Route 9/Route 308 "Four Corners" intersection to shorten crosswalks, add diagonal parking on W. Market St, and provide pedestrian amenities	Highway-Operations	UH	Rhinebeck Village	Long-Range	$500,000	$1,020,000	Yes	NYSDOT	No	C2
PB-1	Complete the Dutchess Rail Trail (Stage 4) from Old Manchester Rd to Overocker Rd, including a new pedestrian bridge over Route 55	Pedestrian/Bicycle	LH	Poughkeepsie Town	Short-Range	$9,149,000	$9,149,000	Yes	DCDPW	Yes	C2
PB-2	Complete the Southern Poughkeepsie Waterfront (Greenway) Trail	Pedestrian/Bicycle	LH	Poughkeepsie City	Short-Range	$832,000	$832,000	Yes	Poughkeepsie City	Yes	C2
PB-3	Install a sidewalk on Route 22 from the Amenia Town Hall to Old North Rd (near the Freshstown shopping plaza) (2,800 feet)	Pedestrian/Bicycle	HV	Amenia	Mid-Range	$756,000	$986,000	Yes	NYSDOT	No	C2
PB-4	Repair State-owned, non-ADA compliant sidewalks and ramps throughout Dutchess County	Pedestrian/Bicycle	ALL	Dutchess County	Mid-Range	$2,535,000	$3,310,000	Yes	NYSDOT	Yes	C2
PB-5	Improve pedestrian safety crossing Route 9D at Dogwood Ln and Chiappardi Pl	Pedestrian/Bicycle	LH	Fishkill Town	Mid-Range	$13,600	$18,000	Yes	NYSDOT	No	C2
PB-6	Install sidewalks along Route 52 from the Town Hall to the Village of Fishkill, and from the Village of Fishkill to the former A&P Plaza	Pedestrian/Bicycle	LH	Fishkill Town/Village	Mid-Range	$1,026,000	$1,340,000	Yes	NYSDOT	No	C2
PB-7	Install a sidewalk along Route 9 from the Hyde Park Town Center (Calmer Pl) to St. Andrews Rd (6,500 feet)	Pedestrian/Bicycle	UH	Hyde Park	Mid-Range	$1,755,000	$2,290,000	Yes	NYSDOT	No	C2
PB-8	Complete the Harlem Valley Rail Trail from Millerton to Columbia County line	Pedestrian/Bicycle	HV	North East	Mid-Range	$6,304,000	$8,225,000	Yes	DCDPW	Yes	C2
PB-9	Use the CSX right-of-way to create a trail connection between the Dutchess Rail Trail at Morgan Lake and the Walkway Over the Hudson (0.7 miles)	Pedestrian/Bicycle	LH	Poughkeepsie City	Mid-Range	$1,000,000	$1,000,000	Yes	DCDPW	No	C2
PB-10	Install sidewalks on Route 9 from Mesier Ave north to IBM Rd and a pedestrian bridge on Route 9 over the Wappinger Creek	Pedestrian/Bicycle	LH	Poughkeepsie/Wappingers Falls	Mid-Range	$3,850,000	$5,020,000	Yes	NYSDOT	Yes	C2
PB-11	Install pedestrian right-of-way signs and crosswalks at high traffic pedestrian points along Routes 9 and 308	Pedestrian/Bicycle	UH	Rhinebeck Village	Mid-Range	$1,000,000	$1,300,000	Yes	NYSDOT	No	C2
PB-12	Repair and install sidewalks to Livingston Elementary School, Rhinebeck High School, Starr Library and Recreation Park, Northern Dutchess Hospital, and the Dutchess County Fairgrounds (6,000 feet)	Pedestrian/Bicycle	UH	Rhinebeck Village	Mid-Range	$1,620,000	$2,100,000	Yes	Rhinebeck Village	No	C2
PB-13	Install pedestrian right-of-way signs and crosswalks in the Tivoli business district	Pedestrian/Bicycle	UH	Tivoli Village	Mid-Range	$50,000	$65,000	Yes	Tivoli Village	No	C2
PB-14	Install sidewalks in Tivoli Acres, on Woods Rd, and on Broadway to Pine St (2,700 feet)	Pedestrian/Bicycle	UH	Tivoli Village	Mid-Range	$729,000	$951,000	Yes	Tivoli Village	No	C2
PB-15	Improve pedestrian crosswalks on Route 9 in Wappingers Falls at East Main St, Old Route 9, and between East Main St and Wenliss Terr (McDonalds/Planet Fitness)	Pedestrian/Bicycle	LH	Wappingers Falls	Mid-Range	$164,000	$214,000	Yes	NYSDOT	No	C2
PB-16	Improve pedestrian safety and calm traffic by narrowing the East Main St/South Ave (Route 9D)	Pedestrian/Bicycle	LH	Wappingers Falls	Mid-Range	$500,000	$653,000	Yes	NYSDOT	No	C2
PB-17	Install a sidewalk on one side of CR 93 (Myers Corners Rd/Middlebush Rd) from Route 9D to Route 376 (24,000 feet)	Pedestrian/Bicycle	LH	Wappinger	Long-Range	$6,318,000	$12,800,000	Yes	DCDPW	No	C2
PB-18	Repair or improve sidewalks at locations with heavy pedestrian activity (approx. 10 miles)	Pedestrian/Bicycle	ALL	Dutchess County	Long-Range	$14,250,000	$29,000,000	Yes	ALL	No	C2
PB-19	Install sidewalks and crosswalks on Pinewoods Rd and East Market St to connect Route 9 to Town parks and Route 9G (1,500 feet)	Pedestrian/Bicycle	UH	Hyde Park	Long-Range	$131,000	$131,000	Yes	Hyde Park	Yes	C2
PB-20	Evaluate Routes 44, 52, 55, and 82 as State bicycle routes and designate/sign if feasable	Pedestrian/Bicycle	LH,	Multiple	Long-Range	$25,000	$51,000	Yes	NYSDOT	No	A7
PB-21	Install high-visibility crosswalks at South Ave (Route 9D)/E. Main St, E. Main St/Remsen Ave, W. Main St (Route 9D)/Convent Ave, W. Main St (Route 9D)/West St, W. Main St (Route 9D)/School St, W. Main St (Route 9D)/Church St, and Route 9 at 9 Plaza	Pedestrian/Bicycle	LH	Wappingers Falls	Long-Range	$600,000	$1,220,000	Yes	NYSDOT	No	C2
PS-1	Conduct sidewalk inventories and develop sidewalk improvement strategies for cities, villages, and town centers (using the Village of Rhinebeck Sidewalk Study as a template) ($50,000 per study)	Planning Study	ALL	Dutchess County	Short and Mid-Range	$700,000	$784,000	Yes	PDCTC	No	C3
PS-2	Complete a Corridor Management Plan for Route 9G (study area to be determined)	Planning Study	UH	Hyde Park, Rhinebeck, Red Hook	Short-Range	$125,000	$141,000	Yes	NYSDOT/PDCTC	No	C3
PS-3	Complete a Corridor Management Plan for Route 9D (study area to be determined)	Planning Study	LH	Multiple	Short-Range	$125,000	$141,000	Yes	NYSDOT/PDCTC	No	C3
PS-4	Complete a trails plan for the Town of Pine Plains and environs	Planning Study	UT	Pine Plains	Short-Range	$50,000	$56,000	Yes	PDCTC	No	C3
PS-5	Complete a Regional Transit Study for the TMA (Dutchess, Orange, and Ulster counties)	Planning Study	ALL	Dutchess County	Short-Range	$500,000	$563,000	Yes	PDCTC/OCTC/UCTC	No	C3
PS-6	Update the County's Bicycle and Pedestrian Plan, incorporating local sidewalk studies and addressing access to trails, ADA requirements, and bicycle routes	Planning Study	ALL	Dutchess County	Mid-Range	$100,000	$131,000	Yes	PDCTC	No	C3
PS-7	Study the feasability of reintroducing on-street parking and slowing traffic speeds to 30 MPH on Route 9 in the Hyde Park Town center (from St Andrews Rd to Market St)	Planning Study	UH	Hyde Park	Mid-Range	$25,000	$33,000	Yes	NYSDOT	No	C3
PS-8	Determine the feasability of using the CSX West Branch for Route 9 access to the proposed residential development at the former Dutton Lumber site	Planning Study	LH	Poughkeepsie City	Mid-Range	$50,000	$65,000	Yes	Poughkeepsie City	No	C3
PS-9	Conduct a planning study to look at ways to redesign Route 44/55 (eastbound and westbound arterials) into a pedestrian and bicycle-friendly facility, such as a boulevard	Planning Study	LH	Poughkeepsie City	Mid-Range	$125,000	$163,000	Yes	NYSDOT	No	C3

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
PS-10	Conduct a needs assessment/feasability analysis for a connector road between Route 9 and 9G, in the area between Pinewoods Rd and St Andrews Rd	Planning Study	UH	Hyde Park	Mid-Range	$75,000	$153,000	Yes	NYSDOT/PDCTC	No	C3
SA-1	Install a warning device on Route 44 near DeLavergne Hill (0.6 miles south of Route 83) to alert drivers of sharp turns	Safety	HV	Amenia	Short-Range	$25,000	$28,000	Yes	NYSDOT	No	A7
SA-2	Improve sight distance at the Route 343/CR 2 (Leedsville Rd) intersection	Safety	HV	Amenia	Short-Range	$25,000	$28,000	Yes	NYSDOT	No	A5
SA-3	Improve sight distance at the CR 19 (Bulls Head Rd)/Lake Dr intersection	Safety	UT	Clinton	Short-Range	$25,000	$28,000	No	DCDPW	No	A5
SA-4	Install warning devices at Dutchess Rail Trail crossings on Route 376 and Lake Walton Rd	Safety	LT	East Fishkill	Short-Range	$50,000	$50,000	Yes	NYSDOT/DCDPW	No	A7
SA-5	Install a traffic signal at the entrance to the FDR Historic Site on Route 9 to improve safety and operations	Safety	UH	Hyde Park	Short-Range	$50,000	$56,000	Yes	NYSDOT	No	D2
SA-6	Conduct a safety assessment at the Route 44/CR 71 (West Rd) and Route 44/CR 72 (North Ave)	Safety	UT	Pleasant Valley	Short-Range	$25,000	$28,000	Yes	NYSDOT	No	C3
SA-7	Conduct a safety assessment at the CR 65 (Hunns Lake Rd)/CR 86 (Bangall-Amenia Rd) intersection in	Safety	UT	Stanford	Short-Range	$25,000	$28,000	Yes	DCDPW	No	C3
SA-8	Conduct safety assessments at high crash locations identified in *Moving Dutchess*	Safety	ALL	Dutchess County	Short-Range	$200,000	$225,000	Yes	PDCTC	No	C3
SA-9	Add left-turn lanes at the Route 55/CR 9 (Beekman Rd) intersection (eastbound and westbound)	Safety	LT	Beekman	Mid-Range	$3,296,000	$4,301,000	Yes	NYSDOT	Yes	A19
SA-10	Improve sight distance at the Route 376/Clove Branch Rd/Hillside Lake Rd intersection	Safety	LT	East Fishkill	Mid-Range	$25,000	$38,000	Yes	NYSDOT	No	A5
SA-11	Install traffic calming devices on Barton St from Church St and CR 62 (Rudd Pond Rd)	Safety	HV	Millerton Village	Mid-Range	$25,000	$38,000	No	Millerton Village	No	A7
SA-12	Reconstruct the Taconic State Parkway interchanges at Rossway Rd and Tyrrel Rd to improve safety	Safety	UT	Pleasant Valley	Mid-Range	$34,100,000	$44,000,000	Yes	NYSDOT	Yes	D3
SA-13	Reconstruct the Route 9/44/55 interchange to improve safety	Safety	LH	Poughkeepsie City	Mid-Range	$58,550,000	$76,400,000	Yes	NYSDOT	Yes	C3
SA-14	Install traffic calming devices in the Rhinecliff hamlet, especially along Kelly St and Orchard St	Safety	UH	Rhinebeck Town	Mid-Range	$25,000	$33,000	No	Rhinebeck Town	No	A7
SA-15	Improve horizontal alignment, sight distance, and safety on CR 28 (Old Hopewell Rd) from Route 9 to CR 94 (All Angels Hill Rd)	Safety	LH	Wappinger	Mid-Range	$5,616,000	$7,328,000	Yes	DCDPW	Yes	A6
TDM-1	Promote Travel Demand Management (ridesharing and vanpool services) throughout Dutchess County (511NYRideshare) and implement the Enhanced Commuter Choice program ($225,000 annually)[9]	TDM	ALL	Dutchess County	Short, Mid, and Long-Range	$6,525,000	$6,525,000	Yes	NYSDOT	Yes	Non-Exempt
TR-1	Upgrade the existing transit hub on Market St in the City of Poughkeepsie to allow for off-street passenger boarding; includes new shelters. (No change in bus routing).	Transit	LH	Poughkeepsie City	Short-Range	$2,379,000	$2,379,000	Yes	Poughkeepsie City	Yes	B8
TR-2	Bus replacements for the City of Poughkeepsie bus system (2012-2015)	Transit	LH	Poughkeepsie City	Short-Range	$565,000	$656,000	Yes	Poughkeepsie City	Yes	B10
TR-3	Bus replacements for the Dutchess County LOOP bus system (2012-2015)	Transit	ALL	Dutchess County	Short-Range	$3,195,000	$3,596,000	Yes	Dutchess County	Yes	B10
TR-4	Operating assistance for the City of Poughkeepsie bus system (2012-2015)	Transit	LH	Poughkeepsie City	Short-Range	$1,360,000	$1,531,000	Yes	Poughkeepsie City	Partial	B1
TR-5	Operating assistance for the Dutchess County LOOP bus system (2012-2015)	Transit	ALL	Dutchess County	Short-Range	$1,872,000	$2,107,000	Yes	Dutchess County	Partial	B1
TR-6	Preventive maintenance activities for the City of Poughkeepsie bus system (2012-2015)	Transit	LH	Poughkepsie City	Short-Range	$1,080,000	$1,216,000	Yes	Poughkeepsie City	Yes	B3
TR-7	Preventive maintenance activities for the Dutchess County LOOP bus system (2012-2015)	Transit	ALL	Dutchess County	Short-Range	$5,300,000	$5,965,000	Yes	Dutchess County	Yes	B3
TR-8	Operating assistance for the Newburgh-Beacon ferry service between the City of Newburgh and Beacon Train Station ($938,000 annually)	Transit	LH	NYSDOT	Short-Range	$3,750,000	$3,750,000	Yes	NYSDOT	Yes	B1
TR-9	Poughkeepsie Train Station rehabilitation	Transit	LH	Poughkeepsie City	Short-Range	$6,000,000	$6,753,000	Yes	Metro-North Railroad	Yes	B8
TR-10	Beacon Train Station parking expansion	Transit	LH	Beacon	Short-Range	$10,000,000	$11,255,000	Yes	Metro-North Railroad	Yes	Non-Exempt
TR-11	Wassaic Metro-North Rail Yard Expansion	Transit	HV	Amenia	Short-Range	$3,000,000	$3,377,000	No	Metro-North Railroad	Yes	B1
TR-12	Wassaic Train Station parking expansion	Transit	HV	Amenia	Short-Range	$1,625,000	$1,829,000	Yes	Metro-North Railroad	Yes	Non-Exempt
TR-13	Expand marketing of bus transit services (Dutchess County LOOP and City of Poughkeepsie)	Transit	ALL	Dutchess County	Short-Range	$100,000	$113,000	Yes	Dutchess County/Poughkeepsie City	No	B1
TR-14	Poughkeepsie-White Plains Commuter Bus Service	Transit	LH	Multiple	Short-Range	$6,000,000	$6,000,000	Yes	NYSDOT	Yes	B1
TR-15	Bus replacements for the Dutchess County LOOP bus system (2016-2025)	Transit	ALL	Dutchess County	Mid-Range	$6,585,000	$8,592,000	Yes	Dutchess County	No	B10
TR-16	Bus replacements for the City of Poughkeepsie bus system (2016-2025)	Transit	LH	Poughkeepsie City	Mid-Range	$3,955,000	$5,160,000	Yes	Poughkeepsie City	No	B10
TR-17	Preventive maintenance activities for the Dutchess County LOOP bus system (2016-2025)	Transit	ALL	Dutchess County	Mid-Range	$13,250,000	$17,288,000	Yes	Dutchess County	No	B3
TR-18	Preventive maintenance activities for the City of Poughkeepsie bus system (2016-2025)	Transit	LH	Poughkepsie City	Mid-Range	$2,700,000	$3,523,000	Yes	Poughkeepsie City	No	B3
TR-19	Operating assistance for the Dutchess County LOOP bus system (2016-2025)	Transit	ALL	Dutchess County	Mid-Range	$4,680,000	$6,106,000	Yes	Dutchess County	No	B1
TR-20	Operating assistance for the City of Poughkeepsie bus system (2016-2025)	Transit	LH	Poughkeepsie City	Mid-Range	$3,400,000	$4,436,000	Yes	Poughkeepsie City	No	B1
TR-21	Develop and implement a coordinated ITS architecture for the Dutchess County LOOP and City of Poughkeepsie bus systems	Transit	ALL	Service Area	Mid-Range	$1,000,000	$1,305,000	Yes	Dutchess County/Poughkeepsie City	No	B6
TR-22	Develop and implement a coordinated fare system for the Dutchess County LOOP and City of Poughkeepsie bus systems	Transit	ALL	Service Area	Mid-Range	$200,000	$261,000	Yes	Dutchess County/Poughkeepsie City	No	B6
TR-23	Install bus stop shelters at major bus stops (Dutchess County LOOP and City of Poughkeepsie)	Transit	ALL	Service Area	Mid-Range	$100,000	$131,000	Yes	Dutchess County/Poughkeepsie City	Yes	B7
TR-24	Expand demand responsive transit services throughout Dutchess County	Transit	ALL	Dutchess County	Mid-Range	$3,520,000	$4,593,000	Yes	Dutchess County	No	B1

Table 8-1. Moving Dutchess: Recommended Projects (Non-bridge Maintenance) (2012-2040)

MTP ID#	Project Description/Recommendation[1]	Project Type	Area[2]	Location	Time Frame[3]	Est Cost (2011)[4]	Est Cost (YOE)[5]	Fed-Aid Eligible[6]	Project Sponsor	TIP Status[7]	Air Quality Code[8]
TR-25	Bus replacements for the Dutchess County LOOP bus system (2026-2040)	Transit	ALL	Dutchess County	Long-Range	$6,585,000	$13,386,000	Yes	Dutchess County	No	B10
TR-26	Bus replacements for the City of Poughkeepsie bus system (2026-2040)	Transit	LH	Poughkeepsie City	Long-Range	$3,955,000	$8,040,000	Yes	Poughkeepsie City	No	B10
TR-27	Preventive maintenance activities for the Dutchess County LOOP bus system (2026-2040)	Transit	ALL	Dutchess County	Long-Range	$18,550,000	$37,710,000	Yes	Dutchess County	No	B3
TR-28	Preventive maintenance activities for the City of Poughkeepsie bus system (2026-2040)	Transit	LH	Poughkepsie City	Long-Range	$3,780,000	$7,684,000	Yes	Poughkeepsie City	No	B3
TR-29	Operating assistance for the Dutchess County LOOP bus system (2026-2040)	Transit	ALL	Dutchess County	Long-Range	$6,552,000	$13,320,000	Yes	Dutchess County	No	B1
TR-30	Operating assistance for the City of Poughkeepsie bus system (2026-2040)	Transit	LH	Poughkeepsie City	Long-Range	$4,760,000	$9,676,000	Yes	Poughkeepsie City	No	B1

Notes:

[1] Project recommendations and timeframes are subject to change based on future conditions. Road conditions do not reflect damage from Tropical Storm Irene (August 28-29, 2011).

[2] LH: Lower Hudson; UH: Upper Hudson; LT: Lower Taconic; UT: Upper Taconic; HV: Harlem Valley.

[3] Short-Range: 2012-2015; Mid-Range: 2016-2025; Long-Range: 2026-2040.

[4] Total estimated planning-level cost in 2011 dollars.

[5] Total estimated cost in Year of Expenditure (YOE) dollars: 2015 (Short-), 2020 (Mid-), or 2035 (Long-YOE assumes 3% annual inflation.

[6] Federal-aid eligibility refers to eligibility of project to receive federal funding.

[7] TIP status refers to whether the project is programmed on the current 2011-2015 TIP.

[8] See Appendix G for Air Quality Code definitions.

[9] Estimated TDM cost for planning period is $6,525,000, based on $225,000 per year cost for 29 years.

[10] Available highway/bridge funds include estimated annual federal, State, and local funds as follows: Short-Range: $31 million average; Mid-Range: $37 million average; Long-Range: $53 million average.

[11] Available transit funds include estimated federal, State, and local annual total of $7.6 million.

[12] Available planning funds include estimated federal, State, and local annual total of $800,000.

Federal-aid Eligible Sub-totals by Project Type	FFY 2011	YOE	Percent
Bridge Maintenance	$384,544,000	$607,308,958	40.2%
Highway-Maintenance	$239,727,000	$400,374,000	26.5%
Highway-Operations	$53,280,000	$87,825,000	5.8%
Pedestrian-Bicycle	$52,607,600	$80,655,000	5.3%
Safety	$101,987,000	$132,510,000	8.8%
Transit	$126,798,000	$191,738,000	12.7%
Travel Demand Management	$6,525,000	$6,525,000	0.4%
Planning Studies	$1,875,000	$2,230,000	0.1%
	$967,343,600	$1,509,165,958	

Total Federal-aid Recommendations	FFY 2011	YOE	Available[10,11, 12]	Balance
Highway & Bridge (Construction only)	$831,500,600	$1,307,846,958	$1,288,000,000	($19,846,958)
Transit	$126,798,000	$191,738,000	$243,614,000	$51,876,000
Planning/TDM/Other	$9,045,000	$9,581,000	$23,842,000	$14,261,000
	$967,343,600	$1,509,165,958	$1,555,456,000	$46,290,042

Table 8-2. Recommended Funding by Project Type

Federal-aid Eligible Project Type	FFY 2011	YOE[1]
Bridge Maintenance	$384,544,000	$607,308,958
Highway-Maintenance	$239,727,000	$400,374,000
Highway-Operations	$53,280,000	$87,825,000
Pedestrian-Bicycle	$52,607,600	$80,655,000
Safety	$101,987,000	$132,510,000
Transit	$126,798,000	$191,738,000
Travel Demand Management	$6,525,000	$6,525,000
Planning Studies	$1,875,000	$2,230,000
Total	**$967,343,600**	**$1,509,165,958**

[1] Year of Expenditure (YOE).

Table 8-3. Recommended Funding by Overall Project Type

Federal-aid Eligible Project Type	FFY 2011	YOE[1]
Highway & Bridge (Construction only)	$831,500,600	$1,307,846,958
Transit	$126,798,000	$191,738,000
Planning/Other	$9,045,000	$9,581,000
Total	**$967,343,600**	**$1,509,165,958**

[1] Year of Expenditure (YOE).

Table 8-4. Recommended Funding by Project Type and Time Period

Federal-aid Eligible Project Type	Short-Range (2012-2015)	Mid-Range (2016-2025)	Long-Range (2026-2040)	Total[1]
Bridge Maintenance	$63,767,978	$157,754,068	$385,786,912	$607,308,958
Highway-Maintenance	$39,834,000	$84,240,000	$276,300,000	$400,374,000
Highway-Operations	$10,254,000	$17,057,000	$60,020,000	$87,331,000
Pedestrian-Bicycle	$9,981,000	$27,472,000	$43,151,000	$80,604,000
Safety	$162,000	$132,067,000	$0	$132,229,000
Transit	$50,527,000	$51,395,000	$89,816,000	$191,738,000
Travel Demand Management	$900,000	$2,250,000	$3,375,000	$6,525,000
Planning Studies	$2,231,000	$723,000	$102,000	$3,056,000
Total	**$177,656,978**	**$472,958,068**	**$858,550,912**	**$1,509,165,958**

[1] Non-construction costs for Highway-Operations, Pedestrian/Bicycle, and Safety project types are included under Planning Studies (not shown in Table 8-2).

Table 8-5. Available Funding by Project Type and Source

		Short-Range (2012-2015)	Mid-Range (2016-2025)	Long-Range (2026-2040)	Total
Highway-Bridge[1]	Federal	$72,000,000	$212,500,000	$463,400,000	$747,900,000
	State	$48,000,000	$141,700,000	$308,900,000	$498,600,000
	Local	$4,000,000	$11,800,000	$25,700,000	$41,500,000
	Subtotal	$124,000,000	$366,000,000	$798,000,000	$1,288,000,000
Transit	Federal	$8,000,000	$20,000,000	$30,000,000	$58,000,000
	State[2]	$32,800,000	$24,000,000	$36,000,000	$92,800,000
	Local[3]	$12,800,000	$32,000,000	$48,000,000	$92,800,000
	Subtotal	$53,600,000	$76,000,000	$114,000,000	$243,600,000
Planning Studies[4]	Federal	$2,560,000	$6,400,000	$9,600,000	$18,560,000
	State	$480,000	$1,200,000	$1,800,000	$3,480,000
	Local	$160,000	$400,000	$600,000	$1,160,000
	Subtotal	$3,200,000	$8,000,000	$12,000,000	$23,200,000
	Total	**$180,800,000**	**$450,000,000**	**$924,000,000**	**$1,554,800,000**

[1] Available highway & bridge funds include funding for Highway-Operations, Pedestrian/Bicycle, and Safety projects (construction only).

[2] Includes $23,200,000 in programmed funds for MTA/Metro-North projects during 2012-2015.

[3] Includes fare revenue, local match for federal funds, and general local funds.

[4] Does not include $642,000 in PL savings backlog.

Table 8-6. Fiscal Constraint Analysis by Overall Project Type and Time Period

	Short-Range (2012-2015)			Mid-Range (2016-2025)			Long-Range (2026-2040)		
Federal-aid Eligible Sub-totals[1]	Recommended	Available	Balance	Recommended	Available	Balance	Recommended	Available	Balance
Highway & Bridge (Construction only)	$124,000,000	$124,000,000	$0	$418,600,000	$366,000,000	-$52,600,000	$765,300,000	$798,000,000	$32,700,000
Transit	$50,500,000	$53,600,000	$3,100,000	$51,400,000	$76,000,000	$24,600,000	$89,800,000	$114,000,000	$24,200,000
Planning Studies/Non-construction	$3,100,000	$3,200,000	$100,000	$3,000,000	$8,000,000	$5,000,000	$3,500,000	$12,000,000	$8,500,000
Total	$177,600,000	$180,800,000	$3,200,000	$473,000,000	$450,000,000	-$23,000,000	$858,600,000	$924,000,000	$65,400,000

[1] Funding amounts rounded to the nearest hundred-thousandths.

Table 8-7. Overall Fiscal Constraint Analysis

	Overall Planning Period (2012-2040)		
Federal-aid Eligible Sub-totals[1]	Recommended	Available	Balance
Highway & Bridge (Construction only)	$1,307,900,000	$1,288,000,000	-$19,900,000
Transit Projects	$191,700,000	$243,600,000	$51,900,000
Planning Studies/Non-construction	$9,600,000	$23,200,000	$13,600,000
Total	**$1,509,200,000**	**$1,554,800,000**	**$45,600,000**

[1] Funding amounts rounded to the nearest hundred-thousandths.

Walk Bike Dutchess

The Pedestrian & Bicycle Plan

for Dutchess County, NY

Poughkeepsie-Dutchess County Transportation Council

2014

Chapter 5.2: Upper Hudson

For this Plan, the Upper Hudson is defined as the northwestern communities along the Hudson River: the Towns of Red Hook, Rhinebeck and Hyde Park, and the Villages of Tivoli, Red Hook, and Rhinebeck. The Upper Hudson represents about 115 square miles and 40,438 people—about 14 percent of the county's total population. It is characterized by a mix of suburban and rural land use patterns interspersed with walkable villages and hamlets (see Map 29, Upper Hudson Overview).

Three key factors that influence walking and bicycling— land use (residential density and destinations), demographics, and non-motorized facilities (including transit) — are discussed below. Local walking and bicycling patterns, including crash data, is presented, and issues are identified. Finally, a set of priority projects to improve conditions for walking and bicycling is described.

A. Walking and Bicycling Factors

1. Land Use

Residential Patterns

The Villages of Red Hook and Rhinebeck are the 5th and 6th most densely developed municipalities in the County, each with about 1,800 persons per square mile. The Village of Tivoli and Town of Hyde Park are slightly above the county average, with 540 and 720 residents per square mile, respectively, while the Towns of Red Hook and Rhinebeck are less dense than the county average, with about 240 and 130 residents per square mile, respectively. The more concentrated population pattern of the Villages makes walking and bicycling for transportation practical and attractive in those areas.

The Tivoli Village center is a pleasant walking destination.

Centers & Destinations

Upper Hudson centers, as designated by the Dutchess County Department of Planning and Development, are shown on Maps 30-31, Upper Hudson Centers. Key destinations for walking and bicycling include:

- Rhinebeck Village center
- Hyde Park Town center on Route 9
- Red Hook Village center
- Town of Red Hook South Broadway/Hardscrabble Plaza
- Staatsburg hamlet
- Rhinecliff hamlet and train station
- Tivoli Village center
- Haviland hamlet
- Commercial plazas on Routes 9 & 9G
- Culinary Institute of America (CIA)
- Bard College in Red Hook
- Red Hook High School
- FDR High School in Hyde Park
- Rhinebeck High School
- East Park (East Market St/Route 9G)
- Historic sites, parks, and trails

Upper Hudson Overview

School

- K-12
- Elementary/Middle
- High
- College
- Major Employer
- Hospital
- Train Station

- Bus Route
- Commuter Rail Line
- State Bicycle Route
- Recreational Trail
- Park

Paved Shoulder Width*

- >= 4ft
- 2 - 4 ft
- < 2 ft
- Biking/Walking Prohibited

Road Type

- Local
- County
- State
- U.S.

* Paved width based on available data. May not reflect usable width.

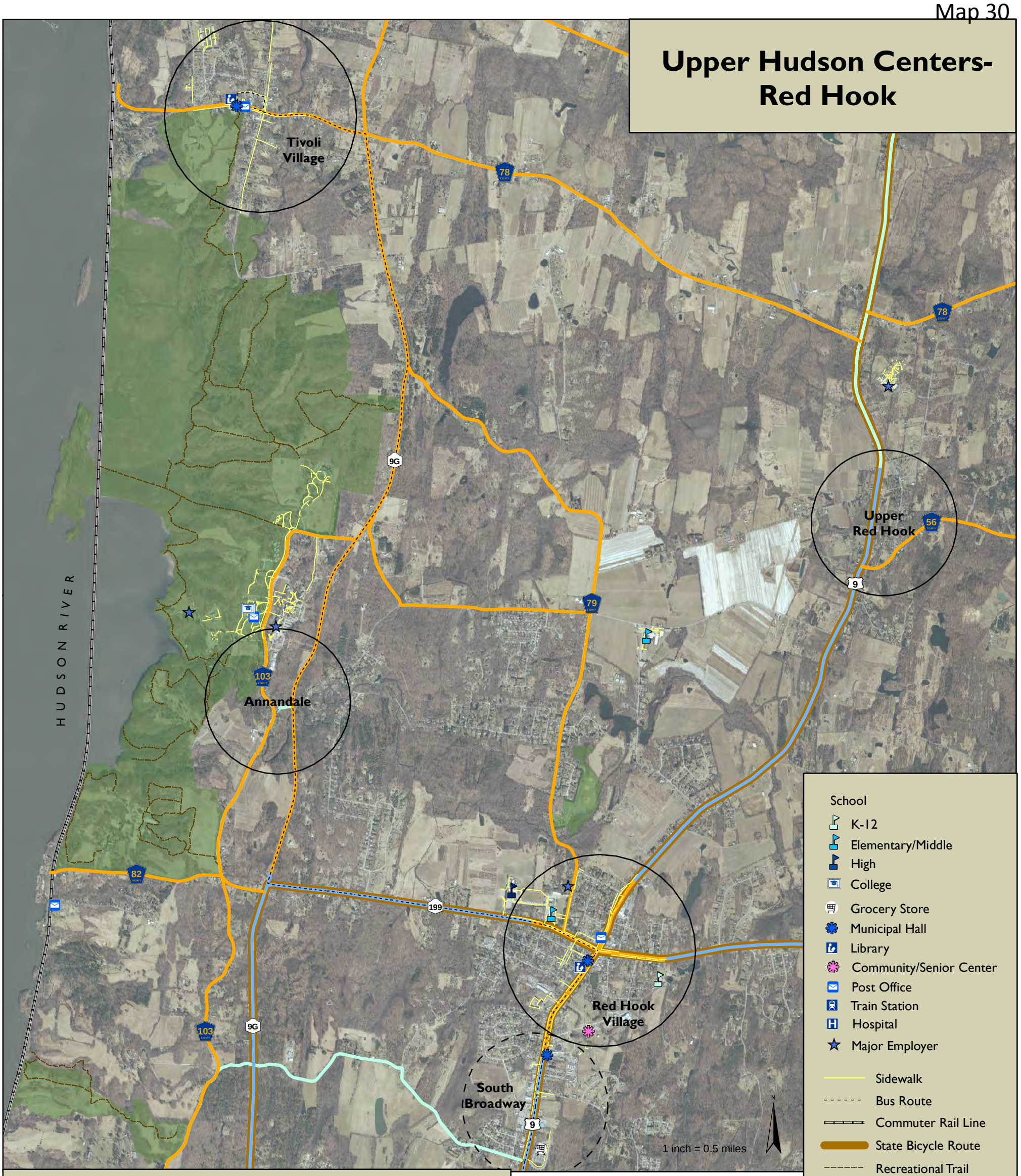
This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

Map created May 2014

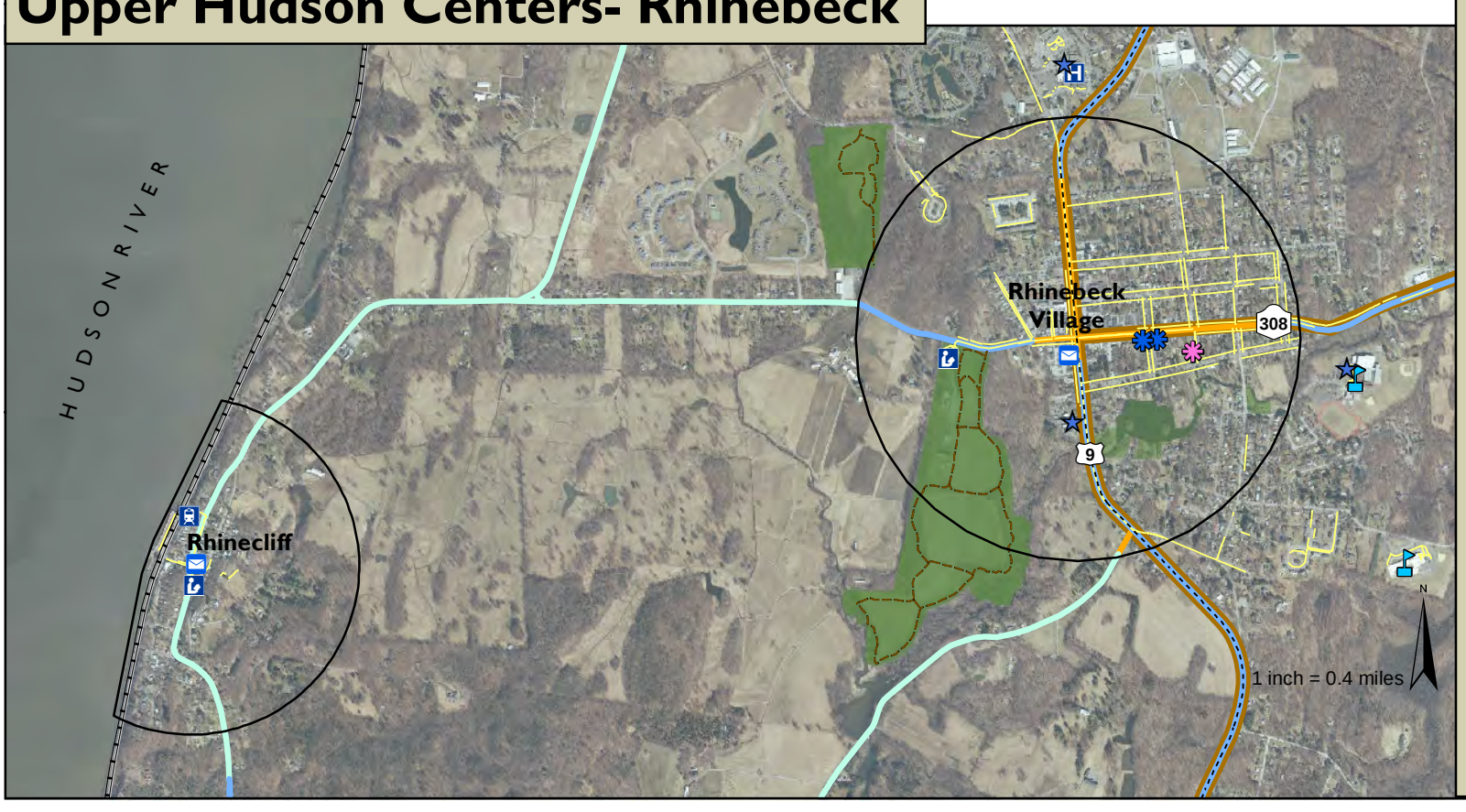
1 inch = 1.6 miles

N

Upper Hudson Centers- Red Hook



Upper Hudson Centers- Rhinebeck



School
- K-12
- Elementary/Middle
- High
- College
- Grocery Store
- Municipal Hall
- Library
- Community/Senior Center
- Post Office
- Train Station
- Hospital
- Major Employer
- Sidewalk
- Bus Route
- Commuter Rail Line
- State Bicycle Route
- Recreational Trail
- Park

Paved Shoulder Width*
- >= 4ft
- 2 - 4ft
- < 2ft
- Biking/Walking Prohibited

Road Type
- 27 County
- 82 State
- 9 U.S.
- 84 Interstate

Center
- Existing
- Emerging

* Paved width based on available data. May not reflect usable width.

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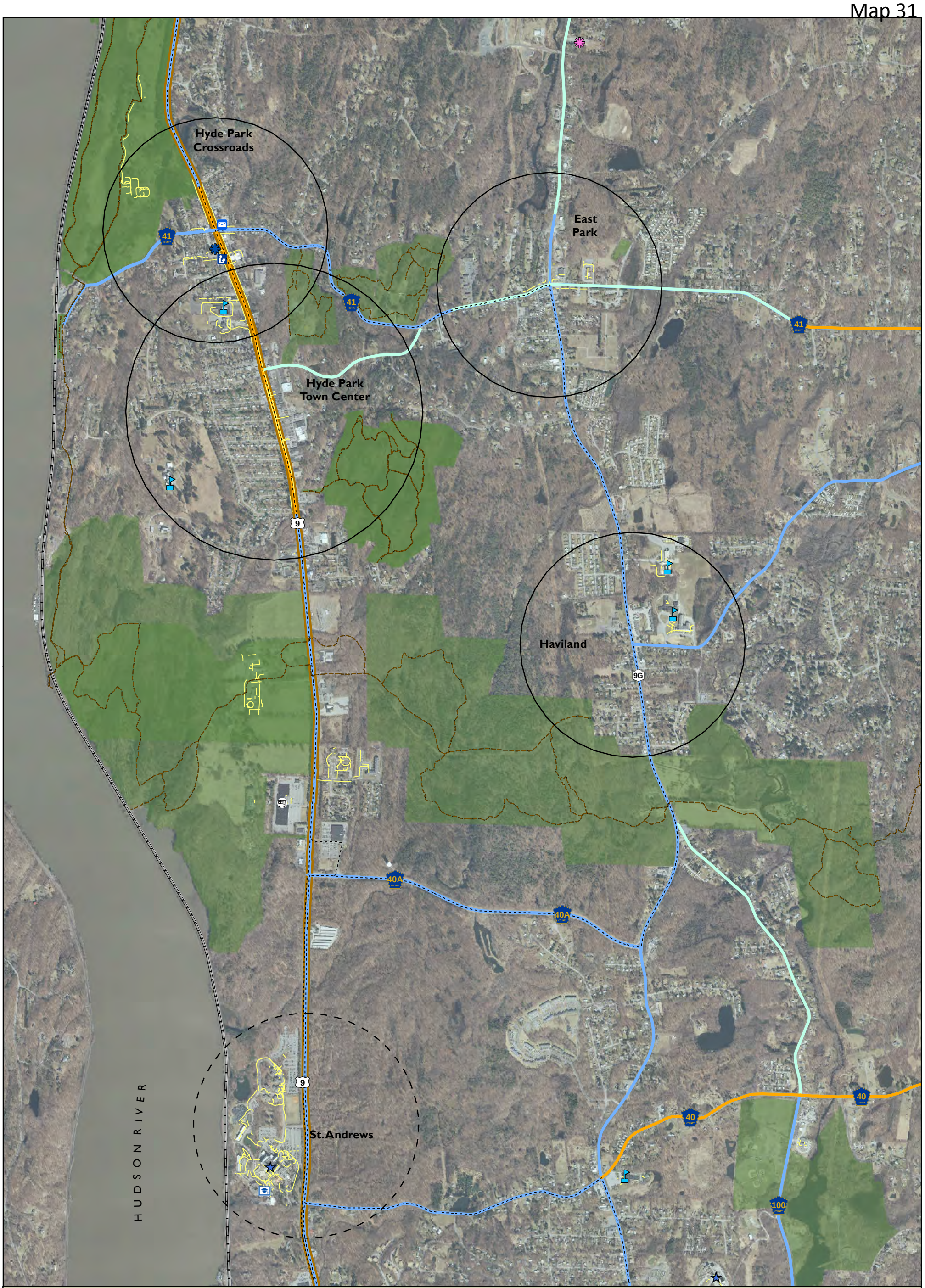
Map created May 2014



Upper Hudson Centers - Hyde Park

School
- Elementary/Middle
- College

- Grocery Store
- Municipal Hall
- Library
- Community/Senior Center
- Post Office
- Major Employer

- Sidewalk
- Bus Route
- Commuter Rail Line
- State Bicycle Route
- Recreational Trail
- Park

Paved Shoulder Width*
- >= 4ft
- 2 - 4ft
- < 2ft
- Biking/Walking Prohibited

* Paved width based on available data. May not reflect usable width.

Road Type
- 27 County
- 82 State
- 9 U.S.

Center
- Existing
- Emerging

N

1 inch = 0.3 miles

Map created May 2014

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2. Demographics

Age

Young people and older people are less likely to drive, and therefore more likely to walk (both young and old) or bicycle (young people) for transportation. The Upper Hudson communities all have lower percentages of young people (under 16) than the county average, while the Town and Village of Rhinebeck and the Village of Red Hook have substantially higher percentages of older people (over 74). The Town and Village of Rhinebeck also have higher than average percentages of these young and older groups combined.

2010 Population by Age Group					
Municipality	**Total Population**	**% Under 16**	**% 16 - 74**	**% Over 74**	**% Under 16 + Over 74**
T/Hyde Park	21,571	17	77	7	23
T/Red Hook	8,240	16	79	5	21
T/Rhinebeck	4,891	14	71	15	29
V/Red Hook	1,961	17	71	12	29
V/ Rhinebeck	2,657	15	69	16	31
V/Tivoli	1,118	16	79	5	21
Dutchess County	***297,488***	***19***	***75***	***6***	***25***

Sources: U.S. Census Bureau, 2010 U.S. Census. Table QT-P1: Age Groups & Sex; Table QT-P2: Single Years of Age & Sex. Town populations exclude populations of Villages.

Income

Lower-income households are also more likely to walk and bicycle for transportation. Overall, household incomes in the Upper Hudson tend to be a bit lower than the county average. The Town of Rhinebeck and the Villages of Red Hook, Rhinebeck and Tivoli all have higher percentages of low-income households (defined here as under $25,000 per year) than the county as a whole. All of the Upper Hudson municipalities have lower median household incomes than the county as a whole.

Household Income					
Municipality	**Total Households**	**% less than $25,000**	**% $25,000 - 50,000**	**% Over $50,000**	**Median Household Income**
T/Hyde Park	7,826	14%	21%	65%	$69,150
T/Red Hook	3,761	15%	24%	61%	$70,984
T/Rhinebeck	3,177	**20%**	11%	73%	$68,832
V/Red Hook	853	**26%**	25%	49%	$49,196
V/Rhinebeck	1,195	**22%**	17%	61%	$65,027
V/Tivoli	411	**23%**	25%	51%	$48,750
Dutchess County	***107,151***	***16%***	***19%***	***65%***	***$71,125***

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Tables B1101_1, B19013, & B19001 (Households, Median Household Income, and various income brackets).
Data for the Towns includes data for their respective Village(s).

Vehicle Ownership

Households without a vehicle, or with one vehicle, are much more likely to seek alternative transportation. The percentage of zero- and one-vehicle households for each municipality is shown below. The Villages of Tivoli and Red Hook have higher percentages of zero-vehicle households than the county average, while the Town of Rhinebeck and Villages of Rhinebeck, Red Hook, and Tivoli have higher than average percentages of one-vehicle households.

Zero- and One-Vehicle Households			
Municipality	**Total Households**	**% Zero-Vehicle**	**% One-Vehicle**
T/Hyde Park	7,826	*4 (+/- 1%)*	31 (+/- 4%)
T/Red Hook	3,761	*4 (+/- 2%)*	30 (+/- 5%)
T/Rhinebeck	3,177	*7 (+/- 3%)*	39 (+/- 6%)
V/Red Hook	853	*14 (+/- 6%)*	*38 (+/- 8%)*
V/ Rhinebeck	1,195	*7 (+/- 3%)*	*52 (+/- 11%)*
V/Tivoli	411	*9 (+/- 5%)*	*43 (+/- 13%)*
Dutchess County	***107,151***	***8 (+/- 1%)***	***31 (+/- 1%)***

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08201: Household Size By Vehicles Available. Italics indicate that estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Data for the Towns includes data for their respective Village(s).

Disabilities

Persons with physical disabilities often have difficulty driving and are more likely to need alternatives. Those with ambulatory difficulties may use wheelchairs, walkers, or other mobility devices and benefit from accessible pedestrian environments. Disability data is only available for the Town of Hyde Park. The Town's share of disabled residents and residents with an ambulatory difficulty is slightly higher than the county average.

Disability Characteristics			
Municipality	**Total Population**	**% Disabled**	**% With an Ambulatory Difficulty**
Town of Hyde Park	21,571	*14 (+/- 2%)*	*9 (+/- 2%)*
Dutchess County	***297,488***	**13 (+/- 1%)**	**6 (+/- 1%)**

Source: U.S. Census Bureau, 2010 Census, and 2009-2011 American Community Survey 3-Year Estimates, Table S1810: Disability Characteristics. Italics indicate that estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate.

3. Walking & Bicycling Facilities

An inventory of walking and bicycling facilities was made based on current maps and data available. Sidewalks, recreational trails, and shared use paths are shown on the Centers map.

Walking Facilities

The Upper Hudson has approximately 41 miles of public sidewalks. The majority are in the Town of Hyde Park and Village of Rhinebeck. When considered on a per-resident basis, the Village of Rhinebeck has the most sidewalks per resident (and ranks second county-wide), followed by the Village of Red Hook, which ranks ninth in the county. Sidewalk mileage by municipality and per resident is shown below.

Sidewalks by Municipality			
Municipality	**Sidewalks (miles)***	**Sidewalk Feet per Resident**	**County-wide Rank**
T/Hyde Park	11.2	2.7	17
T/Red Hook	7.8	5.0	15
T/Rhinebeck	2.0	2.2	22
V/Red Hook	6.0	16.2	9
V/Rhinebeck	10.8	21.4	2
V/Tivoli	3.2	14.9	10
Dutchess County	***434.1***	***7.7***	***n/a***

Sources: Dutchess County GIS, and U.S. Census Bureau, 2010 U.S. Census.
** Includes private sidewalks (such as in residential developments, at colleges and offices).*

The Upper Hudson has approximately 49 miles of trails. Major recreational trails in the area include:

1. Mills/Norrie State Park: 15.8 miles (trails/internal roads).
2. Tivoli Bay trails in Red Hook: 7.9 miles.
3. Hyde Park trail system (FDR to Top Cottage): 7 miles.
4. Hyde Park River Trail: 3.4 miles.
5. Ferncliff Trails in Rhinebeck: 3.2 miles.
6. Montgomery Place trails in Red Hook: 3 miles.
7. Winnakee Nature Preserve in Hyde Park: 3 miles.
8. Poet's Walk Park in Red Hook: 1.9 miles.
9. Burger Hill trails in Rhinebeck: 1.9 miles.
10. Wilderstein trails in Rhinebeck: 1.4 miles.
11. Hackett Hill Trail in Hyde Park: 1.1 miles.
12. Pinewoods Park Trail in Hyde Park: 1 mile.
13. Father's Trail in Red Hook: 1 mile.

The Hyde Park trail system attracts hikers of all ages (source: Karl Beard, National Park Service).

Shared-Use Paths

There is a network of shared-use paths on the Bard College campus, including along the west side of Annandale Road (CR 103).

Bicycling Facilities

There are currently no on-street bicycle facilities in the Upper Hudson. However, three of NYSDOT's signed State Bicycle Routes (SBR) pass through the area: SBR 9 passes through Hyde Park, Rhinebeck, and Red Hook on Route 9; SBR 199 crosses over the Kingston-Rhinecliff Bridge from State Bike Route 32 in Ulster County and connects to SBR 308 in Milan via Routes 9G and 199; and SBR 308 extends on Route 308 between Route 9 in Rhinebeck and Route 199 in Milan. SBR 199 and 308 connect to SBR 9 (in Red Hook and Rhinebeck, respectively).

In addition, the Rhinebeck and Red Hook Historic District Bike/Hike Trails are two signed routes on County and local roads connecting historic attractions in the two Towns. Loop A is a 10.5 mile route between the Village of Rhinebeck and hamlet of Rhinecliff. Loop B is a 10.9 mile route from the Village of Rhinebeck north into Red Hook.

Bicycle parking is provided at some of the area's key destinations, including the Hyde Park Town Hall, Red Hook Town and Village Hall, Starr Library in Rhinebeck, Bard College, and several commercial locations in the Village of Red Hook. A list of bicycle parking locations is included in Appendix G.

Transit Service

Most bus trips, and many train trips, involve a walking (or in some cases, bicycling) trip on one or both ends—to get to the stop or station, and to get from the stop or station to a final destination.

There is limited transit service in the Lower Hudson. LOOP's Route C primarily serves the Upper Hudson, with service between Poughkeepsie, Hyde Park, Rhinebeck, Red Hook, and Tivoli. It had annual ridership of approximately 60,000 in 2012. The City of Poughkeepsie's Northside bus route extends to the CIA and Stop and Shop in Hyde Park. The Northside route served over 103,000 people in 2012. The Amtrak station in Rhinecliff served over 150,000 riders in 2010.

Ethan and Roger Husted install an art piece on top of a bicycle parking rack at Red Hook Town Hall (source: Laurie Husted).

B. Walking & Bicycling Data

Based on the Upper Hudson's older population, somewhat lower vehicle ownership rates, and concentrations of population and sidewalks in Village centers, balanced by limited transit service, we can expect moderate rates of walking and bicycling in this area. While Census data at the municipal level is limited, estimates of walking to work for four Upper Hudson municipalities are available. According to these estimates, approximately 10 percent of Town of Red Hook residents, 6 percent of Town of Rhinebeck residents, 4 percent of Town of Hyde Park residents, and 10 percent of Village of Rhinebeck residents walk to work. This compares to 4 percent of working residents county-wide.

Count Data

Counts of people walking and bicycling were conducted at up to six locations in the Upper Hudson in September 2012 and January, May, July, and September of 2013. The highest pedestrian count was in the Village of Rhinebeck at the intersection of Route 9 and Market Street, with 959 pedestrians counted on a September 2013 weekend from 12-2 pm. The highest bicycle count was in the Village of Red Hook at the intersection of Market Street and Broadway, with 42 bicyclists counted on a September 2013 weekend from 12-2 pm. The count volumes are detailed in Appendix J and illustrated in Maps 5-9 (in Chapter 4).

Walk-Bike Dutchess Survey Data

The Walk-Bike Dutchess survey resulted in 261 responses from the Upper Hudson. According to the survey, 65 percent of respondents walk at least three days per week, while over 40 percent bike at least one to two days per week. The most common purpose for walking and bicycling is exercise, followed enjoy to the community and be outside. According to respondents, the best locations for walking include parks, Poet's Walk trails, the Walkway Over the Hudson, and rail trails, while the most popular for bicycling is the rail trails. Problematic areas for walking and bicycling include Route 9, Route 9G, and Route 199.

When asked "If equally good facilities existed, how would you prefer to travel?" over 80 percent said they would prefer to walk or bike to parks/recreation, over 70 percent would prefer to walk

or bike to the gym/exercise, about 60 percent would prefer to walk or bike to school and local errands/appointments, and half would prefer to walk or bike to work.

Almost 70 percent of respondents said there are many places to go within walking distance of their home, while less than half said stores are within walking distance and 30 percent said it is easy to walk to a bus stop or train station. About 60 percent said they are very or somewhat satisfied with how their community is designed for walking, while less than 35 percent are very or somewhat satisfied with how their community is designed for bicycling.

When asked "What are the most important improvements to be made?" the most common responses included increasing the width of road shoulders, adding bicycle lanes and/or shared lane markings, adding more rail-trails/shared use paths, and adding more sidewalks. Respondents noted that bicycle parking is needed at stores, town halls and other municipal facilities, on sidewalks near local destinations, and at parks. Respondents said that future projects should focus on completing missing pieces to create longer continuous walkways and bikeways.

Charts showing the survey results for the Upper Hudson are included in Appendix F.

Crash Patterns

Five years of crash data, from 2007 to 2011, were analyzed to determine trends in pedestrian and bicycle crashes. First, pedestrian and bicycle crash rates per 1,000 population were calculated for each municipality. The Upper Hudson rates are shown below. None of the Upper Hudson municipalities exceed the county-wide average pedestrian crash rate, but the Villages of Rhinebeck and Red Hook and the Town of Rhinebeck exceed the county-wide average bicycle crash rate. However, these rates are based on a small number of bicycle crashes. Maps 11 and 12 (in Chapter 4) show all municipalities' crash rates.

Crash Rates per Population				
Municipality	**Pedestrian Crashes**		**Bicycle Crashes**	
	Count	**Annual Rate (per 1,000 pop.)***	**Count**	**Annual Rate (per 1,000 pop.)***
T/Hyde Park	26	0.24	9	0.08
V/ Rhinebeck	3	0.23	**5**	**0.38**
V/Red Hook	2	0.20	**2**	**0.20**
V/Tivoli	1	0.18	0	0.00
T/Red Hook	6	0.15	2	0.05
T/Rhinebeck	0	0.00	**4**	**0.16**
Dutchess County	***377***	***0.25***	***194***	***0.13***

*Village populations have been subtracted from those of Towns to avoid double counting.
Source: Accident Location Information System (ALIS), NYSDOT.

Second, using the same data, high-crash corridors were identified. These are road segments with concentrations of bicycle and/or pedestrian crashes and a high crash rate per mile. There was one high-crash corridor for pedestrians and one for bicyclists in the Upper Hudson:

- Pedestrian: Hyde Park, Route 9 between Market Street and south of St. Andrews Road: 2.5 miles; 13 crashes; 5.2 crashes/mile.

- Bicycle: Hyde Park, Route 9 between Rogers Place and south of St. Andrews Road: 1.7 miles; 3 crashes; 1.8 crashes/mile.

High-crash corridors in the Upper Hudson are shown in Map 14 (in Chapter 4). All pedestrian and bicycle crashes in the Upper Hudson are shown in Map 32.

C. Key Needs/Issues

The Bicycle-Pedestrian Advisory Committee identified the following needs in the Upper Hudson:

- Provide sidewalks, crosswalks, benches, and other walking facilities.
- Improve the consistency of road shoulder widths and shoulder maintenance.
- Install bike racks and other facilities for bicycling.
- Create better routing and signage for people on bicycles.
- Publicize the bike racks on LOOP buses and provide better bus stop signage.

In terms of safety, key corridors/hot spots include Route 9 between Market Street and St. Andrews Road in Hyde Park for walking and bicycling. There is also a cluster of bicycle and pedestrian crashes in the Village of Rhinebeck.

D. Upper Hudson Project Recommendations

Based on the needs and issues identified above, previous plans, and input from the Bicycle-Pedestrian Advisory Committee, municipal officials, members of the public, and staff from NYSDOT-Region 8, Dutchess County Public Works, and Dutchess County Planning, the following project ideas are recommended to improve walking and bicycling in the Upper Hudson. They are organized by timeframe (short, medium, and long-term) and then by project lead (municipalities, County, and State). They are also shown in Maps 33-38 and listed in Appendix I. As noted previously, the facility owner(s) will ultimately decide whether or not to implement a project. The Plan cannot and is not intended to require specific action by any municipality or agency.

Short-Term Recommendations (within 5 years)

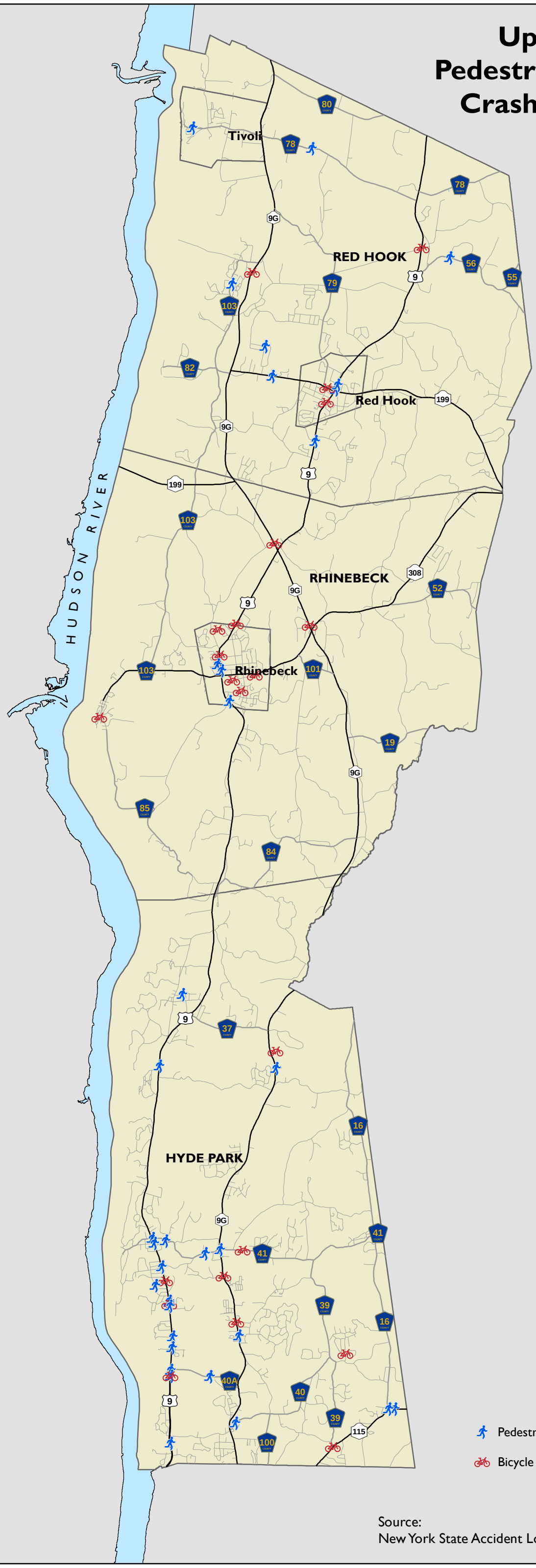
A. *Town of Hyde Park*

UH-1. *Hyde Park Sidewalk and Crosswalk Improvements*
[T/Hyde Park, NYSDOT; Short-Term]

Issue: As detailed in the *Hyde Park Town Center Pedestrian Study* (2013), sidewalks to key destinations need repair, and gaps in the sidewalk system should be filled.
Improvements:

- Repair the west side sidewalk on Route 9 (Albany Post Road) at the entrance to Town Hall.
- Repair the west side sidewalk just south of the Main Street intersection in front of the Town Library.
- Repair the east side sidewalk between Crumwold Place and West Plaza Way.
- Install a sidewalk on the east side of Route 9 between the commercial properties south of Park Plaza to Van Dam Road (about 0.15 miles).
- Install a sidewalk on the east side of Route 9 between Calmer Place and Terwilliger Road to connect the

Upper Hudson Pedestrian and Bicyclist Crashes (2007-2011)



Pedestrian Crash

Bicycle Crash

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Map created May 2014

Source:
New York State Accident Location Information System (ALIS).

1 inch = 1.6 miles

N

Consistent sidewalks and crosswalks on Route 9 in Hyde Park would improve pedestrian access and safety.

residences on Water Tower Road and Terwilliger Road to the commercial properties on the east side of Route 9 (about 0.2 miles).

- Install a sidewalk on the west side of Route 9 between Calmer Place and South Drive (about 0.15 miles).
- Install/repair sidewalks on side streets from E. Market to Harvey Street.
- Install a sidewalk on East Market Street (CR 41) from just east of Route 9 to Church Street and the rear entrance to Pinewoods Park (about 0.2 miles).
- Install a sidewalk on the north side of Pine Woods Road from Route 9 to the main entrance to Pinewoods Park to provide safe walking access to the Park for residents on the west side of Route 9 (about 0.1 miles).
- Reconstruct sidewalk sections on Main, Harvey, and Albertson Streets, and repair poor/unusable sidewalk sections on Route 9.
- Minimize curb cuts, combine driveways whenever possible, and require sidewalks to continue across all driveways, rather than be interrupted at each entrance and exit drive.
- Mark high-visibility crosswalks at the following locations:
  - On Route 9 at the Boice Road/Harvey Street intersection, and on Boice Road and Harvey Street.
  - On the following side streets (north to south): Main Street, Kirchner and Parker Avenues, Fuller Lane, Crumwold Place, Mansion Drive, Rogers Place, Watson and Caywood Place, Van Dam Road, Horseshoe Drive, and Calmer Place.
  - On many of the commercial driveways on the east side of Route 9, to connect to existing sidewalks.
  - On Route 9G at Haviland Road, Smith Court, and Creek Road.
- Where feasible, widen landscaped buffers on sidewalks along Route 9 between Park Plaza and St. Andrews Road to provide space for lighting and street trees.
- Improve key Route 9 intersections, such as East/West Market Street and Rogers Place/Park Plaza, by marking high-visibility crosswalks on all legs, adding curb extensions, prohibiting right turns on red, installing pedestrian-scale street lighting.
- Consider installing signalized pedestrian crossings at Pinewoods Park and Hackett Hill Park and/or a pedestrian bridge across East Market Street between Pinewoods Park and Hackett Hill Park.

UH-2. *Route 9 Sidewalk Extension South to Stop & Shop*
[T/Hyde Park, NYSDOT; Short-Term]

Issue: There are no sidewalks on the east or west side of Route 9 between Calmer Place and the new Stop and Shop just north of St. Andrews Road. A sidewalk extension is planned from Calmer Place to South Dr/Terwilliger Road (as noted in UH-1).

Improvements:

- Install sidewalks or paths on both sides of Route 9 from Calmer Place (or South Dr/Terwilliger Road) to St. Andrews Road, consistent with the *Hyde Park Town Center Pedestrian Study* recommendations (about 1 mile).
- Install street lights along Route 9, especially near the drive-in (south of Terwilliger Road).
- Install a crosswalk with lights at Calmer Place or Watertower Road.

UH-3. *Haviland Road Sharrows/Signage*
[T/Hyde Park; Short-Term]

Issue: Haviland Road provides access between residential areas, the Haviland Junior High School, and Smith Elementary and other destinations on Route 9G. It has a 30 mph speed limit, 85th percentile speeds of about 39 mph, and average daily traffic of about 2,100 vehicles. The road is not striped but serves as two lanes, each about 10-11 feet wide.

Improvement:

- Install sharrows and/or signage to alert drivers to the presence of bicyclists in the lane (about 1.6 miles from Route 9G to Cream Street).

Crosswalks help people cross East Market Street in the Village of Rhinebeck.

UH-4. *Greenfields Park – Top Cottage Pedestrian Connection*
[T/Hyde Park, Dutchess County; Short-Term]

Issue: There is no designated pedestrian crossing between the residential area west of Cream Street (CR 39), which connects to the Hyde Park Trail at Top Cottage at the end of Valkill Drive and to the Vanderbilt site via marked trails, and Greenfields Park.

Improvements:

- Evaluate the feasibility of installing a crosswalk and signage to cross Cream Street (CR 39) to Greenfields Park.
- Coordinate the crossing with the proposed trail easement between Greenfields Park and Top Cottage (as shown in Hyde Park's *Recreational Trails & Community Recreation Conceptual Master Plan*).

B. *Towns of Rhinebeck and Red Hook*

UH-5. *Rhinebeck Village Center Sidewalk Improvements*
[V/Rhinebeck, NYSDOT; Short-Term]

Issue: As detailed in the *Village of Rhinebeck Sidewalk Study*, sidewalks to key Village destinations need repair, and gaps in the sidewalk system should be filled.

Improvements:

- Complete repairs or replacement of deficient sidewalks on Route 9 (Montgomery/Mill Street), Route 308 (West-East Market Street)

and in front of the Beekman Arms (at the Market Street/Mill Street intersection).

- Reconstruct sidewalks on Chestnut Street, Livingston Street, South Street, Center Street, Mulberry Street, Route 9 (Montgomery and Mill Streets), and East Market Street.
- Mark crosswalks at several locations across Route 9 and Market Street.
- Reconstruct sidewalks on West Market Street to the Starr Library and Town Park.
- Construct/reconstruct sidewalks on South Parsonage Street and Mill Street to connect to the Village center (about 0.1 mile of new sidewalk on South Parsonage Street).

UH-6. *Red Hook – Route 9 Sidewalk Extension*
[T/Red Hook, NYSDOT; Short-Term]

Issue: Route 9 (South Broadway) between the Red Hook Town Hall (south of Firehouse Lane) and the Hannaford supermarket (at Rokeby Road/Hannaford Drive) has sidewalks on the west side, but not on the east side. There are sidewalks from Route 9 into the Hannaford supermarket.

Improvements:

- Install sidewalks on the east side of Route 9 between the Red Hook Town Hall and the Hannaford supermarket (about 0.6 mile).
- Mark a high-visibility crosswalk at Old Farm Road and install appropriate signage to encourage drivers to yield to people crossing.

UH-7. *Amherst Road/Firehouse Lane – Route 9 Intersection Realignment [V/Red Hook, NYSDOT; Short-Term]*

Issue: The Route 9 (South Broadway) and Amherst Road/Fire House Lane intersection is offset, making it difficult for people driving, walking, and bicycling to know who has the right of way from the opposing street. It is also difficult to access Route 9 from the cross-streets. Moreover, the proposed Hoffman housing development (96 residential units on Old Farm Road) will add traffic onto Route 9 at this intersection.

Improvements:

- Analyze the possibility of converting the intersection of Fire House Lane/Amherst Road at Route 9 to a standard four-way intersection by moving Fire House Lane to the north and install a traffic signal at the intersection.
- Incorporate pedestrian and bicycle safety improvements at the intersection.

UH-8. *Tivoli Sidewalk and Crosswalk Repair*
[V/Tivoli; Short/Medium-Term]

Issue: Sidewalks and crosswalks in the Village center need repair.

Improvements:

- Repair existing sidewalks on Montgomery Street, Spring Street, Pine Street and North Road.
- In coordination with the planned replacement of the bridge over the Stony Creek, repair the sidewalk on Broadway (CR 78) east of Montgomery Street/North Road, and extend the sidewalk to connect to Route 9G (about 0.3 miles).
- Repair/reset the brick crosswalks at the four corners intersection of Broadway (CR 78), North Road and Montgomery Street.

UH-9. ***Tivoli Bays Bicycle Connection***
[T/Red Hook, Bard College; Short-Term]

Issue: The Tivoli Bays Wildlife Management Area access road, which connects Kidd Lane and Robbins Road, provides a potential bicycle connection between the Village of Tivoli and the Bard campus, and an alternate to Route 9G.

Improvements:

- Develop a bicycle connection between the Village of Tivoli and Bard College using the Tivoli Bays Wildlife Management Area access road. Make surface and other improvements as needed for people to safely bicycle on the access road (Note: this would be for daytime use only, since no lighting is allowed in the wildlife management area).
- Install signs to identify the access road as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.

UH-10. ***Red Hook Route 199 Shoulder Improvements***
[NYSDOT, T/Red Hook; Short-Term]

Issue: Route 199 provides access between Route 9G and the Village of Red Hook, as well as Red Hook High School and Linden Avenue Middle School. It is also part of State Bike Route 199. Students and others often walk along Route 199 between the residential development off of Meadow Drive and the High School and Village. Although there are areas with wide shoulders, traffic is heavy and fast and there have been fatalities along this road. Bicycle improvements are needed for Red Hook High School and Bard students and faculty who ride on Route 199, as well as for recreational riders.

Improvements:

- Widen the shoulders on Route 199 to at least four feet between Route 9G and Meadow Drive (wider where feasible), and six feet between Meadow Drive and the Village line.
- Install appropriate signage to increase drivers' awareness of people on bicycles.

UH-11. ***Red Hook Route 9/199 Intersection Evaluation***
[NYSDOT, V/Red Hook; Short-Term]

Issue: The traffic signal timing at the Route 9/Route 199 intersection includes a pedestrian-only phase, where everyone on foot crosses at one time while other traffic is stopped. This is only activated when a person pushes the button to cross. This phasing increases the wait time for everyone and may reduce yielding at nearby crosswalks on Route 9 at Prince Street, Fraleigh Street, and Laura Lane (due to driver impatience after waiting through a long signal).

Improvements:

Signal timing changes and curb extensions would improve crossings at the Route 9/199 intersection in Red Hook (source: Google maps).

- Evaluate changing the Route 9/Route 199 signal timing to incorporate a standard pedestrian crossing, where people cross with parallel traffic. This would reduce the wait both for people in vehicles and on foot. A leading pedestrian interval could be added to the signal timing to give walkers a head start before other traffic, and right turns on red could be restricted to reduce conflicts between vehicles and people in the crosswalk.
- Evaluate the feasibility of adding curb extensions and removing some parking spaces to increase the visibility of people crossing, increase yielding, and shorten crossing distances on Route 9 at Route 199 (as shown in the Intermunicipal Task Force's illustrative plans), as well as at Prince Street, Fraleigh Street, and Laura Lane/Morgans Way, while maintaining truck access through the Village.
- Install crosswalk warning signs as appropriate to encourage drivers to yield to people crossing.

UH-12. ***Red Hook Linden Avenue (CR 79) Sidewalk/Path***
[T/Red Hook, Dutchess County; Short/Medium-Term]

Issue: There is a sidewalk on Linden Avenue (CR 79) between West Market Street and the Town Recreation Park, but the section between the Recreation Park and Rockefeller Lane, which serves the park, Mill Road Primary School and the Linden Acres neighborhood has narrow shoulders and no sidewalks, limiting access for people on bike and on foot. Additional Town recreation fields under construction near Linden Acres will connect to Linden Avenue and increase the need for walking and bicycle access.
Improvements:

- Add bicycle lanes on Linden Avenue (CR 79) or construct a shared-use path on the west side of the street between the Recreation Park and Knox Road (about 0.6 miles).
- Install signs to identify Linden Avenue as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.
- Provide a sidewalk and bicycle lane or path across the bridge over the Saw Kill Creek when it is replaced.
- Consider additional traffic control devices (signals or signs) where appropriate.
- In the medium-term, consider extending the sidewalk on the east side of Linden Avenue from the Recreation Park to Rockefeller Lane (about 1.15 miles).

Medium-Term Recommendations (5 to 10 years)

A. ***Town of Hyde Park***

UH-13. ***Haviland Sidewalks***
[T/Hyde Park, NYSDOT; Medium-Term]

Issue: The lack of sidewalks on Route 9G and Haviland Road in the Haviland hamlet (between Creek Road and Crum Elbow Road), particularly near Haviland Road, makes it difficult to walk between schools, shopping, and residential areas.
Improvements:

- Install a sidewalk on the east side of Route 9G between the Hyde Park trail (near Valkill Park Road) and Smith Court (about 0.8 miles).
- Install a sidewalk on Haviland Road between Route 9G and Haviland Middle School (about 0.15 miles).

- Install pedestrian signals and signage as needed to help students safely walk to Smith Elementary and Haviland Middle School.
- Provide signage and a map at the Hyde Park Trail on Route 9 (at the FDR Estate) showing the trail connection to Route 9G.

UH-14. ***Route 9 Vanderbilt – Norrie Unpaved Trail*** ***[T/Hyde Park; Medium-Term]***

Issue: There are no sidewalks along Route 9 in Hyde Park north of Sherwood Place (at the south border of the Vanderbilt site).
Improvement:

- Create an unpaved trail along Route 9 between the Vanderbilt Mansion and Norrie-Mills State Park (at Old Post Road in Staatsburg), potentially crossing the existing Dutchess County Water and Wastewater Authority waterline, as referred to in the Town's *Recreational Trails & Community Recreation Conceptual Master Plan*.

UH-15. ***Route 9 Sidewalk Extension – Quiet Cove Park to Stop & Shop*** ***[T/Hyde Park, NYSDOT; Medium-Term]***

Issue: There are no sidewalks on the east or west side of Route 9 between Hudson View Drive (north of Marist College) and the Stop & Shop just north of St. Andrews Road. Sidewalk extensions are proposed in Poughkeepsie between Marist College and Quiet Cove Park, as well as in Hyde Park south to St. Andrews Road.
Improvements:

- Install sidewalks on Route 9 between Quiet Cove Park and St. Andrews Road (about 2 miles).
- Coordinate with the recommended sidewalk or path connection between Marist College and Quiet Cove Park, and with the recommended sidewalk extension on Route 9 south to St. Andrews Road.
- Alternatively, provide a connector street with sidewalks between the Hudson River Greenway Trail, through the north CIA campus, to Stop and Shop.

UH-16. ***West Market Street (CR 41) – River Road Sidewalk*** ***[T/Hyde Park, Dutchess County; Medium-Term]***

Issue: There is limited walking access between the Town center and the Riverfront Park and Hyde Park Trail.
Improvement:

- Evaluate the feasibility of providing a sidewalk, path, or widened shoulders on West Market Street (CR 41) and River Road between Route 9 and the Riverfront Park (about 0.6 miles).

UH-17. ***Pine Woods Road Bicycle Access*** ***[T/Hyde Park; Medium-Term]***

Issue: Pine Woods Road, between Route 9 and East Market Street, provides access to the Town Center and Pinewoods Park. However, it has no marked shoulders.
Improvements:

- Mark bicycle lanes, sharrows, or install a shared-use path along Pine Woods Road (about 0.6 miles).
- Add appropriate bicycle-related signage along the road.

UH-18. ***Creek Road Shoulders & Signage*** ***[T/Hyde Park; Medium-Term]***

Issue: Creek Road provides access to Town soccer and baseball fields, the County Emergency Response Center, the Eleanor Roosevelt Val-Kill site, and the Farm Lane Trail. The Town road

portion (north of East Dorsey Lane) has no paved shoulders, as well as relatively high speeds and a high percentage of trucks.
Improvements:

- Evaluate the feasibility of adding paved shoulders on Creek Road between East Dorsey Lane and Route 9G, and install where feasible.
- Add appropriate bicycle-related signage along the road.

UH-19. ***East Dorsey Lane Shoulders & Signage***
[T/Hyde Park; Medium-Term]

Issue: East Dorsey Lane provides access to the Town's Beck Park and Town soccer and baseball fields on Creek Road. The Town road portion (between Dutchess Hill Road (CR 40) and Cream Street (CR 39)) has no marked shoulders and many curves.
Improvements:

- Evaluate the feasibility of adding paved shoulders on East Dorsey Lane between Dutchess Hill Road (CR 40) and Cream Street (CR 39), and install where feasible.
- Add appropriate bicycle and pedestrian-related signage along the road.

UH-20. ***St. Andrews Road (CR 40A) Bicycle Lanes Demonstration Project [Dutchess County, T/Hyde Park; Medium-Term]***

Issue: St. Andrews Road provides access between Route 9 and Route 9G to the Stop & Shop, the FDR site, and Val-kill, and provides an alternate to West Dorsey Lane for access to the CIA. It is a wide road with high speeds, and sufficient right of way for bicycle lanes.
Improvements:

- Install bicycle lanes on St. Andrews Road between Route 9 and Route 9G as a demonstration project (about 1.2 miles).
- Add appropriate bicycle-related signage and markings along the road, particularly at intersections.
- Conduct outreach to educate people about the bicycle lanes and determine their effectiveness.

UH-21. ***South Quaker Lane (CR 16) Shoulder Improvements***
[Dutchess County; Medium-Term]

Issue: South Quaker Lane (CR 16) provides access to BOCES (on Salt Point Turnpike) and serves as a north-south alternative to busier streets. However, shoulders are typically less than two feet wide.
Improvements:

- Provide wider shoulders where feasible on South Quaker Lane (CR 16) between Salt Point Turnpike and Crum Elbow Road/Netherwood Road (CR 41).
- Add appropriate bicycle-related signage along the road.

St. Andrews Road is one of very few County roads with sufficient right of way for bicycle lanes (source: Google maps).

B. *Towns of Rhinebeck and Red Hook*

UH-22. *Rhinebeck Village Sidewalk Extensions & Repairs [V/Rhinebeck, NYSDOT; Medium-Term]*

Issue: As detailed in the *Village of Rhinebeck Sidewalk Study*, sidewalks within the Village center need repair, gaps should be filled, and sidewalk extensions are needed to connect to key destinations.

Improvements:

- Install new or reconstructed sidewalks on Platt Avenue, Chestnut Street, Livingston Street, South Street, Mulberry Street, North Parsonage Street, and Beech Street (about 1.2 miles of new sidewalk).
- Install new sidewalks on Route 9 (Montgomery Street) past the Northern Dutchess Hospital and the County Fairgrounds to the Village line (about 0.6 miles).
- Install new sidewalks and crosswalks on Knollwood Road and South Parsonage Street to Livingston Elementary School (about 0.5 miles).
- Install a new sidewalk and crosswalks on South Parsonage Street to Rhinebeck High School.

UH-23. *Tivoli Sidewalk to the Hudson River [V/Tivoli, Dutchess County; Medium-Term]*

Issue: Pedestrian safety concerns and a potential riverfront park increases the need for a safe sidewalk connection on Broadway (CR 78).

Improvements:

- Reset/repair the historic slate walk on Broadway (CR 78).
- Install a sidewalk down Broadway (CR 78) to Friendship Street, based on the results of an engineering feasibility study (about 0.5 miles).

UH-24. *Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project [T/Red Hook, T/Rhinebeck, V/Red Hook, V/Rhinebeck; Medium-Term]*

Issue: The Red Hook and Rhinebeck Greenway Committees, working with the Winnakee Land Trust, Hudson River Valley Greenway and others, developed a Historic District Bike/Hike Trail which includes two loop bicycle routes. Signs have been installed along the routes, but no physical changes to the streets have been made to better accommodate bicycling.

Improvements:

- Implement the bicycle routes outlined in the Red Hook/Rhinebeck Historic District Bike/Hike Trail map, which include Mill Street, Parsonage Street, South Street, Mulberry Street, and Montgomery Street in the Village of Rhinebeck; Mill Road, Morton Road, Rhinecliff Road, Ryan Road, River Road, and Astor Dr, Old Post Road, Hook Road, and Middle Road in the Town of Rhinebeck; and Middle Road, River Road, and Rokeby Road in the Town of Red Hook. Consider including Benner Road into the Village of Red Hook. Mark

Bicycle boulevards are low-speed streets designed to prioritize bicycle access (source: Streetsblog.org).

streets with bicycle lanes, sharrows, as bicycle boulevards, or maintain simply as shared lanes, as appropriate.

- Develop a demonstration project for a Bicycle Boulevard on one or more of the local streets on the route, such as Parsonage Street, South Street, and/or Mulberry Street in the Village of Rhinebeck (about 1.3 miles total).

UH-25. ***Tivoli – Clermont Shared-Use Path***
[V/Tivoli, T/Red Hook; Medium-Term]

Issue: Woods Road provides a north-south connection between the Village of Tivoli and Clermont State Park, but it has no sidewalks and no marked shoulders.

Improvement:

- Evaluate the feasibility of constructing a shared-use walking and bicycling path along Woods Road from Broadway (CR 78) in Tivoli to the Clermont State Historic Site.

UH-26. ***Bard College Entrance – Route 9G Intersection Improvements [NYSDOT, Bard College; Medium-Term]***

Issue: Bard College has property on both sides of Route 9G at its main entrance at Entrance Road/Sands Road, including a restaurant and Alumni-ae Center. The speed limit on Route 9G has been reduced to 45 mph but there are narrow shoulders, no sidewalks, and no crosswalk for the students, faculty and staff who cross the road.

Improvements:

- Install a marked crosswalk across Route 9G with a flashing beacon; evaluate the feasibility of a pedestrian-actuated signal or a HAWK beacon.
- Widen the shoulders on Route 9G in this area.
- Implement traffic calming measures as appropriate.

There is no crosswalk, sidewalks, or traffic control at Bard's main entrance on Route 9G (source: Bing maps).

UH-27. ***Route 9G Shoulder Improvements***
[NYSDOT; Medium-Term]

Issue: Route 9G provides access to the Village of Tivoli, Bard College, parks, and the East Park and Haviland centers in Hyde Park, with schools, retail centers, and recreational areas. A portion of it (in the southern part of Red Hook) is also part of State Bike Route 199. However, there have been a number of bicycle-vehicle crashes on Route 9G. Improvements are particularly needed for Red Hook and Bard students and Bard faculty who commute on 9G, as well as recreational riders.

Improvements:

- Widen the shoulders on Route 9G between Tivoli and Hyde Park to a consistent four foot minimum, and wider where feasible.
- Install appropriate bicycle-related signage to encourage safe sharing of the road, and to identify Route 9G as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.

UH-28. ***Route 9 Shoulder Improvements [NYSDOT; Medium-Term]***

Issue: Route 9 in Hyde Park, Rhinebeck and Red Hook is a part of State Bike Route 9 and provides access to the Town and Village centers in Hyde Park, Rhinebeck, and Red Hook. However, there have been a series of bicycle-vehicle crashes on Route 9, and the segment between Route 40A and Rogers Place is shown as a high-crash corridor in this Plan. Shoulder widths on Route 9 north of the City of Poughkeepsie are typically four feet or more, but there are limited to no shoulders through much of the Village of Red Hook, the Village of Rhinebeck, and the Hyde Park Town Center.

Improvements:

- Outside of Town and Village centers, provide consistent shoulders of at least four feet on Route 9.
- Install appropriate bicycle-related signage to encourage safe sharing of the road.

Long-Term Recommendations (10+ years)

UH-29. ***Hyde Park Town Center Redesign***

[T/Hyde Park; Long-Term]

Issue: The Hyde Park Town Center, along Route 9 south of Pine Woods Road, lacks a connected sidewalk system and is currently dominated by parking lots.

Improvements:

- Consistent with the *Hyde Park Town Center Pedestrian Study* recommendations, pursue a series of new infill buildings with an integrated street, storefront, and sidewalk system to retrofit and connect the two adjacent shopping plazas south of Pine Woods Road. Install consistent street trees along sidewalks, and consider on-street parking in the Town Center.

UH-30. ***Hyde Park Historic Crossroads Redesign***

[T/Hyde Park; Long-Term]

Issue: Hyde Park's historic crossroads at Route 9 and Market Street is the civic center of the Town, but empty lots, front-yard parking, and an incomplete sidewalk system limit its potential as a walkable destination.

Improvements: Consistent with the *Hyde Park Town Center Pedestrian Study* recommendations:

- Fill in gaps with mixed-use buildings.
- Place shared parking lots to the rear of new buildings.
- Repair and extend sidewalk system using bold or textured crosswalks.
- Add on-street parking and street trees next to the curb to slow traffic and protect people who are walking.

UH-31. ***Village of Rhinebeck Four Corners Redesign***

[V/Rhinebeck; Long-Term]

Issue: The 'four corners' intersection of Market Street (Route 308) and Montgomery/ Mill Street (Route 9) is the heart of the Village of Rhinebeck and is one of the highest-pedestrian areas in the county. However, it has long crosswalks and the exclusive pedestrian signal phase is not clearly communicated.

Improvements: Consistent with the Village of Rhinebeck Sidewalk Study recommendations:

- Add curb extensions at each corner to shorten crossing distances and increase pedestrian safety and visibility.
- Realign the crosswalk at the northern leg so that it is perpendicular to the near street curb.
- Add pavement markings and signs to encourage pedestrians to cross diagonally, consistent with the traffic signal timing.

- Add diagonal parking on West Market Street to calm traffic.
- Provide additional shade trees, landscaping, and sitting places.
- Enhance the central green in front of the Beekman Arms hotel and add a patio and rear walkway at the Beekman Arms to activate the green.

The Rhinebeck Village Center design concept includes curb extensions and shortened crosswalks, diagonal parking, trees and landscaping, and a central green.

UH-32. ***Hudson River Greenway Trail***

[T/Red Hook, T/Rhinebeck, T/Hyde Park; Long-Term]

Issue: The concept of a continuous greenway trail along the Hudson River has been proposed for many years. In the Upper Hudson, many gaps remain.

Improvements:

- Work with property owners to build a continuous Greenway Trail along the Hudson River.
- Incorporate river access points into the Hudson River Greenway Trail.
- In Hyde Park, repair pedestrian bridges along Hudson River Greenway Trail routes at Crum Elbow Point, Dominican Camp, and Staatsburgh.

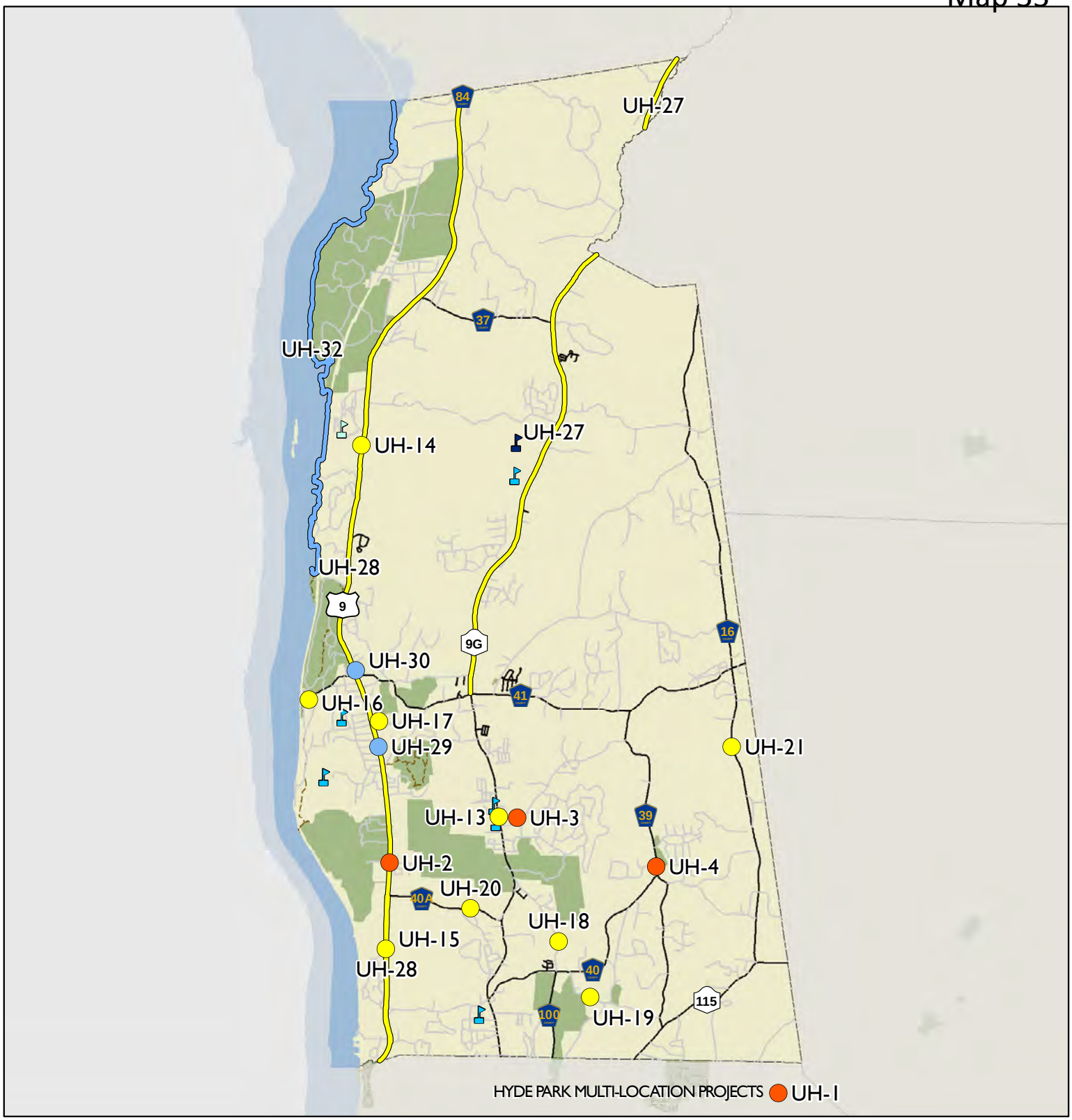
UH-33. ***Hucklebush Rail Trail***

[Towns, Dutchess County; Long-Term]

Issue: The Hucklebush rail line is inactive and could be acquired and converted to a shared-use trail to connect communities in the Upper Hudson and link to the Harlem Valley Rail Trail. This would be a major project that would require substantial funding.

Improvement:

- Create a rail trail on the former Hucklebush Rail Line between Rhinecliff and the Harlem Valley Rail Trail in Millerton passing through Rhinebeck, Red Hook, Milan, Columbia County, Pine Plains, and North East (about 32 miles).



Miles
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Walk Bike Dutchess 2014
Project Recommendations by Municipality: HYDE PARK

Recommendation (Sites)
- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)
- Medium-Term
- Long-Term

Schools
- K-12
- Elementary/Middle
- Middle/High

Parks

Local Roads

Major Roads

Trails

PDCTC
Poughkeepsie-Dutchess County Transportation Council

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For project specifics, see:
http://www.co.dutchess.ny.us/CountyGov/Departments/TransportationCouncil/bppappendixi.pdf

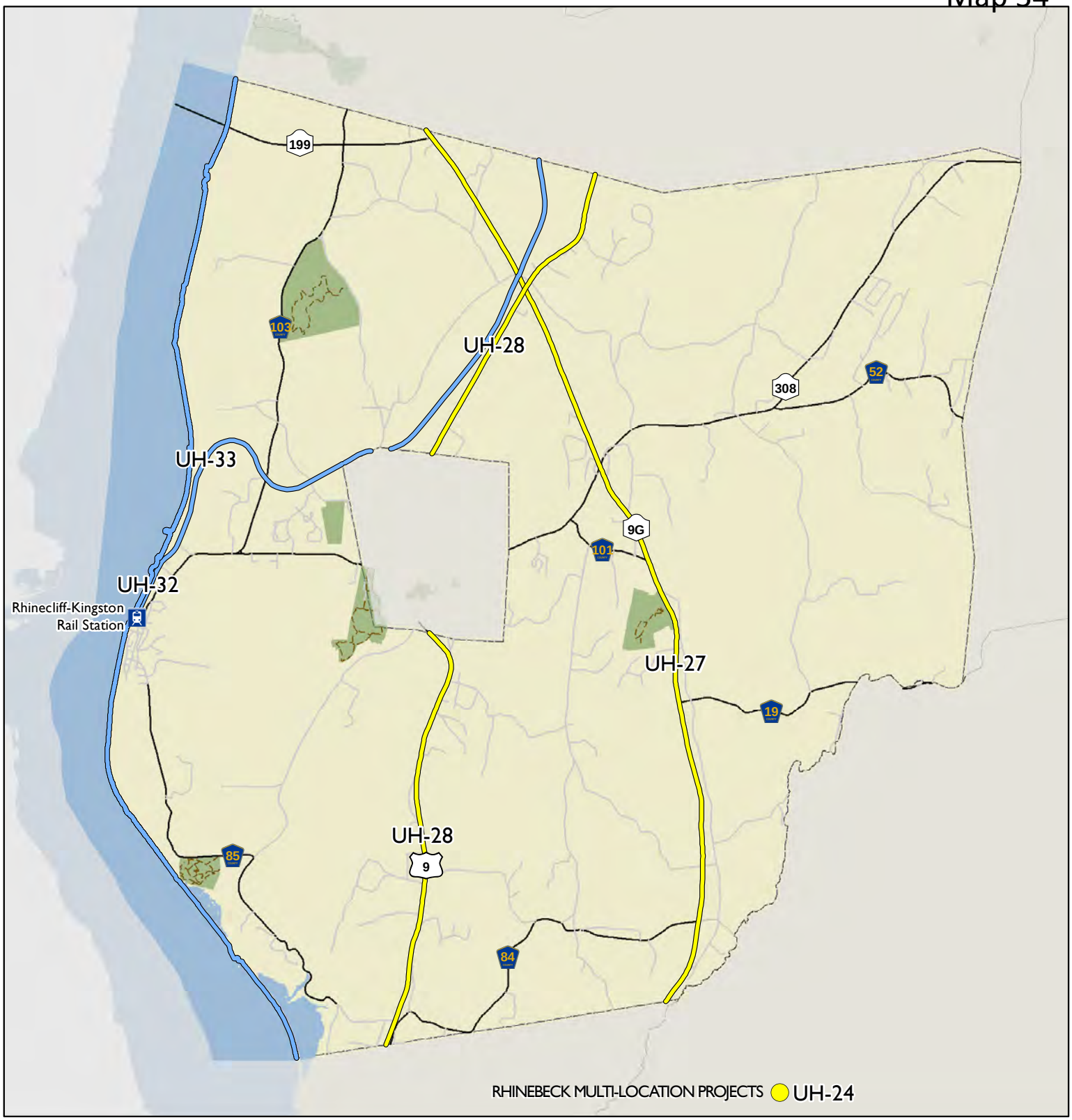
Walk Bike Dutchess Project Recommendations: Town of Hyde Park*

Planning Area	Project Code	Location	Project Name	Timeframe[1]	Lead	Other Partners
Upper Hudson	UH-3	T/Hyde Park	Haviland Road Sharrows/Signage	Short	T/Hyde Park	Hyde Park Central School District
Upper Hudson	UH-4	T/Hyde Park	Greenfields Park - Top Cottage Pedestrian Connection	Short	T/Hyde Park, Dutchess County	
Upper Hudson	UH-1	T/Hyde Park	Hyde Park Sidewalk and Crosswalk Improvements	Short	T/Hyde Park, NYSDOT	
Upper Hudson	UH-2	T/Hyde Park	Route 9 Sidewalk Extension South to Stop & Shop	Short	T/Hyde Park, NYSDOT	
Upper Hudson	UH-21	T/Hyde Park	South Quaker Lane (CR 16) Shoulder Improvements	Medium	Dutchess County	
Upper Hudson	UH-20	T/Hyde Park	St. Andrews Road (CR 40A) Bicycle Lanes Demonstration Project	Medium	Dutchess County, T/Hyde Park	
Upper Hudson	UH-14	T/Hyde Park	Route 9 Vanderbilt - Norrie Unpaved Trail	Medium	T/Hyde Park	
Upper Hudson	UH-17	T/Hyde Park	Pine Woods Road Bicycle Access	Medium	T/Hyde Park	
Upper Hudson	UH-18	T/Hyde Park	Creek Road Shoulders & Signage	Medium	T/Hyde Park	
Upper Hudson	UH-19	T/Hyde Park	East Dorsey Lane Shoulders & Signage	Medium	T/Hyde Park	
Upper Hudson	UH-16	T/Hyde Park	West Market Street (CR 41) - River Road Sidewalk	Medium	T/Hyde Park, Dutchess County	
Upper Hudson	UH-13	T/Hyde Park	Haviland Sidewalks	Medium	T/Hyde Park, NYSDOT	Hyde Park Central School District
Upper Hudson	UH-15	T/Hyde Park	Route 9 Sidewalk Extension - Quiet Cove Park to Stop & Shop	Medium	T/Hyde Park, NYSDOT	
Upper Hudson	UH-29	T/Hyde Park	Hyde Park Town Center Redesign	Long	T/Hyde Park	
Upper Hudson	UH-30	T/Hyde Park	Hyde Park Historic Crossroads Redesign	Long	T/Hyde Park	
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	Long	T/Red Hook, T/Rhinebeck, T/Hyde Park	

*For project descriptions, see Walk Bike Dutchess, Chapter 5.2

[1]Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



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Walk Bike Dutchess 2014
Project Recommendations by Municipality: RHINEBECK

Recommendation (Sites)
- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)
- Medium-Term
- Long-Term

Parks

Rail Station

Local Roads

Major Roads

Trails

PDCTC
Poughkeepsie-Dutchess County Transportation Council

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For project specifics, see:
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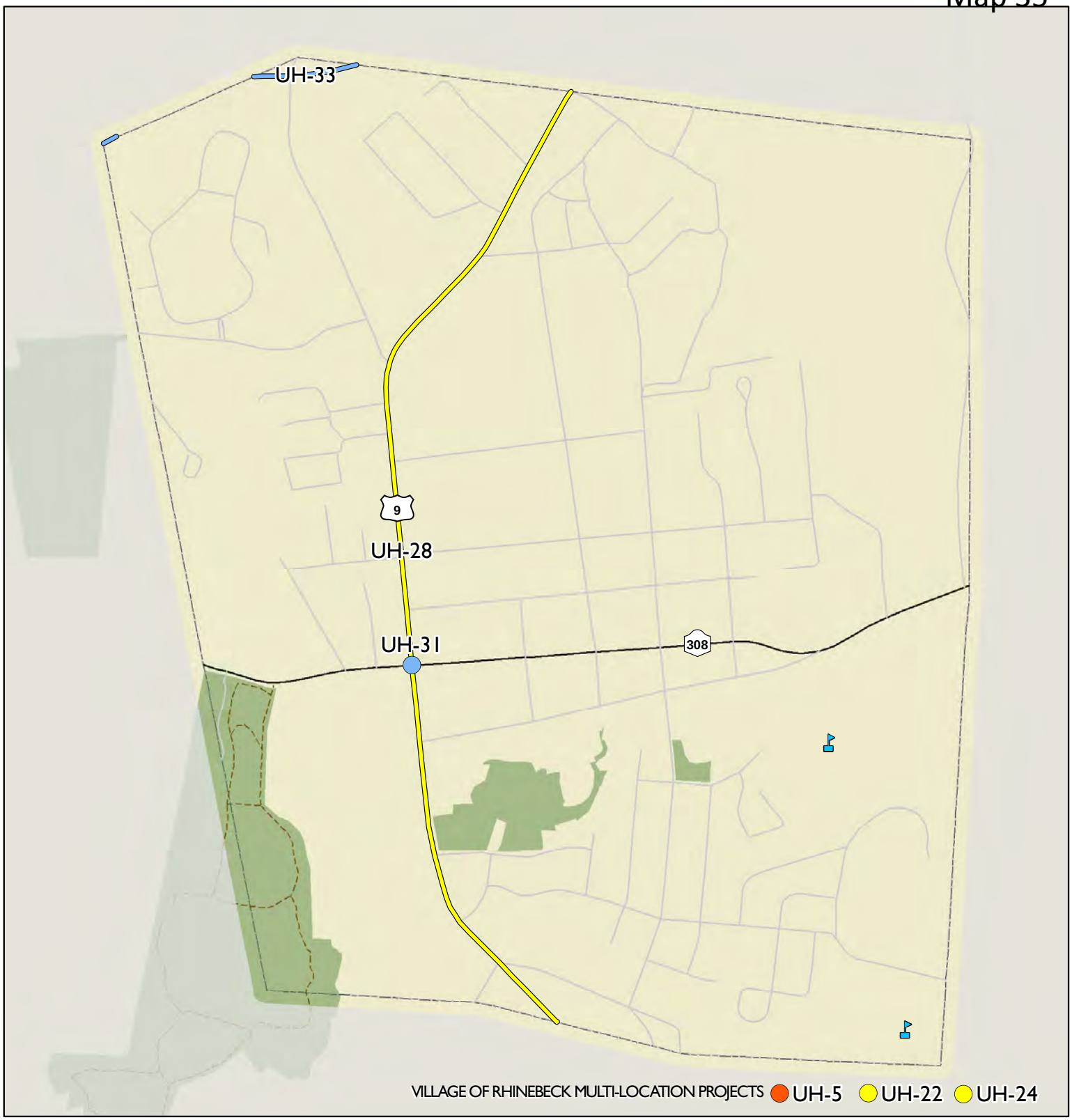
Walk Bike Dutchess Project Recommendations: Town of Rhinebeck*

Planning Area	Project Code	Location	Project Name	Timeframe[1]	Lead	Other Partners
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	Long	T/Red Hook, T/Rhinebeck, T/Hyde Park	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see Walk Bike Dutchess, Chapter 5.2

[1]Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



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Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF RHINEBECK

Recommendation (Sites)
- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)
- Medium-Term
- Long-Term

Schools
- Elementary/Middle
- Middle/High

Parks

Local Roads

Major Roads

Trails

PDCTC
Poughkeepsie-Dutchess County Transportation Council

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http://www.co.dutchess.ny.us/CountyGov/Departments/TransportationCouncil/bppappendixi.pdf

Walk Bike Dutchess Project Recommendations: Village of Rhinebeck*

Planning Area	Project Code	Location	Project Name	Timeframe[1]	Lead	Other Partners
Upper Hudson	UH-5	V/Rhinebeck	Rhinebeck Village Center Sidewalk Improvements	Short	V/Rhinebeck, NYSDOT	
Upper Hudson	UH-22	V/Rhinebeck	Rhinebeck Village Sidewalk Extensions & Repairs	Medium	V/Rhinebeck, NYSDOT	
Upper Hudson	UH-31	V/Rhinebeck	Village of Rhinebeck Four Corners Redesign	Long	V/Rhinebeck	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see Walk Bike Dutchess, Chapter 5.2

[1]Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.

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Walk Bike Dutchess 2014
Project Recommendations by Municipality:
RED HOOK

Recommendation (Sites)
- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)
- Medium-Term
- Long-Term

Schools
- Elementary/Middle

Parks

Local Roads

Major Roads

Trails

PDCTC
Poughkeepsie-Dutchess County Transportation Council

www.dutchessny.gov/WalkBikeDutchess

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For project specifics, see:
http://www.co.dutchess.ny.us/CountyGov/Departments/TransportationCouncil/bppappendixi.pdf

Walk Bike Dutchess Project Recommendations: Town of Red Hook*

Planning Area	Project Code	Location	Project Name	Timeframe[1]	Lead	Other Partners
Upper Hudson	UH-6	T/Red Hook	Red Hook - Route 9 Sidewalk Extension	Short	T/Red Hook, NYSDOT	
Upper Hudson	UH-9	T/Red Hook	Tivoli Bays Bicycle Connection	Short	T/Red Hook, Bard College	NYSDEC, V/Tivoli
Upper Hudson	UH-10	T/Red Hook	Red Hook Route 199 Shoulder Improvements	Short	NYSDOT, T/Red Hook	
Upper Hudson	UH-12	T/Red Hook	Red Hook Linden Avenue (CR 79) Sidewalk/Path	Short/Medium	T/Red Hook, Dutchess County	
Upper Hudson	UH-26	T/Red Hook	Bard College Entrance - Route 9G Intersection Improvements	Medium	NYSDOT, Bard College	
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-25	T/Red Hook; V/Tivoli	Tivoli - Clermont Shared-Use Path	Medium	V/Tivoli, T/Red Hook	NYS Parks
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	Long	T/Red Hook, T/Rhinebeck, T/Hyde Park	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see Walk Bike Dutchess, Chapter 5.2

[1]Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.

0 0.125 0.25 0.5 Miles

Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF RED HOOK

Recommendation (Sites)
- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)
- Medium-Term
- Long-Term

Schools
- K-12
- Elementary/Middle
- Middle/High

Local Roads

Major Roads

PDCTC
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Walk Bike Dutchess Project Recommendations: Village of Red Hook*

Planning Area	Project Code	Location	Project Name	Timeframe[1]	Lead	Other Partners
Upper Hudson	UH-7	V/Red Hook	Amherst Road/Firehouse Lane - Route 9 Intersection Realignment	Short	V/Red Hook, NYSDOT	
Upper Hudson	UH-11	V/Red Hook	Red Hook Route 9/199 Intersection Evaluation	Short	NYSDOT, V/Red Hook	
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see Walk Bike Dutchess, Chapter 5.2

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0 0.125 0.25 0.5 Miles

Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF TIVOLI

Recommendation (Sites)
- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)
- Medium-Term

Parks

Local Roads

Major Roads

Trails

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Walk Bike Dutchess Project Recommendations: Village of Tivoli*

Planning Area	Project Code	Location	Project Name	Timeframe[1]	Lead	Other Partners
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-25	T/Red Hook; V/Tivoli	Tivoli - Clermont Shared-Use Path	Medium	V/Tivoli, T/Red Hook	NYS Parks
Upper Hudson	UH-8	V/Tivoli	Tivoli Sidewalks and Crosswalk Repair	Short/Medium	V/Tivoli	
Upper Hudson	UH-23	V/Tivoli	Tivoli Sidewalk to the Hudson River	Medium	V/Tivoli, Dutchess County	

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Poughkeepsie-Dutchess County Transportation Council

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