MID HUDSON VALLEY TRANSPORTATION MANAGEMENT AREA

Congestion Management Process Update - 2026

Dutchess County Transportation Council (DCTC)
85 Civic Center Plaza, Suite 107
Poughkeepsie, NY 12601
Phone: (845) 486-3600
Email: dctc@dutchessny.gov
Website: www.dutchessny.gov/dctc

Orange County Transportation Council (OCTC)
124 Main Street
Goshen, NY 10924
Phone: (845) 615-3840
Email: octc@orangecountyny.gov
Website: https://www.orangecountyny.gov/961

Ulster County Transportation Council (UCTC)
244 Fair Street
PO Box 1800
Kingston, NY 12402
Phone: (845) 340-3340
Email: uctc@ulstercountyny.gov
Website: https://uctc.ulstercountyny.gov/

Disclaimer

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Executive Summary

The Congestion Management Process (CMP) is a federally required process of defining, identifying, analyzing, and managing the performance of a region's transportation network. This process is required for all Metropolitan Planning Organizations (MPOs) that are part of a Transportation Management Area (TMA). The three MPOs in the Mid-Hudson Valley Transportation Management Area—the Orange County Transportation Council (OCTC), Dutchess County Transportation Council (DCTC), and Ulster County Transportation Council (UCTC)—work together to produce a regional CMP for the three-county area. This 2026 CMP updates our 2018-2020 effort to determine the state of congestion in the Mid-Hudson Valley.

Congestion can be recurring or non-recurring. Recurring congestion is systemic, while non-recurring is based on incidents such as crashes, weather, or special events. Recurring congestion is the focus of this 2026 CMP.

Staff from DCTC, OCTC, and UCTC selected five performance measures and set thresholds for each to determine congested road segments. We also identified congestion hotspots across the regional transportation network. The performance measures were calculated using the National Performance Measures Research Data Set (NPMRDS), which is based on vehicle speed probe data. The following measures and thresholds were selected:

- **Travel Time Index (TTI)**: The ratio of the average travel time during the worst peak period (weekday am or pm) to the free-flow travel time. Identifies the severity of peak period congestion.
    - Threshold: 2.0 — Segments at or above the threshold are considered congested.

- **Total Hours of Excessive Delay per mile (TED/mile):** The amount of time spent traveling below a specified threshold speed (20 mph or 60 percent of the free flow speed, whichever is greater) during all hours, on weekdays and weekends. Quantifies hours spent in congested conditions, normalized per mile.
    - Threshold: 40,000 hours — Segments at or above the threshold are considered congested.

- **Peak Hours of Excessive Delay (PHED):** The total time spent traveling below a specified threshold speed (20 mph or 60 percent of the free flow speed, whichever is greater), during peak periods. Quantifies hours spent in congested conditions during AM and PM peak periods.
    - Threshold: 4,000 hours — Segments at or above the threshold are considered congested.

- **Level of Travel Time Reliability (LOTTR):** The ratio of the 80th percentile travel time over the 50th percentile travel time for the worst period (weekday am, mid-day, or pm, or weekends). Identifies the reliability of travel time during peak periods.
    - Threshold: 1.5 — Segments at or above the threshold are considered unreliable.

- **Truck Travel Time Reliability (TTTR):** The ratio of the 95th percentile travel time to the 50th percentile travel time for trucks, during the worst period (weekday am, mid-day, pm, overnight, or weekends). Identifies unreliable road segments for trucks (calculated for Interstates only).
    - Threshold: 2.0 — Segments at or above the threshold are considered unreliable.

Results

Results were calculated by the total number of segments and miles congested and the percentage of the total number of segments and miles congested.

Region-wide, the percentage of segments passing a given threshold was lower than the percentage of miles passing the same threshold. This indicates that the region's congestion occurs on a small subset of the total roadway mileage.

For all three counties, the percentage of segments and miles passing the PHED threshold was notably lower than the other measures analyzed, indicating that peak hour congestion is noticeable, though it is limited in severity.

We also compared the results to the previous CMP, and found the following:

- All measures showed a decrease in congestion and an increase in reliability across the region.
- The region saw decreases in the number and percentage of segments exceeding congestion thresholds.
- Congestion has remained largely consistent on major routes in the region.
- There were increases in reliable highway miles in Orange and Ulster counties, while Dutchess County remained consistent. Orange County saw the greatest increase in travel time reliability, though this may indicate more consistent congestion.

Regional congestion hotspots were identified based on clusters of road segments surpassing the thresholds for multiple measures. Nine were identified, as shown below. These locations represent significant recurring congestion and warrant further analysis and consideration, such as through corridor and/or intersection studies.

Table 10: Priority Congested Locations (2026)		
Location	**Name**	**County**
A	Route 17K and I-84	Orange County
B	Route 9W and I-84	Orange County
C	Route 9W/E Chester Street/Ulster Avenue	Ulster County
D	Route 32/299/Chestnut Street and the I-87 Ramps	Ulster County
E	Route 44/55 and the Mid-Hudson Bridge	Dutchess and Ulster Counties
F	Routes 9G and 199	Dutchess County
G	Route 9 and Vassar Road	Dutchess County
H	Route 9D and I-84	Dutchess County
I	Routes 9 and 52 and I-84	Dutchess County

Based on the issues identified, congestion management strategies could include:

- Traffic operational improvements, such as signal timing changes, turn pockets at intersections, and access management along corridors.
- Roundabouts or intersection realignments.
- Demand management measures, including growth management, improved walking and bicycling infrastructure, more robust transit service, and other mobility options.
- Public transportation improvements, such as real-time information and transit signal priority.
- ITS technologies, such as improved incident alerts, vehicle tracking, real-time traffic feedback, and travel options information.
- Incident management, including strategies to anticipate incidents and respond more quickly, and improved work zone and special event management.

Future Steps

Because the NPMRDS tool focuses on the National Highway System, most of the roads analyzed are the responsibility of NYSDOT. The three MPOs will work with NYSDOT and other facility owners to address congestion by sharing our evaluation of the data, convening teams to develop recommendations, and supporting facility owners in programming projects.

For future CMP updates, we will review the selected performance measures and thresholds and begin to analyze non-recurring congestion in the region. Of particular interest is analyzing the effect of seasonal tourism and special events, given the importance of tourism to the Mid-Hudson Valley region's economy. We can also advocate for additional non-State roads to be included in the NPMRDS data set.

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1. Introduction

What is a CMP?

Federal law requires that a Metropolitan Planning Organization (MPO) located within a Transportation Management Area (TMA) establish a Congestion Management Process (CMP). The CMP institutes a process for defining, identifying, managing and evaluating congestion throughout the region's transportation network.

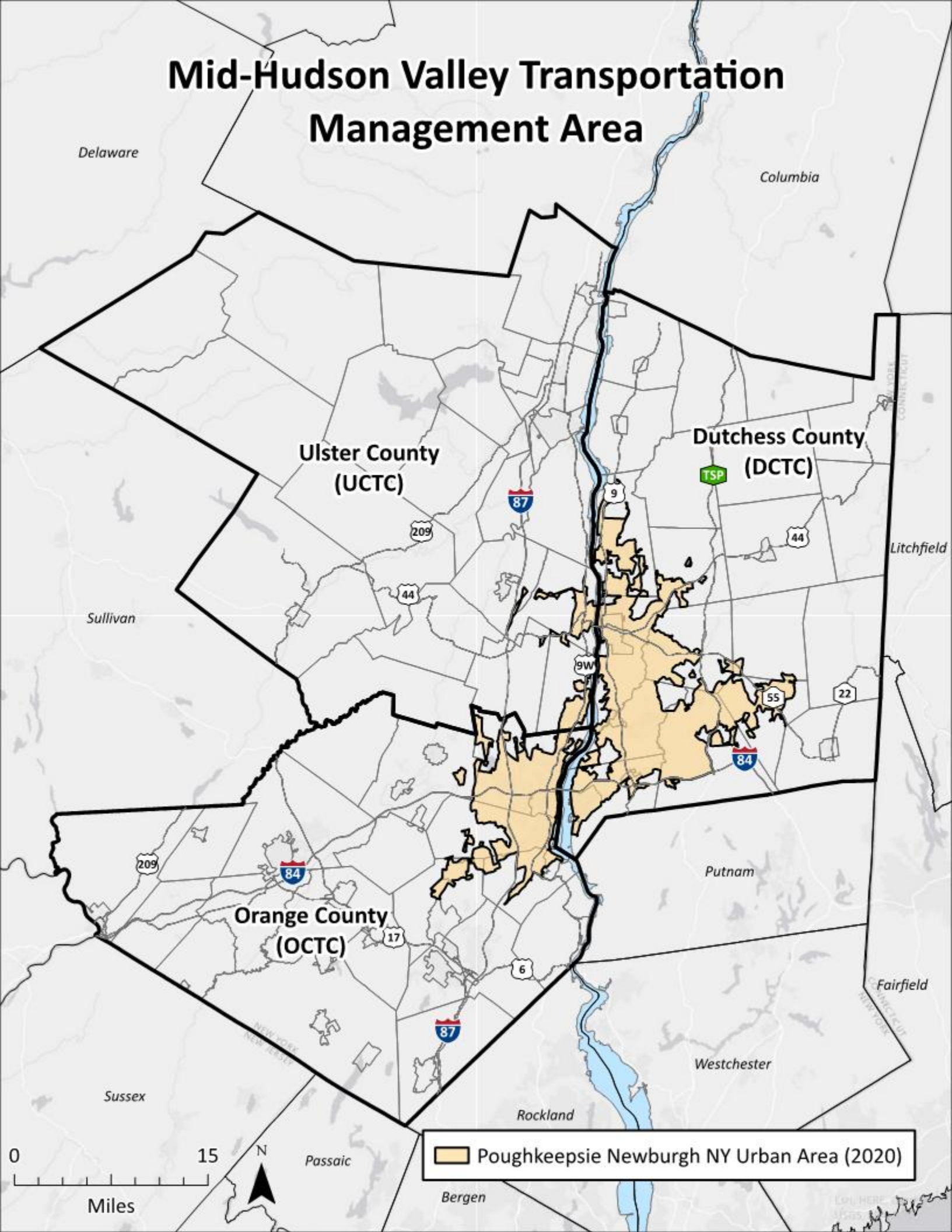
A TMA is a federal designation used to classify Urbanized Areas with populations of 200,000 or more. The Mid-Hudson Valley TMA is based on the Poughkeepsie-Newburgh NY Urbanized Area, which includes portions of Dutchess, Orange, and Ulster counties, covering a population of more than 315,000 people (see Map 1). The MPOs for the three counties — the Orange County Transportation Council (OCTC), Dutchess County Transportation Council (DCTC), and Ulster County Transportation Council (UCTC) —work together to manage the TMA.

Major routes in the region include Interstates 84 and 87; the Taconic State Parkway (TSP); New York State Routes 17 and 55; and US Routes 6, 9, 9W, 44, and 209. I-84 and US 6 have the most Average Annual Daily Traffic (AADT) of these routes, with over 3 million vehicles per day. The table below shows AADT on these routes in 2019 and 2024 as well as the change over that period. The 2020-2023 COVID pandemic affected travel patterns in our region and likely explains some of the declines in volume on Interstates 84 and 87.

Table 1: AADT on Select Routes

Route	2019	2024	% Point Change
I-84	4,203,238	3,913,580	-7%
US 6	2,706,158	3,097,798	14%
US 9	2,422,574	2,454,835	1%
NY 17	2,332,667	2,433,631	4%
US 9W	1,627,444	1,736,010	7%
I-87	1,237,813	1,129,589	-9%
TSP	950,245	1,004,395	6%
US 44	922,837	999,365	8%
US 209	595,986	726,655	22%
NY 55	539,836	603,487	12%

Source: SUNY AVAIL, NPMRDS data


Mid-Hudson Valley Transportation Management Area
Delaware
Columbia
Ulster County (UCTC)
Dutchess County (DCTC)
TSP
Litchfield
Sullivan
Putnam
Orange County (OCTC)
Fairfield
Westchester
Sussex
Rockland
Passaic
Bergen
87
84
9
9W
209
44
55
22
6
17
0
15
Miles
N
Poughkeepsie Newburgh NY Urban Area (2020)

CMP History

The CMP requirement first appeared with the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The CMP requirement remained with subsequent federal transportation bills, including TEA-21 (1998), SAFETEA-LU (2005), MAP-21 (2012), the FAST Act (2015), and the Infrastructure Investment and Jobs Act (IIJA) (2021).

The FAST Act added (and IIJA maintained) an option for MPOs that serve a TMA to develop individual congestion management plans with projects and strategies to be considered in the MPO's TIP.[1] That plan is separate from the CMP. At this point, the Mid-Hudson Valley MPOs have chosen to focus on a regional CMP.

CMP Requirements

Requirements for a CMP are outlined in Title 23 CFR, Section 450.322 (Congestion management process in transportation management areas).[2] The regulation states that "the development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP." It notes that the level of system performance deemed acceptable may vary by the type of facility, geographic location, and time of day. The regulation states that consideration should be given to strategies that manage demand, reduce single-occupant vehicle (SOV) travel, improve transportation system management and operations, and improve service integration within and across modes.

The regulation presents six core components of a CMP:

1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies;

3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in

[1] See eCFR :: 23 CFR 450.322 -- Congestion management process in transportation management areas. Subsection (h)(1) states: "Such plan shall: 1) Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households; 2) Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and 3) Identify proposed projects and programs to reduce congestion and increase job access opportunities."

[2] See eCFR :: 23 CFR 450.322 -- Congestion management process in transportation management areas.

determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions;

4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies;

5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy; and

6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.

These components aside, the regulation grants MPOs significant flexibility in developing the details of a CMP. This flexibility acknowledges that each region is unique and that a locally driven process will create better congestion management techniques. Such flexibility also allows MPOs to incorporate the latest technologies and techniques as they arise. A CMP is therefore not a static document, but an evolving process that changes with the varying challenges that face a region.

Non-Attainment Areas

In addition to these basic tenets, a CMP for a TMA located in a carbon monoxide and/or ozone non-attainment area must meet additional requirements. The requirements include:

- Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs unless the project is addressed through a congestion management process. Exceptions include safety improvements or the elimination of bottlenecks.[3]

- The CMP shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for a corridor where an increase in SOV capacity is proposed. If the analysis shows that the needed capacity cannot be met through these strategies, then the CMP must identify strategies to effectively manage the expanded SOV facility.

Dutchess and Orange counties are part of the Poughkeepsie-Newburgh 'orphan' area for ozone, so named because it was non-attainment for ozone based on the 1997 standard, but is no longer non-attainment based on more recent standards. Orphan areas are not subject to the CMP requirements for non-attainment areas, though they are required to complete air quality conformity statements for long-range plans (MTPs) and capital programs (TIPs).

[3] Per 450 CFR 322(e)

Federal Certification

Federal guidelines require that a CMP be in place when a MPO undergoes a formal federal certification review – the process by which the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) evaluate a MPO's compliance with federal transportation planning requirements. As part of the Mid-Hudson Valley TMA's 2025 certification review, FHWA and FTA encouraged the MPOs to analyze non-recurring congestion—including event-based non-recurring congestion—and develop strategies to address it. They also encouraged the MPOs to consider multi-modal options, similar to the previous CMP. Finally, they suggested that the MPOs look for opportunities for combined, regionwide implementation and evaluation of CMP strategies.

As with any formal MPO policy document, the Policy Boards (Executive Committees) of each of the three MPOs must approve this joint CMP. It will then be forwarded to federal agencies for final review and approval.

Mid-Hudson Valley TMA CMP History

In 2005, the three MPOs of the Mid-Hudson Valley TMA adopted a single CMP for the TMA. The 2005 CMP outlined several action items in a four-step process:

1. Measure and Define;
2. Locate;
3. Manage; and
4. Integrate and Evaluate

The first step included using volume to capacity (v/c) ratios, which measure congestion from the standpoint of supply and demand, to define and measure congestion in the short-term, and exploring the use of travel time surveys in the longer-term.

In 2006, the TMA produced a Step 2 report, which listed and mapped congested roadway segments in each county based on the v/c ratios produced by each MPO's travel demand model for the weekday peak hour (defined as 4-5 pm). The Step 2 report described the next step (managing congestion) to include identifying and promoting project-based solutions through each MPO's Transportation Improvement Program (TIP). It was determined that v/c ratios present some limitations because they do not fully account for speed variations, maneuverability, or travel time.

In 2011, the TMA completed a Travel Time Survey to address the limitations of v/c ratios and capture the important element of travel time reliability, as suggested by the 2005 CMP and the 2006 Step 2 report. Consultants drove key corridors multiple times during various time periods (AM, Off-peak, PM, Saturday, and Sunday) and collected GPS-based location and speed data. Congestion was measured based on the Travel Time Index (TTI): the ratio of peak-period travel

time to free-flow travel time (defined as the time it takes to travel from the beginning to end of a segment at the posted speed limit). A TTI over 1.30 (meaning that travel time is 30% longer during the peak period than free-flow) was considered congested. The report included maps and tables showing the TTI by roadway segment and time period, as well as maps and charts showing average speed profiles, average travel time profiles, and box-whisker speed plots.

In 2018-2020, the TMA again updated the CMP, based on new data, tools, and best practices, focusing on the use of the National Performance Management Research Data Set (NPMRDS). As part of establishing the Highway Performance Monitoring System, the Federal Highway Administration contracted with two companies (HERE from 2014 to January 2017 and INRIX from February 2017 to present) to provide real-time travel data to State DOTs and MPOs. The data is collected in 5-minute "epochs" by GPS probes from commercial vehicles, connected cars, and mobile applications as they travel along road segments. There are 288 epochs in a day, meaning each road segment can produce a maximum of 288 data points daily.[4] The higher the roadway class is, the more likely the data is to be complete for a 24 hour period. Local and rural roads have very little data coverage.

The New York State Department of Transportation (NYSDOT) contracted with SUNY Albany's AVAIL Labs to create an online tool for MPOs and the State to establish performance measures based on federal requirements. NYSDOT established its first iteration of these statewide system performance measures in mid-2018. Working with the NYS Association of MPOs Travel Demand Modeling Working Group, AVAIL Labs expanded the functionality of the tool to develop additional measures for the National Highway System at various geographic scales. The 2018-2020 CMP used the NPMRDS tools developed by AVAIL Labs to measure and analyze congestion in much greater detail than ever before.

Purpose of 2026 Update

This CMP updates the 2018-2020 effort to determine the current state of congestion in the Mid-Hudson Valley. NPMRDS congestion data from 2024 was obtained from AVAIL Labs and analyzed using a combination of the AVAIL tools, R Studio, and ArcGIS Pro. Staff from DCTC, OCTC, and UCTC formed a CMP sub-committee, and with input from AVAIL Labs staff, identified available data and tools, CMP objectives, and performance measures.

This update includes the main CMP document, describing the process and findings, as well as technical appendices describing data processing and methodology.

[4] See http://inrix.com/press-releases/npmrds/

2. Mission Statement & Objectives

As part of this CMP update, staff reviewed the previous CMP mission statement and made minor revisions. The updated Mission Statement is below.

Mid-Hudson Valley TMA - CMP Mission Statement

"Use the latest tools and data sources to define, measure, locate and analyze congestion and travel time reliability in the Mid-Hudson Valley Transportation Management Area. Use the results of this analysis to manage congestion and improve regional accessibility, prioritizing operational improvements and travel demand management."

Objectives

For this update, the TMA focused on two objectives, based on the CMP Mission Statement: 1) analyze highway congestion, and 2) analyze highway travel time reliability. Performance measures were chosen to evaluate each objective (see Section 5 below).

3. Understanding Congestion

Types of Congestion

Our ability to develop viable management solutions begins with an understanding of the various forms of congestion. Historically, congestion has been thought of in two categories: recurring and non-recurring, as outlined below.

- Recurring congestion occurs regularly at the same place and generally at the same time and typically reflects an imbalance between roadway capacity and existing demand – otherwise known as a "bottleneck." Some refer to this as volume-based congestion.

- Non-recurring congestion occurs when there are disruptions to the flow of traffic due to a crash, road construction, poor weather, or traffic from a special event (such as a county fair or holiday shopping). This is sometimes referred to as incident-based congestion.

The concept of travel time reliability has become more important than travel speed, as research shows that people care more about the reliability of their travel time than the total time.[5] Travel time reliability describes the variation in travel times for the same trip, either day-to-day or across different times of the day.[6] If those times are inconsistent, the travel time is considered unreliable.

Drivers often plan for slower speeds at peak periods. This type of delay is reliable, meaning that although speeds are slower, the travel time is consistent. Unreliable travel times are unpredictable, making it more difficult to plan a trip, and often leading to ineffective travel decisions that waste time and money. Travel time reliability is important for work commutes, appointments, and especially for freight delivery.

Highway Congestion

Highway congestion refers to delays on the road network that affect all vehicles. Most analyses focus on peak periods, such as the morning or evening weekday commute. Some analyze consistent congestion, comparing travel time or speeds during the peak period to non-peak periods or a threshold speed. Other analyses focus on reliability *within* a given peak period.

[5] See for example https://ops.fhwa.dot.gov/publications/tt_reliability/brochure/ttr_brochure.pdf

[6] Incorporating Travel-Time Reliability into the Congestion Management Process: A Primer. Federal Highway Administration. Report No. FHWA-HOP-14-034; February 2015, (p. 14).

Freight Congestion

Freight congestion can include delays at airports, water ports, rail facilities, and on highways.[1] In this CMP, we look at freight congestion on highways. Approximately 70 percent of freight tonnage in New York State is transported by truck[1], and we currently have better data for highway-related congestion (including truck-specific data) than for other modes. MPOs also have more purview over streets and highways than over airports, water ports, or rail facilities.

Freight mobility is an important part of the highway system in the Mid-Hudson Valley. Congestion affects the movement of goods and can greatly increase the cost associated with freight deliveries. Freight traffic is also a major contributor to congestion on highways (and some local roads). With the growth of warehouse development in our region, trucking activity is increasing, and with it, congestion related to truck traffic. In addition, delivery traffic is a growing portion of freight traffic. Delivery traffic is made up of a wide range of vehicle types and affects the entire road network. However, freight and delivery-related data sources are not as mature as those for congestion overall. For that reason, this CMP considers Truck Travel Time Reliability, specifically for Interstates.

Causes of Congestion

As data improves, we can understand congestion in increasingly nuanced ways. We can analyze congestion levels by time of day, day of the week, and season, as well as with a variety of measures. According to FHWA, approximately 45 percent of congestion is due to bottlenecks or signal timing, while 55 percent is due to incidents, work zones, weather, and special events (see figure below).[7] In our three-county area, an even higher proportion of congestion is non-recurrent: according to data from AVAIL, just over 60 percent is from events or weather, over 20 percent is due to construction, and one percent is due to crashes. Only about 15 percent is considered 'recurrent' congestion.

[7] Federal Highway Administration (FHWA), Transit and Congestion Pricing webpage: https://ops.fhwa.dot.gov/publications/fhwahop09015/cp_prim7_02.htm

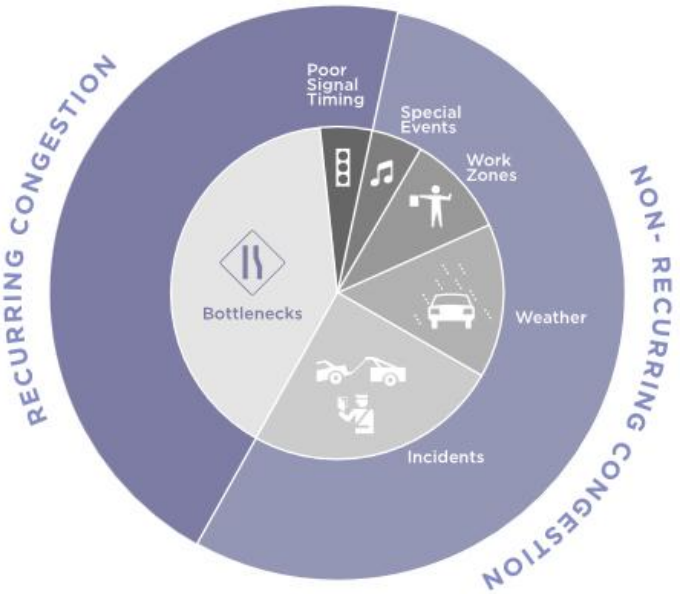


Figure 1. Chart. Causes of Congestion

Source: Adapted from Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation, Figure ES.2, Federal Highway Administration, http://ops.fhwa.dot.gov/congestion_report/executive_summary.htm#what_is_congestion

Addressing congestion related to crashes, work zones, weather and special events is important to improve travel time reliability. However, the strategies chosen to address congestion will depend on the specific issues at each location. The TMA will continue to work with AVAIL as it improves tools to analyze non-recurrent congestion. Non-recurrent congestion from construction, crashes, or weather requires additional data sources to determine the timing and extent of their impact. Additionally, the three counties see a fair share of seasonal travel pattern shifts attributed to seasonal tourism and special events that will play an important role in future analysis.

4. Step 1 – Define and Measure

Performance Measures

The CMP is meant to provide for the safe and effective management and operation of the transportation system. Performance measures are used to assess the extent of congestion and evaluate the effectiveness of congestion reduction and mobility enhancement strategies. These performance measures are calculated using the NPMRDS data provided by AVAIL to NYSDOT and NYS MPOs. Additional discussion of the NPMRDS and the data processing can be found in Appendix A. Performance measures specific to the urbanized area are in Appendix B.

The TMA selected the following performance measures to evaluate the CMP objectives (see definitions in Table 1). The Performance Measures should be considered complimentary rather than stand-alone, as each provides a different perspective on congestion within the region. These measures may change in the future based on available data and emerging best practices.

1. Travel Time Index (TTI) – identifies the severity of peak period congestion
2. Total Hours of Excessive Delay per mile (TED/mile) – quantifies hours spent in congested conditions, normalized per mile
3. Peak Hours of Excessive Delay (PHED) – quantifies hours spent in congested conditions during peak AM and PM hours
4. Level of Travel Time Reliability (LOTTR) – identifies the variability of travel time during peak AM and PM hours
5. Truck Travel Time Reliability (TTTR) – identifies unreliable road segments for trucks (calculated for Interstates only across all time periods)

Table 2: CMP Objectives and Performance Measures		
Congestion Management Objectives	**Performance Measures**	**Definition of Measures**
Analyze highway congestion	Travel Time Index - TTI	The ratio of the average travel time during the worst peak period (weekdays, either 6-9 am or 4-7 pm) to the free-flow travel time. Free flow travel time is defined as the 15th percentile of off-peak travel times (weekdays 9 am-4 pm and 7 pm–10 pm and weekend 6 am-10 pm). A value of 1.0 indicates that travel time across a road segment during the worst peak period is the same as during free-flow; a value of 2.0 indicates that travel time is twice as long as during free-flow conditions.
	Total Excessive Delay per mile - TED/mile	The amount of time spent traveling below a specified threshold speed (20 mph or 60 percent of the free flow speed, whichever is greater) during all hours (weekdays and weekends). The time spent below the threshold speed is multiplied by the estimated volume on the segment during that hour. The total is divided per mile of total segment length for comparison across the network.
	Peak Hours of Excessive Delay - PHED	The total time spent traveling below a specified threshold speed (20 mph or 60 percent of the free flow speed, whichever is greater), during peak periods. Peak periods are defined as weekdays between 6-9 am and 4-7 pm. Delay is measured in 15-minute intervals and calculated as total annual hours.
Analyze highway travel time reliability	Level of Travel Time Reliability - LOTTR	The ratio of the 80th percentile travel time over the 50th percentile travel time for the worst period (weekdays 6-10 am, 10 am-4 pm, or 4-8 pm, or weekends 6 am-8 pm). This measures the extent of unreliable travel times.
	Truck Time Travel Reliability - TTTR	The ratio of the 95th percentile travel time over the 50th percentile travel time for trucks only, during the worst period (weekdays 6-10 am, 10 am-4 pm, 4-8 pm, 8 pm-6 am, or weekends 6 am-8 pm). This measure is only calculated for interstates, which have the truck volume necessary for reliable results.

Building on the work of the TMA's previous CMP, and based on a review of other CMPs statewide, additional levels of congestion/reliability were added for each measure, providing greater granularity in our analysis. The congestion thresholds and levels for each of the performance measures are shown in Table 2 below. Each of the thresholds and the ranges of values for each were assessed after reviewing data for the entire region and other CMPs.

In addition to adding more granularity to the measures, the Peak Hours of Excessive Delay measure was added to the CMP analysis. TED measures total hours of delay, but people's daily experience of delay is often based on peak periods in the morning and evening. The figure below shows how different measures of congestion can be complimentary and offer critical context for understanding the transportation system.

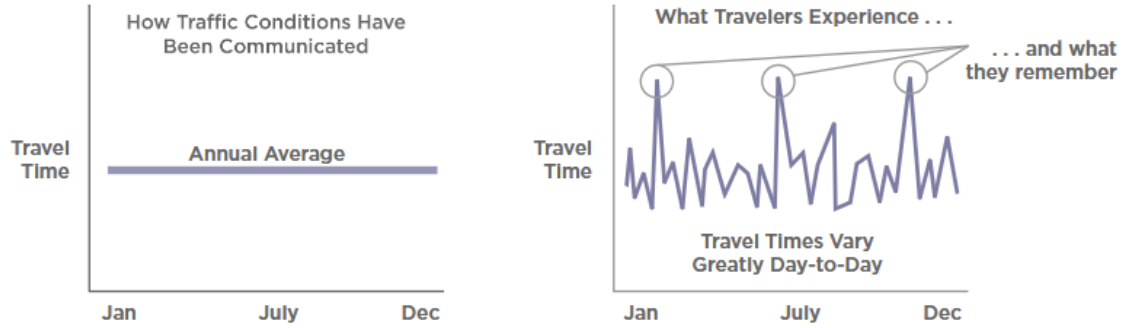


Figure 2. Graph. An Illustrative Example of Typical Travel Time Reporting versus What Travelers Experience

Source: Travel-Time Reliability: Making it There On Time, All The Time, Federal Highway Administration, FHWA-HOP-06-070, http://ops.fhwa.dot.gov/publications/tt_reliability/TTR_Report.htm

LOTTR and TTTR are measured against typical conditions on specific road segments. If a segment is consistently congested, the LOTTR and TTTR values may show that the travel time is reliable—but this can mask the magnitude of congestion on a segment. Evaluating TED and PHED in addition to LOTTR and TTTR helps to identify locations that could be overlooked if only using reliability measures, or only delay measures, to diagnose congestion. This CMP focuses on locations that exceed the threshold for multiple measures, resulting in various priority locations across the TMA. Tables containing all road segments that exceeded the congestion thresholds can be found in Appendix C.

Thresholds

TTI: Travel Time Index was set at 2.0 as in the previous CMP. The range of values was based on an analysis of our region's data and is consistent with our previous CMP.

TED/mile & PHED: The thresholds and ranges for Total Excessive Delay per Mile and Peak Hours of Excessive Delay were based on the TMA's data (see Appendix A). The TED and PHED

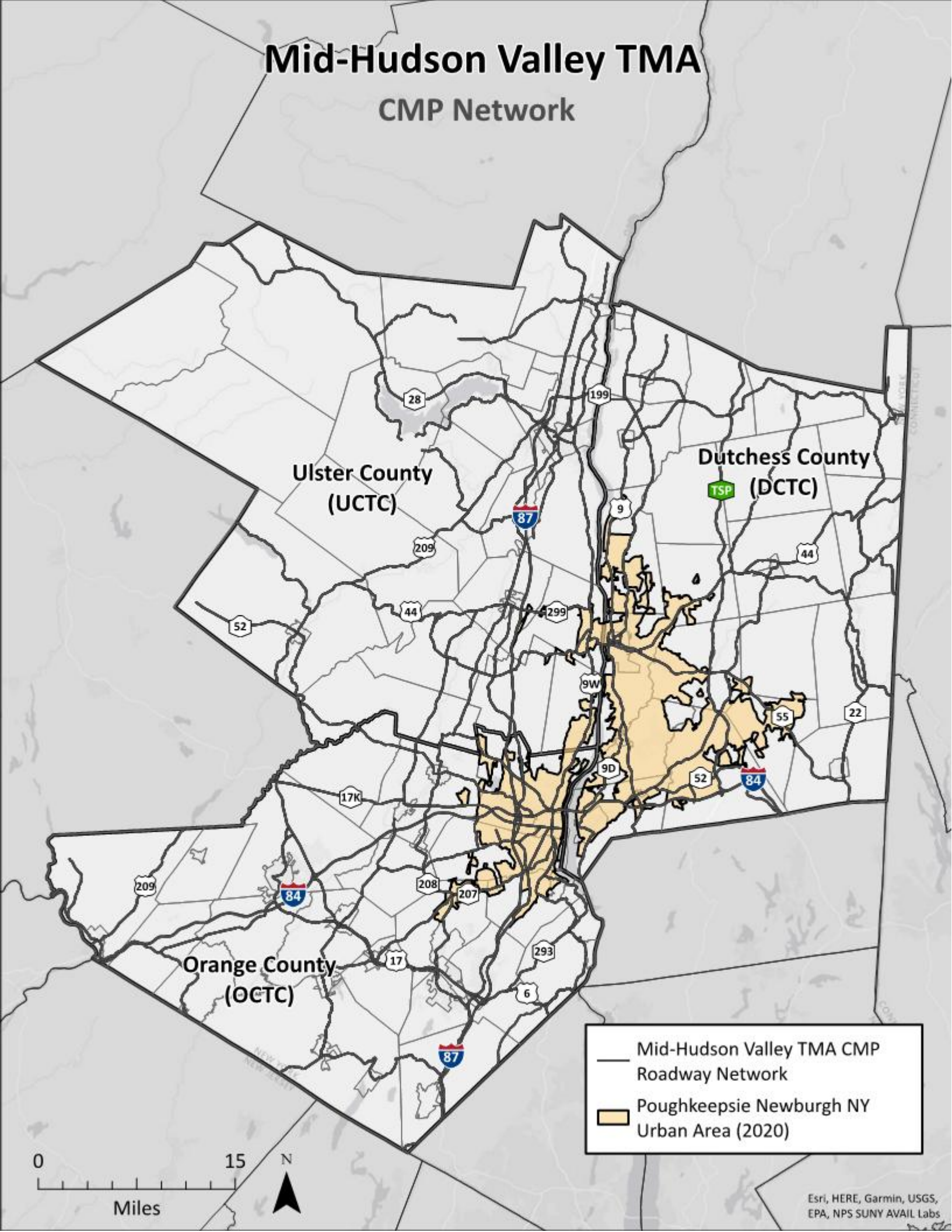
congestion thresholds were set at the 90th percentile of delay for the region. Values above this were used to identify highly congested road segments at the upper end of the data.

LOTTR & TTTR: The Level of Travel Time Reliability threshold for congestion was set at 1.5, based on the FHWA standard. The Truck Travel Time Reliability threshold was set at 2.0 to match NYSDOT's Statewide Freight plan. For each, ranges were created above the congestion threshold to indicate areas of greater congestion.

Table 3: Performance Measure Thresholds & Ranges		
Performance Measure	**Threshold**	**Ranges**
Travel Time Index (TTI)	2	**3.00 or greater - Highly Congested** **2.00 to 2.99 - Congested** Under 2.00 - Not Congested
Total Excessive Delay per Mile (TED)	40,000	**80,000 or greater - Highly Congested** **40,000 to 79,999 - Congested** 0 to 39,999 - Not Congested
Peak Hours of Excessive Delay (PHED)	4,000	**8,000 or greater - Highly Congested** **4,000 to 7,999 - Congested** 0 to 3,999 - Not Congested
Level of Travel Time Reliability (LOTTR)	1.5	**2.00 or greater - Highly Unreliable** **1.50 to 1.99 - Unreliable** Under 1.50 - Reliable
Truck Travel Time Reliability (TTTR)*	2	**4.00 and Above - Highly Unreliable** **2.0 to 3.99 - Unreliable** Under 2.0 - Reliable

Data Quality Considerations

Our analysis uses NPMRDS data for the National Highway System (NHS), State roads, and some other roads. The road network that we used for the analysis is shown in Map 2. The extent and quality of NPMRDS data have improved since the previous CMP, which used 2018 data. Road segments that had less than 10% data availability were not included in this analysis. This data completeness threshold primarily affects rural roads and those with very low traffic volumes. Unlike the previous CMP, which removed segments below a minimum length, segments were not excluded based on their length; instead, short segments were reviewed individually taking their context into account. Some isolated segments were not considered as congestion hotspots if they were not part of a larger group of congested segments.

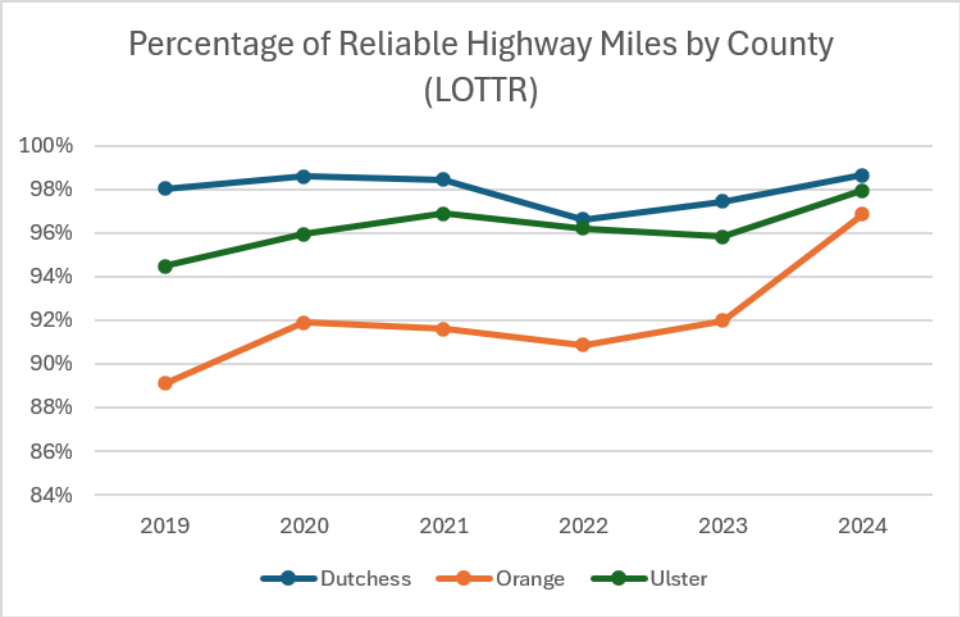

Mid-Hudson Valley TMA
CMP Network
Ulster County
(UCTC)
Dutchess County
(DCTC)
TSP
Orange County
(OCTC)
28
199
87
9
209
44
52
299
9W
55
22
9D
84
17K
208
207
17
293
6
Mid-Hudson Valley TMA CMP Roadway Network
Poughkeepsie Newburgh NY Urban Area (2020)
0
15
Miles
N
Esri, HERE, Garmin, USGS, EPA, NPS SUNY AVAIL Labs

5. Step 2 – Locate

Step two of this CMP includes a macro-level screening of the three-county TMA network using the 2024 NPMRDS data. We used the measures described above to identify the most congested or unreliable locations in the TMA. This section provides a region-wide summary, results by performance measure, and discussion of the top congested locations in the TMA.

System Performance

Compared to the 2019 CMP, the region saw decreases in the number and percentage of segments exceeding congestion thresholds. Orange and Ulster Counties saw increases in reliable highway miles based on LOTTR, while Dutchess County remained consistent between 2019 and 2024 (see graph below).



Congestion has remained largely consistent on major routes in the TMA region: there were some differences in reliable highway miles across major routes from 2019 to 2024, but outside of US Route 6, the changes were not more than a few percentage points (see table below). Decreases in congestion can be seen across the full road network rather than on just the major routes. Orange County saw the greatest overall increase in travel time reliability between the analysis years, though this may indicate more consistent congestion.

Based on the 2024 data, Dutchess and Orange counties have more congestion than Ulster County for all the analyzed metrics. Dutchess and Orange counties are similar in terms of congestion, except that Orange County has worse performance on the TTTR (Interstate reliability) measure. For all three counties, the percentage of segments and miles passing the PHED threshold is notably lower than the other analyzed measures.

Region-wide, the percentage of segments passing a given threshold was lower than the percentage of miles passing the same threshold. This indicates that the region's congestion occurs on a small subset of the total roadway mileage.

Table 4: Percentage Change of Reliable Highway Miles on Select Routes (LOTTR)			
Route	**2019**	**2024**	**Percentage Point Change**
I-84	99.6%	100.0%	0.4%
I-87	100.0%	100.0%	0.0%
TSP	100.0%	100.0%	0.0%
NY 17	98.8%	100.0%	1.2%
NY 55	99.8%	100.0%	0.2%
US 6	84.8%	94.5%	9.7%
US 9	97.0%	99.9%	2.9%
US 9W	97.1%	98.9%	1.8%
US 44	96.0%	96.8%	0.8%
US 209	95.2%	99.8%	4.6%

Screening by Measure

The network was analyzed for each measure separately to determine the most congested/unreliable locations for each. The top segments for each measure are listed in tables in Appendix C and shown in Maps 3-7.

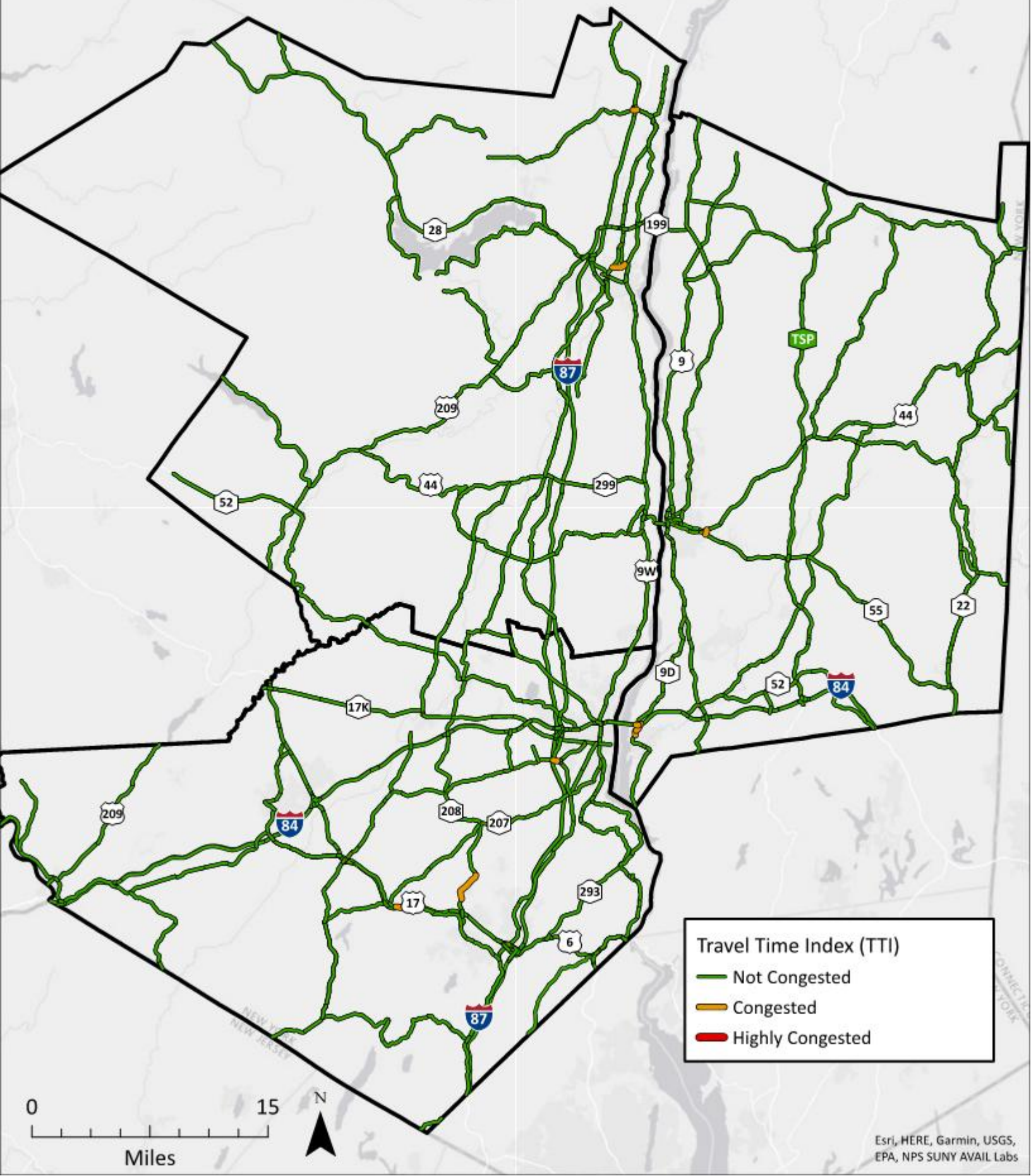
TTI - Travel Time Index

The Travel Time Index measures the severity of congestion during peak periods. It compares travel during the peak period against travel during free-flow conditions, reflecting what users of the transportation network experience day to day. Nearly 100% of miles passed the TTI threshold, along with 95% or more segments. Based on the TTI threshold, severe peak congestion is not a major issue across the region. However, the map does show some intersections as highly congested. In many cases, this is based on signal delay and not a broader congestion issue.

Table 5: Travel Time Index					
	Total Number of Segments	**Total Miles**	**TTI % Passing Segments**	**TTI Total Passing Miles**	**TTI % Passing Miles**
Total	1,746	2,369	95.8	2,360	99.6
Dutchess	612	760	95.1	757	99.6
Orange	704	866	95.3	861	99.4
Ulster	430	743	97.4	741	99.8

Mid-Hudson Valley TMA

Travel Time Index (TTI)



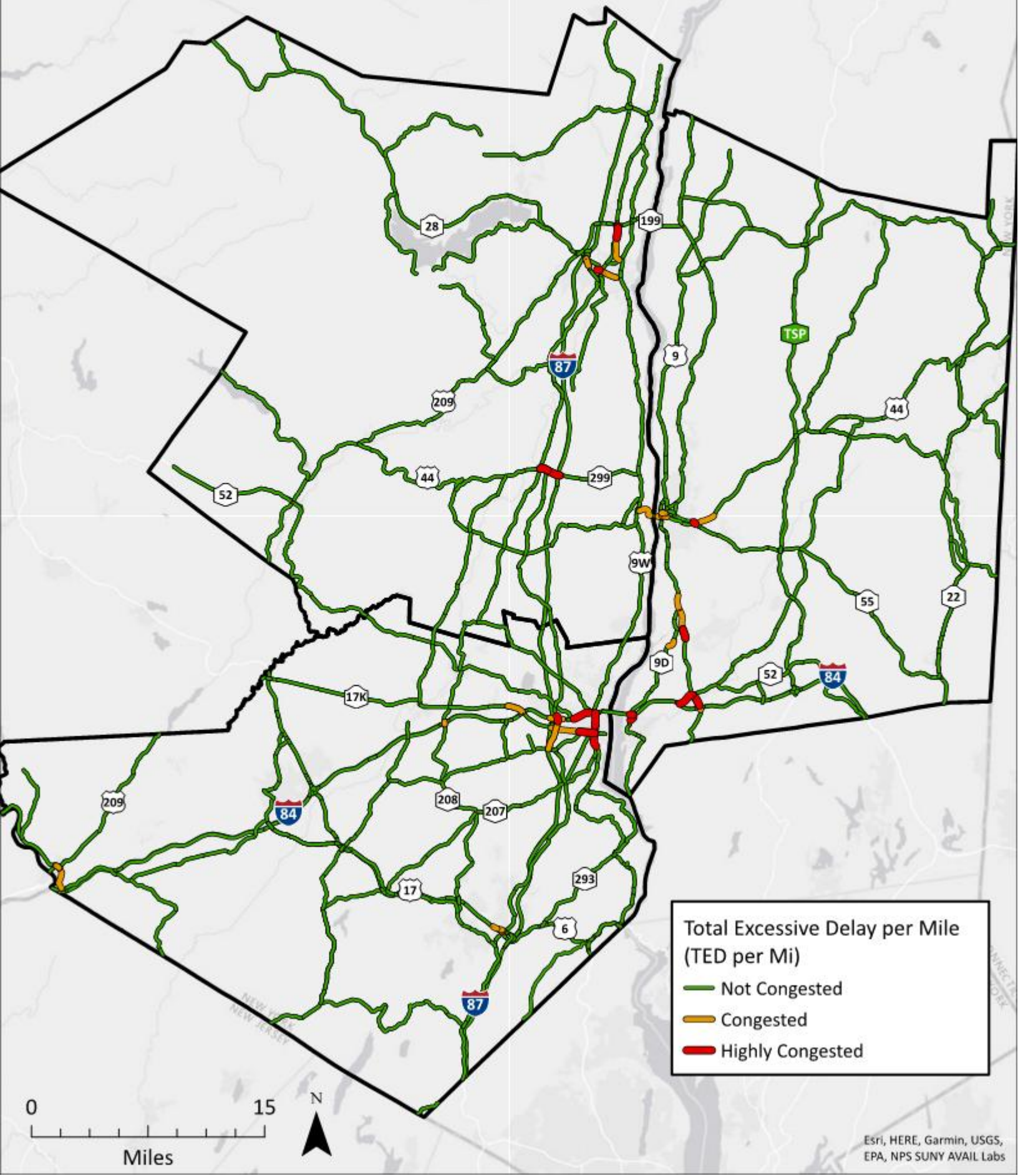
TED per Mile

Total Excessive Delay per Mile provides a standardized way to measure aggregate delay. Standardizing the delay per mile allows for direct comparisons between short and long segments, measuring congestion without the results being skewed by long segments. TED calculates the *total* hours lost to delay each year on a segment of road. As indicated in the table below, nearly 100% of miles pass the TED threshold, while the percentage of segments passing is approximately 93%, indicating that a small portion of the total network mileage is responsible for most of the hours of delay in the region.

Table 6: TED per Mile					
	Total Number of Segments	**Total Miles**	**TED % Passing Segments**	**TED Total Passing Miles**	**TED % Passing Miles**
Total	1,746	2,369	93.5	2,323	98.1
Dutchess	612	760	94	748	98.5
Orange	704	866	93	844	97.4
Ulster	430	743	93.5	731	98.4

Mid-Hudson Valley TMA

Total Excessive Delay (TED) per Mile



PHED

Peak Hours of Excessive Delay measures hours lost to congestion during peak periods. PHED is weighted by vehicle volume and occupancy, helping to gauge the real-world impacts of congestion.

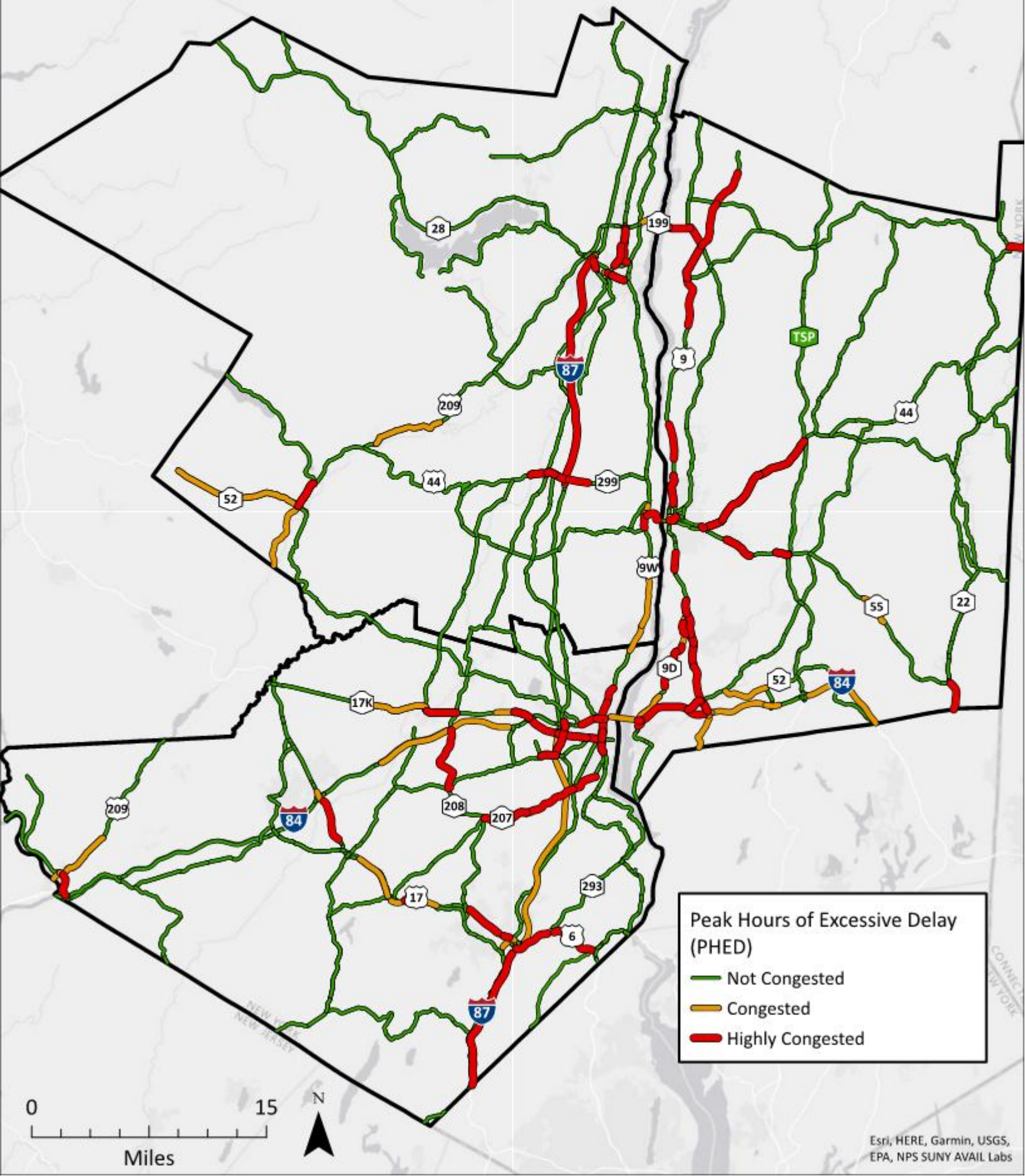
PHED was the only measure where the percentage of segments and miles passing the congestion threshold was below 90%. In both Dutchess and Orange, fewer than 90% of segments passed the threshold; in all three counties, the percentage of miles passing was below 90%. This shows that peak hour congestion is noticeable even though overall congestion in the region is relatively low. When analyzed together with TTI, it's evident that while peak period congestion is noticeable, its severity is limited across most of the analyzed road network. However, the map shows some long segments as highly congested. The segment length is based on the source data and does not necessarily mean that the entire length of the segment experiences congestion.

Table 7: PHED

	Total Number of Segments	Total Miles	PHED % Passing Segments	PHED Total Passing Miles	PHED % Passing Miles
Total	1,746	2,369	88.9	2,015	85.1
Dutchess	612	760	87.6	639	84.1
Orange	704	866	89.2	727	84
Ulster	430	743	90.2	649	87.4

Mid-Hudson Valley TMA

Peak Hours of Excessive Delay (PHED)



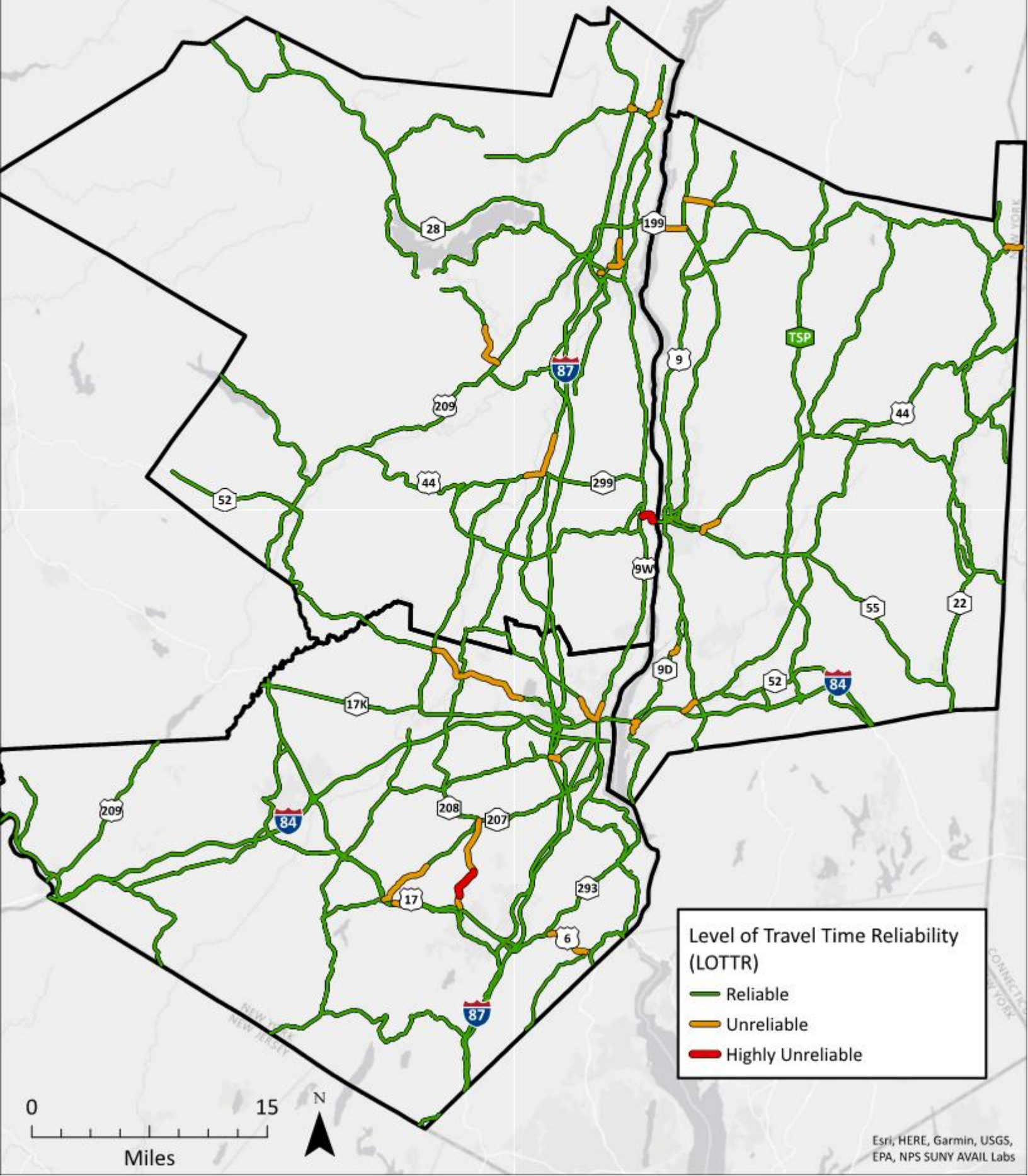
LOTTR

Level of Travel Time Reliability measures how reliable travel is across a certain segment. Higher LOTTR numbers indicate that travel time is variable and not predictable day-to-day. The overall percentage of segments passing the LOTTR threshold for the TMA is 92%, lower than the overall percentage of segments passing the TTI threshold, indicating that while congestion during peak periods isn't especially severe, it is variable. As with TTI, the map shows some individual intersections as highly congested. In some cases, especially in rural areas, this is based on signal delay and not a broader congestion issue.

Table 8: LOTTR					
	Total Number of Segments	**Total Miles**	**LOTTR % Passing Segments**	**LOTTR Total Passing Miles**	**LOTTR % Passing Miles**
Total	1,746	2,369	92.1	2,316	97.8
Dutchess	612	760	91.8	750	98.7
Orange	704	866	91.8	839	96.9
Ulster	430	743	93	727	97.9

Mid-Hudson Valley TMA

Level of Travel Time Reliability (LOTTR)



TTTR

TTTR is limited to interstates (I-84 and I-87) and encompasses several periods of the day. In Dutchess and Ulster, 96% to 100% of segments and 99% to 100% of miles passed the threshold, respectively. In Orange County, less than 92% of segments and 98% of miles passed. This is likely due to the large number of warehouses and other freight generators near the interstate in Orange County. Further investigation into land use patterns for freight generation could yield additional insight into these TTTR results.

Table 9: TTTR (applies only to Interstates)					
	Total Number of Segments	**Total Miles**	**% Passing Segments**	**Total Passing Miles**	**% Passing Miles**
Total	106	246	94.3	243	98.6
Dutchess	28	38	96.4	37	99
Orange	59	136	91.5	133	97.8
Ulster	19	72	100	72	100

Mid-Hudson Valley TMA

Truck Travel Time Reliability (TTTR) of Interstate Network Segments



Regional Priority Analysis Locations

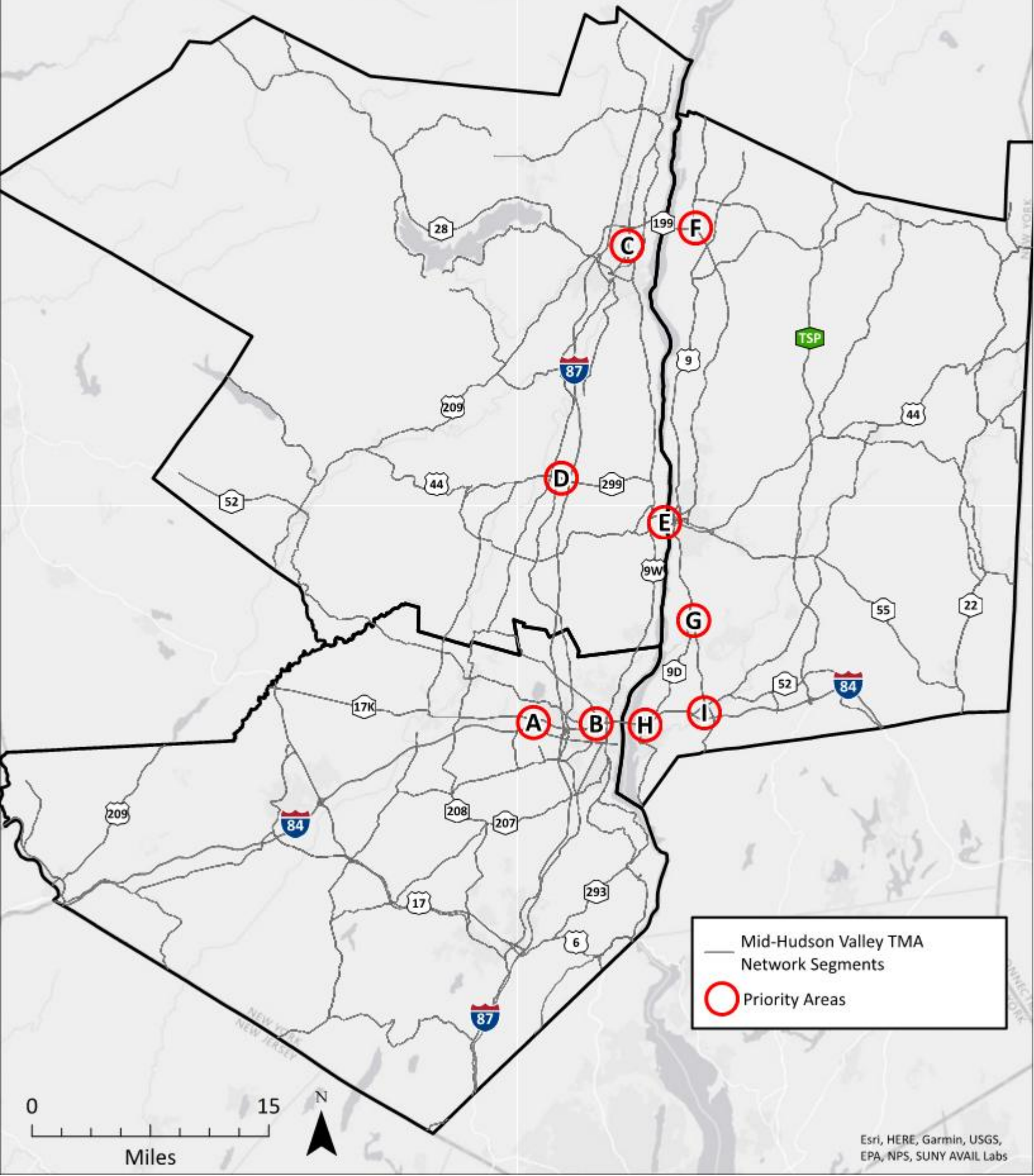
Segments were also analyzed to determine if they exceeded the thresholds for multiple measures. These locations were further analyzed spatially to determine areas of regionally significant congestion. These areas are listed in the table below and presented in Map 8. They represent significant recurring congestion and warrant further analysis and consideration.

Table 10: Priority Congested Locations (2026)

Location	Name	County
A	Route 17K and I-84	Orange County
B	Route 9W and I-84	Orange County
C	Route 9W/E Chester Street/Ulster Avenue	Ulster County
D	Route 32/299/Chestnut Street and the I-87 Ramps	Ulster County
E	Route 44/55 and the Mid-Hudson Bridge	Dutchess and Ulster Counties
F	Routes 9G and 199	Dutchess County
G	Route 9 and Vassar Road	Dutchess County
H	Route 9D and I-84	Dutchess County
I	Routes 9 and 52 and I-84	Dutchess County

Mid-Hudson Valley TMA

Priority Congested Areas



Congestion on Transit Routes

Transit congestion can refer to crowded trains or buses; over-capacity train station parking lots; transit reliability (on-time performance); and road congestion that affects buses. In the Mid-Hudson Valley, regional transit includes Metro-North Railroad on both sides of the Hudson River, Amtrak rail service on the east side of the Hudson, and regional bus providers. Local transit includes several local bus operators.

For this CMP, we reviewed the three counties' bus routes compared to the priority congestion locations. All except two of the priority locations (Route 17K/ I-84 and Route 9G/199) are served by bus routes. This is an issue because many residents and visitors rely on transit, especially vulnerable populations such as individuals and families living in poverty, older adults, and the disabled. When transit is efficient and reliable, it can provide an effective alternative to single-occupancy vehicle travel and help reduce traffic congestion. This topic can be further explored in future iterations of this CMP.

Priority Congested Locations: Orange County

Orange County is home to several key arterial roadways that are integral for both inter- and intra-county travel. Combined with a growing population and a significant job market, commuter-driven congestion is common. Route 32, Route 17, and Route 6 in Monroe (near Woodbury Commons) still experience congestion despite a significant traffic-pattern rebuild in 2019. Orange County Planning staff also recognize recurring congestion on I-84, I-17, and Route 211 near the Town of Wallkill/Middletown, the US 6/17M/17 area near Goshen, and the 17M/Route 208 area near Kiryas Joel/Monroe.

The ~1.25-mile stretch of the I-84/I-17 interchange is currently undergoing construction to upgrade the road to interstate standards and to redesign Exit 122. This construction affects the daily commuter traffic flow in the east-west and north-south directions, as well as local travelers, resulting in notable peak-hour congestion along this corridor. The area's roadway design also plays a role, with several on- and off-ramps close together, creating short weaving sections and queues on the on- and off-ramps that slow traffic during busy periods. The Route 6/17M/Route 17 area near Goshen also experiences congestion as it blends multiple commuter-heavy corridors. Delays can result from merging and exiting vehicles on the roadways. Similarly, the 17M/Route 208 area near Kiryas Joel and Monroe also experiences congestion. This area is further affected due to a large residential population and significant through-trips.

A. Route 17K and I-84

Route 17K in the vicinity of the I-84 interchange experiences many through-trips as travelers navigate between Newburgh, NY, and northwestern Orange County. Tractor-trailers use the area extensively, and Route 17K serves a nearby Amazon distribution center. This area has many traffic signals, with key turning movements experiencing delays during peak times. This section of I-84 can experience significant delays, which are compounded when nearby I-84 interchanges to the east experience congestion.

B. Route 9W and I-84

The Route 9W and I-84 interchange in Newburgh, NY, experiences a high traffic volume from multiple routes, especially during peak times. This interchange serves those crossing the Newburgh-Beacon Bridge via I-84 as well as north-south travelers on 9W. Local trips mix with through traffic, with several turning movements heavily used. This interchange represents the closest entrance/exit to the Newburgh-Beacon Bridge, meaning many commuters utilizing the Metro-North Railroad on the west side of the river pass through this area. This is also a heavily utilized freight corridor, with many tractor-trailers crossing through the area. This section of I-84 experiences some of the highest daily traffic volumes in Orange County.

Priority Congested Locations: Ulster County

Ulster County's geographic size, low population relative to the TMA, and rural hinterlands are reflected in its lower levels of congestion. Congestion has also fallen since the last CMP. Several locations that were congestion hotspots in the previous CMP have since dropped off that list. The most prominent of these was an intersection in the City of Kingston where I-587 and Route 32 met at Albany Avenue and Broadway. Since the last CMP, a modern roundabout was installed in 2021 which reconfigured traffic flow through the area. Subsequently, segments that were previously congested no longer are. What remains is a sole segment of Albany Avenue from the roundabout west to Clinton Avenue where there is noticeable afternoon peak hour congestion between the roundabout and stoplight at Albany and Clinton Avenues. The right of way is owned by the New York State Department of Transportation. Washington Avenue in the City of Kingston also suffers from congestion between Schwenk Drive and N Front Street; however, Washington Avenue is currently the focus of a NYSDOT project with preliminary design to begin in 2027. For this reason, the decision was made to exclude Washington Avenue from the list of congestion hotspots.

C. Route 9W/E Chester Street/Ulster Avenue - Town of Ulster

Route 9W and its intersection with Ulster Avenue through the Town of Ulster is a major corridor serving one of Ulster County's largest commercial centers. It is a principal north-south arterial with high traffic volumes and a high density of traffic signals. Delay in the corridor is heaviest at the intersection with Route 9W and Ulster Avenue from the north, south, and west directions. The closely spaced signals through the corridor likely add to delay during peak hours due to queuing at the intersections. The corridor was the subject of a UCTC corridor study in 2024 which reached similar conclusions about the corridor, though it noted that the queuing issues may not be an indicator of a congestion issue. Additionally, Albany and Ulster Avenues up to the intersection with Route 9W are now being studied as part of a UCTC corridor study scheduled for completion in 2027. Currently, there are no plans for infrastructure changes on either corridor.

D. Route 32/299/Chestnut Street and the I-87 Ramps – Town of New Paltz

Multiple routes pass through the center of the Town of New Paltz, along with an on and off ramp from I-87. Vehicles traveling north-south and east-west all converge on one of several intersections. The corridor contains multiple stoplights through New Paltz. Local traffic mixes with through traffic, which is particularly heightened during peak hours and on weekends. Nearby tourist attractions along with SUNY New Paltz also create seasonal variations in congestion patterns. This location is a prime candidate for further analysis of non-recurring congestion. Weekends in the fall can often be highly congested as ""leaf peepers" from outside Ulster County travel through the area to places further north or west in the Catskill Mountains. This location features the top two congested segments by PHED.

Priority Congested Locations: Dutchess County

E. Route 44/55, Mid-Hudson Bridge, and near Route 9 – City of Poughkeepsie/Town of Highland

The westbound "weave" of Route 44/55 between Civic Center Plaza and the Mid-Hudson Bridge experiences peak period congestion. This is related to commuters leaving Dutchess after the workday. The westbound segment of Route 44/55 across Route 9 has high total daily congestion. Potential improvements include expanding the hours that the bridge's middle lane is open, converting Market St/Civic Center Plaza to two-way traffic (currently planned), considering lane reassignments on Route 44/55, and redesigning Route 44/55, as detailed in DCTC's Poughkeepsie 9.44.55 study.

West of the Mid-Hudson Bridge on the Ulster County side, Route 44/55 has an extended curve with an abrupt, sharp curve onto the bridge. Eastbound traffic into Dutchess County is forced to slow dramatically, leading to high levels of congestion. Wet or snowy weather can compound this. The bridge is a major east-west route across the Hudson River and there is little room for roadway infrastructure improvements due to the geography and location of the bridge.

F. Route 9G and Route 199 – Town of Rhinebeck

Eastbound Route 199 approaching Route 9G from the Kingston-Rhinecliff Bridge experiences total daily congestion, while the longer eastbound segment of Route 199 from across the river to 9G experiences peak hour congestion. Route 9G southbound from Route 199 also experiences peak hour congestion. This is due to commuters coming into Dutchess County across the bridge, and capacity constraints at the signalized Route 199/9G intersection.

G. Route 9 and Vassar Rd – Town of Poughkeepsie

This signalized intersection experiences total daily congestion in both directions on Route 9D (the west leg of the intersection) and southbound on Route 9. During peak hours, Route 9 experiences congestion in both directions north and south of the intersection. This is mainly due to capacity constraints at the signal.

H. Route 9D and I-84 – Town of Fishkill/City of Beacon

Route 9D at I-84 experiences total daily congestion in both directions. Route 9D northbound approaching I-84 experiences daily and peak hour congestion, amplified by traffic from train commuters leaving the Beacon station. The I-84 eastbound exit ramp to Route 9D also experiences daily and peak hour congestion.

Congestion in this area is due to overall growth and the regional importance of the 9D/I-84 interchange. Potential improvements include updating signal timing and lane assignments on

Route 9D, ITS infrastructure, improving transit, walking and bicycling options in the area, and developing an alternative interchange design.

I. I-84, Route 52, and Route 9 – Town of Fishkill

This area has four congested sub-locations: westbound & eastbound Route 52 between Route 9 and I-84, northbound Route 9 between Route 52 and I-84, southbound Route 9 between Route 52 and I-84, and westbound I-84 near the Route 9 and Route 52 interchanges. Adjacent segments of Route 9 to the north and I-84 to the west also experience congestion.

Westbound Route 52 has high total daily and peak hour congestion, while eastbound is mainly a peak period issue. This State Route connects Route 9 and I-84 and is also the Village of Fishkill's Main Street. Traffic signal optimization, access management, and ITS infrastructure to inform drivers of conditions could help address this.

Northbound and Southbound Route 9 also have high total daily and peak hour congestion. This stems from the many reasons people travel on this corridor: commuting, shopping, services and industry. Signal timing optimization, access management, ITS infrastructure, and working with businesses and freight operators to schedule deliveries during off-peak periods could be pursued.

The congestion on westbound I-84 is a peak period issue related to commuters traveling towards Beacon or the Newburgh-Beacon Bridge, magnified by through traffic on I-84.

6. Step 3 – Manage

Corridor and Intersection Studies

The regional priority locations will become the focus for potential corridor and/or intersection studies in the future to understand issues at specific locations and work with stakeholders to develop recommendations for implementation. Depending on the location and issues identified, these studies could add to the evaluation of congestion with analysis of operations, safety, and multi-modal access issues.

Future data analysis of non-recurring and event-based congestion will be important for the region's on-going CMP work. The addition of the PHED measure added important context to our understanding of our region's congestion. Additional insight into regional congestion will look at potential non-recurring congestion stemming from special events, seasonal tourism, and weather-based incidents. Analyzing these events requires data limited to event timeframes and compared against average conditions. The NPMRDS data to conduct this analysis is available, and the MHVTMA will continue to work on processing and analyzing this data to understand non-recurring and event-based congestion in the region.

Management Strategies

We will promote congestion management strategies for key segments, based on the issues identified. These could include the following:

- Traffic operational improvements, such as signal timing changes, turn pockets at intersections, and access management along corridors.
- Other engineering improvements, such as roundabouts or intersection realignments.
- Demand management measures, including growth management, improved walking and bicycling infrastructure, more robust transit service, and other mobility options.
- Public transportation improvements, such as real-time information and transit signal priority.
- ITS technologies, such as improved incident alerts, vehicle tracking, real-time traffic feedback, and travel options information.
- Incident management, including strategies to anticipate incidents and respond more quickly, and improved work zone and special event management.

Multi-Modal Access

Improvements to carpooling, transit, and walking and bicycling infrastructure can alleviate congestion by reducing single-occupant vehicle travel and improving integration within and across modes. Improvements can include:

- Park & Ride availability – Park & Ride lots facilitate carpooling and transit use, which can ease congestion.
- Transit availability – Transit services are a shared alternative to single-occupancy vehicles and can greatly ease congestion.
- Sidewalks and paths – Sidewalks make walking a safer and more comfortable option; they also provide non-motorized access to transit.
- Bicycle networks – Bicycle networks include dedicated facilities for bicycling, such as on-road bicycle lanes and off-road shared paths.
- Bicycle parking – Providing parking for single-occupant vehicles can be costly, while bicycle parking is a low-cost alternative that makes bicycling a more viable option.
- Bicycle racks on buses – Like bicycle parking availability, the availability of bicycle racks on buses allows people to use bicycles as part of their trip.

The TMA completed a multi-modal analysis in 2020; this could be updated as a follow-on task to this CMP.

Implementation

It is important to be clear about the role that the MPOs can play in congestion management. We can analyze data and work with partners to prioritize locations for improvement and conduct studies to develop strategies and recommendations. We can also program federal funds to support improvement projects. However, implementation of those projects rests with the road or facility owner. Because the AVAIL Labs' NPMRDS tool focuses on the NHS, most of the roads analyzed are the responsibility of NYSDOT (though the three Hudson River crossings in the TMA are the responsibility of the NYS Bridge Authority). The TMA, as well as the individual MPOs, will work with NYSDOT and other facility owners to address congestion by sharing our evaluation of the data, convening teams to develop recommendations, and supporting facility owners in programming projects.

Funding

Planning studies, including this CMP and future updates as well as specific intersection or corridor studies, can be funded through FHWA and FTA planning funds. The MPOs will continue to program planning funds for congestion management on our annual UPWPs.

Engineering projects to address congestion can be funded through a variety of sources, including federal NHPP, STBG, CMAQ (when available/applicable), and HSIP (for safety-related projects), as well as State-dedicated funds through NYSDOT, and FTA Section 5307 and 5339 funding for transit projects. The MPOs will work with partners to program projects on our TIPs.

7. Step 4 – Integrate and Evaluate

This CMP is intended to be a living document. It outlines a process that will continue to evolve as data improves and new methods of analysis are developed. Evaluation of the CMP is expected to include the following:

- **Assess the effectiveness of implemented strategies**: after strategies are implemented, we can re-evaluate congestion levels on the applicable facilities. ideally this would take the form of a pre-post project evaluation. Such an evaluation would also need to consider other factors, such as changing land use or travel patterns, that could influence post-project congestion levels.

- **Re-analyze worst-performing segments**: periodically, we would revisit the worst-performing segments. This would be done as new data and tools become available.

- **Update the CMP:** The MPOs will update the CMP on a regular basis, coordinated with our Long-Range Plan updates. However, since our Plan update schedules vary, the update timing may vary as well. In any case, the CMP results should be integrated into each MPO's updated Long-Range Plan.

- **Integrate the CMP:** The three MPOs will integrate the CMP into our core documents. This could include the following:

    - **MTP/Long-Range Plan:** describe the CMP, highlight the key findings from the latest CMP, and use the results as guidance for prioritizing projects.
    - **UPWP/Planning Program**: include corridor/intersection studies based on CMP results, as well as projects to update or refine the CMP as needed.
    - **TIP & TIP Project Selection Criteria**: use the CMP results as one criterion for selecting new transportation projects in each MPO's TIP.

The MPOs will also post the CMP documents on a publicly accessible website (either MPO websites or a shared TMA platform).

Appendix A: Data Processing

For this CMP, NPMRDS data was obtained from the Albany Visualization and Informatics Lab (AVAIL) at the State University of New York at Albany for the three counties in the Mid-Hudson Valley TMA. This data was further processed using R Studio. Thresholds were set for each performance measure. In a departure from the 2019 CMP, the analysis used a range of values for each measure to add granularity above and below the set congestion thresholds. These ranges were applied to each road segment using R Studio with the results exported via CSV and GIS Shapefiles for analysis. Lists of segments that exceeded each threshold were created for review. Priority locations were identified by determining where clusters of segments exceeding thresholds for multiple measures were located. Maps detailing each of the performance measures and the priority locations were created using ArcGIS Pro for visualization.

NPMRDS & AVAIL

The National Performance Measure Research Data Set (NPMRDS) is a vehicle probe speed data product sourced by the Federal Highways Administration (FHWA) from INRIX and provided to state departments of transportation, Metropolitan Planning Organizations, and other authorized contractors. Its speed and travel time data are used by state DOTs and MPOs for performance management. Data is collected for every 5-minute period—called an "epoch"—each day. In total, there are 288 5-minute epochs each day (twelve 5-minute segments per hour) for each segment of road in the NPMRDS road network. Data is directly observed with no imputed values, meaning that there can be null values recorded for a 5-minute epoch.

The NPMRDS road network covers most of the National Highway System (NHS). There are more than 400,000 road segments in the network, each identified by a unique TMC code. TMC codes consist of nine characters that define the segment, its direction of travel, and whether it is an "internal" or "external" segment. In addition, each TMC has associated metadata that describes segment characteristics such as route, facility type, direction, and segment length. The road network is constantly evolving, and TMC segment lengths can change from year to year, complicating analysis efforts.

The NPMRDS is accessible after a data sharing agreement is signed between a state DOT or MPO and downloaded from the RITIS NPMRDS Analytics web platform. Data can be downloaded through the Massive Data Downloader for user defined geographies and time periods along with associated TMC metadata and GIS shapefiles for the NPMRDS road network. The data is stored in 5-minute intervals but can be aggregated up to 15-minute intervals if requested at download.

AVAIL is an applied data science research lab specializing in providing web-based solutions to a variety of planning and geospatial problems. AVAIL worked with NYSDOT and NYS MPOs to develop an online toolset to analyze and visualize performance measures based on the NPMRDS dataset conflated with several other data products. Using the AVAIL toolset, an MPO analyst can define a geographic area and timeframe to analyze the performance measures online or download the data in a variety of formats for local analysis.

A current limitation of the online toolset is the inability to analyze smaller segments of time, e.g., to perform event-based, non-recurring congestion analysis on road segments against a yearly baseline. AVAIL is working on a toolset to analyze non-recurring congestion, but it is under development as of this CMP. Therefore, this CMP focused on recurring forms of congestion and determined that peak hour congestion is a key source of congestion. Nationally, FHWA estimates that 55%-of congestion is non-recurring, whether from traffic crashes, weather events, scheduled or unscheduled construction, or special events. According to preliminary data from AVAIL, over 60% of congestion in the MHVTMA is non-recurring.

Analyzing the types, location, and impact of non-recurring congestion is a key next step for the MHVTMA's CMP. Importantly, event-based non-recurring congestion needs to be analyzed as tourism and education are key components of the TMA's economy. Each has seasonal travel patterns that are currently wrapped into the overall congestion picture described in the CMP. Analyzing this requires different data processing techniques.

Absent the AVAIL toolset, to begin to analyze non-recurring congestion, the raw NPMRDS data would need to be downloaded from the RITIS web platform and processed in R Studio using a combination of the R programming language and SQL. The NPMRDS data for the MHVTMA is very large and cannot be analyzed within excel as there are simply too many rows of data. Using the combination of R and SQL, data can be processed quickly, performance measures calculated, and the necessary hourly and daily data products produced to compare against the yearly performance measures from the AVAIL tools. This process should be rolled into the next CMP, or sooner as a standalone analysis, perhaps focused on analyzing a single event in the region.

Data Quality and Assumptions

Data completeness continues to improve. NPMRDS data is most complete during peak periods on the interstates. Completeness is lower for non-interstate segments, especially during off-peak periods.

Between the 2019 and 2024 CMPs, data completeness improved across all three MHVTMA counties, allowing for an expanded network for analysis. Of the three counties, Ulster County had more TMCs with low reporting percentages, primarily in the rural western portions of the county.

In 2019, TMCs with less than 10% reporting were excluded from the analysis. This was maintained for the 2024 CMP, which resulted in portions of rural routes being removed from the analysis. In general, the NPMRDS doesn't have extensive coverage of secondary streets, rural roads, and local urban streets. When defining the road network for a CMP, MPOs have flexibility in focusing their analysis. This CMP drew as wide a network as the data reporting threshold allowed.

Other MPOs opt to define their roadway network as meeting specific criteria. The Syracuse Metropolitan Transportation Council's criteria include: the segment is on the NHS, the segment is an arterial carrying 10,000 AADT or more, or the segment is a "commuting road" that

connects or parallels facilities that meet the first and second criteria. This results in a much more focused CMP road network for analysis. Given data limitations in the rural areas of the MHVTMA, revisiting the CMP network criteria should be a goal of the next CMP.

Road segments in the NPMRDS network can vary in length from tenths of a mile to many miles. Short segments can be often found in or near roadway intersections, while interstates or rural routes can have long segments. The previous CMP's analysis excluded TMCs below a minimum length of 0.1 mile. This CMP did not exclude any segments based on length. All TMCs that were above congestion thresholds were evaluated in the context of their geographic surroundings. If a TMC passed one or more thresholds but was a short segment and was not near additional congested segments, that segment was dropped from the list of priority congested locations.

These segments do however show up in the Appendices listing each TMC failing a particular threshold, and on the maps displaying all TMCs. In some cases, the congestion for individual short segments can be explained based on local factors e.g., a traffic signal where a single truck stopped at the signal could result in thresholds being surpassed. This would be further compounded if the TMC was in a more rural area, resulting in lower data reporting.

Thresholds and Ranges

Each performance measure was assigned a specific threshold above which a segment was considered to be congested or unreliable. Level of Travel Time Reliability (LOTTR), Travel Time Index (TTI), and Total Hours of Excessive Delay (TED) were retained from the previous CMP, using the same thresholds. Truck Travel Time Reliability (TTTR) was assigned a new threshold, and Peak Hours of Excessive Delay (PHED) was added for this CMP analysis. All measures had additional ranges above the congestion threshold to provide more granularity in the analysis.

LOTTR has a threshold of 1.5 set by the United States Department of Transportation (USDOT). TMCs at or above 1.5 are considered unreliable; those below 1.5 are considered reliable. The previous CMP followed this binary categorization of congestion. For this CMP, LOTTR was broken into three categories: Reliable, Unreliable, and Highly Unreliable. Segments below 1.5 are considered reliable, those between 1.5 and 1.99 unreliable, and those 2.0 and greater highly unreliable.

The threshold for **TTI** was set at 2.0, as in the 2019 CMP. TTI was broken into multiple categories as well: Not Congested, Congested, and Highly Congested. Segments below 2.0 are considered not congested, those between 2.0 and 2.99 congested, and those 3.0 and higher highly congested.

The threshold for **TED** was set at 40,000 hours of delay, as in the 2019 CMP. TED was broken into multiple categories: Not Congested, Congested, and Highly Congested. Segments with 0 to 39,999 hours of delay were considered not congested, those between 40,000 and 79,999 congested, and those 80,000 or more highly congested. MPOs across the country handle TED differently, with some—such as the Capital Region Transportation Council, the Albany metro region's MPO—simply mapping hours of delay across their CMP road network to use TED as a diagnostic measure, supplementing others in the CMP. The TMA may consider this approach for future CMP updates.

TTTR's threshold was set at 3.99 in the 2019 CMP to match the NYSDOT Freight Plan. For this CMP, the threshold was reduced from 3.99 to 2.0 to match the current NYSDOT Freight Plan. Of note, four of the six segments that surpassed the 2024 TTTR threshold would also have surpassed the 2019 threshold. Like LOTTR, TTTR is now broken into three categories: Reliable, Unreliable, and Highly Unreliable. Segments below 2.0 are considered reliable, those between 2.0 and 3.99 unreliable, and those 4.0 and above highly unreliable.

Peak Hours of Excessive Delay (**PHED**) was new in this CMP analysis, with a congestion threshold set at 4,000 hours. PHED is broken into three categories like TED: Not Congested, Congested, and Highly Congested. Segments with 0 to 3,999 hours of delay were considered not congested, those between 4,000 and 7,999 congested, and those with 8,000 or more highly congested. The PHED congestion threshold was determined by reviewing the distribution of PHED across the TMA. The 90th percentile PHED value corresponded to 4,000 hours and represented 10% of the 40,000-hour TED congestion threshold. There is a dramatic difference between the 90th percentile PHED value in our region and the 99th percentile (from 4,000 hours to over 50,000 hours). Four thousand hours is not highly congested for New York State or other regions across the country. The New York Metropolitan Transportation Council (NYMTC), the MPO for the NYC metropolitan region, considers 40,000-100,000 hours of delay to be "Mildly Congested" with more than 100,000 being considered "Highly Congested." Only six segments in the MHVTMA would meet NYMTC's criteria for mild congestion, and none would be highly congested. The current threshold is sensitive to smaller disruptions to travel on road segments and should be revisited in the future.

Data Processing

As detailed above, data was obtained from SUNY AVAIL labs via their data download tool for analysis. The full TMC network for the three counties was analyzed for the period of January 1, 2024, to December 31, 2024. For comparative analysis, the period from January 1, 2018, to December 31, 2018, was also selected. These data were downloaded along with an accompanying GIS shapefile for local analysis. The AVAIL data includes the calculated performance measures when downloaded.

The first steps involved error checks and exploratory data analysis. Error checking involved reviewing values to ensure they were within expected ranges, and the number of observations was reasonable for the geographic area analyzed. Exploratory data analysis sought to answer initial questions and plan more detailed analyses. Each of the performance measure fields' value distributions was analyzed to determine the thresholds and ranges described above. Segment lengths and data reporting thresholds were reviewed as well. The 2018 and 2024 TMCs were compared to determine changes in TMC length and performance measures between CMPs. TMCs not present in either 2018 or 2024 were dropped from the comparative analysis.

Once error checks and exploratory analysis was completed, the data was saved as an R dataset (RDS file) and processed to produce new analysis variables. For each performance measure, a new threshold variable was created using the ranges described above. These were saved as an

RDS file and merged to the AVAIL shapefile for spatial analysis. Summary tables were output from R Studio to provide the values needed for the CMP. Some additional processing was required to produce the tables showing the percentage of segments and miles passing congestion thresholds. The merged shapefile was used in ArcPro to produce the maps used in the CMP.

Appendix B: Urbanized Area Performance Measures

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PERFORMANCE MEASURE TARGETS FOR THE POUGHKEEPSIE-NEWBURGH NY-NJ URBANIZED AREA

	TWO-YEAR TARGETS (2027)	FOUR-YEAR TARGETS (2029)
Annual Hours of PHED in Poughkeepsie-Newburgh UZA	6.4	6.2
Non-SOV Travel	30.5%	31.0%

Appendix C: Data Tables – Road Segments Over Thresholds

Level of Travel Time Reliability (LOTTR): Threshold 1.5												
Rank	TMC	Road Name	Nearest Cross Street	Direction	Miles	County	LOTTR	LOTTR Category	TTI Category	TED Category	PHED Category	TTTR Category
1	120N12434	NY-94	CR-69/UNION AVE	W	0.02	Orange	2.44	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
2	120N13745	NY-343	US-44/RT-82	S	0.03	Dutchess	2.42	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
3	120+27984	US-44	MID-HUDSON BRIDGE	E	1.05	Ulster	2.36	Highly Unreliable	Not Congested	**Congested**	**Highly Congested**	N/A
4	120P12382	NY-208	CR-18/CENTRAL AVE/WALLKILL AVE	N	0.04	Ulster	2.32	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
5	120P11074	US-6	EXIT 18	W	0.07	Orange	2.22	Highly Unreliable	Not Congested	**Congested**	Not Congested	N/A
6	120N11790	NY-9G	NY-199	S	0.03	Dutchess	2.21	Highly Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
7	120-12378	NY-208	CR-44/MOUNTAIN RD	S	1.96	Orange	2.17	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
8	120N11781	NY-9G	CR-40A/ST ANDREWS RD	S	0.04	Dutchess	2.14	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
9	120P50620	CR-27	NY-52	N	0.02	Dutchess	2.04	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
10	120N29841	NY-302	RT-17M	S	0.02	Orange	2.02	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
11	120N50322	NY-747	RT-207/LITTLE BRITAIN RD	S	0.04	Orange	2.01	Highly Unreliable	**Highly Congested**	**Highly Congested**	Not Congested	N/A
12	120N31528	CR-14	RT-17K	S	0.01	Orange	2	Highly Unreliable	**Highly Congested**	Not Congested	Not Congested	N/A
13	120P50343	N CLINTON ST	RT-9G/PARKER AVE	N	0.05	Dutchess	2	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
14	120P31552	NY-207	RT-17K/BROADWAY	E	0.04	Orange	2	Highly Unreliable	**Congested**	Not Congested	Not Congested	N/A
15	120N10181	US-9W	CR-74/FORGE HILL RD/SLOOP HILL RD	S	0.02	Orange	2	Highly Unreliable	**Congested**	**Congested**	Not Congested	N/A
16	120P11791	NY-9G	NY-199/W MARKET ST	N	0.03	Dutchess	1.98	Unreliable	**Congested**	Not Congested	Not Congested	N/A
17	120N23141	SEVEN LAKES DR	US-6/PALISADES INTERSTATE PKWY	S	0.08	Orange	1.98	Unreliable	Not Congested	Not Congested	Not Congested	N/A
18	120N10105	NY-199	NY-9G	W	0.06	Dutchess	1.93	Unreliable	**Congested**	Not Congested	Not Congested	N/A
19	120P32001	41			0.16	Dutchess	1.91	Unreliable	**Congested**	Not Congested	Not Congested	N/A
20	120N50532	MAIN ST	N WATER ST	W	0.04	Dutchess	1.87	Unreliable	Not Congested	Not Congested	Not Congested	N/A
21	120P27982	NY-199	KINGSTON-RHINECLIFF BRG (EAST)	E	0.02	Dutchess	1.86	Unreliable	Not Congested	Not Congested	Not Congested	N/A
22	120P10125	NY-94	US-9W/QUASSAICK AVE	E	0.04	Orange	1.85	Unreliable	**Congested**	Not Congested	Not Congested	N/A
23	120P12461	NY-17M	NY-17/NY-207/GREENWICH AVE	N	0.04	Orange	1.83	Unreliable	**Congested**	Not Congested	Not Congested	N/A
24	120N10080	NY-208	RT-94/MAIN ST	S	0.03	Orange	1.83	Unreliable	**Congested**	**Congested**	Not Congested	N/A
25	120N12377	NY-208	NY-17M	S	0.05	Orange	1.83	Unreliable	**Congested**	Not Congested	Not Congested	N/A
26	120P31540	NY-416	NY-211	N	0.04	Orange	1.82	Unreliable	**Congested**	Not Congested	Not Congested	N/A
27	120N31543	NY-207	CHURCH ST	S	0.03	Orange	1.81	Unreliable	**Congested**	Not Congested	Not Congested	N/A
28	120P10121	NY-212	I-87/NY-32/NEW YORK STATE TRWY	E	0.27	Ulster	1.8	Unreliable	**Congested**	Not Congested	Not Congested	N/A
29	120P10047	US-209	US-44/NY-55	N	0.04	Ulster	1.8	Unreliable	Not Congested	Not Congested	Not Congested	N/A
30	120P29721	NY-9D	US-9/SOUTH RD	N	0.04	Dutchess	1.79	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
31	120-11074	US-6	EXIT 18	E	2.98	Orange	1.79	Unreliable	Not Congested	Not Congested	Not Congested	N/A
32	120P14261	CR-11	US-9W	E	0.02	Ulster	1.78	Unreliable	**Congested**	Not Congested	Not Congested	N/A
33	120N11235	US-9	NY-52/MAIN ST	S	0.03	Dutchess	1.78	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
34	120N10123	NY-94	RT-208/GOSHEN AVE/SOUTH ST	W	0.03	Orange	1.77	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
35	120N50341	N CLINTON ST	US-44/MILL ST/SMITH ST	S	0.04	Dutchess	1.75	Unreliable	**Congested**	Not Congested	Not Congested	N/A
36	120+14131	NY-300	NY-207/LITTLE BRITAIN RD	N	0.55	Orange	1.75	Unreliable	Not Congested	Not Congested	Not Congested	N/A
37	120N10060	NY-42	US-209/US-6/PIKE ST	S	0.01	Orange	1.75	Unreliable	Not Congested	Not Congested	Not Congested	N/A
38	120N29721	NY-9D	US-9/SOUTH RD	S	0.04	Dutchess	1.75	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
39	120-10210	US-9W	NY-32/NY-212/MAIN ST/PARTITION ST	S	1.2	Ulster	1.75	Unreliable	Not Congested	Not Congested	Not Congested	N/A
40	120+17258	CIVIC CENTER PLZ	MANSION ST	N	0.08	Dutchess	1.74	Unreliable	**Congested**	Not Congested	Not Congested	N/A
41	120+12458	NY-17M	CR-13/KINGS HWY	N	1.09	Orange	1.74	Unreliable	**Congested**	Not Congested	Not Congested	N/A
42	120N31551	NY-207	NY-300/TEMPLE HILL RD	W	0.22	Orange	1.73	Unreliable	Not Congested	Not Congested	Not Congested	N/A
43	120N13931	NY-44A	US-44/RT-82	W	0.03	Dutchess	1.73	Unreliable	**Highly Congested**	Not Congested	Not Congested	N/A
44	120P12434	NY-94	CR-69/UNION AVE	E	0.02	Orange	1.71	Unreliable	Not Congested	Not Congested	Not Congested	N/A
45	120P15958	MARKET ST	MAIN ST	N	0.03	Dutchess	1.7	Unreliable	**Congested**	Not Congested	Not Congested	N/A
46	120P12469	NY-17M	RT-302	N	0.02	Orange	1.7	Unreliable	**Congested**	Not Congested	Not Congested	N/A
47	120+10104	NY-199	NY-9G/KALINA DR	E	1.36	Dutchess	1.7	Unreliable	Not Congested	Not Congested	**Highly Congested**	N/A
48	120P50362	ALBANY AVE/ULSTER AVE	US-9W/E CHESTER ST	N	0.04	Ulster	1.69	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
49	120+15829	BURNETT BLVD	US-44/DUTCHESS TPKE	N	0.31	Dutchess	1.69	Unreliable	Not Congested	Not Congested	Not Congested	N/A
50	120P10104	NY-199	NY-9G/KALINA DR	E	0.06	Dutchess	1.69	Unreliable	**Congested**	**Highly Congested**	**Congested**	N/A
51	120P32003	41	EXIT 11		0.18	Dutchess	1.68	Unreliable	**Congested**	**Highly Congested**	**Highly Congested**	N/A
52	120+10211	US-9W	CR-34/MAIN ST	N	1.2	Ulster	1.68	Unreliable	Not Congested	Not Congested	Not Congested	N/A
53	120P32019	131			0.06	Orange	1.67	Unreliable	Not Congested	Not Congested	Not Congested	N/A
54	120-50319	NY-207	NY-300/UNION AVE	W	0.29	Orange	1.67	Unreliable	**Congested**	Not Congested	Not Congested	N/A

55	120N31542	NY-207	US-6/RT-17/MATTHEWS ST/CONNECTOR RD	S	0.04	Orange	1.67	Unreliable	**Congested**	Not Congested	Not Congested	N/A
56	120-11825	NY-32	ALBANY AVE	S	0.89	Ulster	1.67	Unreliable	**Congested**	Not Congested	Not Congested	N/A
57	120N13956	NY-52	US-9	E	0.07	Dutchess	1.67	Unreliable	**Congested**	**Highly Congested**	**Congested**	N/A
58	120N10037	US-209	US-6/RT-42/RT-97/PIKE ST/MAIN ST	S	0.01	Orange	1.67	Unreliable	Not Congested	Not Congested	Not Congested	N/A
59	120P11235	US-9	NY-52/MAIN ST	N	0.03	Dutchess	1.67	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
60	120-15540	ALBANY AVE	CLINTON AVE	W	0.14	Ulster	1.66	Unreliable	Not Congested	**Highly Congested**	**Congested**	N/A
61	120P31544	NY-207	CRAIGVILLE RD	N	0.02	Orange	1.66	Unreliable	Not Congested	Not Congested	Not Congested	N/A
62	120P10095	NY-299	I-87/NEW YORK STATE TRWY	E	0.1	Ulster	1.66	Unreliable	**Congested**	**Highly Congested**	**Congested**	N/A
63	120+12431	NY-94	CR-51/CRAIGVILLE RD	E	3.75	Orange	1.66	Unreliable	Not Congested	Not Congested	Not Congested	N/A
64	120P15957	MARKET ST	US-44/RT-55/CHURCH ST	N	0.02	Dutchess	1.65	Unreliable	Not Congested	Not Congested	Not Congested	N/A
65	120N13377	NY-17M	US-6/NY-17 (GOSHEN) (SOUTH)	S	0.1	Orange	1.65	Unreliable	**Congested**	Not Congested	Not Congested	N/A
66	120P31542	NY-207	US-6/RT-17/MATTHEWS ST/CONNECTOR RD	N	0.04	Orange	1.65	Unreliable	Not Congested	Not Congested	Not Congested	N/A
67	120N10192	US-9W	US-44/RT-55/MILTON AVE/WHITE ST	S	0.02	Ulster	1.65	Unreliable	Not Congested	**Congested**	Not Congested	N/A
68	120N50333	MAIN ST	US-44/COLUMBUS DR	W	0.07	Dutchess	1.64	Unreliable	Not Congested	Not Congested	Not Congested	N/A
69	120P50333	MAIN ST	US-44/COLUMBUS DR	E	0.07	Dutchess	1.64	Unreliable	**Congested**	**Congested**	Not Congested	N/A
70	120N11878	NY-28	BASIN RD	S	0.06	Ulster	1.64	Unreliable	Not Congested	Not Congested	Not Congested	N/A
71	120+10094	NY-299	NY-32/NY-208/CHESTNUT ST	E	1.1	Ulster	1.64	Unreliable	Not Congested	Not Congested	**Highly Congested**	N/A
72	120P15955	CIVIC CENTER PLZ	MAIN ST	N	0.02	Dutchess	1.63	Unreliable	**Congested**	Not Congested	Not Congested	N/A
73	120-10077	NY-52	NY-208/ORANGE AVE/ULSTER AVE	W	4.46	Orange	1.63	Unreliable	Not Congested	Not Congested	Not Congested	N/A
74	120P29714	NY-9D	I-84	N	0.08	Dutchess	1.63	Unreliable	**Congested**	**Highly Congested**	**Congested**	N/A
75	120+11197	US-9W	CR-86/FOSTERTOWN RD	N	1.04	Orange	1.63	Unreliable	Not Congested	Not Congested	**Highly Congested**	N/A
76	120P12109	NY-82	CR-31/PALEN RD	N	0.02	Dutchess	1.62	Unreliable	Not Congested	Not Congested	Not Congested	N/A
77	120-29717	NY-9D	NEW HAMBURG RD/OLD HOPEWELL RD	S	0.55	Dutchess	1.62	Unreliable	Not Congested	**Congested**	**Highly Congested**	N/A
78	120N10045	US-209	RT-52/CENTER ST/CANAL ST	S	0.05	Ulster	1.62	Unreliable	Not Congested	**Congested**	Not Congested	N/A
79	120N50325	BREUNIG RD	NY-207/LITTLE BRITAIN RD	S	0.07	Orange	1.61	Unreliable	**Congested**	**Congested**	Not Congested	N/A
80	120N50345	MANSION ST	WASHINGTON ST/COLUMBUS DR/CIVIC CENTER PLZ	W	0.07	Dutchess	1.61	Unreliable	Not Congested	Not Congested	Not Congested	N/A
81	120P14138	NY-300	RT-208	N	0.05	Ulster	1.61	Unreliable	**Highly Congested**	Not Congested	Not Congested	N/A
82	120P14163	NY-308	RT-199	E	0.09	Dutchess	1.61	Unreliable	Not Congested	Not Congested	Not Congested	N/A
83	120N10078	NY-52	I-84	W	0.07	Orange	1.61	Unreliable	**Congested**	Not Congested	Not Congested	N/A
84	120N29714	NY-9D	I-84	S	0.08	Dutchess	1.61	Unreliable	**Congested**	**Highly Congested**	**Congested**	N/A
85	120-11333	US-44	BURNETT BLVD	W	1	Dutchess	1.61	Unreliable	Not Congested	**Congested**	**Highly Congested**	N/A
86	120N11237	US-9	US-9/CR-77/VASSAR RD	S	0.04	Dutchess	1.61	Unreliable	Not Congested	**Highly Congested**	Not Congested	N/A
87	120P12455	NY-17M	NY-208	N	0.05	Orange	1.6	Unreliable	Not Congested	Not Congested	Not Congested	N/A
88	120N10095	NY-299	I-87/NEW YORK STATE TRWY	W	0.1	Ulster	1.6	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
89	120+29713	NY-9D	VERPLANCK AVE	N	0.32	Dutchess	1.6	Unreliable	**Congested**	Not Congested	Not Congested	N/A
90	120+29714	NY-9D	I-84	N	0.42	Dutchess	1.6	Unreliable	**Congested**	**Highly Congested**	**Highly Congested**	N/A
91	120P10037	US-209	US-6/RT-42/RT-97/PIKE ST/MAIN ST	N	0.01	Orange	1.6	Unreliable	Not Congested	**Congested**	Not Congested	N/A
92	120P32011	131		S	0.02	Orange	1.59	Unreliable	**Congested**	Not Congested	Not Congested	N/A
93	120+10077	NY-52	NY-208/ORANGE AVE/ULSTER AVE	E	2.74	Orange	1.59	Unreliable	Not Congested	Not Congested	Not Congested	N/A
94	120P15540	ALBANY AVE	CLINTON AVE	E	0.02	Ulster	1.58	Unreliable	Not Congested	Not Congested	Not Congested	N/A
95	120N14332	CR-15	I-84	S	0.07	Orange	1.58	Unreliable	**Congested**	**Congested**	Not Congested	N/A
96	120P50341	N CLINTON ST	US-44/MILL ST/SMITH ST	N	0.04	Dutchess	1.58	Unreliable	Not Congested	Not Congested	Not Congested	N/A
97	120N10129	NY-17K	I-84	W	0.1	Orange	1.58	Unreliable	**Congested**	**Highly Congested**	**Congested**	N/A
98	120N31544	NY-207	CRAIGVILLE RD	S	0.02	Orange	1.58	Unreliable	Not Congested	Not Congested	Not Congested	N/A
99	120+12378	NY-208	CR-44/MOUNTAIN RD	N	0.8	Orange	1.58	Unreliable	Not Congested	Not Congested	Not Congested	N/A
100	120N11832	NY-32	I-87/NY-212/NEW YORK STATE TRWY	S	0.45	Ulster	1.58	Unreliable	Not Congested	Not Congested	Not Congested	N/A
101	120N13952	NY-52	TACONIC STATE PKWY	E	0.06	Dutchess	1.58	Unreliable	**Congested**	**Congested**	Not Congested	N/A
102	120N15540	ALBANY AVE	CLINTON AVE	W	0.02	Ulster	1.57	Unreliable	**Congested**	Not Congested	Not Congested	N/A
103	120-15828	BURNETT BLVD	NY-55	S	0.31	Dutchess	1.57	Unreliable	**Congested**	Not Congested	Not Congested	N/A
104	120P14331	CR-15	NEW JERSEY/NEW YORK STATE LINE	N	0.02	Orange	1.57	Unreliable	Not Congested	Not Congested	Not Congested	N/A
105	120P13956	NY-52	US-9	W	0.07	Dutchess	1.57	Unreliable	**Congested**	**Highly Congested**	**Congested**	N/A
106	120N14260	CR-11	US-44/RT-55/VINEYARD AVE	W	0.01	Ulster	1.56	Unreliable	**Highly Congested**	Not Congested	Not Congested	N/A
107	120N10104	NY-199	NY-9G/KALINA DR	W	0.04	Dutchess	1.56	Unreliable	Not Congested	Not Congested	Not Congested	N/A
108	120N31552	NY-207	RT-17K/BROADWAY	W	0.04	Orange	1.56	Unreliable	Not Congested	Not Congested	Not Congested	N/A
109	120P14160	NY-308	US-9/MILL ST/MONTGOMERY ST	E	0.02	Dutchess	1.56	Unreliable	Not Congested	Not Congested	Not Congested	N/A
110	120P10123	NY-94	RT-208/GOSHEN AVE/SOUTH ST	E	0.03	Orange	1.56	Unreliable	Not Congested	**Congested**	Not Congested	N/A

111	120P10045	US-209	RT-52/CENTER ST/CANAL ST	N	0.05	Ulster	1.56	Unreliable	**Congested**	**Highly Congested**	Not Congested	N/A
112	120N50357	WASHINGTON AVE	CR-29/HURLEY AVE/N FRONT ST/SCHWENK DR	S	0.09	Ulster	1.56	Unreliable	Not Congested	**Highly Congested**	**Congested**	N/A
113	120+14332	CR-15	I-84	N	0.06	Orange	1.55	Unreliable	**Congested**	**Congested**	Not Congested	N/A
114	120+10080	NY-208	NY-94/MAIN ST	N	3.54	Orange	1.55	Unreliable	Not Congested	Not Congested	Not Congested	N/A
115	120N10085	NY-208	RT-299/RT-32/MAIN ST	S	0.02	Ulster	1.55	Unreliable	Not Congested	Not Congested	Not Congested	N/A
116	120+13957	NY-52	I-84	W	1.03	Dutchess	1.55	Unreliable	Not Congested	**Highly Congested**	**Highly Congested**	N/A
117	120P10078	NY-52	I-84	E	0.07	Orange	1.54	Unreliable	**Congested**	Not Congested	Not Congested	N/A
118	120P13952	NY-52	TACONIC STATE PKWY	W	0.06	Dutchess	1.54	Unreliable	Not Congested	**Congested**	Not Congested	N/A
119	120P11342	US-202	US-6/PALISADES INTERSTATE PKY	N	0.04	Orange	1.54	Unreliable	Not Congested	Not Congested	Not Congested	N/A
120	120N50339	WASHINGTON ST	RT-9G/PARKER AVE	S	0.01	Dutchess	1.54	Unreliable	Not Congested	Not Congested	Not Congested	N/A
121	120+10106	NY-199	US-9/BROADWAY	E	1.73	Dutchess	1.53	Unreliable	Not Congested	Not Congested	Not Congested	N/A
122	120P11797	NY-32	NY-17	N	0.05	Orange	1.53	Unreliable	**Congested**	Not Congested	Not Congested	N/A
123	120P11827	NY-32	US-9W (KINGSTON)	N	0.11	Ulster	1.53	Unreliable	Not Congested	Not Congested	Not Congested	N/A
124	120+11826	NY-32	US-9W/E CHESTER ST	N	0.89	Ulster	1.52	Unreliable	Not Congested	Not Congested	Not Congested	N/A
125	120-11817	NY-32	NY-299/NY-208/MAIN ST/CHESTNUT ST	S	2.56	Ulster	1.52	Unreliable	Not Congested	Not Congested	Not Congested	N/A
126	120+06141	NY-17	NY-32	N	0.14	Orange	1.51	Unreliable	Not Congested	**Highly Congested**	**Highly Congested**	N/A
127	120P10129	NY-17K	I-84	E	0.1	Orange	1.51	Unreliable	**Congested**	**Highly Congested**	**Highly Congested**	N/A
128	120N12111	NY-82	CR-9/BEEKMAN RD	S	0.1	Dutchess	1.51	Unreliable	Not Congested	Not Congested	Not Congested	N/A
129	120N50362	ALBANY AVE/ULSTER AVE	US-9W/E CHESTER ST	S	0.04	Ulster	1.5	Unreliable	Not Congested	Not Congested	Not Congested	N/A
130	120N10149	NY-17M	US-6/SUNRISE PARK RD	S	0.11	Orange	1.5	Unreliable	Not Congested	Not Congested	Not Congested	N/A
131	120+10112	NY-213	US-209/MAIN ST (STONE RIDGE) (WEST)	E	3.05	Ulster	1.5	Unreliable	Not Congested	Not Congested	Not Congested	N/A
132	120N14129	NY-300	RT-94/BLOOMING GROVE TPKE	S	0.08	Orange	1.5	Unreliable	**Congested**	Not Congested	Not Congested	N/A
133	120-11806	NY-32	I-84/US-9W/NY-52	S	1.63	Orange	1.5	Unreliable	Not Congested	Not Congested	Not Congested	N/A
134	120N31538	NY-416	RT-207	S	0.04	Orange	1.5	Unreliable	Not Congested	Not Congested	Not Congested	N/A
135	120N10097	NY-82	RT-52	S	0.06	Dutchess	1.5	Unreliable	Not Congested	Not Congested	Not Congested	N/A
136	120+50305	STONY LONESOME RD	US MILITARY ACADEMY	N	0.06	Orange	1.5	Unreliable	Not Congested	Not Congested	Not Congested	N/A
137	120-10167	US-44	NY-22/N ELM AVE	W	1.01	Dutchess	1.5	Unreliable	Not Congested	Not Congested	**Highly Congested**	N/A
138	120-11341	US-9W	NY-32/E CHESTER ST/FLATBUSH AVE	S	1.55	Ulster	1.5	Unreliable	Not Congested	**Congested**	**Highly Congested**	N/A

Peak Hours of Excessive Delay (PHED): Threshold 4,000														
Rank	TMC	Road Name	Nearest Cross Street	Direction	Miles	County	PHED	PHED Category	TED per Mile	TED Category	TTI Category	LOTTR Category	TTTR Category
1	120-10094	NY-299	NY-32/NY-208/CHESTNUT ST	W	1.37	Ulster	61286.75	Highly Congested	120745.59	**Highly Congested**	Not Congested	Reliable	N/A
2	120+10095	NY-299	I-87/NEW YORK STATE TRWY	E	1.37	Ulster	57423.05	Highly Congested	104966.92	**Highly Congested**	Not Congested	Reliable	N/A
3	120+27984	US-44	MID-HUDSON BRIDGE	E	1.05	Ulster	54556.68	Highly Congested	64490.11	**Congested**	Not Congested	**Highly Unreliable**	N/A
4	120+13957	NY-52	I-84	W	1.03	Dutchess	53364.64	Highly Congested	100484.7	**Highly Congested**	Not Congested	**Unreliable**	N/A
5	120-10216	US-9	CR-93/MIDDLEBUSH RD/MYERS CORNERS RD	S	0.59	Dutchess	52618.08	Highly Congested	225163.11	**Highly Congested**	Not Congested	Reliable	N/A
6	120-12441	NY-17K	NY-207/WISNER AVE	W	0.97	Orange	50993.44	Highly Congested	126116.18	**Highly Congested**	Not Congested	Reliable	N/A
7	120+10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	N	0.8	Orange	41929.9	Highly Congested	131618.89	**Highly Congested**	Not Congested	Reliable	N/A
8	120-11234	US-9	I-84	S	0.77	Dutchess	39910.39	Highly Congested	154853.24	**Highly Congested**	Not Congested	Reliable	N/A
9	120+11235	US-9	NY-52/MAIN ST	N	0.77	Dutchess	39831.64	Highly Congested	138251.31	**Highly Congested**	Not Congested	Reliable	N/A
10	120-10203	US-9W	BOICES LN	S	0.73	Ulster	39007.17	Highly Congested	146510.62	**Highly Congested**	Not Congested	Reliable	N/A
11	120-14131	NY-300	NY-207/LITTLE BRITAIN RD	S	1.65	Orange	38221.92	Highly Congested	60689.21	**Congested**	Not Congested	Reliable	N/A
12	120+10204	US-9W	US-209/NY-199	N	0.63	Ulster	35130.56	Highly Congested	164455.67	**Highly Congested**	Not Congested	Reliable	N/A
13	120+10131	NY-17K	US-9W/NY-32/ROBINSON AVE	E	0.97	Orange	33606.26	Highly Congested	85959.6	**Highly Congested**	Not Congested	Reliable	N/A
14	120-10130	NY-17K	I-87/NEW YORK STATE TRWY	W	1.85	Orange	31629.05	Highly Congested	46375.54	**Congested**	Not Congested	Reliable	N/A
15	120+29714	NY-9D	I-84	N	0.42	Dutchess	30736.81	Highly Congested	118804.19	**Highly Congested**	**Congested**	**Unreliable**	N/A
16	120-10183	US-9W	NY-94/WALSH AVE/QUASSAICK AVE	S	0.89	Orange	30687.86	Highly Congested	85388.71	**Highly Congested**	Not Congested	Reliable	N/A
17	120+14132	NY-300	NY-17K/CONNECTING ROAD	N	1.65	Orange	30094.3	Highly Congested	52349.93	**Congested**	Not Congested	Reliable	N/A
18	120-13956	NY-52	US-9	E	1.03	Dutchess	29424.24	Highly Congested	70393.42	**Congested**	Not Congested	Reliable	N/A
19	120-11341	US-9W	NY-32/E CHESTER ST/FLATBUSH AVE	S	1.55	Ulster	28073.71	Highly Congested	47614.1	**Congested**	Not Congested	**Unreliable**	N/A
20	120-10217	US-9	E MAIN ST	S	1.37	Dutchess	28056.69	Highly Congested	48667.07	**Congested**	Not Congested	Reliable	N/A
21	120-11133	US-6	I-84 (PORT JERVIS)	E	1.44	Orange	27977.87	Highly Congested	45694.18	**Congested**	Not Congested	Reliable	N/A
22	120-04129	I-84	NY-52/EXIT 8	W	1.09	Orange	26121.76	Highly Congested	82837.47	**Highly Congested**	Not Congested	Reliable	**Highly Unreliable**
23	120+11197	US-9W	CR-86/FOSTERTOWN RD	N	1.04	Orange	25797.42	Highly Congested	34097.7	Not Congested	Not Congested	**Unreliable**	N/A
24	120-10127	NY-17K	NY-211/UNION ST	W	1.9	Orange	25597.61	Highly Congested	21348.41	Not Congested	Not Congested	Reliable	N/A
25	120+50353	BROADWAY	DELAWARE AVE	E	0.8	Ulster	25595.74	Highly Congested	71448.85	**Congested**	Not Congested	Reliable	N/A
26	120+11105	US-44	CR-72/MAGGIACOMO LN/NORTH AVE	E	3.85	Dutchess	25287.13	Highly Congested	13970.31	Not Congested	Not Congested	Reliable	N/A
27	120-11333	US-44	BURNETT BLVD	W	1	Dutchess	25197.52	Highly Congested	51665.85	**Congested**	Not Congested	**Unreliable**	N/A
28	120-50352	BROADWAY	NY-32/NY-213/HENRY ST	W	0.8	Ulster	25175.23	Highly Congested	72926.68	**Congested**	Not Congested	Reliable	N/A
29	120+10104	NY-199	NY-9G/KALINA DR	E	1.36	Dutchess	24436.62	Highly Congested	23823.4	Not Congested	Not Congested	**Unreliable**	N/A
30	120-11104	US-44	CR-43/DEGARMO RD	W	3.85	Dutchess	24212.76	Highly Congested	13018.18	Not Congested	Not Congested	Reliable	N/A
31	120+04112	NY-17	EXIT 122	W	2.73	Orange	23977.28	Highly Congested	19105.82	Not Congested	Not Congested	Reliable	N/A
32	120-11816	NY-32	NY-299/MAIN ST/MANHEIM BLVD	S	0.51	Ulster	23163.05	Highly Congested	118579.63	**Highly Congested**	Not Congested	Reliable	N/A
33	120+10184	US-9W	NY-32/NY-17K/BROADWAY	N	0.89	Orange	22802.94	Highly Congested	61046.52	**Congested**	Not Congested	Reliable	N/A
34	120-10185	US-9W	SOUTH ST	S	0.8	Orange	21588.15	Highly Congested	64171.09	**Congested**	Not Congested	Reliable	N/A
35	120+11817	NY-32	NY-299/NY-208/MAIN ST/CHESTNUT ST	N	0.51	Ulster	21515.91	Highly Congested	124132.96	**Highly Congested**	Not Congested	Reliable	N/A
36	120-10129	NY-17K	I-84	W	2.04	Orange	21305.2	Highly Congested	26639.72	Not Congested	Not Congested	Reliable	N/A
37	120+11244	US-9	CR-41/MARKET ST	N	2.22	Dutchess	20785.69	Highly Congested	20779.04	Not Congested	Not Congested	Reliable	N/A
38	120-10123	NY-94	NY-208/SOUTH ST/GOSHEN AVE	W	2.85	Orange	20304.33	Highly Congested	14208.18	Not Congested	Not Congested	Reliable	N/A
39	120-11248	US-9	NY-308/MARKET ST	S	2.35	Dutchess	19915.42	Highly Congested	20211.12	Not Congested	Not Congested	Reliable	N/A
40	120+50361	ALBANY AVE/ULSTER AVE	MORTON BLVD	N	1.37	Ulster	19763.31	Highly Congested	35343.13	Not Congested	Not Congested	Reliable	N/A
41	120+10217	US-9	E MAIN ST	N	0.59	Dutchess	19305.46	Highly Congested	87579.05	**Highly Congested**	Not Congested	Reliable	N/A
42	120-11804	NY-32	US-9W/NY-17K/BROADWAY/ROBINSON AVE	S	0.47	Orange	18946.54	Highly Congested	89706.3	**Highly Congested**	Not Congested	Reliable	N/A
43	120-11197	US-9W	CR-86/FOSTERTOWN RD	S	1.02	Orange	18909.62	Highly Congested	28538.77	Not Congested	Not Congested	Reliable	N/A
44	120+10216	US-9	CR-93/MIDDLEBUSH RD/MYERS CORNERS RD	N	1.5	Dutchess	18822.64	Highly Congested	26419.66	Not Congested	Not Congested	Reliable	N/A
45	120+10128	NY-17K	NY-208	E	1.9	Orange	18235.52	Highly Congested	17579.58	Not Congested	Not Congested	Reliable	N/A
46	120+10129	NY-17K	I-84	E	1.05	Orange	18181.58	Highly Congested	43840.11	**Congested**	Not Congested	Reliable	N/A
47	120-04133	I-84	NY-9D/NORTH AVE/EXIT 11	W	2.99	Dutchess	17787.82	Highly Congested	9158.92	**Congested**	Not Congested	Reliable	N/A
48	120-10045	US-209	NY-52/CENTER ST/CANAL ST	S	1.75	Ulster	17467.12	Highly Congested	21277.15	Not Congested	Not Congested	Reliable	N/A
49	120+11061	US-6	NY-293	W	2.98	Orange	17207.46	Highly Congested	7149.96	Not Congested	Not Congested	Reliable	N/A
50	120-12440	NY-17K	CR-54/S DRURY LN	W	1.05	Orange	17111.67	Highly Congested	46118.23	**Congested**	Not Congested	Reliable	N/A
51	120+12441	NY-17K	NY-207/WISNER AVE	E	1.85	Orange	17082.2	Highly Congested	22803.51	Not Congested	Not Congested	Reliable	N/A
52	120-29717	NY-9D	NEW HAMBURG RD/OLD HOPEWELL RD	S	0.55	Dutchess	17075.94	Highly Congested	50221.62	**Congested**	Not Congested	**Unreliable**	N/A
53	120N10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	S	0.11	Orange	16921.11	Highly Congested	369038.8	**Highly Congested**	**Congested**	Reliable	N/A
54	120+11238	US-9	SPRING RD/OLD POST RD	N	0.83	Dutchess	16721.44	Highly Congested	59422.58	**Congested**	Not Congested	Reliable	N/A
55	120-12473	NY-55	FREEDOM RD	W	0.8	Dutchess	16506.35	Highly Congested	37205.18	Not Congested	Not Congested	Reliable	N/A
56	120+10203	US-9W	BOICES LN	N	1.54	Ulster	15434.98	Highly Congested	30011.36	Not Congested	Not Congested	Reliable	N/A
57	120P10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	N	0.11	Orange	15401.34	Highly Congested	347556.77	**Highly Congested**	**Congested**	Reliable	N/A
58	120+11104	US-44	CR-43/DEGARMO RD	E	1	Dutchess	15169.06	Highly Congested	26521.5	Not Congested	Not Congested	Reliable	N/A
59	120+10169	NY-55	TACONIC STATE PKWY	E	0.8	Dutchess	15161.16	Highly Congested	33846.81	Not Congested	Not Congested	Reliable	N/A

60	120-10184	US-9W	NY-32/NY-17K/BROADWAY	S	0.47	Orange	15142.49	Highly Congested	69791.09	**Congested**	Not Congested	Reliable	N/A
61	120-11236	US-9	CR-35/OSBORNE HILL RD	S	1.5	Dutchess	14720.29	Highly Congested	25712.44	Not Congested	Not Congested	Reliable	N/A
62	120+10185	US-9W	SOUTH ST	N	0.47	Orange	14593.21	Highly Congested	71233.32	**Congested**	Not Congested	Reliable	N/A
63	120+11805	NY-32	SOUTH ST	N	0.47	Orange	14593.21	Highly Congested	71233.32	**Congested**	Not Congested	Reliable	N/A
64	120-06140	NY-17	US-6	S	0.14	Orange	14405.6	Highly Congested	245772.73	**Highly Congested**	Not Congested	Reliable	N/A
65	120+12472	NY-55	CR-49/TITUSVILLE RD	E	1.83	Dutchess	14211.06	Highly Congested	14334.61	Not Congested	Not Congested	Reliable	N/A
66	120-50360	ALBANY AVE/ULSTER AVE	NY-32/FLATBUSH AVE	S	1.37	Ulster	14131.24	Highly Congested	21345.32	Not Congested	Not Congested	Reliable	N/A
67	120+11249	US-9	NY-9G	N	2.35	Dutchess	14048.75	Highly Congested	14424.4	Not Congested	Not Congested	Reliable	N/A
68	120+50319	NY-207	NY-300/UNION AVE	E	0.95	Orange	13490.35	Highly Congested	37010.19	Not Congested	Not Congested	Reliable	N/A
69	120+05439	US-6	NY-208/EXIT 130	W	2.34	Orange	13259.23	Highly Congested	26309.28	Not Congested	Not Congested	Reliable	N/A
70	120+10046	US-209	NY-55	N	1.75	Ulster	12977.46	Highly Congested	15840.64	Not Congested	Not Congested	Reliable	N/A
71	120+10160	US-44	TACONIC STATE PKWY	E	3.73	Dutchess	12850.45	Highly Congested	7934.65	Not Congested	Not Congested	Reliable	N/A
72	120+50358	WASHINGTON AVE	I-587/NY-28	N	0.52	Ulster	12722.9	Highly Congested	48843.66	**Congested**	Not Congested	Reliable	N/A
73	120P14133	NY-300	I-84	N	0.36	Orange	12713.49	Highly Congested	89832.99	**Highly Congested**	Not Congested	Reliable	N/A
74	120-11250	US-9	NY-199/MARKET ST	S	2.5	Dutchess	12609.22	Highly Congested	13690.23	Not Congested	Not Congested	Reliable	N/A
75	120+11062	US-6	I-87/NEW YORK STATE TRWY	W	2.29	Orange	12522.81	Highly Congested	7560.22	Not Congested	Not Congested	Reliable	N/A
76	120+11242	US-9	W DORSEY LN/2ND CT	N	1.86	Dutchess	12270.72	Highly Congested	19844.94	Not Congested	Not Congested	Reliable	N/A
77	120-11105	US-44	CR-72/MAGGIACOMO LN/NORTH AVE	W	3.73	Dutchess	12235.63	Highly Congested	6655.36	Not Congested	Not Congested	Reliable	N/A
78	120+12397	NY-299	CR-22/N ELTING CORNERS RD/SOUTH ST	E	1.25	Ulster	12162.26	Highly Congested	20067.1	Not Congested	Not Congested	Reliable	N/A
79	120-04106	I-87	NY-59/NY-17/EXIT 15A	S	12.81	Orange	12157.34	Highly Congested	5292.44	Not Congested	Not Congested	Reliable	N/A
80	120-10124	NY-94	NY-32/WINDSOR HWY	W	1.74	Orange	12012.59	Highly Congested	14684.06	Not Congested	Not Congested	Reliable	N/A
81	120N04130	I-84	US-9W/NY-32/EXIT 10	W	0.5	Orange	11893.34	Highly Congested	73742.39	**Congested**	Not Congested	Reliable	**Highly Unreliable**
82	120+27982	NY-199	KINGSTON-RHINECLIFF BRIDGE (EAST)	E	0.96	Dutchess	11759.48	Highly Congested	13629.65	Not Congested	Not Congested	Reliable	N/A
83	120-50318	NY-207	BREUNIG RD	W	0.95	Orange	11739.91	Highly Congested	26668.94	Not Congested	Not Congested	Reliable	N/A
84	120+11237	US-9	US-9/CR-77/VASSAR RD	N	1.42	Dutchess	11434.14	Highly Congested	26009.52	Not Congested	Not Congested	Reliable	N/A
85	120+29717	NY-9D	NEW HAMBURG RD/OLD HOPEWELL RD	N	2.41	Dutchess	11415.89	Highly Congested	7929.86	Not Congested	Not Congested	Reliable	N/A
86	120+06141	NY-17	NY-32	N	0.14	Orange	11364.76	Highly Congested	202842.64	**Highly Congested**	Not Congested	**Unreliable**	N/A
87	120-12471	NY-55	CR-46/OVERLOOK RD	W	1.84	Dutchess	11292.01	Highly Congested	13596.27	Not Congested	Not Congested	Reliable	N/A
88	120+05430	NY-17	US-6	W	0.36	Orange	11236.78	Highly Congested	56815.66	**Congested**	Not Congested	Reliable	N/A
89	120-11239	US-9	NY-113/SPACKENKILL RD	S	1.08	Dutchess	11117.7	Highly Congested	30813.52	Not Congested	Not Congested	Reliable	N/A
90	120-10822	NY-22	NY-311	S	2.6	Dutchess	11005.84	Highly Congested	11806.47	Not Congested	Not Congested	Reliable	N/A
91	120N14133	NY-300	I-84	S	0.36	Orange	10990.42	Highly Congested	75594.09	**Congested**	Not Congested	Reliable	N/A
92	120+10081	NY-208	I-84	N	4.55	Orange	10771.1	Highly Congested	5728.09	Not Congested	Not Congested	Reliable	N/A
93	120+06206	I-87	NY-28/EXIT 19	N	15.03	Ulster	10670	Highly Congested	1606.5	Not Congested	Not Congested	Reliable	N/A
94	120P32003	41	EXIT 11		0.18	Dutchess	10615.92	Highly Congested	128067.61	**Highly Congested**	**Congested**	**Unreliable**	N/A
95	120N05442	US-6	GREYCOURT RD/EXIT 127	E	0.86	Orange	10436.92	Highly Congested	35149.82	Not Congested	Not Congested	Reliable	N/A
96	120-11241	US-9	US-9/MARIST DR	S	1.86	Dutchess	10370.09	Highly Congested	15665.23	Not Congested	Not Congested	Reliable	N/A
97	120-04134	I-84	NY-52/EXIT 12	W	0.99	Dutchess	10166.05	Highly Congested	26629.24	Not Congested	Not Congested	Reliable	N/A
98	120+10124	NY-94	NY-32/WINDSOR HWY	E	3.41	Orange	10114.96	Highly Congested	6485.91	Not Congested	Not Congested	Reliable	N/A
99	120-10190	US-9W	CR-11/MACKS LN/CHAPEL HILL RD	S	0.7	Ulster	10017.28	Highly Congested	31236.64	Not Congested	Not Congested	Reliable	N/A
100	120-50357	WASHINGTON AVE	CR-29/HURLEY AVE/N FRONT ST/SCHWENK DR	S	0.54	Ulster	9868.64	Highly Congested	41612.43	**Congested**	Not Congested	Reliable	N/A
101	120+11250	US-9	NY-199/MARKET ST	N	2.94	Dutchess	9093.02	Highly Congested	7048.92	Not Congested	Not Congested	Reliable	N/A
102	120+29720	NY-9D	DELAVERGNE AVE	N	0.81	Dutchess	9050.55	Highly Congested	24775.34	Not Congested	Not Congested	Reliable	N/A
103	120-12396	NY-299	CR-7/LIBERTYVILLE RD	W	1.1	Ulster	8908.17	Highly Congested	22523.44	Not Congested	Not Congested	Reliable	N/A
104	120+10094	NY-299	NY-32/NY-208/CHESTNUT ST	E	1.1	Ulster	8776.93	Highly Congested	23859.52	Not Congested	Not Congested	**Unreliable**	N/A
105	120-11237	US-9	US-9/CR-77/VASSAR RD	S	0.84	Dutchess	8765.58	Highly Congested	30078.57	Not Congested	Not Congested	Reliable	N/A
106	120-10157	US-44	US-9	W	0.55	Dutchess	8652.32	Highly Congested	33558.9	Not Congested	Not Congested	Reliable	N/A
107	120N10168	NY-55	US-44/MAIN ST/DUTCHESS TPKE	W	0.17	Dutchess	8606.47	Highly Congested	90873.98	**Highly Congested**	**Congested**	Reliable	N/A
108	120+11248	US-9	NY-308/MARKET ST	N	3.21	Dutchess	8483.76	Highly Congested	7194.66	Not Congested	Not Congested	Reliable	N/A
109	120+12432	NY-94	CLOVE RD	E	2.85	Orange	8483.74	Highly Congested	6702.5	Not Congested	Not Congested	Reliable	N/A
110	120-10167	US-44	NY-22/N ELM AVE	W	1.01	Dutchess	8435.9	Highly Congested	21684.47	Not Congested	Not Congested	**Unreliable**	N/A
111	120-30610	NY-32	BROADWAY	S	0.29	Ulster	8299.85	Highly Congested	59457.21	**Congested**	Not Congested	Reliable	N/A
112	120P10129	NY-17K	I-84	E	0.1	Orange	8256.63	Highly Congested	199004.1	**Highly Congested**	**Congested**	**Unreliable**	N/A
113	120+11236	US-9	CR-35/OSBORNE HILL RD	N	2.3	Dutchess	8218.71	Highly Congested	11168.24	Not Congested	Not Congested	Reliable	N/A
114	120P50357	WASHINGTON AVE	CR-29/HURLEY AVE/N FRONT ST/SCHWENK DR	N	0.09	Ulster	8182.77	Highly Congested	212912.77	**Highly Congested**	Not Congested	Reliable	N/A
115	120-11789	NY-9G	US-9	S	1.35	Dutchess	8146.37	Highly Congested	11731.83	Not Congested	Not Congested	Reliable	N/A
116	120-04135	I-84	US-9/EXIT 13	W	3.59	Dutchess	7914.77	Congested	6498.8	Not Congested	Not Congested	Reliable	N/A
117	120+11134	US-6	US-209/FOWLER ST/KINGSTON AVE	W	1.44	Orange	7895.5	Congested	12347.41	Not Congested	Not Congested	Reliable	N/A
118	120-15540	ALBANY AVE	CLINTON AVE	W	0.14	Ulster	7822.49	Congested	110884.58	**Highly Congested**	Not Congested	**Unreliable**	N/A
119	120P05430	NY-17	US-6	W	0.31	Orange	7800.9	Congested	51793	**Congested**	Not Congested	Reliable	N/A
120	120N50357	WASHINGTON AVE	CR-29/HURLEY AVE/N FRONT ST/SCHWENK DR	S	0.09	Ulster	7676.21	Congested	205388.15	**Highly Congested**	Not Congested	**Unreliable**	N/A

121	120+11240	US-9	BEECHWOOD AVE	N	1	Dutchess	7529.49	Congested	24668.29	Not Congested	Not Congested	Reliable	N/A
122	120P11234	US-9	I-84	N	0.28	Dutchess	7296.97	Congested	68512.19	**Congested**	Not Congested	Reliable	N/A
123	120-29719	NY-9D	MAIN ST (WAPPINGERS FALLS)	S	0.81	Dutchess	7128.03	Congested	20111.6	Not Congested	Not Congested	Reliable	N/A
124	120N04131	I-84	NEWBURGH-BEACON BRIDGE	W	1.53	Dutchess	7114.44	Congested	8728.94	Not Congested	Not Congested	Reliable	N/A
125	120+04138	I-84	LUDINGTONVILLE RD/EXIT 17	E	5.54	Dutchess	6981.47	Congested	2689.86	Not Congested	Not Congested	Reliable	N/A
126	120-05441	US-6	CR-51/CRAIGVILLE RD/EXIT 128	E	1.31	Orange	6952.27	Congested	18456.76	Not Congested	Not Congested	Reliable	N/A
127	120+27981	NY-199	KINGSTON-RHINECLIFF BRIDGE (WEST)	E	0.8	Ulster	6842.01	Congested	10048.7	Not Congested	Not Congested	Reliable	N/A
128	120-11193	US-209	US-6/MAIN ST/FOWLER ST/KINGSTON AVE	S	3.58	Orange	6638.72	Congested	4652.93	Not Congested	Not Congested	Reliable	N/A
129	120+10049	US-209	CR-1/LUCAS TPKE	N	4.67	Ulster	6565.02	Congested	3311.18	Not Congested	Not Congested	Reliable	N/A
130	120-04125	I-84	WALLKILL REST AREA	W	4.72	Orange	6542.54	Congested	3777.32	Not Congested	Not Congested	Reliable	N/A
131	120+10038	US-209	CR-80/NEVERSINK DR	N	3.55	Orange	6533.17	Congested	4653.73	Not Congested	Not Congested	Reliable	N/A
132	120+11790	NY-9G	NY-199	N	1.35	Dutchess	6412.07	Congested	10411.12	Not Congested	Not Congested	Reliable	N/A
133	120+11332	US-44	MARKET ST/CIVIC CENTER PLZ	E	0.33	Dutchess	6278.32	Congested	40477.54	**Congested**	Not Congested	Reliable	N/A
134	120-05442	US-6	GREYCOURT RD/EXIT 127	E	0.96	Orange	6271.08	Congested	19486.66	Not Congested	Not Congested	Reliable	N/A
135	120N29714	NY-9D	I-84	S	0.08	Dutchess	6267.03	Congested	190506.88	**Highly Congested**	**Congested**	**Unreliable**	N/A
136	120+06140	NY-17	US-6	N	0.5	Orange	6260.52	Congested	31300.15	Not Congested	Not Congested	Reliable	N/A
137	120+12433	NY-94	BLOOMING GROVE TPKE	E	1.74	Orange	6241.61	Congested	8703.84	Not Congested	Not Congested	Reliable	N/A
138	120-11249	US-9	NY-9G	S	2.94	Dutchess	6185.94	Congested	4754.4	Not Congested	Not Congested	Reliable	N/A
139	120-11235	US-9	NY-52/MAIN ST	S	2.26	Dutchess	6090.68	Congested	11044.9	Not Congested	Not Congested	Reliable	N/A
140	120+11251	US-9	CR-56/OLD POST RD	N	2.5	Dutchess	6071.92	Congested	6940.37	Not Congested	Not Congested	Reliable	N/A
141	120-11247	US-9	OLD ALBANY POST RD	S	3.21	Dutchess	6071.86	Congested	5349.53	Not Congested	Not Congested	Reliable	N/A
142	120+11198	US-9W	CR-10/MILTON TPKE	N	3.92	Ulster	6005.98	Congested	5399.42	Not Congested	Not Congested	Reliable	N/A
143	120P06140	NY-17	US-6	N	0.09	Orange	5941.09	Congested	177128.75	**Highly Congested**	Not Congested	Reliable	N/A
144	120N06140	NY-17	US-6	S	0.09	Orange	5918.86	Congested	207861.6	**Highly Congested**	Not Congested	Reliable	N/A
145	120+15541	ALBANY AVE	I-587/NY-32/NY-28/BROADWAY	E	0.14	Ulster	5789.76	Congested	64095.86	**Congested**	Not Congested	Reliable	N/A
146	120-11243	US-9	CR-40A/ST ANDREWS RD	S	2.22	Dutchess	5781.46	Congested	6487.83	Not Congested	Not Congested	Reliable	N/A
147	120+29719	NY-9D	MAIN ST (WAPPINGERS FALLS)	N	0.81	Dutchess	5748.48	Congested	15062.75	Not Congested	Not Congested	Reliable	N/A
148	120+11824	NY-32	I-587/NY-28/CHANDLER DR	N	0.29	Ulster	5723.97	Congested	38811.25	Not Congested	Not Congested	Reliable	N/A
149	120N10129	NY-17K	I-84	W	0.1	Orange	5707	Congested	151721.9	**Highly Congested**	**Congested**	**Unreliable**	N/A
150	120+50333	MAIN ST	US-44/COLUMBUS DR	E	0.26	Dutchess	5705.56	Congested	57051.76	**Congested**	Not Congested	Reliable	N/A
151	120-10095	NY-299	I-87/NEW YORK STATE TRWY	W	1.25	Ulster	5695.78	Congested	8156.52	Not Congested	Not Congested	Reliable	N/A
152	120P11061	US-6	NY-293	W	0.49	Orange	5684.18	Congested	13929.62	Not Congested	Not Congested	Reliable	N/A
153	120+04108	I-87	NY-17K/EXIT 17	N	14.4	Orange	5651.92	Congested	1960.27	Not Congested	Not Congested	Reliable	N/A
154	120+10127	NY-17K	NY-211/UNION ST	E	4.14	Orange	5597.15	Congested	3217.59	Not Congested	Not Congested	Reliable	N/A
155	120+10191	US-9W	US-44/NY-55	N	0.7	Ulster	5549.96	Congested	18479.05	Not Congested	Not Congested	Reliable	N/A
156	120-10048	US-209	CLAY HILL RD	S	4.67	Ulster	5521.41	Congested	2910.74	Not Congested	Not Congested	Reliable	N/A
157	120-11195	US-209	US-209/CR-80	S	4.48	Ulster	5500.95	Congested	3178.45	Not Congested	Not Congested	Reliable	N/A
158	120+11193	US-209	US-6/MAIN ST/FOWLER ST/KINGSTON AVE	N	0.25	Orange	5413.83	Congested	50819.14	**Congested**	Not Congested	Reliable	N/A
159	120P05429	NY-17	NY-32/EXIT 131	W	0.36	Orange	5331.21	Congested	22809.26	Not Congested	Not Congested	Reliable	N/A
160	120-11135	US-6	NY-97/NY-42/W MAIN ST	E	0.56	Orange	5324.03	Congested	23553.62	Not Congested	Not Congested	Reliable	N/A
161	120+10189	US-9W	CR-14/WESTERN AVE/KING ST	N	1.74	Ulster	5284.47	Congested	6481.8	Not Congested	Not Congested	Reliable	N/A
162	120-29714	NY-9D	I-84	S	2.01	Dutchess	5203.23	Congested	5433.86	Not Congested	Not Congested	Reliable	N/A
163	120+10130	NY-17K	I-87/NEW YORK STATE TRWY	E	2.04	Orange	5187.53	Congested	9039.13	Not Congested	Not Congested	Reliable	N/A
164	120-04111	NY-17	FLETCHER ST/EXIT 122	E	2.44	Orange	5159.04	Congested	4828.99	Not Congested	Not Congested	Reliable	N/A
165	120-29716	NY-9D	BAXTERTOWN RD	S	2.41	Dutchess	5137.16	Congested	4470.97	Not Congested	Not Congested	Reliable	N/A
166	120P10156	US-44	US-9W	E	0.42	Ulster	5093.46	Congested	15817.9	Not Congested	Not Congested	Reliable	N/A
167	120N04136	I-84	LIME KILN RD/EXIT 15	W	0.85	Dutchess	5034.24	Congested	8993.32	Not Congested	Not Congested	Reliable	N/A
168	120-12475	NY-55	CR-9/BEEKMAN RD/CLOVE VALLEY RD	W	2.13	Dutchess	5026.13	Congested	5984.68	Not Congested	Not Congested	Reliable	N/A
169	120+29721	NY-9D	US-9/SOUTH RD	N	0.63	Dutchess	4978.1	Congested	17760.56	Not Congested	Not Congested	Reliable	N/A
170	120-04126	I-84	NY-208/EXIT 5	W	3.61	Orange	4896.28	Congested	4892.06	Not Congested	Not Congested	Reliable	N/A
171	120-50332	MAIN ST	US-9	W	0.26	Dutchess	4864.18	Congested	47767.1	**Congested**	Not Congested	Reliable	N/A
172	120-12369	NY-52	CR-53A/MILK RD	W	8.39	Ulster	4863.47	Congested	1596.63	Not Congested	Not Congested	Reliable	N/A
173	120N04135	I-84	US-9/EXIT 13	W	0.46	Dutchess	4817.03	Congested	31859.07	Not Congested	Not Congested	Reliable	N/A
174	120P04113	NY-17	I-84/EXIT 121	W	0.57	Orange	4763.08	Congested	15879.53	Not Congested	Not Congested	Reliable	N/A
175	120+10076	NY-52	US-209/MAIN ST	E	8.38	Ulster	4729.78	Congested	1382.02	Not Congested	Not Congested	Reliable	N/A
176	120P10104	NY-199	NY-9G/KALINA DR	E	0.06	Dutchess	4712.29	Congested	178829.82	**Highly Congested**	**Congested**	**Unreliable**	N/A
177	120-12438	NY-17K	CR-47/SCOTCHTOWN COLLABAR RD	W	4.14	Orange	4703.48	Congested	3010.81	Not Congested	Not Congested	Reliable	N/A
178	120P29714	NY-9D	I-84	N	0.08	Dutchess	4682.41	Congested	142511.43	**Highly Congested**	**Congested**	**Unreliable**	N/A
179	120+11135	US-6	NY-97/NY-42/W MAIN ST	W	0.25	Orange	4647.11	Congested	41126.9	**Congested**	Not Congested	Reliable	N/A
180	120-13954	NY-52	CR-27/LIME KILN RD/BINNEWATER RD	E	2.89	Dutchess	4628.86	Congested	3394.48	Not Congested	Not Congested	Reliable	N/A
181	120+04126	I-84	NY-208/EXIT 5	E	4.79	Orange	4606.52	Congested	2357.16	Not Congested	Not Congested	Reliable	N/A

182	120P10095	NY-299	I-87/NEW YORK STATE TRWY	E	0.1	Ulster	4602.41	Congested	94021.27	**Highly Congested**	**Congested**	**Unreliable**	N/A
183	120-10191	US-9W	US-44/NY-55	S	0.49	Ulster	4586	Congested	18212.31	Not Congested	Not Congested	Reliable	N/A
184	120-06205	I-87	NY-299/EXIT 18	S	15.41	Ulster	4558.14	Congested	1093.18	Not Congested	Not Congested	Reliable	N/A
185	120P13956	NY-52	US-9	W	0.07	Dutchess	4516.78	Congested	154083.62	**Highly Congested**	**Congested**	**Unreliable**	N/A
186	120-10037	US-209	US-6/NY-97/NY-42/MAIN ST	S	0.25	Orange	4504.51	Congested	40724.37	**Congested**	Not Congested	Reliable	N/A
187	120+29715	NY-9D	RED SCHOOLHOUSE RD	N	2.01	Dutchess	4488.59	Congested	6800.67	Not Congested	Not Congested	Reliable	N/A
188	120-11134	US-6	US-209/FOWLER ST/KINGSTON AVE	E	0.25	Orange	4390.53	Congested	40272.94	**Congested**	Not Congested	Reliable	N/A
189	120-05443	US-6	NY-94/EXIT 126	E	2.96	Orange	4355.14	Congested	10713.33	Not Congested	Not Congested	Reliable	N/A
190	120-12381	NY-208	NY-207/BURNSIDE DR	S	4.55	Orange	4312.95	Congested	2220.35	Not Congested	Not Congested	Reliable	N/A
191	120+05444	US-6	NY-17M/SOUTH ST/EXIT 125	W	3.13	Orange	4177.19	Congested	5227.02	Not Congested	Not Congested	Reliable	N/A
192	120-12439	NY-17K	CR-75/COLDENHAM RD	W	1.18	Orange	4168.39	Congested	6629.3	Not Congested	Not Congested	Reliable	N/A
193	120N13956	NY-52	US-9	E	0.07	Dutchess	4160.38	Congested	144007.79	**Highly Congested**	**Congested**	**Unreliable**	N/A
194	120+11234	US-9	I-84	N	4.52	Dutchess	4057.06	Congested	3166.9	Not Congested	Not Congested	Reliable	N/A

Total Excess Delay per Mile (TED): Threshold 40,000														
Rank	TMC	Road Name	Nearest Cross Street	Direction	Miles	County	TED per Mile	TED Category	PHED	PHED Category	TTI Category	LOTTR Category	TTTR Category
1	120N10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	S	0.11	Orange	369038.8	Highly Congested	16921.11	**Highly Congested**	**Congested**	Reliable	N/A
2	120P10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	N	0.11	Orange	347556.77	Highly Congested	15401.34	**Highly Congested**	**Congested**	Reliable	N/A
3	120P11235	US-9	NY-52/MAIN ST	N	0.03	Dutchess	310969.33	Highly Congested	3833.57	Not Congested	**Congested**	**Unreliable**	N/A
4	120N11235	US-9	NY-52/MAIN ST	S	0.03	Dutchess	265509.69	Highly Congested	2550.84	Not Congested	**Congested**	**Unreliable**	N/A
5	120-06140	NY-17	US-6	S	0.14	Orange	245772.73	Highly Congested	14405.6	**Highly Congested**	Not Congested	Reliable	N/A
6	120-10216	US-9	CR-93/MIDDLEBUSH RD/MYERS CORNERS RD	S	0.59	Dutchess	225163.11	Highly Congested	52618.08	**Highly Congested**	Not Congested	Reliable	N/A
7	120P50357	WASHINGTON AVE	CR-29/HURLEY AVE/N FRONT ST/SCHWENK DR	N	0.09	Ulster	212912.77	Highly Congested	8182.77	**Highly Congested**	Not Congested	Reliable	N/A
8	120N06140	NY-17	US-6	S	0.09	Orange	207861.6	Highly Congested	5918.86	**Congested**	Not Congested	Reliable	N/A
9	120N50357	WASHINGTON AVE	CR-29/HURLEY AVE/N FRONT ST/SCHWENK DR	S	0.09	Ulster	205388.15	Highly Congested	7676.21	**Congested**	Not Congested	**Unreliable**	N/A
10	120+06141	NY-17	NY-32	N	0.14	Orange	202842.64	Highly Congested	11364.76	**Highly Congested**	Not Congested	**Unreliable**	N/A
11	120P10129	NY-17K	I-84	E	0.1	Orange	199004.1	Highly Congested	8256.63	**Highly Congested**	**Congested**	**Unreliable**	N/A
12	120N29714	NY-9D	I-84	S	0.08	Dutchess	190506.88	Highly Congested	6267.03	**Congested**	**Congested**	**Unreliable**	N/A
13	120P10104	NY-199	NY-9G/KALINA DR	E	0.06	Dutchess	178829.82	Highly Congested	4712.29	**Congested**	**Congested**	**Unreliable**	N/A
14	120P06140	NY-17	US-6	N	0.09	Orange	177128.75	Highly Congested	5941.09	**Congested**	Not Congested	Reliable	N/A
15	120P29721	NY-9D	US-9/SOUTH RD	N	0.04	Dutchess	176384.95	Highly Congested	3173.23	Not Congested	**Congested**	**Unreliable**	N/A
16	120P50362	ALBANY AVE/ULSTER AVE	US-9W/E CHESTER ST	N	0.04	Ulster	169579.41	Highly Congested	2485.78	Not Congested	**Congested**	**Unreliable**	N/A
17	120+10204	US-9W	US-209/NY-199	N	0.63	Ulster	164455.67	Highly Congested	35130.56	**Highly Congested**	Not Congested	Reliable	N/A
18	120N12473	NY-55	FREEDOM RD	W	0.03	Dutchess	161929.94	Highly Congested	1822.7	Not Congested	Not Congested	Reliable	N/A
19	120N11237	US-9	US-9/CR-77/VASSAR RD	S	0.04	Dutchess	157763.22	Highly Congested	2143.66	Not Congested	Not Congested	**Unreliable**	N/A
20	120-11234	US-9	I-84	S	0.77	Dutchess	154853.24	Highly Congested	39910.39	**Highly Congested**	Not Congested	Reliable	N/A
21	120P13956	NY-52	US-9	W	0.07	Dutchess	154083.62	Highly Congested	4516.78	**Congested**	**Congested**	**Unreliable**	N/A
22	120N10129	NY-17K	I-84	W	0.1	Orange	151721.9	Highly Congested	5707	**Congested**	**Congested**	**Unreliable**	N/A
23	120-10203	US-9W	BOICES LN	S	0.73	Ulster	146510.62	Highly Congested	39007.17	**Highly Congested**	Not Congested	Reliable	N/A
24	120N13956	NY-52	US-9	E	0.07	Dutchess	144007.79	Highly Congested	4160.38	**Congested**	**Congested**	**Unreliable**	N/A
25	120P29714	NY-9D	I-84	N	0.08	Dutchess	142511.43	Highly Congested	4682.41	**Congested**	**Congested**	**Unreliable**	N/A
26	120+11235	US-9	NY-52/MAIN ST	N	0.77	Dutchess	138251.31	Highly Congested	39831.64	**Highly Congested**	Not Congested	Reliable	N/A
27	120+10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	N	0.8	Orange	131618.89	Highly Congested	41929.9	**Highly Congested**	Not Congested	Reliable	N/A
28	120P32003	41	EXIT 11		0.18	Dutchess	128067.61	Highly Congested	10615.92	**Highly Congested**	**Congested**	**Unreliable**	N/A
29	120-12441	NY-17K	NY-207/WISNER AVE	W	0.97	Orange	126116.18	Highly Congested	50993.44	**Highly Congested**	Not Congested	Reliable	N/A
30	120N11790	NY-9G	NY-199	S	0.03	Dutchess	126056.18	Highly Congested	1389.75	Not Congested	**Congested**	**Highly Unreliable**	N/A
31	120+11817	NY-32	NY-299/NY-208/MAIN ST/CHESTNUT ST	N	0.51	Ulster	124132.96	Highly Congested	21515.91	**Highly Congested**	Not Congested	Reliable	N/A
32	120-10094	NY-299	NY-32/NY-208/CHESTNUT ST	W	1.37	Ulster	120745.59	Highly Congested	61286.75	**Highly Congested**	Not Congested	Reliable	N/A
33	120+29714	NY-9D	I-84	N	0.42	Dutchess	118804.19	Highly Congested	30736.81	**Highly Congested**	**Congested**	**Unreliable**	N/A
34	120-11816	NY-32	NY-299/MAIN ST/MANHEIM BLVD	S	0.51	Ulster	118579.63	Highly Congested	23163.05	**Highly Congested**	Not Congested	Reliable	N/A
35	120N50322	NY-747	RT-207/LITTLE BRITAIN RD	S	0.04	Orange	114063.84	Highly Congested	2025.12	Not Congested	**Highly Congested**	**Highly Unreliable**	N/A
36	120P12473	NY-55	FREEDOM RD	E	0.03	Dutchess	112797.17	Highly Congested	1164.34	Not Congested	Not Congested	Reliable	N/A
37	120-15540	ALBANY AVE	CLINTON AVE	W	0.14	Ulster	110884.58	Highly Congested	7822.49	**Congested**	Not Congested	**Unreliable**	N/A
38	120+10095	NY-299	I-87/NEW YORK STATE TRWY	E	1.37	Ulster	104966.92	Highly Congested	57423.05	**Highly Congested**	Not Congested	Reliable	N/A
39	120P10045	US-209	RT-52/CENTER ST/CANAL ST	N	0.05	Ulster	104778.91	Highly Congested	2461.58	Not Congested	**Congested**	**Unreliable**	N/A
40	120+13957	NY-52	I-84	W	1.03	Dutchess	100484.7	Highly Congested	53364.64	**Highly Congested**	Not Congested	**Unreliable**	N/A
41	120N29721	NY-9D	US-9/SOUTH RD	S	0.04	Dutchess	94893.1	Highly Congested	1749.89	Not Congested	**Congested**	**Unreliable**	N/A
42	120P10095	NY-299	I-87/NEW YORK STATE TRWY	E	0.1	Ulster	94021.27	Highly Congested	4602.41	**Congested**	**Congested**	**Unreliable**	N/A
43	120N10168	NY-55	US-44/MAIN ST/DUTCHESS TPKE	W	0.17	Dutchess	90873.98	Highly Congested	8606.47	**Highly Congested**	**Congested**	Reliable	N/A
44	120N11875	NY-28	I-87/NEW YORK STATE TRWY	S	0.1	Ulster	90004.5	Highly Congested	3413.61	Not Congested	Not Congested	Reliable	N/A
45	120P14133	NY-300	I-84	N	0.36	Orange	89832.99	Highly Congested	12713.49	**Highly Congested**	Not Congested	Reliable	N/A
46	120-11804	NY-32	US-9W/NY-17K/BROADWAY/ROBINSON AVE	S	0.47	Orange	89706.3	Highly Congested	18946.54	**Highly Congested**	Not Congested	Reliable	N/A
47	120N10123	NY-94	RT-208/GOSHEN AVE/SOUTH ST	W	0.03	Orange	88841.84	Highly Congested	1196.16	Not Congested	**Congested**	**Unreliable**	N/A
48	120+10217	US-9	E MAIN ST	N	0.59	Dutchess	87579.05	Highly Congested	19305.46	**Highly Congested**	Not Congested	Reliable	N/A
49	120+10131	NY-17K	US-9W/NY-32/ROBINSON AVE	E	0.97	Orange	85959.6	Highly Congested	33606.26	**Highly Congested**	Not Congested	Reliable	N/A
50	120-10183	US-9W	NY-94/WALSH AVE/QUASSAICK AVE	S	0.89	Orange	85388.71	Highly Congested	30687.86	**Highly Congested**	Not Congested	Reliable	N/A
51	120N10157	US-44	US-9	W	0.06	Dutchess	82872.97	Highly Congested	1556.29	Not Congested	Not Congested	Reliable	N/A
52	120-04129	I-84	NY-52/EXIT 8	W	1.09	Orange	82837.47	Highly Congested	26121.76	**Highly Congested**	Not Congested	Reliable	**Highly Unreliable**
53	120N10095	NY-299	I-87/NEW YORK STATE TRWY	W	0.1	Ulster	81090.89	Highly Congested	3903.54	Not Congested	**Congested**	**Unreliable**	N/A
54	120P13955	NY-52	NY-82	W	0.07	Dutchess	78315.88	Congested	2058.12	Not Congested	Not Congested	Reliable	N/A
55	120P10189	US-9W	CR-14/WESTERN AVE/KING ST	N	0.06	Ulster	76335.52	Congested	2122.65	Not Congested	Not Congested	Reliable	N/A
56	120N14133	NY-300	I-84	S	0.36	Orange	75594.09	Congested	10990.42	**Highly Congested**	Not Congested	Reliable	N/A
57	120N14332	CR-15	I-84	S	0.07	Orange	75003.18	Congested	2309.35	Not Congested	**Congested**	**Unreliable**	N/A
58	120N10181	US-9W	CR-74/FORGE HILL RD/SLOOP HILL RD	S	0.02	Orange	74049.35	Congested	735.43	Not Congested	**Congested**	**Highly Unreliable**	N/A
59	120N04130	I-84	US-9W/NY-32/EXIT 10	W	0.5	Orange	73742.39	Congested	11893.34	**Highly Congested**	Not Congested	Reliable	**Highly Unreliable**

60	120P04128	I-84	NY-300/UNION AVE/EXIT 7	E	0.82	Orange	73439.34	Congested	2927.48	Not Congested	Not Congested	Reliable	**Highly Unreliable**
61	120-50352	BROADWAY	NY-32/NY-213/HENRY ST	W	0.8	Ulster	72926.68	Congested	25175.23	**Highly Congested**	Not Congested	Reliable	N/A
62	120+50353	BROADWAY	DELAWARE AVE	E	0.8	Ulster	71448.85	Congested	25595.74	**Highly Congested**	Not Congested	Reliable	N/A
63	120+10185	US-9W	SOUTH ST	N	0.47	Orange	71233.32	Congested	14593.21	**Highly Congested**	Not Congested	Reliable	N/A
64	120+11805	NY-32	SOUTH ST	N	0.47	Orange	71233.32	Congested	14593.21	**Highly Congested**	Not Congested	Reliable	N/A
65	120-13956	NY-52	US-9	E	1.03	Dutchess	70393.42	Congested	29424.24	**Highly Congested**	Not Congested	Reliable	N/A
66	120-10184	US-9W	NY-32/NY-17K/BROADWAY	S	0.47	Orange	69791.09	Congested	15142.49	**Highly Congested**	Not Congested	Reliable	N/A
67	120P11234	US-9	I-84	N	0.28	Dutchess	68512.19	Congested	7296.97	**Congested**	Not Congested	Reliable	N/A
68	120+14332	CR-15	I-84	N	0.06	Orange	68108.07	Congested	1525.57	Not Congested	**Congested**	**Unreliable**	N/A
69	120N10192	US-9W	US-44/RT-55/MILTON AVE/WHITE ST	S	0.02	Ulster	67037.16	Congested	551.28	Not Congested	Not Congested	**Unreliable**	N/A
70	120N10045	US-209	RT-52/CENTER ST/CANAL ST	S	0.05	Ulster	65979.25	Congested	1508.85	Not Congested	Not Congested	**Unreliable**	N/A
71	120+27984	US-44	MID-HUDSON BRIDGE	E	1.05	Ulster	64490.11	Congested	54556.68	**Highly Congested**	Not Congested	**Highly Unreliable**	N/A
72	120-10185	US-9W	SOUTH ST	S	0.8	Orange	64171.09	Congested	21588.15	**Highly Congested**	Not Congested	Reliable	N/A
73	120+15541	ALBANY AVE	I-587/NY-32/NY-28/BROADWAY	E	0.14	Ulster	64095.86	Congested	5789.76	**Congested**	Not Congested	Reliable	N/A
74	120N50358	WASHINGTON AVE	I-587/NY-28	S	0.04	Ulster	62576.09	Congested	921.57	Not Congested	Not Congested	Reliable	N/A
75	120P11874	NY-28	NY-32/ALBANY AVE	N	0.01	Ulster	61769.19	Congested	1157.7	Not Congested	Not Congested	Reliable	N/A
76	120P05438	US-6	RT-17 EASTERN SPLIT/EXIT 130A	W	0.13	Orange	61147.7	Congested	3381.64	Not Congested	Not Congested	Reliable	N/A
77	120+10184	US-9W	NY-32/NY-17K/BROADWAY	N	0.89	Orange	61046.52	Congested	22802.94	**Highly Congested**	Not Congested	Reliable	N/A
78	120N13952	NY-52	TACONIC STATE PKWY	E	0.06	Dutchess	60767.87	Congested	2031.01	Not Congested	**Congested**	**Unreliable**	N/A
79	120-14131	NY-300	NY-207/LITTLE BRITAIN RD	S	1.65	Orange	60689.21	Congested	38221.92	**Highly Congested**	Not Congested	Reliable	N/A
80	120-30610	NY-32	BROADWAY	S	0.29	Ulster	59457.21	Congested	8299.85	**Highly Congested**	Not Congested	Reliable	N/A
81	120+11238	US-9	SPRING RD/OLD POST RD	N	0.83	Dutchess	59422.58	Congested	16721.44	**Highly Congested**	Not Congested	Reliable	N/A
82	120+50333	MAIN ST	US-44/COLUMBUS DR	E	0.26	Dutchess	57051.76	Congested	5705.56	**Congested**	Not Congested	Reliable	N/A
83	120+05430	NY-17	US-6	W	0.36	Orange	56815.66	Congested	11236.78	**Highly Congested**	Not Congested	Reliable	N/A
84	120P50333	MAIN ST	US-44/COLUMBUS DR	E	0.07	Dutchess	56495.32	Congested	1529.31	Not Congested	**Congested**	**Unreliable**	N/A
85	120N10080	NY-208	RT-94/MAIN ST	S	0.03	Orange	55475.6	Congested	783.23	Not Congested	**Congested**	**Unreliable**	N/A
86	120P50352	BROADWAY	NY-32/NY-213/HENRY ST	E	0.02	Ulster	53078.05	Congested	416.65	Not Congested	Not Congested	Reliable	N/A
87	120P07215	US-6	US-202/US-9W	W	0.05	Orange	52551.67	Congested	1251.44	Not Congested	Not Congested	Reliable	N/A
88	120+14132	NY-300	NY-17K/CONNECTING ROAD	N	1.65	Orange	52349.93	Congested	30094.3	**Highly Congested**	Not Congested	Reliable	N/A
89	120P05430	NY-17	US-6	W	0.31	Orange	51793	Congested	7800.9	**Congested**	Not Congested	Reliable	N/A
90	120-11333	US-44	BURNETT BLVD	W	1	Dutchess	51665.85	Congested	25197.52	**Highly Congested**	Not Congested	**Unreliable**	N/A
91	120+11193	US-209	US-6/MAIN ST/FOWLER ST/KINGSTON AVE	N	0.25	Orange	50819.14	Congested	5413.83	**Congested**	Not Congested	Reliable	N/A
92	120-29717	NY-9D	NEW HAMBURG RD/OLD HOPEWELL RD	S	0.55	Dutchess	50221.62	Congested	17075.94	**Highly Congested**	Not Congested	**Unreliable**	N/A
93	120P10037	US-209	US-6/RT-42/RT-97/PIKE ST/MAIN ST	N	0.01	Orange	50064.08	Congested	125.46	Not Congested	Not Congested	**Unreliable**	N/A
94	120+50358	WASHINGTON AVE	I-587/NY-28	N	0.52	Ulster	48843.66	Congested	12722.9	**Highly Congested**	Not Congested	Reliable	N/A
95	120-10217	US-9	E MAIN ST	S	1.37	Dutchess	48667.07	Congested	28056.69	**Highly Congested**	Not Congested	Reliable	N/A
96	120P10123	NY-94	RT-208/GOSHEN AVE/SOUTH ST	E	0.03	Orange	48194.38	Congested	708.81	Not Congested	Not Congested	**Unreliable**	N/A
97	120P10081	NY-208	I-84	N	0.15	Orange	47847.49	Congested	3196.62	Not Congested	Not Congested	Reliable	N/A
98	120-50332	MAIN ST	US-9	W	0.26	Dutchess	47767.1	Congested	4864.18	**Congested**	Not Congested	Reliable	N/A
99	120-11341	US-9W	NY-32/E CHESTER ST/FLATBUSH AVE	S	1.55	Ulster	47614.1	Congested	28073.71	**Highly Congested**	Not Congested	**Unreliable**	N/A
100	120N13957	NY-52	I-84	E	0.11	Dutchess	46984.79	Congested	2376.57	Not Congested	Not Congested	Reliable	N/A
101	120P13952	NY-52	TACONIC STATE PKWY	W	0.06	Dutchess	46944.75	Congested	1303.36	Not Congested	Not Congested	**Unreliable**	N/A
102	120-10130	NY-17K	I-87/NEW YORK STATE TRWY	W	1.85	Orange	46375.54	Congested	31629.05	**Highly Congested**	Not Congested	Reliable	N/A
103	120-12440	NY-17K	CR-54/S DRURY LN	W	1.05	Orange	46118.23	Congested	17111.67	**Highly Congested**	Not Congested	Reliable	N/A
104	120-11133	US-6	I-84 (PORT JERVIS)	E	1.44	Orange	45694.18	Congested	27977.87	**Highly Congested**	Not Congested	Reliable	N/A
105	120P11074	US-6	EXIT 18	W	0.07	Orange	45278.56	Congested	1908.88	Not Congested	Not Congested	**Highly Unreliable**	N/A
106	120N10081	NY-208	I-84	S	0.15	Orange	44773.63	Congested	3072.3	Not Congested	Not Congested	Reliable	N/A
107	120+10129	NY-17K	I-84	E	1.05	Orange	43840.11	Congested	18181.58	**Highly Congested**	Not Congested	Reliable	N/A
108	120-27984	US-44	MID-HUDSON BRIDGE	W	0.22	Dutchess	43334.85	Congested	3700.6	Not Congested	Not Congested	Reliable	N/A
109	120N50325	BREUNIG RD	NY-207/LITTLE BRITAIN RD	S	0.07	Orange	42146.15	Congested	1282.17	Not Congested	**Congested**	**Unreliable**	N/A
110	120-50357	WASHINGTON AVE	CR-29/HURLEY AVE/N FRONT ST/SCHWENK DR	S	0.54	Ulster	41612.43	Congested	9868.64	**Highly Congested**	Not Congested	Reliable	N/A
111	120+11135	US-6	NY-97/NY-42/W MAIN ST	W	0.25	Orange	41126.9	Congested	4647.11	**Congested**	Not Congested	Reliable	N/A
112	120-10037	US-209	US-6/NY-97/NY-42/MAIN ST	S	0.25	Orange	40724.37	Congested	4504.51	**Congested**	Not Congested	Reliable	N/A
113	120+11332	US-44	MARKET ST/CIVIC CENTER PLZ	E	0.33	Dutchess	40477.54	Congested	6278.32	**Congested**	Not Congested	Reliable	N/A
114	120-11134	US-6	US-209/FOWLER ST/KINGSTON AVE	E	0.25	Orange	40272.94	Congested	4390.53	**Congested**	Not Congested	Reliable	N/A

Travel Time Index (TTI): Threshold 2.0												
Rank	TMC	Road Name	Nearest Cross Street	Direction	Miles	County	TTI	TTI Category	TED Category	PHED Category	LOTTR Category	TTTR Category
1	120N31528	CR-14	RT-17K	S	0.01	Orange	3.76	Highly Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
2	120N14260	CR-11	US-44/RT-55/VINEYARD AVE	W	0.01	Ulster	3.6	Highly Congested	Not Congested	Not Congested	**Unreliable**	N/A
3	120N50322	NY-747	RT-207/LITTLE BRITAIN RD	S	0.04	Orange	3.53	Highly Congested	**Highly Congested**	Not Congested	**Highly Unreliable**	N/A
4	120P14138	NY-300	RT-208	N	0.05	Ulster	3.52	Highly Congested	Not Congested	Not Congested	**Unreliable**	N/A
5	120N13931	NY-44A	US-44/RT-82	W	0.03	Dutchess	3.28	Highly Congested	Not Congested	Not Congested	**Unreliable**	N/A
6	120N29841	NY-302	RT-17M	S	0.02	Orange	2.99	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
7	120N11790	NY-9G	NY-199	S	0.03	Dutchess	2.93	Congested	**Highly Congested**	Not Congested	**Highly Unreliable**	N/A
8	120P12461	NY-17M	NY-17/NY-207/GREENWICH AVE	N	0.04	Orange	2.91	Congested	Not Congested	Not Congested	**Unreliable**	N/A
9	120N50325	BREUNIG RD	NY-207/LITTLE BRITAIN RD	S	0.07	Orange	2.9	Congested	**Congested**	Not Congested	**Unreliable**	N/A
10	120P32003	41	EXIT 11		0.18	Dutchess	2.88	Congested	**Highly Congested**	**Highly Congested**	**Unreliable**	N/A
11	120N12377	NY-208	NY-17M	S	0.05	Orange	2.85	Congested	Not Congested	Not Congested	**Unreliable**	N/A
12	120N10080	NY-208	RT-94/MAIN ST	S	0.03	Orange	2.76	Congested	**Congested**	Not Congested	**Unreliable**	N/A
13	120P14261	CR-11	US-9W	E	0.02	Ulster	2.74	Congested	Not Congested	Not Congested	**Unreliable**	N/A
14	120P50343	N CLINTON ST	RT-9G/PARKER AVE	N	0.05	Dutchess	2.73	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
15	120P32001	41			0.16	Dutchess	2.7	Congested	Not Congested	Not Congested	**Unreliable**	N/A
16	120P50620	CR-27	NY-52	N	0.02	Dutchess	2.6	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
17	120P10129	NY-17K	I-84	E	0.1	Orange	2.59	Congested	**Highly Congested**	**Highly Congested**	**Unreliable**	N/A
18	120P29721	NY-9D	US-9/SOUTH RD	N	0.04	Dutchess	2.56	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
19	120P10125	NY-94	US-9W/QUASSAICK AVE	E	0.04	Orange	2.55	Congested	Not Congested	Not Congested	**Unreliable**	N/A
20	120P12382	NY-208	CR-18/CENTRAL AVE/WALLKILL AVE	N	0.04	Ulster	2.55	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
21	120P31540	NY-416	NY-211	N	0.04	Orange	2.52	Congested	Not Congested	Not Congested	**Unreliable**	N/A
22	120N12434	NY-94	CR-69/UNION AVE	W	0.02	Orange	2.51	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
23	120N13745	NY-343	US-44/RT-82	S	0.03	Dutchess	2.5	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
24	120P10104	NY-199	NY-9G/KALINA DR	E	0.06	Dutchess	2.5	Congested	**Highly Congested**	**Congested**	**Unreliable**	N/A
25	120N14332	CR-15	I-84	S	0.07	Orange	2.41	Congested	**Congested**	Not Congested	**Unreliable**	N/A
26	120N10123	NY-94	RT-208/GOSHEN AVE/SOUTH ST	W	0.03	Orange	2.38	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
27	120N31542	NY-207	US-6/RT-17/MATTHEWS ST/CONNECTOR RD	S	0.04	Orange	2.36	Congested	Not Congested	Not Congested	**Unreliable**	N/A
28	120+29713	NY-9D	VERPLANCK AVE	N	0.32	Dutchess	2.35	Congested	Not Congested	Not Congested	**Unreliable**	N/A
29	120P15958	MARKET ST	MAIN ST	N	0.03	Dutchess	2.35	Congested	Not Congested	Not Congested	**Unreliable**	N/A
30	120P31552	NY-207	RT-17K/BROADWAY	E	0.04	Orange	2.33	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
31	120N50341	N CLINTON ST	US-44/MILL ST/SMITH ST	S	0.04	Dutchess	2.31	Congested	Not Congested	Not Congested	**Unreliable**	N/A
32	120N10078	NY-52	I-84	W	0.07	Orange	2.29	Congested	Not Congested	Not Congested	**Unreliable**	N/A
33	120N13377	NY-17M	US-6/NY-17 (GOSHEN) (SOUTH)	S	0.1	Orange	2.27	Congested	Not Congested	Not Congested	**Unreliable**	N/A
34	120N29714	NY-9D	I-84	S	0.08	Dutchess	2.25	Congested	**Highly Congested**	**Congested**	**Unreliable**	N/A
35	120P12402	NY-199	RT-308	E	0.08	Dutchess	2.24	Congested	Not Congested	Not Congested	Reliable	N/A
36	120N10105	NY-199	NY-9G	W	0.06	Dutchess	2.2	Congested	Not Congested	Not Congested	**Unreliable**	N/A
37	120P06141	NY-17	NY-32	N	0.08	Orange	2.2	Congested	Not Congested	Not Congested	Reliable	N/A
38	120P10121	NY-212	I-87/NY-32/NEW YORK STATE TRWY	E	0.27	Ulster	2.18	Congested	Not Congested	Not Congested	**Unreliable**	N/A
39	120-11825	NY-32	ALBANY AVE	S	0.89	Ulster	2.16	Congested	Not Congested	Not Congested	**Unreliable**	N/A
40	120N31543	NY-207	CHURCH ST	S	0.03	Orange	2.16	Congested	Not Congested	Not Congested	**Unreliable**	N/A
41	120P10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	N	0.11	Orange	2.16	Congested	**Highly Congested**	**Highly Congested**	Reliable	N/A
42	120N10168	NY-55	US-44/MAIN ST/DUTCHESS TPKE	W	0.17	Dutchess	2.15	Congested	**Highly Congested**	**Highly Congested**	Reliable	N/A
43	120N10181	US-9W	CR-74/FORGE HILL RD/SLOOP HILL RD	S	0.02	Orange	2.15	Congested	**Congested**	Not Congested	**Highly Unreliable**	N/A
44	120P12469	NY-17M	RT-302	N	0.02	Orange	2.15	Congested	Not Congested	Not Congested	**Unreliable**	N/A
45	120N10186	US-9W	I-84/NY-52/NY-32/N PLANK RD	S	0.11	Orange	2.14	Congested	**Highly Congested**	**Highly Congested**	Reliable	N/A
46	120N29721	NY-9D	US-9/SOUTH RD	S	0.04	Dutchess	2.14	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
47	120+14332	CR-15	I-84	N	0.06	Orange	2.11	Congested	**Congested**	Not Congested	**Unreliable**	N/A
48	120P11791	NY-9G	NY-199/W MARKET ST	N	0.03	Dutchess	2.11	Congested	Not Congested	Not Congested	**Unreliable**	N/A
49	120P50362	ALBANY AVE/ULSTER AVE	US-9W/E CHESTER ST	N	0.04	Ulster	2.11	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
50	120-15828	BURNETT BLVD	NY-55	S	0.31	Dutchess	2.1	Congested	Not Congested	Not Congested	**Unreliable**	N/A
51	120N11781	NY-9G	CR-40A/ST ANDREWS RD	S	0.04	Dutchess	2.1	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A

52	120+29714	NY-9D	I-84	N	0.42	Dutchess	2.09	Congested	**Highly Congested**	**Highly Congested**	**Unreliable**	N/A
53	120N11235	US-9	NY-52/MAIN ST	S	0.03	Dutchess	2.09	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
54	120P11235	US-9	NY-52/MAIN ST	N	0.03	Dutchess	2.09	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
55	120N13952	NY-52	TACONIC STATE PKWY	E	0.06	Dutchess	2.08	Congested	**Congested**	Not Congested	**Unreliable**	N/A
56	120P29714	NY-9D	I-84	N	0.08	Dutchess	2.08	Congested	**Highly Congested**	**Congested**	**Unreliable**	N/A
57	120-50319	NY-207	NY-300/UNION AVE	W	0.29	Orange	2.06	Congested	Not Congested	Not Congested	**Unreliable**	N/A
58	120-12378	NY-208	CR-44/MOUNTAIN RD	S	1.96	Orange	2.05	Congested	Not Congested	Not Congested	**Highly Unreliable**	N/A
59	120N14129	NY-300	RT-94/BLOOMING GROVE TPKE	S	0.08	Orange	2.05	Congested	Not Congested	Not Congested	**Unreliable**	N/A
60	120P10045	US-209	RT-52/CENTER ST/CANAL ST	N	0.05	Ulster	2.05	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
61	120P12430	NY-94	US-6/NY-17M	E	0.07	Orange	2.05	Congested	Not Congested	Not Congested	Reliable	N/A
62	120P50333	MAIN ST	US-44/COLUMBUS DR	E	0.07	Dutchess	2.05	Congested	**Congested**	Not Congested	**Unreliable**	N/A
63	120N10095	NY-299	I-87/NEW YORK STATE TRWY	W	0.1	Ulster	2.04	Congested	**Highly Congested**	Not Congested	**Unreliable**	N/A
64	120N13956	NY-52	US-9	E	0.07	Dutchess	2.04	Congested	**Highly Congested**	**Congested**	**Unreliable**	N/A
65	120+12458	NY-17M	CR-13/KINGS HWY	N	1.09	Orange	2.03	Congested	Not Congested	Not Congested	**Unreliable**	N/A
66	120+17258	CIVIC CENTER PLZ	MANSION ST	N	0.08	Dutchess	2.03	Congested	Not Congested	Not Congested	**Unreliable**	N/A
67	120N10129	NY-17K	I-84	W	0.1	Orange	2.03	Congested	**Highly Congested**	**Congested**	**Unreliable**	N/A
68	120N15540	ALBANY AVE	CLINTON AVE	W	0.02	Ulster	2.03	Congested	Not Congested	Not Congested	**Unreliable**	N/A
69	120P32011	131		S	0.02	Orange	2.02	Congested	Not Congested	Not Congested	**Unreliable**	N/A
70	120P10078	NY-52	I-84	E	0.07	Orange	2.01	Congested	Not Congested	Not Congested	**Unreliable**	N/A
71	120P10095	NY-299	I-87/NEW YORK STATE TRWY	E	0.1	Ulster	2	Congested	**Highly Congested**	**Congested**	**Unreliable**	N/A
72	120P11797	NY-32	NY-17	N	0.05	Orange	2	Congested	Not Congested	Not Congested	**Unreliable**	N/A
73	120P13956	NY-52	US-9	W	0.07	Dutchess	2	Congested	**Highly Congested**	**Congested**	**Unreliable**	N/A
74	120P15955	CIVIC CENTER PLZ	MAIN ST	N	0.02	Dutchess	2	Congested	Not Congested	Not Congested	**Unreliable**	N/A

Truck Travel Time Reliability (TTTR)(Interstate Only): Threshold 2.0												
Rank	TMC	Road Name	Nearest Cross Street	Direction	Miles	County	TTTR	TTTR Category	TTI Category	TED Category	PHED Category	LOTTR Category
1	120P04128	I-84	NY-300/UNION AVE/EXIT 7	E	0.82	Orange	8.77	Highly Unreliable	Not Congested	**Congested**	Not Congested	Reliable
2	120-04129	I-84	NY-52/EXIT 8	W	1.09	Orange	7.41	Highly Unreliable	Not Congested	**Highly Congested**	**Highly Congested**	Reliable
3	120N04130	I-84	US-9W/NY-32/EXIT 10	W	0.5	Orange	6.18	Highly Unreliable	Not Congested	**Congested**	**Highly Congested**	Reliable
4	120+04129	I-84	NY-52/EXIT 8	E	0.35	Orange	4.58	Highly Unreliable	Not Congested	Not Congested	Not Congested	Reliable
5	120P04134	I-84	NY-52/EXIT 12	E	0.36	Dutchess	2.52	Unreliable	Not Congested	Not Congested	Not Congested	Reliable
6	120N04129	I-84	NY-52/EXIT 8	W	0.29	Orange	2.05	Unreliable	Not Congested	Not Congested	Not Congested	Reliable