

FINAL Technical Memorandum
Village of Granville Trail Connections Analysis
CR 24 (North Street) Complete Streets



Memo To: Mr. Jack Mance, Senior Transportation Planner
Adirondack/Glens Falls Transportation Council

Date: February 21, 2025

From: Barton & Loguidice, D.P.C. (B&L)

File: 1896.011.001

I. Introduction & Goals

On behalf of the Village of Granville and Washington County, the Adirondack/Glens Falls Transportation Council (A/GFTC) and Barton & Loguidice, DPC (B&L), have prepared this Technical Memorandum to evaluate potential complete streets improvements along County Route 24 (CR 24) from Riverside Drive to East Main Street. This segment of CR 24 is frequently used by pedestrians and cyclists; however, it currently lacks dedicated facilities to accommodate these users. Washington County DPW is planning a pavement rehabilitation project for this corridor and expressed an interest to include potential complete streets improvements, if feasible, prior to the construction of the rehabilitation project. The report provides a comprehensive overview of existing conditions and evaluates potential complete streets solutions.



Figure I-1: Project Location
Source: Google Earth

II. Existing Conditions

This section provides an overview of the current conditions along County Route 24 that may impact the design and construction of complete streets amenities. It is intended to inform the evaluation of conceptual alternatives and should not be considered a substitute for detailed engineering design and land survey. Using the mobile application ArcGIS Survey 123, B&L staff collected data on the existing conditions within the CR 24 corridor. Data collected includes photos, GPS coordinates, roadway measurements, existing sidewalk conditions, distance from pavement edge to an obstruction, signage, and culvert conditions. The segment of CR 24 under consideration for a complete streets assessment is primarily lined by residential properties and a few small businesses. In this stretch, the land use transitions from a predominantly neighborhood-scale residential context to a more rural and agricultural setting. This rural character gradually evolves into an urban environment as the roadway approaches East Main Street.

A. Roadway Characteristics

CR 24 is classified as a Rural Minor Collector with an annual average daily traffic (AADT) of 2,403 vehicles per day and an 85th percentile speed of 38 mph, as documented by the NYSDOT Traffic Data Viewer. The NYSDOT traffic and speed data were collected near the Village line, approximately where the D&H Rail Trail crosses CR 24. This area is more urban in setting with curbing and buildings close to the road. North of where the data was collected, the speed limits changes from 30mph to 35mph, and traffic speeds likely similarly increase through the more rural setting. The travel lanes are approximately 11 ft. wide, while shoulder widths vary between 0 and 4 ft. Currently, the corridor lacks designated bike lanes and appropriate signage to support bicycles and most of the corridor does not include sidewalks to accommodate pedestrians. For detailed measurements and further information, please refer to Appendix 1.



Figure II-1 – CR 24 Roadway

B. Roadside Conditions

The roadside conditions along CR 24 vary significantly. Drainage infrastructure is unevenly distributed; open ditches are present intermittently, such as between some driveways, but are notably absent in several adjacent areas. Many private driveways are equipped with drainage pipes beneath them to convey the stormwater to the ditches. The field observations documented the existing conditions within 15 ft. of the pavement edge on both sides of the roadway. The identified constraints include 60 utility poles, 15 trees, 13 locations with ditches, and 1 culvert running perpendicular to the roadway. In total, 69 physical constraints were recorded on the East side of the roadway, while 37 were found on the



Figure II-2 Utility pole adjacent to CR 24

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West side of the roadway. The majority of the utility poles were located along the East side of the roadway. Detailed information on these roadside conditions can be found in Appendix 1.

C. Existing Sidewalks

Sidewalks are present along the west side of CR 24 between the intersection with E. Main St. in Granville and 63 North St. (CR 24), and on the east side from E. Main St. to 28 North St. The length of sidewalk on the west side is approximately 2,000 ft. long, and 900 ft. long on the east side. Additionally, sidewalks are present at the north end of the project limits from Chapmans General Store to 1330 North St. (CR 24), a length of approximately 2,000 ft. All of the existing segments were assessed for compliance with the Americans with Disabilities Act (ADA) and evaluated based on several key criteria: missing panels, panel heaving, obstructions, and width. This study also evaluated the 1.3 miles of CR 24 roadway between 63 North St. and 1330 North St. for the addition of pedestrian facilities.



Figure II-3-Existing Sidewalk

Each existing sidewalk segment was analyzed individually, typically representing one block, unless interrupted by significant features such as large commercial driveways or unusually lengthy segments. The assessment revealed that, out of the eight locations surveyed, seven segments were rated as partially accessible or not accessible resulting in non-compliant conditions with ADA standards. The most common deficiency included heaving panels which were found in all but one segment, followed by missing panels which were found in five segments. The segment of sidewalk from E. Main St to 13 North St. was rated as mostly accessible, the only segment in the study corridor. Detailed ADA compliance findings, including specific issues identified and ratings, are provided in Appendix 1.

D. Signage

The existing signage along CR 24 was documented, including details on sign type, location, and proximity to the roadway edge. A total of 13 signs were recorded along the corridor, with their distances from the edge of the roadway ranging from 4 to 10 ft. For a detailed breakdown of signage types and their locations, refer to Appendix 1.

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E. Pedestrian Crossings

The survey identified five pedestrian crossings. Two of these crossings are marked with painted crosswalks: one at the D&H Trail Crossing and the other at the intersection of North St. and E. Main St. Both crosswalks were observed to be in good condition, with no visible fading. Additionally, pedestrian crossing signage is present at both locations to alert oncoming motorists of the crossing location. One advance warning sign was documented North of the D&H Trail crossing. The intersection located at North St. and E. Main St. was the only location equipped with an ADA-compliant curb ramp, including a detectable warning unit, which was only present on one side of the crosswalk. Please refer to Appendix 1 for further details.



Figure II-4 Crosswalk on CR 24 and Main St.

F. Right of Way

The right-of-way (ROW) is a critical factor when evaluating the feasibility of pedestrian facilities along the corridor. It dictates the available space for constructing sidewalks, multi-use paths, or other infrastructure without encroaching on private property. Adequate ROW ensures that such facilities can be integrated into the existing transportation network while minimizing the need for costly land acquisition or reconfiguration of adjacent land uses. It is important to highlight that Washington County's GIS Web Map Parcel Viewer is developed through available tax mapping and is not a substitute for detailed property boundary surveys. There were some inconsistencies found in the parcel viewer, most notably showing sections where the roadway appears to extend beyond the ROW boundary on the east side. Despite these discrepancies, the average ROW width was estimated to be 53.5 ft. from the site review of utility locations and a comparison to the tax mapping boundary corridor. The average distance from the edge of pavement to the edge of the ROW is estimated to be approximately 15 ft. on the east side and 10 ft. on the west side.

III. Complete Streets Improvement Options

This section introduces four alternative concepts for improving pedestrian and bicyclist accommodations along CR 24. These alternatives are intended to address current deficiencies in non-motorized user safety and connectivity. Each concept will be evaluated for its effectiveness, constructability, and potential impacts on existing infrastructure and traffic operations.

A. Sidewalk – Preferred Alternative

The first alternative involves maintaining the existing roadway and shoulder dimensions while constructing a sidewalk along the west side of the corridor. The recommended sidewalk width is 5 ft., with a grass buffer space between the edge of the pavement and the sidewalk ranging from 4 to 5 ft. This buffer would provide space for snow storage, leaf collection, utilities, and transitions in grade where necessary. The existing paved shoulder would remain along the

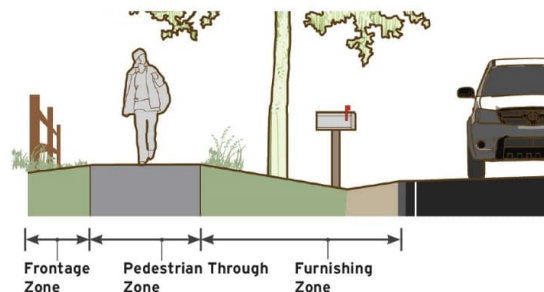


Figure III-1 - Typical Pedestrian Path without curb
Source: FHWA

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roadway, preserving the current conditions for vehicular traffic.

This alternative would require coordination with all landowners along the corridor. Although the proposed sidewalk and buffer space width would generally fit within the existing right-of-way in most areas, construction easements would be necessary for grading and drainage work. Utility poles and mailboxes would need to be relocated, and a limited number of trees would need to be removed to accommodate the design. The existing shoulder (varying width between 0 and 4 ft.) does not meet the requirements to accommodate cyclists, therefore this would be a pedestrian only improvement.

1. Repair Existing Sidewalk

a) Sidewalk Repair from W. Main St. to approx. 63 North St. (CR 24)

The sidewalk segment from 63 North St. to 13 North St. has been rated as "Not Accessible" due to its narrow width, cracked, and missing panels. The current conditions necessitate a full replacement with a new 5 ft. wide sidewalk to meet ADA standards. The west side of CR 24 from 13 North St. to East Main St. includes a 4 ft. wide sidewalk that widens to over 5 ft. as it nears E. Main St. A driveway between south of 5 Main St. shows signs of deterioration at the sidewalk crossing, with uneven pavement, creating obstacles for individuals with disabilities. Similar conditions were observed at the driveway of the Veterans of Foreign Wars eatery. This segment of the sidewalk is rated as "Partially Accessible" as outside of the noted deficiencies, it is in relatively good shape. The segment from 28 North St. to E. Main St. on the east side of CR 24 has been rated as "Not Accessible" due to minor deficiencies within the sidewalk concrete and utility poles placed in the middle of the sidewalk that restrict the sidewalk width to less than 4 ft. North of 28 North St., the sidewalk diverges onto Pine St. The 900 ft. segment of sidewalk on the east side of CR 24 from E. Main St. to 28 North St. should be replaced with a new 5 ft. sidewalk, and the utility poles should be relocated to behind the new sidewalk to meet ADA requirements. On the west side of CR 24, the 300 ft. segment between E. Main St. and 13 North St. should be spot repaired where panels are heaving, uneven, exhibit large cracks, or where crossings of driveways are not flush with the pavement. North of 13 North St. (CR 24) the entire sidewalk and curb should be replaced, approximately 1,650 ft. Ideally a 4-5 ft. snow storage buffer would be provided between the sidewalk and the curb. However, there does not appear to be adequate width to accommodate this buffer due to roadside features such as retaining walls, buildings, and the existing topography behind the existing sidewalk.



Figure III-2: 13 North St. to E. Main St.

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b) *From Approx. 1330 CR 24 to Chapman's General Store*

The existing 4-foot-wide sidewalk is located on the west side of the roadway only and exhibits several deficiencies, including panel heaving or missing sections, surface deterioration, and overgrown vegetation. Given the extent of these issues, a complete reconstruction of the sidewalk is necessary. This includes excavation and replacement of the approximately 2,000 ft. of 5 ft. sidewalk, with integrated curb ramps and detectable warning strips at intersections. Reconstruction would not require additional right-of-way acquisitions, as the new sidewalk would be installed in the same location as the existing sidewalk. Minor trimming of overgrown vegetation, including tree branches, may also be required.



Figure III-3: Existing Sidewalk near Cove Lane intersection

2. Extend New Sidewalk

a) *To Amazon Warehouse located at 1159 CR 24*

Extending the CR 24 sidewalk North from 63 North St. to the Amazon Warehouse would require the construction of approximately 2,700 ft. (0.5 miles) of new sidewalk on the west side of CR 24. This section passes through predominantly open land, providing sufficient space for the sidewalk construction. However, the installation may necessitate the relocation of 1-2 utility poles, signs, mailboxes, and the removal of vegetation to clear the right-of-way for the proposed sidewalk. The property at 1147 CR 24 poses a challenge due to the presence of trees and shrubs encroaching into the right-of-way. However, the sidewalk could be constructed next to the vegetation and still maintain the desired buffer between the pavement edge and the sidewalk. The ROW boundary obtained from the county GIS database does not appear to be completely accurate but appears to be approximately 10 ft. or more from the edge of pavement. It is likely a few ROW takings will be required to install the new sidewalk. The sidewalk should include a buffer of 4-5 ft. from the edge of the existing pavement. The sidewalk should be installed flush with the existing ground, eliminating the need for curb and drainage installation. There is also a stream running under CR 24 through a culvert that will necessitate the extension of this culvert. Some of the obstructions noted, such as mailboxes and utility poles, on the west side of the roadway will be able to remain as they would be within the buffer between the edge of the pavement and the sidewalk.

b) *From Amazon Warehouse to 1330 CR 24*

Constructing a sidewalk connection from the Amazon Warehouse North to 1330 CR 24 will require approximately 4,250 ft. (0.8 miles) of new sidewalk construction on the west side of the roadway. The new 5 ft. wide sidewalk should be installed 4-5 ft. from the edge of the existing pavement and be flush with the existing ground so no curb or drainage improvements are needed. 6-7 utility poles along the will need to be relocated to be between the buffer between the sidewalk and the roadway, or relocated to be behind the new sidewalk. Additionally, many trees will need to be cut or avoided with a smaller buffer space between the sidewalk and the edge of pavement. Other items such as stone walls, mailboxes, signs, and timber fencing will need to be relocated. Similar to the previous section of CR 24, the ROW boundary obtained from the county GIS database does not appear to be completely accurate but appears to be approximately 10 ft. or more from the edge of pavement. It is likely a few minor right-of-way acquisitions will be required to construct the new sidewalk.

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Cost estimates for the aforementioned sidewalk repair and sidewalk extension work is shown in the table below. The costs are broken into the previously discussed segments, and then further separated by the cost of each general item of proposed work. The overall costs are separated into three categories, an itemized construction subtotal, followed by additional costs if a private contractor were to perform the work, and a total cost if federal aid were received. The itemized construction subtotal assumes that the project sponsor could perform this work with their crews for this approximate cost, including materials and labor. The federal-aid cost includes all of the necessary construction costs, and the additional engineering/permitting and construction inspection costs to meet the federal aid contract requirements and approvals.

County Route 24 - Pedestrian Safety Improvements Preliminary Cost Estimate						
CONSTRUCTION ITEMS:	Main St. to 13 North St. (West)	13 North St. to 63 North St. (West)	Main St. to 28 North St. (East)	1330 North St. to Chapmans General Store	63 North St. to Amazon	Amazon to 1330 North St.
SIDEWALK	\$ 35,000	\$ 352,000	\$ 203,000	\$ 241,000	\$ 316,000	\$ 483,000
DRIVEWAYS & ROAD CROSSINGS	\$ -	\$ 17,000	\$ 11,000	\$ 23,000	\$ 27,000	\$ 66,000
DRAINAGE	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -
SIGNING & STRIPING	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 12,000	\$ 8,000
MISC. RELOCATIONS	\$ -	\$ -	\$ 5,000	\$ -	\$ 10,000	\$ 20,000
CLEARING/TRIMMING/GRUBBING	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 40,000
WORK ZONE TRAFFIC CONTROL	\$ 4,000	\$ 37,000	\$ 23,000	\$ 27,000	\$ 41,000	\$ 62,000
ITEMIZED CONSTRUCTION SUBTOTAL:	\$ 39,000	\$ 406,000	\$ 244,000	\$ 293,000	\$ 446,000	\$ 679,000
FIELD CHANGE ORDER (5%)	\$ 1,950	\$ 20,300	\$ 12,200	\$ 14,650	\$ 22,300	\$ 33,950
MOBILIZATION (USE 4%)	\$ 1,700	\$ 17,100	\$ 10,300	\$ 12,400	\$ 18,800	\$ 28,600
CONTINGENCY / RISK (20%)	\$ 7,800	\$ 81,200	\$ 48,800	\$ 58,600	\$ 89,200	\$ 135,800
PRIVATE CONTRACTOR SUBTOTAL:	\$ 51,000	\$ 525,000	\$ 316,000	\$ 379,000	\$ 577,000	\$ 878,000
ENGINEERING / APPROVALS	\$ 10,200	\$ 105,000	\$ 63,200	\$ 75,800	\$ 115,400	\$ 175,600
CONSTRUCTION INSPECTION	\$ 6,120	\$ 63,000	\$ 37,920	\$ 45,480	\$ 69,240	\$ 105,360
FEDERAL-AID PROJECT COSTS:	\$ 67,400	\$ 693,000	\$ 417,200	\$ 500,300	\$ 761,700	\$ 1,159,000

Table III-1: Preliminary Cost Estimate

As the addition of sidewalks to CR24 does not address the needs of cyclists that wish to access the Amazon Warehouse, they will be encouraged to use the adjacent D&H Rail Trail to the north of CR 24. A potential access point from CR 24 to the rail trail is located at the driveway to the St. Peter & Paul Cemetery. The driveway is installed between two commercial properties, one being the Slate Valley Lanes Bowling Alley, and the other is a small apartment complex. This access location is less than 200 ft. from the driveway access to the Amazon warehouse facility and would provide convenient access to the facility from the D&H Rail Trail. A mid-block crossing consisting of signage, striping, and Rapid Rectangular Flashing beacons should be installed at the mid-block crossing. The shoulder of CR 24 should also be widened between the driveway and the crossing to provide room for pedestrians and bicyclists to walk on the side of the roadway. This mid-block crossing is anticipated to cost approximately \$35,000. See figure below.

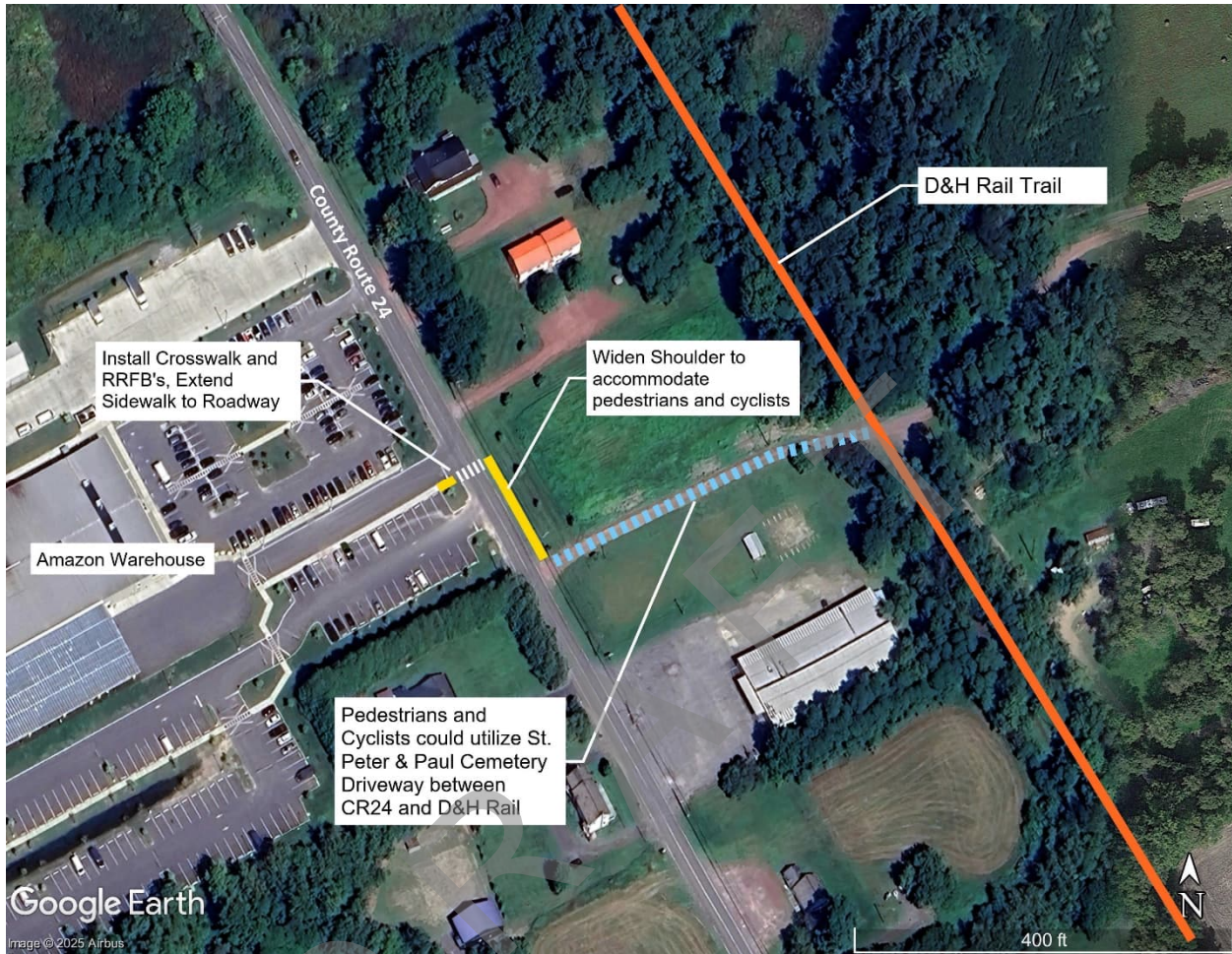


Figure III-4: D&H Rail Trail to Amazon Warehouse Connection Option

B. Additional Options Not Progressed

1. Bike Lane

This alternative proposes the construction of four to five-foot-wide bike lanes on both sides of the roadway, in addition to the sidewalk outlined in the sidewalk alternative. This would involve widening the existing shoulders on both sides of the roadway by two to four ft. The bike lanes would be clearly delineated with standard pavement markings and signage, installed per details and notes provided on NYSDOT Standard Sheet 685-01 to ensure proper compliance with safety regulations. This alternative is fundamentally similar to a widened shoulder option; however, it incorporates dedicated striping specifically designed for cyclists.

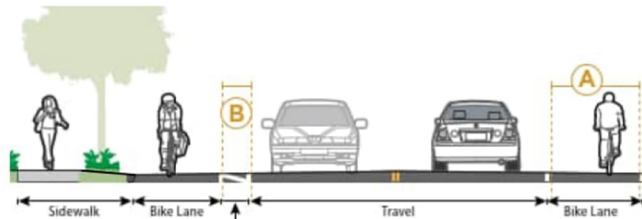


Figure III-5: Typical Pedestrian Path Plus Bikeway-
 Source: Empire State Design Guide

This alternative provides the benefits of the sidewalk alternative while offering dedicated facilities for cyclists along both sides of the roadway.

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The implementation of this alternative may require the relocation of a limited number of utility poles on the east side to accommodate the wider pavement. Additionally, on the west side, the roadway expansion presents the same obstacles outlined in the sidewalk alternative with the possibility of additional tree removals, depending on the final alignment and grading requirements.

2. Shared Use Trail (Multi-Use Trail)

A shared use path (also known as a multi-use path or side path) is an 8-12 ft. path designed for use by both cyclists and pedestrians along the east side of the roadway, as shown in Figure III-6. By providing a paved asphalt facility separate from non-motorized traffic, shared use paths create a low-stress experience and comfortable environment for users of every age and ability. A 2 ft. shoulder/clear zone is recommended on either side of the path to facilitate drainage and user safety; however, this may be reduced in constrained environments. In addition, the minimum recommended separation from the roadway is 5 ft.

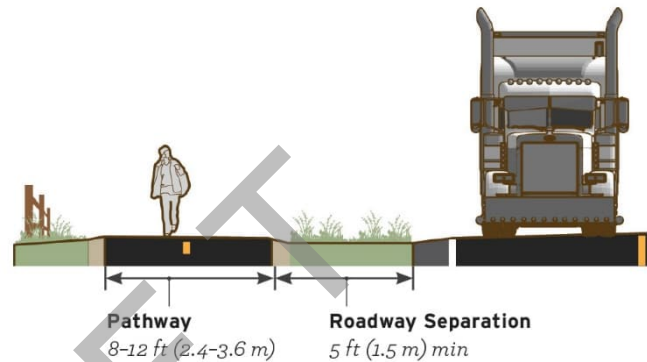


Figure III-6 - Typical Shared Use Path configuration
Source: FHWA

This alternative would require the relocation of numerous utility poles to create the necessary space for the construction of a multi-use trail, as a minimum of 2 ft. between a utility pole and trail edge is required. The presence of a cattle farm on the east side of the roadway introduces an important consideration: the frequent crossing of heavy equipment over the path could significantly accelerate its deterioration over time and could pose safety concerns to users with the frequent vehicle traffic across the trail. The impact of such equipment on the path's surface should be carefully assessed to prevent long-term damage. Additionally, this option would involve the largest right-of-way acquisition on one side of the roadway, likely requiring multiple property acquisitions from adjacent landowners.

3. Shared Roadway

The shared roadway alternative involves a design where travel lanes are shared between motorists and cyclists, while a sidewalk is installed as outlined in the sidewalk alternative. This option maintains the existing roadway configuration but includes signage designating the road as a shared roadway, along with pavement markings to alert motorists of the potential presence of cyclists. This alternative is suitable for roadways with an AADT volume below 6,000 vehicles per day and an operating speed under 35 mph. Due to the 85th percentile speed of 38 mph near the village line, and likely higher speeds to the north, the shared roadway alternative is not recommended for CR 24.

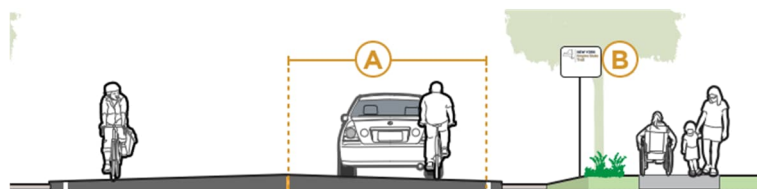


Figure III-7: Shared Roadway
Source: Empire State Trail Guide

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Discussions with the project advisory committee, consisting of representatives from the Town and Village of Granville, AGFTC, and B&L were held on 10/30/2024 and 1/31/2025. These discussions indicated that separate pedestrian facilities (sidewalks) are desired along the entire stretch of CR 24 within the project limits. Bicycle accommodations along this stretch of roadway are not feasible due to the speed present within the corridor and the existing obstacles such as a meandering ROW and obstructions such as trees and numerous utility poles. Bicyclists that wish to ride within this corridor will be directed to use the adjacent D&H Rail Trail, which runs parallel to this corridor.

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Appendix 1 – Data Collection

Crossings

ObjectID	Road Name	Intersecting Street Name	Is there a Painted/ Designated Crosswalk ?	Crosswalk Material	Curb Ramps Present On	Crossing Deficiencies	x	y
6	Main Street	Depot Avenue	No		None		-73.28207	43.43258
16	Main st	Cove Road	No		None		-73.27978	43.43073
125	North street	Rail Trial	Yes	Painted	None		-73.26399	43.41396
136	East Main Street	North Street	Yes	Painted	One Side		-73.25941	43.40815
140	North st	Broadview	No		None	Uneven Pavement	-73.26008	43.40978

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Obstruction

ObjectID	Distance From Pavement to Nearest Obstruction (ft)	Obstruction Type	Which Side is The Obstruction On? (When looking North)	x	y
3	13	Utility Pole	Right	-73.28254	43.43297
5	12	Utility Pole	Right	-73.28218	43.43272
8	13	Utility Pole	Right	-73.28195	43.43252
10	13	Utility Pole	Right	-73.28170	43.43229
12	13	Utility Pole	Right	-73.28127	43.43199
13	13	Utility Pole	Right	-73.28102	43.43173
19	12	Utility Pole	Left	-73.27683	43.42879
20	7	Utility Pole	Left	-73.27633	43.42840
21	7	Utility Pole	Right	-73.27586	43.42805
22	5.5	Utility Pole	Right	-73.27529	43.42711
23	9	Utility Pole	Right	-73.27528	43.42717
26	10	Utility Pole	Right	-73.27556	43.42760
27	9	Utility Pole	Right	-73.27147	43.42214
28	8	Utility Pole	Right	-73.27167	43.42239
30	6	Utility Pole	Right	-73.27190	43.42275
34	8	Utility Pole	Right	-73.27217	43.42308
35	5.5	Utility Pole	Right	-73.27242	43.42343
37	7	Utility Pole	Right	-73.27265	43.42377
38	7	Utility Pole	Right	-73.27290	43.42409
39	5	Utility Pole	Right	-73.27310	43.42434
40	7	Utility Pole	Right	-73.27336	43.42467
42	6	Utility Pole	Right	-73.27371	43.42511
43	8	Utility Pole	Right	-73.27390	43.42540
44	9	Utility Pole	Right	-73.27413	43.42571
45	9	Utility Pole	Right	-73.27440	43.42605
46	8.5	Utility Pole	Right	-73.27462	43.42634
47	8	Utility Pole	Right	-73.27480	43.42657
48	8	Utility Pole	Right	-73.27500	43.42683
53	12	Utility Pole	Left	-73.27430	43.42574
56	5	Utility Pole	Left	-73.27415	43.42552
63	9	Utility Pole	Left	-73.27346	43.42465
66	7	Utility Pole	Left	-73.27322	43.42431
70	4	Utility Pole	Left	-73.27132	43.42181
72	3	Utility Pole	Left	-73.27108	43.42148
75	3	Utility Pole	Left	-73.27089	43.42121
76	8	Utility Pole	Left	-73.27062	43.42086
86	8	Utility Pole	Left	-73.27032	43.42044
87	7	Utility Pole	Left	-73.26998	43.42000
90	8	Utility Pole	Right	-73.26933	43.41934
92	8	Utility Pole	Right	-73.26901	43.41894

Obstruction

ObjectID	Distance From Pavement to Nearest Obstruction (ft)	Obstruction Type	Which Side is The Obstruction On? (When looking North)	x	y
94	9	Utility Pole	Right	-73.26871	43.41849
98	8	Utility Pole	Right	-73.26850	43.41818
99	3	Utility Pole	Right	-73.26566	43.41551
100	3	Utility Pole	Right	-73.26604	43.41577
102	3	Utility Pole	Right	-73.26647	43.41612
104	6	Utility Pole	Right	-73.26693	43.41647
105	5	Utility Pole	Right	-73.26726	43.41674
106	5	Utility Pole	Right	-73.26757	43.41702
108	5	Utility Pole	Right	-73.26774	43.41723
110	7	Utility Pole	Right	-73.26811	43.41770
111	6	Utility Pole	Right	-73.26828	43.41796
113	16	Utility Pole	Left	-73.26824	43.41767
115	3	Utility Pole	Left	-73.26785	43.41724
118		Utility Pole	Right	-73.26520	43.41515
119	4	Utility Pole	Right	-73.26476	43.41479
120	7	Utility Pole	Right	-73.26433	43.41441
121	7	Utility Pole	Right	-73.26417	43.41426
127	3	Utility Pole	Right	-73.26367	43.41371
128	3	Utility Pole	Right	-73.26343	43.41351
131	2	Utility Pole	Right	-73.26315	43.41328

Roadway

ObjectID	Travel Lane Width (ft)	Shoulder / Bike Lane Width (ft)	Bike Lane / Shared Use Signs Present	Drainage Type	x	y
2	11	3	No	Drain	-73.28315	43.43337
11	11	4	No	None	-73.28142	43.43209
14	11	2	No	None	-73.28105	43.43169
17	11	1	No	None	-73.27680	43.42882
29	11	0.5	No	None	-73.27154	43.42223
41	11	0.5	No	None	-73.27336	43.42468
83	11	1	No	Open Ditch	-73.27094	43.42144
97	11	1	No	Open Ditch	-73.26860	43.41836
103	11	1	No	None	-73.26654	43.41616
130	11	2	No	None	-73.26312	43.41327
141	12	8	No	Drain	-73.26039	43.41036

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Sidewalk

ObjectID	Begin Street	End Street	Side of Road	Missing Panels	Heaving Panels	Width < 4'	Obstruction	Is it Accessible	x	y
9	Depot St	Cove Rd	W	Yes	Yes	No	No	Partially Accessible	-73.28227	43.43260
15	Cove Dr	House #1330	W	Yes	Yes	Yes	No	Not Accessible	-73.27786	43.42943
133	House #63	House #41	W	Yes	Yes	Yes	No	Not Accessible	-73.26288	43.41299
134	House #41	House #13	W	Yes	Yes	No	No	Not Accessible	-73.26096	43.41099
135	House# 13	E Main St	W	No	No	No	No	Mostly Accessible	-73.25999	43.40897
137	East Main Street	House #17	E	No	Yes	No	Yes	Not Accessible	-73.25928	43.40825
138	House #16	Broadview Terr.	E	Yes	Yes	Yes	Yes	Not Accessible	-73.25995	43.40915
139	Broadview Terr.	Pine st	E	No	Yes	Yes	No	Partially Accessible	-73.26014	43.40970

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Signage						
ObjectID	Date	What Sign? (Road)	MUTCD Number	Distance from Pavement Edge	x	y
52	8/30/2024 14:20	Private	N/A	10	-73.27432	43.42575
68	8/30/2024 14:38	Speed Limit 35	R2-1	5	-73.27269	43.42364
69	8/30/2024 14:45	Private	N/A	7	-73.27153	43.42192
88	8/30/2024 15:09	Speed Limit 35	R2-1	8	-73.27003	43.42021
109	8/30/2024 16:25	Speed Limit 35	R2-1	7	-73.26807	43.41769
114	8/30/2024 16:31	Speed Limit 30	R2-1	5	-73.26819	43.41766
122	8/30/2024 16:45	Stop	R1-1	5	-73.26410	43.41421
123	8/30/2024 16:47	Crossing	W11-15(P)	4	-73.26393	43.41403
124	8/30/2024 16:47	Crossing	W11-15(P)	4	-73.26399	43.41396
142	8/30/2024 17:45	Left Turn	W1-2	8	-73.27537	43.42737
143	8/30/2024 17:47	Speed Limit 35	R2-1	4	-73.27651	43.42859
144	8/30/2024 17:48	Tractor Crossing	W11-5	4	-73.27740	43.42925
145	8/30/2024 17:50	Speed Limit 35	R2-1	4	-73.27964	43.43076
146	8/30/2024 17:50	Side Road	W2-2	8	-73.27998	43.43102