June 30, 2025

Aaron Frankenfeld
Transportation Planning Director
Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

RE: Traffic Study for an Amendment to the Glens Falls Middle/High School Circulation Study
Safety Improvements on Grant Avenue between Quade Street and Clayton Avenue
City of Glens Falls, NY 12801

Dear Mr. Frankenfeld:

MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C. (MJ) is pleased to submit this traffic study and set of recommendations concerning the proposed safety improvements along Grant Avenue between Quade Street and Clayton Avenue, adjacent to the Glens Falls Middle/High School campus. This initiative aims to enhance pedestrian safety, improve traffic flow, and support the broader objectives of the Safe Routes to School program.

Appendices

Appendix A – Concept Plans
Appendix B – Traffic Data Collection
Appendix C – Traffic Volume Diagrams
Appendix D – Synchro Reports

Study Purpose

The purpose of this study is to evaluate vehicular and pedestrian circulation on Grant Avenue between Quade Street and Clayton Avenue, adjacent to the Glens Falls Middle School and High School campus. This analysis builds upon the Circulation Study Report completed by Creighton Manning Engineering (CME) in May 2024, with an emphasis on assessing and refining specific safety improvement concepts previously identified, including a one-way conversion of Quade Street. The primary goals are to increase safety, reduce conflicts between pedestrians and vehicles, and improve traffic operations during peak school arrival/dismissal periods.

Existing Conditions

The study area requires a thorough understanding of the existing transportation conditions including roadway geometry, pavement markings, daily and peak hour traffic flow, parking and multimodal accommodations. Each of these elements are described in detail below.

Grant Avenue

Grant Avenue is an east-west roadway classified as an "Urban Major Collector" in the NYSDOT Roadway Classification System located in Glens Falls, New York. The segment of focus—between Quade Street and Clayton Avenue—is directly adjacent to the Glens Falls Middle/High School campus. The area serves a high volume of pedestrians and passenger vehicles during student arrival and dismissal, making it a

critical corridor for school access. The road operates with a posted school zone speed limit of 15 mph between 7:00am to 9:00am and 2:00pm to 4:00pm and 30 mph at all other times. Along Grant Avenue at the intersection of Austin Street there is a striped crosswalk crossing Grant Avenue for pedestrian access to the school grounds as well as a stop bar on Austin Street. The all-way STOP intersection with Quade Street has crosswalks and STOP bars across each intersection approach. There are no other roadway stripes along Grant Avenue.

Data Collection

Turning movement counts (TMC's) were collected by Tri-State Traffic Data Inc. at seven (7) intersections within the study area on Thursday, May 8, 2025, for the weekday AM peak hour which occurs from 7:30 AM to 9:30 AM and the weekday PM peak hour which occurs from 2:00 PM to 4:00 PM. A summary of the data collection locations is listed below, and the traffic data is provided in **Appendix B**.

Turning Movement Count Locations:

1. Sheridan Street / Goodman Street
2. Sheridan Street / Austin Street
3. Sheridan Street / Western Avenue
4. Grant Avenue / Western Avenue
5. Grant Avenue / Clayton Avenue
6. Grant Avenue / Austin Street
7. Grant Avenue / Quade Street / Goodman Street

Figure 1: Traffic Data Collection Map (not to scale)

In addition to vehicle turning movement counts, pedestrian crossing volumes were recorded at each of the study area intersections. Below in **Table 1** summarizes the north-south pedestrian crossing movements for the three intersections along Grant Avenue closest to the school grounds during the AM and PM peak hours. The intent of this table is to provide insights on the number of pedestrians crossing Grant Avenue. See **Appendix B** for pedestrian volume data.

Table 1
PEDESTRIAN CROSSING VOLUME SUMMARY – GRANT AVENUE INTERSECTIONS

Intersection	AM Peak Hour		PM Peak Hour	
	North	South	North	South
Grant Avenue / Clayton Avenue	0	1	0	1
Grant Avenue / Austin Street	1	62	65	2
Grant Avenue / Quade / Goodman Street	1	22	30	0

As shown in **Table 1** the Grant Avenue / Austin Street intersection experiences the highest pedestrian traffic during the AM and PM peak hours due to students walking to school and this being the main pedestrian crossing of Grant Avenue to the school grounds.

Field Observations

The vehicle, bicycle, and pedestrian operations along Grant Avenue were observed on May 8, 2025, from 6:00am to 10:00am and 2:00pm to 6:00pm.

- AM Peak Travel Period
  - 7:17am: Crossing guard arrives in vehicle.
  - 7:50am: Crossing guard starts assisting pedestrians and bicyclists cross Grant Avenue at Austin Street crosswalk.
  - 8:09am: eastbound and westbound vehicles on Grant Avenue are observed unable to proceed when encountering a vehicle in the opposite direction due to the vehicles parked on both sides of Grant Avenue.
  - 8:20am: Crossing guard enters vehicle.
  - 8:22am: Crossing guard leaves location in vehicle.
- PM Peak Travel Period
  - 2:56pm: vehicles start parking along both sides of Grant Avenue.
  - 3:06pm: students start crossing Grant Avenue at Austin Street crosswalk (no crossing guard).
  - 3:12pm: eastbound and westbound vehicles on Grant Avenue are observed unable to proceed when encountering a vehicle in the opposite direction due to the vehicles parked on both sides of Grant Avenue.
  - 3:22pm: last student pickup occurs.
- After school activities
  - 4:15pm: vehicles start parking along Grant Avenue, with occupants exiting and entering school property, presumably attending after-school sporting events.
  - 4:31pm: with a few vehicles parked along both sides of Grant Avenue, eastbound and westbound vehicles on Grant Avenue are observed unable to proceed when encountering a vehicle in the opposite direction.

Crash History

The Adirondack/Glens Falls Transportation Council performed a crash history search for the three-year period from December 31, 2021 to December 31, 2024. During this time frame, there were two reported crashes on the section of Grant Avenue between Clayton Avenue and Quade Street, both were property damage only and involved collisions with vehicles parked on Quade Street. There were no crashes involving pedestrians or bicyclists during this timeframe.

Traffic Analysis

Traffic models were developed utilizing the existing conditions traffic data via the traffic analysis software Synchro 11© which is an industry standard traffic analysis package. The software analyzes traffic conditions at intersections to provide a measure of effectiveness in terms of Level of Service (LOS). Procedures for the analysis are in conformance with the most-recent version of the Transportation Research Board of the National Academies Highway Capacity Manual.

Intersection LOS is defined in terms of delay per vehicle. The New York State Department of Transportation (NYSDOT) Highway Design Manual (HDM), Section 5.2.2.1, describes LOS as "a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Levels of service are given letter designations, from A to F, with LOS A representing the best operating condition and LOS F the worst."

Intersection design practice, as determined by the NYSDOT, strives to provide a minimum LOS D or better for each lane group in urban areas and a minimum LOS C in rural areas. Although LOS D is acceptable in urban environments, LOS C is the preferred minimum for overall approach LOS. LOS D is acceptable for specific low volume movements or approaches within an intersection.

Table 2 below provides the ranges of LOS for both signalized and unsignalized intersections. Unsignalized intersections are often referred to as either two-way stop control or all-way stop control intersections. Two-way stop control refers to three or four-way intersections where the minor approach(es) are controlled by a stop sign and the major approaches are free flow.

Table 2
INTERSECTION LEVEL OF SERVICE RANGES

Level of Service	Unsignalized Intersection Delay (sec/veh)	Signalized Intersection Delay (sec/veh)	Description
A	≤ 10	≤ 10	Excellent
B	> 10 & ≤ 15	> 10 & ≤ 20	Very Good
C	> 15 & ≤ 25	> 20 & ≤ 35	Good
D	> 25 & ≤ 35	> 35 & ≤ 55	Acceptable
E	> 35 & ≤ 50	> 55 & ≤ 80	Poor
F	> 50	> 80	Failing

Existing Conditions Traffic Analysis

Table 3 summarizes the results of the capacity analysis for the existing conditions at study area intersections. LOS conditions with below standard LOS E or F are highlighted in red.

Table 3
OVERALL INTERSECTION LOS TABLE – 2025 EXISTING CONDITIONS

Intersection / Movement	AM Peak Hour	PM Peak Hour
1. Sheridan Street / Goodman Street (All-Way Stop-Controlled)		
EB LT/TH/RT	A (7.3)	A (7.6)
WB LT/TH/RT	A (7.9)	A (7.7)
NB LT/TH/RT	A (7.5)	A (7.7)
SB LT/TH/RT	A (7.8)	A (7.4)
2. Sheridan Street / Austin Street (Two-Way Stop-Controlled)		
WB LT	A (7.3)	A (7.3)
NB LT/RT	A (9.4)	A (9.3)
3. Western Avenue / Sheridan Street (Two-Way Stop-Controlled)		
WB LT/RT	B (11.8)	C (15.4)
SB LT	A (7.7)	A (7.9)
4. Grant Avenue / Western Avenue (All-Way Stop-Controlled)		
EB LT/TH/RT	A (9.6)	A (9.6)
WB LT/TH/RT	A (10.0)	B (10.5)
NB LT/TH/RT	B (10.4)	B (11.5)
SB LT/TH/RT	B (11.6)	B (13.3)
5. Grant Avenue / Clayton Avenue (Two-Way Stop-Controlled)		
WB LT	A (7.9)	A (7.4)
NB LT/RT	B (10.3)	A (9.8)
6. Grant Avenue / Austin Street (Two-Way Stop-Controlled)		
EB LT	A (7.7)	A (7.5)
SB LT/RT	A (9.9)	A (9.2)
7. Grant Avenue / Quade Street / Goodman Street (All-Way Stop-Controlled)		
EB LT/TH/RT	B (10.3)	A (8.3)
WB LT/TH/RT	B (12.5)	A (8.9)
NB LT/TH/RT	A (9.9)	A (8.4)
SB LT/TH/RT	A (9.5)	A (8.1)

As shown in **Table 3**, the level of service for all intersections for the AM and PM peak hours show acceptable operating conditions for the existing conditions. Synchro results for the existing peak hour conditions can be found in **Appendix D**.

Proposed Conditions Traffic Analysis

As a part of the recommended safety improvements, one-way vehicular travel along Grant Avenue was investigated for the eastbound direction as well as the westbound direction between Clayton Avenue and Quade Street. Existing traffic volumes on Grant Avenue were distributed to the surrounding roadway network while implementing a one-way direction restriction between Clayton Avenue and Quade Street. See the **Evaluation of Potential Safety Improvements** section below for more details on Alternatives B and C. See **Appendix C** for traffic volume diagrams of the vehicular volume distribution.

Table 4 summarizes the results of the capacity analysis for the proposed conditions that modified Grant Avenue to one-way vehicular travel for the eastbound direction between Clayton Avenue and Quade Street.

Table 4
OVERALL INTERSECTION LOS TABLE –
2025 PROPOSED CONDITIONS (EASTBOUND ONE-WAY)

Intersection / Movement	AM Peak Hour	PM Peak Hour
1. Sheridan Street / Goodman Street (All-Way Stop-Controlled)		
EB LT/TH/RT	A (8.2)	A (8.2)
WB LT/TH/RT	A (8.7)	A (8.5)
NB LT/TH/RT	A (9.8)	A (9.9)
SB LT/TH/RT	A (7.9)	A (7.8)
2. Sheridan Street / Austin Street (Two-Way Stop-Controlled)		
WB LT	A (7.6)	A (7.6)
NB LT/RT	B (13.0)	B (11.6)
3. Western Avenue / Sheridan Street (Two-Way Stop-Controlled)		
WB LT/RT	B (12.8)	C (15.2)
SB LT	A (7.7)	A (7.9)
4. Grant Avenue / Western Avenue (All-Way Stop-Controlled)		
EB LT/TH/RT	B (10.1)	A (9.7)
WB LT/TH/RT	B (11.1)	B (10.9)
NB LT/TH/RT	B (11.1)	B (11.9)
SB LT/TH/RT	B (13.5)	B (14.9)
5. Grant Avenue / Clayton Avenue (Two-Way Stop-Controlled)		
NB LT/RT	B (10.1)	A (9.5)
6. Grant Avenue / Austin Street (Two-Way Stop-Controlled)		
SB LT/RT	B (12.2)	B (10.3)
7. Grant Avenue / Quade Street / Goodman Street (All-Way Stop-Controlled)		
EB LT/TH/RT	B (12.6)	B (10.0)
WB LT/TH/RT	B (12.5)	A (9.3)
NB LT/TH/RT	B (10.2)	A (9.2)
SB LT/TH/RT	A (9.9)	A (9.0)

As shown in **Table 4**, the level of service for all intersections for the AM and PM peak hours show acceptable operating conditions for the One-Way Eastbound Proposed Alternative. Synchro results for the existing peak hour conditions can be found in **Appendix D**.

Table 5 summarizes the results of the capacity analysis for the proposed conditions with Grant Avenue being one-way vehicular travel for the westbound direction between Clayton Avenue and Quade Street.

Table 5
OVERALL INTERSECTION LOS TABLE –
2025 PROPOSED CONDITIONS (WESTBOUND ONE-WAY)

Intersection / Movement	AM Peak Hour	PM Peak Hour
1. Sheridan Street / Goodman Street (All-Way Stop-Controlled)		
EB LT/TH/RT	A (7.4)	A (7.7)
WB LT/TH/RT	A (8.0)	A (7.9)
NB LT/TH/RT	A (7.7)	A (7.9)
SB LT/TH/RT	A (7.7)	A (7.6)
2. Sheridan Street / Austin Street (Two-Way Stop-Controlled)		
WB LT	A (7.4)	A (7.4)
NB LT/RT	A (9.6)	A (9.5)
3. Western Avenue / Sheridan Street (Two-Way Stop-Controlled)		
WB LT/RT	B (12.1)	B (14.1)
SB LT	A (7.9)	A (8.0)
4. Grant Avenue / Western Avenue (All-Way Stop-Controlled)		
EB LT/TH/RT	B (11.3)	A (10.0)
WB LT/TH/RT	B (12.0)	B (11.7)
NB LT/TH/RT	B (11.8)	B (12.4)
SB LT/TH/RT	B (13.5)	C (14.5)
5. Grant Avenue / Clayton Avenue (Two-Way Stop-Controlled)		
NB LT/RT	B (10.7)	B (10.1)
6. Grant Avenue / Austin Street (Two-Way Stop-Controlled)		
SB LT/RT	A (9.6)	A (9.2)
7. Grant Avenue / Quade Street / Goodman Street (All-Way Stop-Controlled)		
WB LT/TH/RT	B (11.3)	A (8.9)
NB LT/TH/RT	A (8.8)	A (8.2)
SB LT/TH/RT	A (8.7)	A (7.8)

As shown in **Table 5**, the level of service for all intersections for the AM and PM peak hours show acceptable operating conditions for the One-Way Westbound Proposed Alternative. Synchro results for the existing peak hour conditions can be found in **Appendix D**.

Evaluation of Potential Safety Improvements

The existing 30-foot curb-to-curb width of Grant Avenue does not allow two-way traffic with parking on both sides of the street. According to the New York State Department of Transportation Highway Design Manual, the minimum widths along an Urban Collector highway are 7 feet for a parking lane and 10 feet for a vehicle travel lane. With two travel lanes and two parking lanes, the minimum required curb-to-curb width is 34 feet. The field observations documented in the existing conditions section above identify motorists unable to travel when an opposing vehicle approaches and there are vehicles parked on both sides of the street. This condition exists for an approximately 30-minute period in the morning and a 30-minute period in the afternoon, coinciding with the arrival and dismissal times of the adjacent schools. There are three alternatives identified below to mitigate these travel conditions.

Alternate A – Two-Way Vehicle Travel on Grant Avenue with North Side Parking Eliminated

Alternative A consists of keeping two-way vehicle travel on Grant Avenue. Eliminating the conflicts between opposing vehicle traffic is possible by eliminating parking on one side of the street. Since the school is on the south side of Grant Avenue, the logical choice is to keep parking along the south side and eliminate parking from the north side. Striping the available parking (8 feet wide) and a double yellow centerline (2 – 11-foot lanes) would fit within the existing 30-foot curb-to-curb width. There would be no additional volume impacts to the surrounding residential neighborhoods with this alternative as the traffic pattern would remain as it is today.

To further enhance pedestrian safety, improvements at the Grant Avenue and Austin Street intersection are essential. Installing ADA-compliant curb ramps and upgrading crosswalks will ensure accessibility for all individuals. Implementing curb extensions, also known as bump-outs, will shorten pedestrian crossing distances and increase pedestrian visibility, making it easier for students and parents to cross safely. A curb extension is proposed to be installed on the south side of Grant Avenue where the on-street parking remains. Rectangular Rapid Flashing Beacon (RRFB) sign assemblies are recommended to be installed for the Grant Avenue crossing at this intersection. RRFB's draw the attention to motorists that pedestrians are attempting to cross and will drastically improve the safety of the pedestrian crossing while the crossing guard is not present.

Alternative B – One-Way Vehicular Travel on Grant Avenue Eastbound

Alternative B consists of converting Grant Avenue into a one-way eastbound corridor from Clayton Avenue to Quade Street. This alternative offers several safety enhancements, particularly for school-related traffic. This reconfiguration would facilitate the addition of striped on-street parking spaces along both sides of Grant Avenue, providing designated areas for student drop-off and pick-up. Such arrangements can reduce double parking and curbside congestion, leading to a more organized and predictable traffic flow. Additionally, the one-way design minimizes the number of vehicles conflicting with pedestrian traffic crossing Grant Avenue and simplifies navigation for drivers, which is especially beneficial in school zones where pedestrian activity is high. To make Grant Avenue a one-way street, signage will need to be installed. Signs that will be required will include MUTCD compliant "One-Way", "Do Not Enter", "No Right Turn" and "No Left Turn" signs to indicate to motorists the direction of travel.

Installing ADA-compliant curb ramps and upgrading crosswalks is also recommended for this alternative. Implementing curb extensions will shorten crossing distances and increase pedestrian visibility. The curb extensions are proposed to be installed along both sides of Grant Avenue. Rectangular Rapid Flashing

Beacon (RRFB) sign assemblies are recommended to be installed for the Grant Avenue crossing at this intersection.

These measures, combined with the one-way traffic flow, would create a safer and more efficient environment for both pedestrians and motorists along Grant Avenue. However, residents along Sheridan Street will incur an increase in traffic volume throughout the day, but especially during the school arrival and departure periods. From the traffic volume diversion, it can be expected that Sheridan Street will see an increase in traffic volume of 104 additional vehicles during the AM peak hour and 94 vehicles in the PM peak hour. See **Appendix C** for the Traffic Volume Diagrams and See **Appendix A** for concept plans.

Alternative C – One-Way Vehicular Travel on Grant Avenue Westbound

Alternatively, converting Grant Avenue to a one-way westbound corridor from Clayton Avenue to Quade Street would similarly enhance safety for school-related traffic. This configuration would allow for the addition of striped on-street parking spaces along both sides of Grant Avenue, providing designated areas for student drop-off and pick-up.

Enhancing pedestrian safety at the Grant Avenue and Austin Street intersection remains a priority. Installing ADA-compliant curb ramps and upgrading crosswalks will ensure accessibility for all individuals. Implementing curb extensions will shorten crossing distances and increase pedestrian visibility, making it easier for students and parents to cross safely. The curb extensions are proposed to be installed along both sides of Grant Avenue. This alternative also recommends the installation of RRFB's for the Grant Avenue crossing.

These measures, combined with the one-way traffic flow, would create a safer and more efficient environment for both pedestrians and motorists along Grant Avenue. However, residents along Sheridan Street will also incur an increase in traffic volume throughout the day, but especially during the school arrival and departure periods. From the traffic volume diversion, it can be expected that Sheridan Street will see an increase in traffic volume of 39 additional vehicles during the AM peak hour and 9 vehicles during the PM peak hour. See **Appendix C** for the Traffic Volume Diagrams and **Appendix A** for concept plans.

The Null Alternative – leave the current travel patterns as-is

The inability of two-way traffic to travel on Grant Avenue exists for approximately a one-hour period on weekdays, a total of 5 hours per week (3%), leaving 163 hours of a typical school week (97%) with no apparent issues. Based on a review of the crash history data along Grant Avenue conducted by the Adirondack/Glens Falls Transportation Council it has been concluded that there are not any patterns of crashes that require mitigation.

Chicane Concept proposed and discarded by CME

In a Circulation Study Report dated May 2024, CME proposed striping Grant Avenue into a chicane traffic pattern with alternate side parking to slow traffic (See **Appendix A**). A chicane is a form of traffic calming that shifts the alignment of the center line of the road to add curvature to the travel lanes so motorists cannot drive in a linear path. This concept would eliminate some parking on both the residential and school sides of Grant Avenue. We agree with CME's conclusion that this alternative should not be

progressed as it is a unique alternative that is not typical for the area. Pavement markings would have to be installed and maintained in good shape to properly guide motorists through the area. Faded or snow-covered markings could create non-compliance with the chicane concept.

Parking Implications

Implementing each design alternative will influence the total number of available on street parking along Grant Avenue between Clayton Avenue and Quade Street. Below in **Table 6** it summarizes the approximate number of on-street parking spaces for each design alternative.

Table 6
Available On-Street Parking Spaces

Design Alternative	North Side Parking	South Side Parking	Total Parking
Null Alternative (Existing Conditions)	24	32	**56**
Alternative A – Two Way	0	28	**28**
Alternative B – One Way Eastbound	21	28	**53**
Alternative C – One Way Westbound	21	28	**53**

From **Table 6** it shows that in the current condition that Grant Avenue from Clayton Avenue to Quade Street can accommodate 24 vehicles on the north side of the road and 32 on the south side. In the current conditions there are no restrictions for on-street parking and therefore vehicles today can park close to the intersection with Clayton Avenue, Austin Street and Quade Street. Alternative A propose keeping the two-way traffic pattern and it is recommended to remove the existing vehicle parking on the north side of Grant Avenue. Removal of parking on the north side of Grant Avenue will net a loss in a total of 28 parking spaces from the current condition. Alternatives B and C propose the same number of parking spaces and will each net a loss of 3 total parking spaces.

Final Recommendations and Conclusions

After careful evaluation of existing conditions, traffic operations, crash history and pedestrian safety needs, the following conclusions are drawn:

- No crash patterns of concern have been identified in the study area. (Dec 2021 – Dec 2024).
- The Null Alternative, while feasible, relies heavily on existing driver behavior and the school crossing guard being present to address safety concerns for pedestrians at the Austin Street crossing.
- Alternatives B and C (one-way conversions eastbound/westbound) offer reduced congestion on Grant Avenue and organized on-street parking lanes but would increase traffic volumes on adjacent residential streets (Sheridan Street) and require ongoing enforcement of the new traffic pattern. For this reason, Alternatives B & C are not recommended for further consideration.

Recommended Alternative:
Alternative A – Two Way Travel on Grant Avenue with North Side Parking Eliminated

- Maintains existing two-way vehicle traffic pattern along Grant Avenue.
- Maintains curbside drop-off on the south side of Grant Avenue, where school-related parking demand is highest.
- Avoids diverting traffic into surrounding residential neighborhoods like Sheridan Street.
- Fits within the existing right-of-way (30 ft. curb-to-curb) with minimal infrastructure changes—only restriping is required.

Complementary Safety Enhancements:

- Striped south-side parking lane and a double-yellow centerline to organize vehicle movement.
- ADA-compliant curb ramps, reflective crosswalk markings, and a curb extension (bump-out) at the Austin Street crossing to improve visibility and shorten pedestrian crossing distances.
- Installation of Rectangular Rapid Flashing Beacons (RRFBs) at the Austin Street crosswalk to boost driver awareness and pedestrian safety—especially when crossing guards are absent.
- Consider retaining or reintroducing crossing guard support during both AM and PM school periods, given the clear behavioral improvement observed in their presence.

Other Safety Measures Worth Implementing:

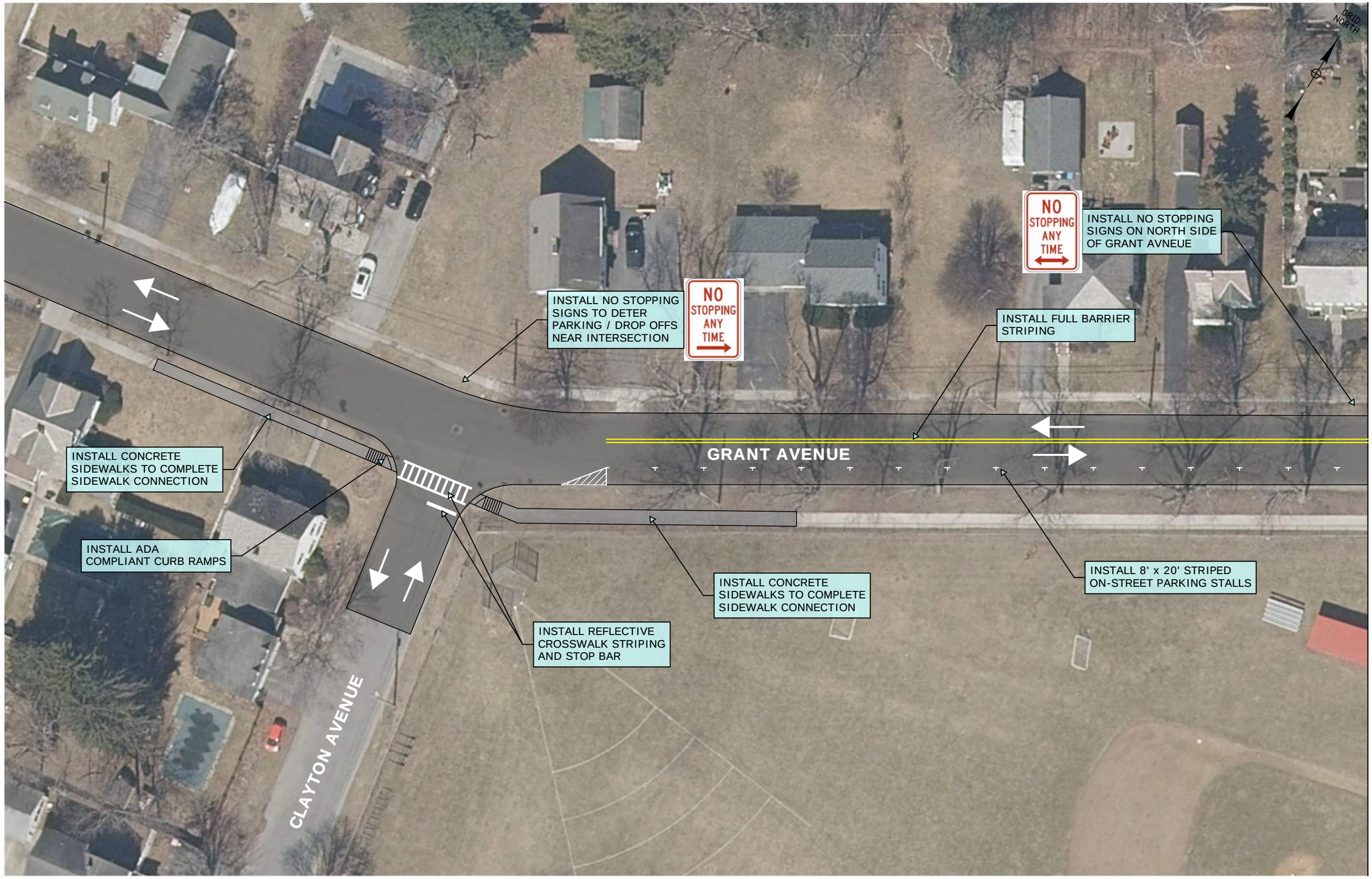
- Proceed with all recommended school zone signage and RRFB installations regardless of which alternative is selected, these are critical safety components.
- Review the May 2024 CME recommendation for converting Quade Street to one-way southbound which would make the road more pedestrian friendly and reduce conflict points. It is unknown why this recommendation was dropped from consideration. Upon review, this recommendation appears to be a viable method to improve circulation around the school.

Conclusion

Alternative A offers the best balance between safety, functionality, and community impact. It addresses peak-hour congestion and pedestrian risks while preserving two-way travel, supporting school drop-offs, and minimizing traffic increases on adjacent streets. Its implementation requires only straightforward striping and curb improvements.

Appendix A \

Concept Plans



MATCHLINE - SEE SHEET NO. 2

20 0 20 40 60 80'
1" = 40'

ALTERNATIVE A - TWO-WAY VEHICULAR TRAVEL ON GRANT AVENUE WITH PARKING ON ONE SIDE

CONCEPT

STAMP

SUBMITTAL / REVISIONS

No.	DATE	DESCRIPTION	BY

Engineering
Architecture
Lasndscape Architecture
and Land Surveying, P.C.

SAFETY IMPROVEMENTS ON GRANT AVENUE BETWEEN QUADE STREET AND CLAYTON AVENUE

CONCEPT PLAN

CITY OF GLENS FALLS, NY

SCALE:	1" = 40'-0"
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025

ALT-A

SHEET NUMBER 1 of 2

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JOB MANAGER:
DESIGNED BY: ES
DRAFTED BY:
CHECKED BY:
ESTIMATED BY:
CHECKED BY:

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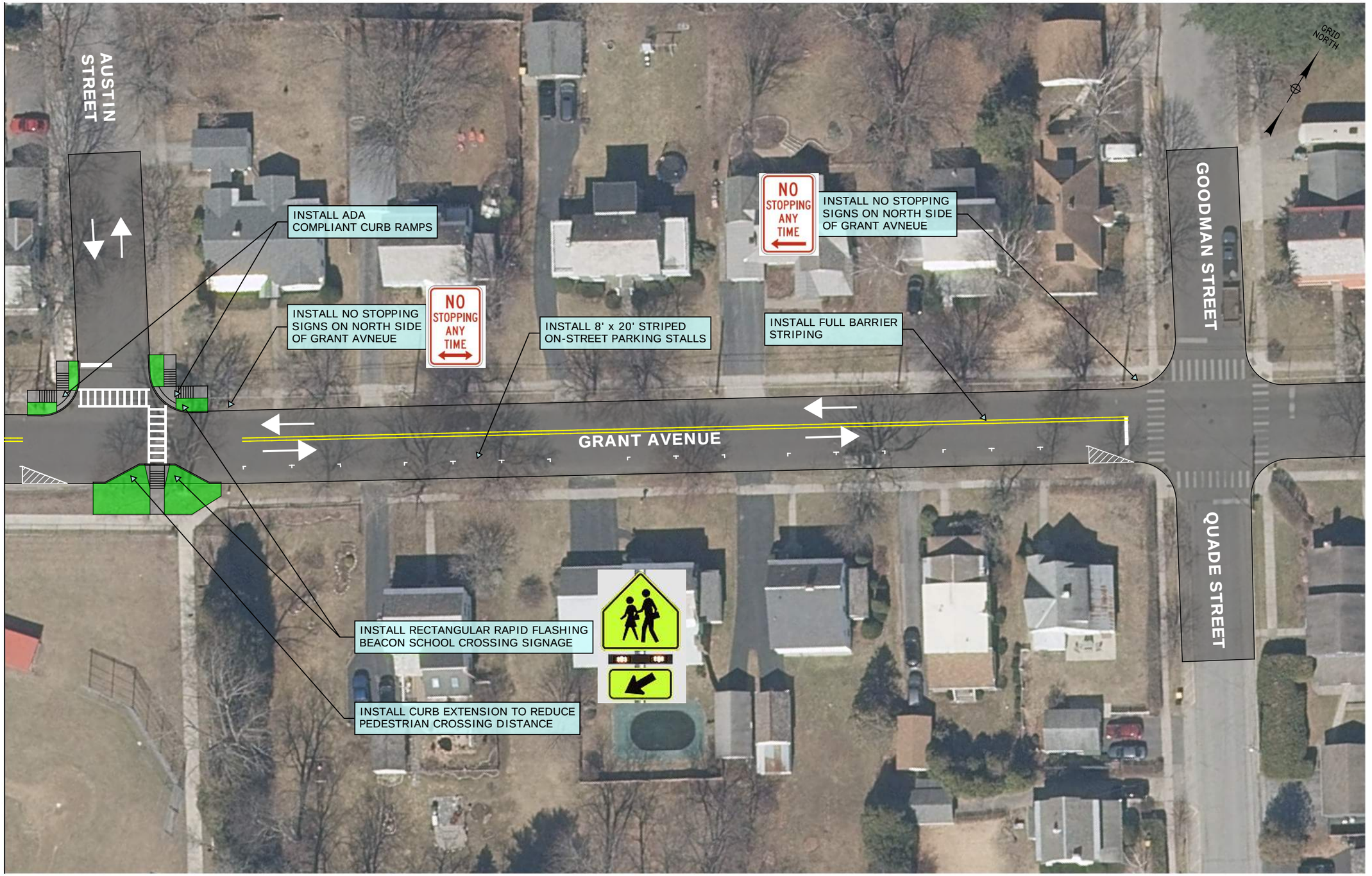

20 0 20 40 60 80′

1" = 40′

ALTERNATIVE A - TWO-WAY VEHICULAR TRAVEL ON GRANT AVENUE WITH PARKING ON ONE SIDE

CONCEPT

STAMP

SUBMITTAL / REVISIONS

No.	DATE	DESCRIPTION	BY

Engineering
Architecture
Lasndscape Architecture
and Land Surveying, P.C.

SAFETY IMPROVEMENTS ON GRANT AVENUE BETWEEN QUADE STREET AND CLAYTON AVENUE

CONCEPT PLAN

CITY OF GLENS FALLS, NY

SCALE:	1" = 40'-0"
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025

ALT-A

SHEET NUMBER 2 of 2

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JOB MANAGER:
DESIGNED BY:
DRAFTED BY:
ESTIMATED BY:
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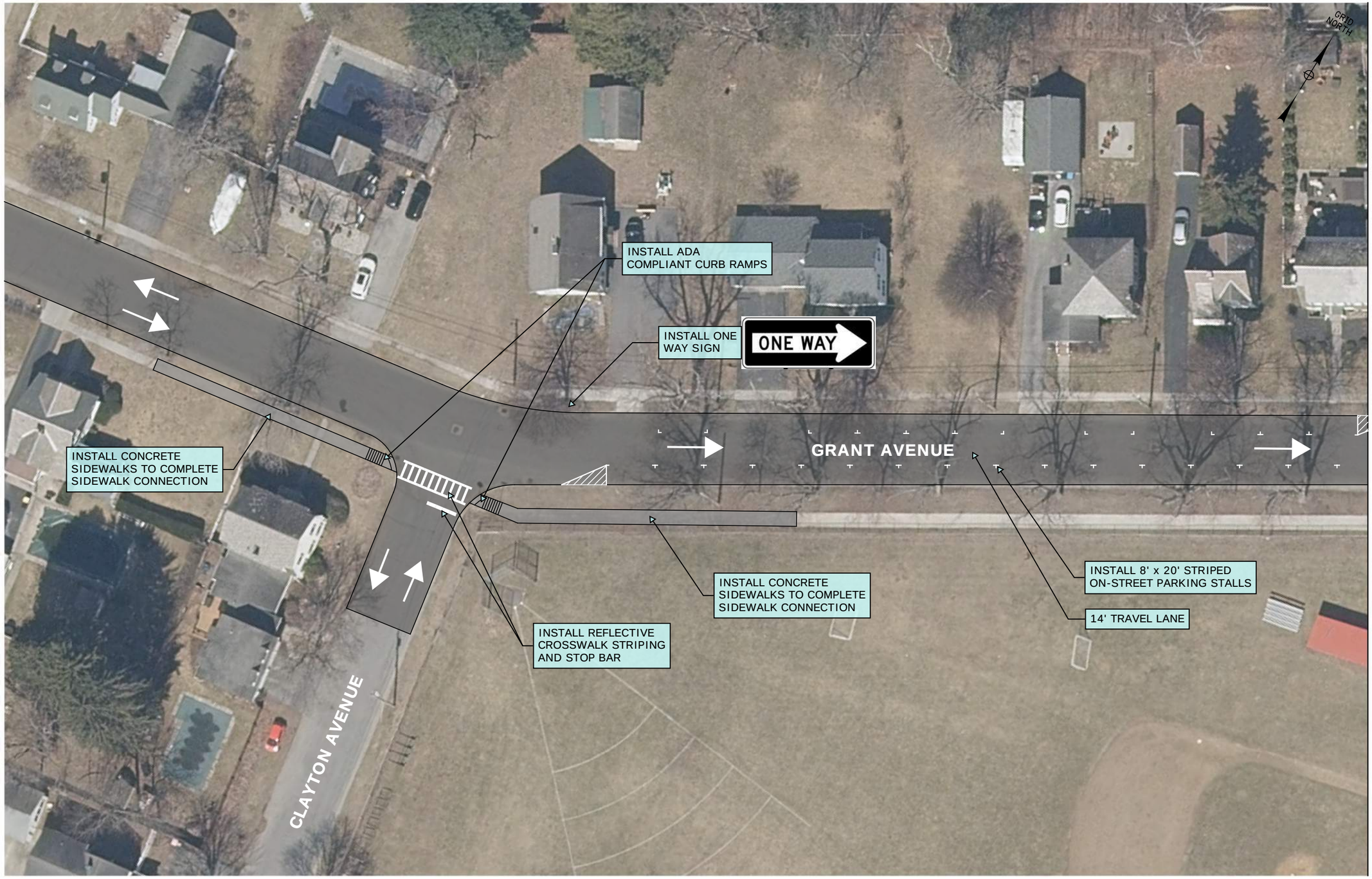

MATCHLINE - SEE SHEET NO. 2

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1" = 40′

ALTERNATIVE B - ONE-WAY VEHICULAR TRAVEL ON GRANT AVENUE EASTBOUND

CONCEPT

STAMP

SUBMITTAL / REVISIONS

No.	DATE	DESCRIPTION	BY

Engineering
Architecture
Lasndscape Architecture
and Land Surveying, P.C.

SAFETY IMPROVEMENTS ON GRANT AVENUE BETWEEN QUADE STREET AND CLAYTON AVENUE

CONCEPT PLAN

CITY OF GLENS FALLS, NY

SCALE:	1" = 40'-0"
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025

ALT-B

SHEET NUMBER 1 of 2

DESIGN SUPERVISOR: BJC | JOB MANAGER: | DESIGNED BY: | DRAFTED BY: | CHECKED BY: | ESTIMATED BY: | CHECKED BY:

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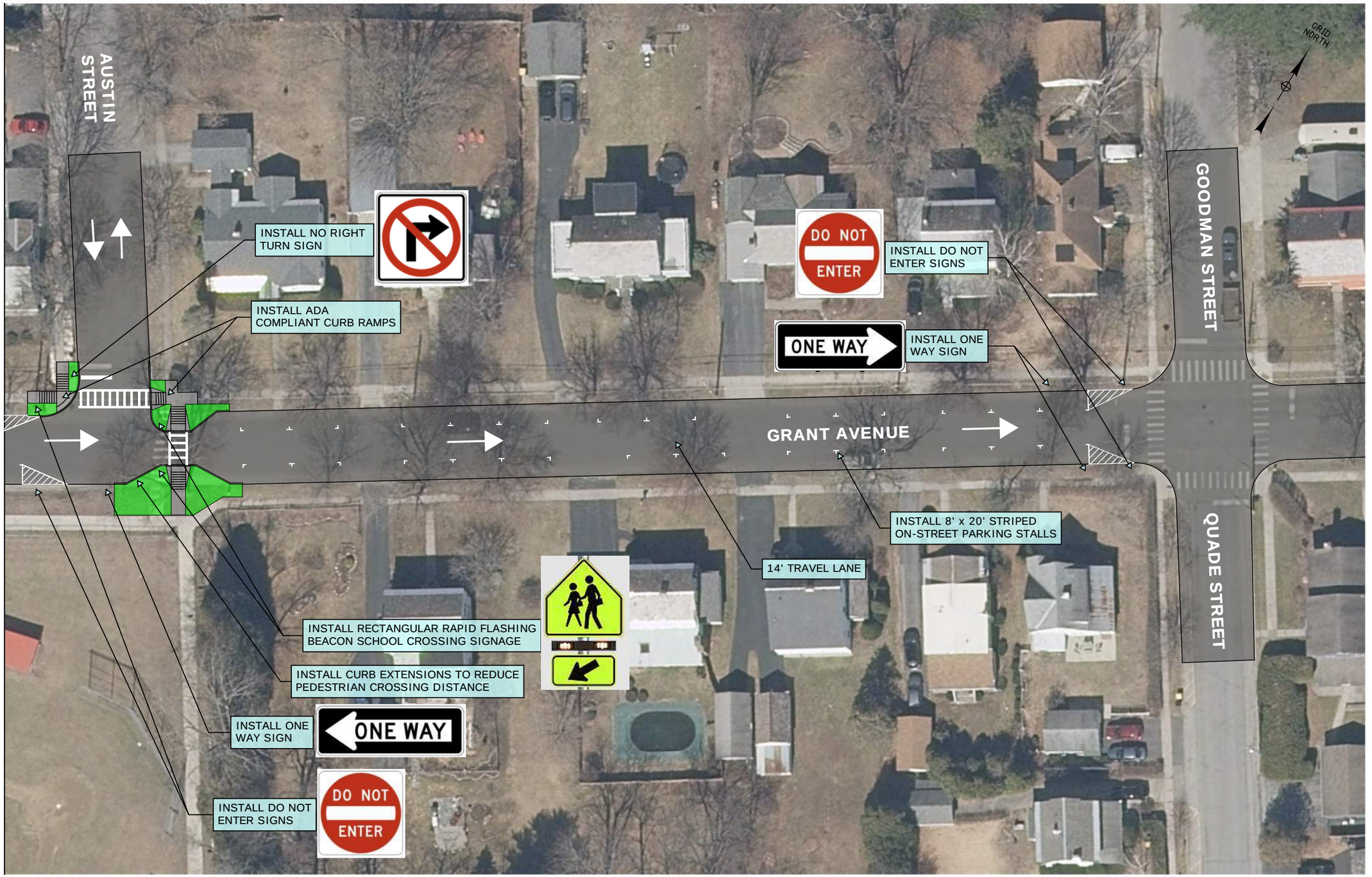

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1" = 40′

ALTERNATIVE B - ONE-WAY VEHICULAR TRAVEL ON GRANT AVENUE EASTBOUND

CONCEPT

DESIGN SUPERVISOR: BJC
JOB MANAGER:
DESIGNED BY:
ESTIMATED BY:
DRAFTED BY:
CHECKED BY:
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and Land Surveying, P.C.

SAFETY IMPROVEMENTS ON GRANT AVENUE BETWEEN QUADE STREET AND CLAYTON AVENUE

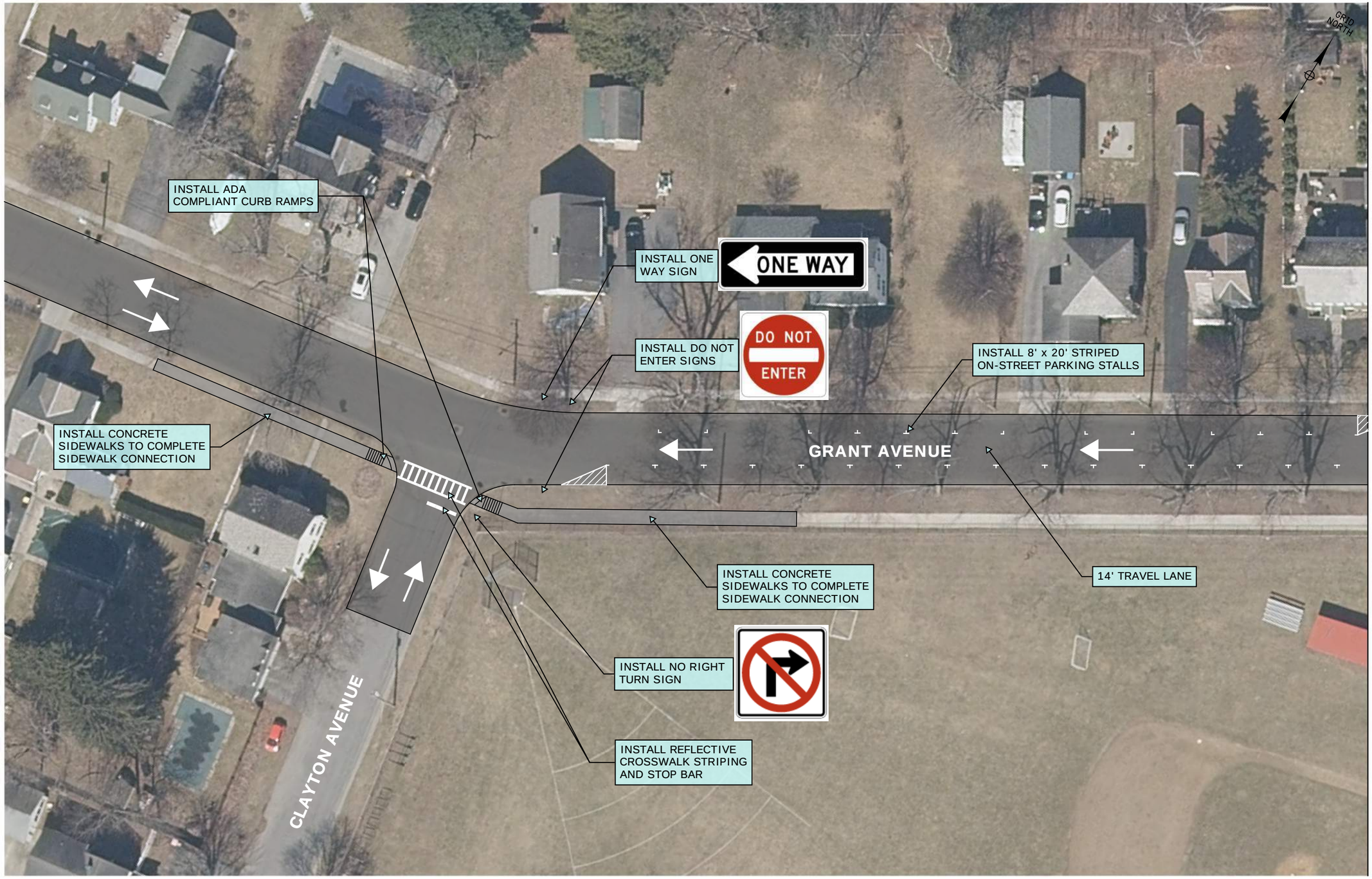
CONCEPT PLAN

CITY OF GLENS FALLS, NY

SCALE:	1" = 40'-0"
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025

ALT-B

SHEET NUMBER 2 of 2



MATCHLINE - SEE SHEET NO. 2

20 0 20 40 60 80′
1" = 40′

ALTERNATIVE C - ONE-WAY VEHICULAR TRAVEL ON GRANT AVENUE WESTBOUND

CONCEPT

DESIGN SUPERVISOR: BJC | JOB MANAGER: | DESIGNED BY: | DRAFTED BY: | CHECKED BY: | ESTIMATED BY: | CHECKED BY:

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SAFETY IMPROVEMENTS ON GRANT AVENUE BETWEEN QUADE STREET AND CLAYTON AVENUE

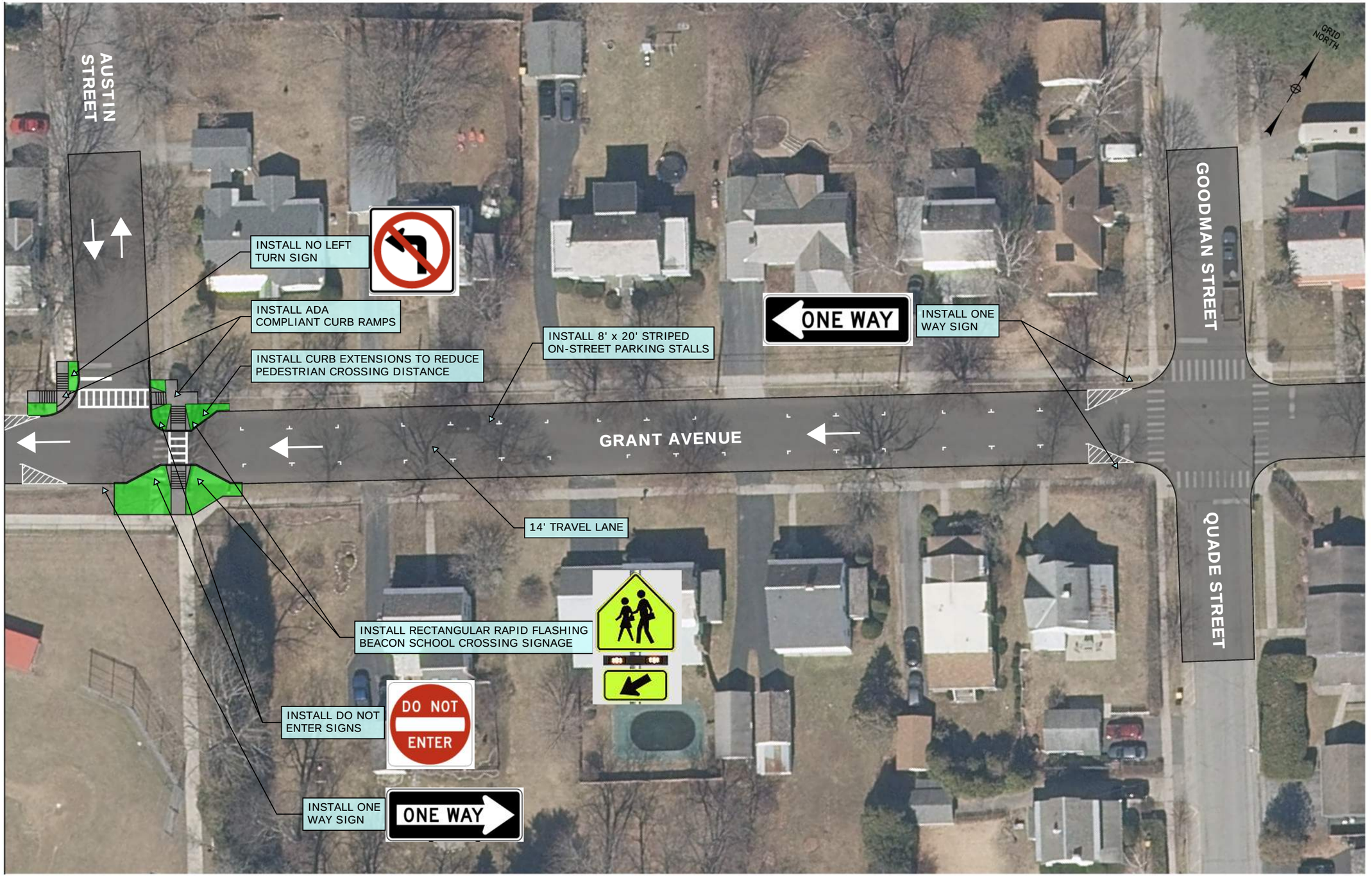
CONCEPT PLAN

CITY OF GLENS FALLS, NY

SCALE:	1" = 40'-0"
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025

ALT-C

SHEET NUMBER 1 of 2



20 0 20 40 60 80′

1" = 40′

ALTERNATIVE C - ONE-WAY VEHICULAR TRAVEL ON GRANT AVENUE WESTBOUND

CONCEPT

DESIGN SUPERVISOR: BJC
JOB MANAGER:
DESIGNED BY:
DRAFTED BY:
ESTIMATED BY:
CHECKED BY:
CHECKED BY:

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SAFETY IMPROVEMENTS ON GRANT AVENUE BETWEEN QUADE STREET AND CLAYTON AVENUE

CONCEPT PLAN

CITY OF GLENS FALLS, NY

SCALE:	1" = 40'-0"
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025
ALT-C	
SHEET NUMBER	2 of 2

CONCEPT PLAN FROM CREIGHTON MANNING ENGINEERING'S
"GLENS FALLS MIDDLE SCHOOL AND HIGH SCHOOL CIRCULATION STUDY", MAY 2024

N

AUSTIN ST

QUADE ST

GRANT AVE

GRANT AVE

CLAYTON AVE

QUADE ST

GLENS FALLS
MIDDLE & HIGH SCHOOLS

NOT TO SCALE

GRANT AVE CHICANE CONCEPT

CITY OF GLENS FALLS
WARREN COUNTY, NY

Creighton Manning

PROJECT 123-121	OCTOBER 2023	FIGURE 16