APPENDIX 3

CREIGHTON MANNING ENGINEERING, LLP

Partners
Charles W. Manning, P.E.
M. Tozzi, P.E.
rd V. Woods, P.E.
Donald G. Sovey, P.L.S.

Associates
Don Adams, P.E., PTOE
Karl H. Detrick
Thomas R. Johnson, P.E., PTOE
Shelly A. Johnston, P.E.
Edwin C. Lawson
Jeffrey W. Pangburn, P.E.
Mark A. Sargent, P.E.

RECEIVED
OCT 4 2007
Pioneer Environmental Associates, LLC.

October 3, 2007

Mr. Michael Pratt
Gore Mountain Ski Center
793 Peaceful Valley Road
North Creek, New York 12853

RE: Supplemental EIS, Gore Mountain UMP Update, Town of Johnsburg, Warren County, NY; CME Project No. 07-111d

Dear Mr. Pratt:

Creighton Manning Engineering, LLP (CME) has conducted a traffic and r quality analysis for inclusion in the Supplemental Environmental Impact Statement (SEIS) prepared for the 2005 Gore Mountain Unit Management Plan (UMP) Update, relative to the increased traffic generated by the proposed Ski Bowl Village project located on the northeast side of Gore Mountain.

The Ski Bowl Village project includes the construction of a ski lodge, approximately 130 townhouses, and 20 single-family houses in a resort-style setting and 300 rooms of hotel and inn uses. Additional amenities will include an equestrian facility, spa/fitness facility, convenience retail, 150-seat restaurant, and an 18-hole par 3 golf course. The ski area will include new lifts and new trails that will provide skin-in / ski-out access to the Gore Mountain Base Ski Area and a more expansive trails system. The project is expected to be completed in 2011.

Access to the site is proposed from the existing Ski Bowl Road South entrance to the Town Park and a new access point north of the intersection of Route 28 and Ski Bowl Road North. Public skiing access will be provided via the main entrance at Ski Bowl Road South with the new site driveway reserved for the residential resort access. The following summarizes the traffic and air quality analysis for inclusion in the SEIS.

A. Traffic

1. Existing Conditions

Turning movement counts were conducted at the intersection of Route 28 at Peaceful Valley Road on Sunday, January 28, 2007 and Friday, February 2, 2007 from 3:00 p.m. to 5:00 p.m. as part of the Ski Bowl Village project. These times represent the peak period that includes the hour before the Gore Mountain Ski Area lifts shut down (4:00 p.m.) and the hour afterwards. It is expected that these periods would also coincide with skiers of the Ski Bowl Ski Area, commuters, guests of the hotels, and residents of the Ski Bowl Village project. The

existing (winter) traffic volumes are shown on Figures 1-1 and 1-2, and the raw turning movement count data is included as Attachment A.

2. Future Traffic Volumes

The 2007 Existing traffic volumes were increased by a growth factor of 0.5% per year for four years to estimate the future 2011 traffic volumes without completion of the proposed Ski Bowl Village. These volumes are shown on Figure 1-3 and 1-4, and represent future traffic conditions without the completion of the Ski Bowl Village project.

Trip generation determines the quantity of traffic expected to travel to/from the site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 7th edition, provides trip generation data for various land uses based on studies of similar existing developments located across the country. Land Use Code (LUC) 260 – Recreational Homes, and LUC 330 – Resort Hotel, and LUC 931 – Quality Restaurant were used to estimate the trip generation of the proposed project. Traffic from the Ski Bowl Ski area was estimated based on the number of anticipated skiers, departure distributions, and vehicle occupancy rates which is discussed further in that projects Traffic Impact Study dated August 31, 2006, and updated on July 17, 2007.

Table 1 summarizes the Ski Bowl Village trip generation.

Table 1 – Trip Generation Summary

Land Use	Size	PM Peak Hour			Sunday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
LUC 260 – Recreational Homes	150 Units	25	30	55	25	30	55
LUC 330 – Resort Hotel	300 Rooms	63	84	147	79	79	158
Ski Bowl Ski Area	2000 people/day	40	150	190	40	150	190
-40% Multi-use credit		-15	-60	-75	-15	-60	-75
LUC 931 – Quality Restaurant	150 seats	25	20	45	25	15	40
-40% Multi-use credit		-10	-10	-20	-5	-5	-10
Total Trips		**128**	**214**	**342**	**144**	**154**	**358**

Based on the trip generation assessment, the proposed development will generate approximately 342 vehicles trips (128 entering and 214 exiting) during the Friday PM peak hour and 358 vehicle trips (144 entering and 154 exiting) during the Sunday peak hour.

The project trip generation was distributed onto the surrounding roadway network and added to the No-Build traffic volumes resulting in the 2011 Build traffic volumes. These volumes represent future winter traffic volumes with the completion of the project. The trip distribution and trip assignment are shown on Figures 1-5 and 1-6 for the ski area, and 2-1 and 2-2 for the resort. The 2011 Build traffic volumes are shown on Figures 2-3 and 2-4.

3. Capacity/Level of Service Evaluation

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the latest version of the Highway Capacity Software (HCS+, version 5.21) which automates the procedures contained in the *2000 Highway Capacity Manual*. Attachment B contains detailed descriptions of LOS criteria for unsignalized intersections and the detailed HCS Level of Service reports.

Levels of Service generally reflect a driver's characterization of the ability for an intersection to process traffic volume. LOS ranges from LOS A, which represents excellent conditions with short delays, through LOS F, which generally indicates over capacity conditions and long delays. LOS E generally represents "at capacity" conditions.

The relative impact of the proposed project can be determined by comparing the Level of Service during the 2011 design year for the No-Build and Build traffic volume conditions. Table 2 summarizes the results of the Level of Service calculations.

Table 2 – Unsignalized Level of Service Summary

Intersection Approach		Friday Peak Hour				Sunday Peak Hour			
		2007 Existing	2011 No-Build	2011 Build	2011 Build w/ Imp.	2007 Existing	2011 No-Build	2011 Build	2011 Build w/ Imp.
Rt. 28/Peaceful Valley Rd.									
Rt. 28 NB	L	A (7.6)	A (7.7)	A (8.1)	A (8.1)	A (7.9)	A (7.9)	A (8.4)	A (8.4)
Peaceful Valley Rd. EB	(L)R	B (14.1)	B (14.4)	C (24.0)	C (18.8)	E (36.3)	E (40.3)	F (145.7)	C (20.9)
	(R)	---	---	---	B (11.5)	---	---	---	D (26.8)

Key: X (Y.Y) = Level of Service (Delay, seconds per vehicle)
NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound intersection approaches
LTR = Left-turn, through, and/or right-turn movements
--- = Not Applicable

The results of the analysis indicates the Route 28/Peaceful Valley Road intersection operates adequately during the PM peak hour at LOS C or better through the 2011 Build conditions. The eastbound Peaceful Valley Road approach currently operates at LOS E during the Sunday afternoon peak hour. With the build out of the Ski Bowl project, delays on the eastbound approach will increase and will operate at LOS F under the Build conditions. As previously discussed in the 1995 and 2005 UMP, when the "skiers at one time" (SAOT) reach or exceed 7,000 at the Gore Mountain Ski Area, an eastbound right turn lane is to be constructed. Under these conditions, the eastbound approach of Peaceful Valley will operate at an acceptable LOS D or better. It is also noted that these conditions are temporary and seasonal in nature. During off-peak times of the day and the off-ski season, the intersection will operate adequately. Therefore, no additional improvements are necessary, and the recommendations of the UMP are still applicable.

4. Traffic Summary

Based on the analysis of the Ski Bowl Village project, the site is expected to generate between 342 and 358 new vehicle trips during peak operational times which will occur during the Friday PM peak hour and Sunday afternoon peak hour. The intersection of Route 28/Peaceful Valley Road will operate adequately during the off-peak hours. However, the eastbound Peaceful Valley Road approach will operate at LOS F during the Sunday afternoon peak hour. Consistent with the previous UMP studies, the approach will operate adequately with the addition of two exit lanes on Peaceful Valley Road at Route 28 if the "skiers at one time" (SAOT) reach 7,000. No additional mitigation is required.

B. Air Quality

1. Air Quality Assessment

As part of the New York State Environmental Quality Review Act (SEQRA) requirements, Creighton Manning Engineering, LLP (CME) has conducted an air quality assessment for the proposed Gore Mountain UMP Update. The air quality assessment conducted for this project conforms to the procedures followed by the New York State Department of Environmental Conservation (NYSDEC). Currently the NYSDEC follows the procedures of the New York State Department of Transportation (NYSDOT) as outlined in Chapter 1.1 of the *Environmental Procedures Manual* (EPM), last updated January 2001. These procedures address the Clean Air Act Amendments of 1990 and guidance from the Environmental Protection Agency (EPA).

2. Existing Conditions

This project is located in Warren County, which is classified as an attainment area for ozone and carbon monoxide. New York State collects air quality data for numerous pollutants at monitoring stations in counties through a program operated by the Bureau of Air Quality Surveillance. The EPA prescribes what pollutants are required to be monitored at different locations based on the characteristics of each region. Therefore, monitoring stations are disbursed throughout New York State with each station monitoring certain pollutants. In addition to the continuous and manual monitors in each county, ambient air quality data from private networks (utilities) is also an integral part of the state database for pollutants. The data from each monitoring station is recorded and summarized in the *New York State Air Quality Report, Air Monitoring System*. The latest data tables available are for the year 2006.

There are no monitoring stations located in Warren County. The closest monitoring stations within NYSDEC Region 5 are located at Piseco Lake in Hamilton County, at Whiteface Mountain in Essex County, and in the Town of Stillwater in Saratoga County. All three stations monitor ozone and were in compliance with the New York State and National Ambient Air Quality Standards for the 8-hour average period for the last three years and for the 1-hour average period in 2006. The closest station monitoring carbon monoxide is located in NYSDEC Region 4 in Loudonville, Albany County. This station was in compliance with the one-hour and eight-hour averages for carbon monoxide for 2006. The

monitoring stations at Piseco Lake and Whiteface also monitor sulfur dioxide and were in compliance with the 3-hour averages and 24-hour averages for 2006. The station at Whiteface also monitors 2.5-micron diameter particulate matter ($PM_{2.5}$) and was in compliance with the average annual mean and average 98th percentile for the last three years.

3. Microscale Air Quality

a. General Requirements

A microscale air quality analysis is performed to determine carbon monoxide (CO) concentrations at various worst case receptors adjacent to the roadways in a project area. Based on the procedures outlined in the EPM, worst case receptors are typically chosen at signalized intersections where a level of service D, E, or F exists for the build conditions. Unsignalized intersections do not typically warrant a detailed air quality analysis since the major-street high volume approaches at these intersections operate as free flow conditions. Any intersection requiring a detailed air quality analysis based on the level of service criteria undergoes additional screenings based on an analysis of the site conditions with respect to the reduction in source-receptor distances, traffic volume increases, vehicle emission increases, and speed reduction. The screening process is used to pinpoint locations where vehicle emissions will be the highest and will contribute to the background air quality. Any detailed air quality analysis is conducted using CAL3QHC, Version 2.0, which is a computer based air quality dispersion model. This model is based on traffic parameters from the *Highway Capacity Manual* (HCM) and is capable of analyzing intersection and free flow receptors.

b. Intersection Screening Analysis

Based on a review of the traffic analysis prepared for this project, the study area intersection of Route 28/Peaceful Valley Road (including all adjacent intersections) screen out from requiring a detailed air quality analysis since it operates under unsignalized control.

Based on the above site screening analysis, a detailed microscale air quality analysis is not necessary since this project will not increase traffic volumes, reduce source-receptor distances or change other existing conditions to such a degree as to jeopardize attainment of the National and New York State ambient air quality standards for carbon monoxide.

4. Mesoscale Analysis

a. General Requirements

A mesoscale air quality analysis is conceptually similar to the microscale air quality analysis; however, it covers a larger geographic area, typically larger than the immediate project area. In addition to carbon monoxide, a mesoscale air quality analysis monitors for volatile organic compounds (VOC) and nitrogen oxides (NO_x). In general, a mesoscale air quality analysis is required for projects involving the following:

1. HOV lanes vs general use lanes
2. New or significant modification to interchanges on access-controlled facilities
3. Large-scale signal coordination projects

4. In attainment areas, projects having alternatives (including the no-build) with significantly different (10%) VMT
5. Widening to provide additional travel lanes more than a mile in length.

The criteria for a mesoscale air analysis found in Chapter 1.1 of the EPM are not met; therefore, a mesoscale analysis is not required for this project.

5. Particulate Matter Analysis

a. General Requirements

Particulate matter is a mixture of substances that include elements such as carbon and metals; compounds such as nitrates, organic and ammonium compounds, and sulfates; and complex mixtures such as diesel exhaust and soil. Some of these particles are emitted directly into the atmosphere. Others, referred to as secondary particles, result from gases that are transformed into particles through physical and chemical processes in the atmosphere. There are two types of inhalable particulates; those with aerodynamic diameters of 10 microns or less (PM_{10}) and those with aerodynamic diameters of 2.5 microns or less ($PM_{2.5}$).

Many scientific studies have linked breathing PM to a series of significant health problems including aggravated asthma, increase in respiratory symptoms like coughing and difficult or painful breathing, chronic bronchitis, decreased lung function, and premature death. As a result, procedures outlined in the NYSDOT Project Level Particulate Matter Analysis Final Policy dated September, 2004 included in the EPM have been developed to analyze PM. Although a detailed screening procedure has yet to be developed for particulate matter, a detailed analysis includes the use of the CAL3QHC program which is typically used to model signalized intersections with both free flow and queue links. As the intersections studied as part of the updated UMP are unsignalized intersections, the assessment of PM is not applicable for this project.

Similarly, a PM mesoscale analysis would be relevant toward projects that could have a significant impact on emissions on a regional basis. The proposed project does not meet any of the criteria in Chapter 1.1 of the EPM for a mesoscale CO analysis; therefore no particulate matter mesoscale analysis is required.

6. Construction Impacts

The air quality within the project area may experience short-term impacts due to the construction of the project. During construction, airborne particulates will increase as dust is raised by construction vehicles in motion. This increase is expected to be sporadic and short-term in nature and will be most noticeable in the area immediately adjacent to the construction. The impacts should be minimized by the use of dust inhibitors, such as calcium chloride and other dust-control provisions found in the NYSDOT Standard Specifications for construction.

7. Air Summary

Based on the air quality assessment conducted using guidelines presented in the NYSDOT EPM, the expansion of Gore Mountain and Ski Bowl Village is not expected to result in violations of New York State or National Air Quality Standards.

C. Conclusions

Based on the preceding analysis, the proposed Ski Bowl Village project will not have any significant impacts on the traffic operations of the Route 28/Peaceful Valley Road intersection, or adjoining intersections. The UMP recommends the widening of Peaceful Valley Road as part of the Gore Mountain Ski Area expansion to provide two exit lanes upon the reaching of 7,000 Skiers At One Time. This recommendation is still applicable relative to the proposed Ski Bowl Village project.

The air quality analysis demonstrates that the expansion of Gore Mountain and Ski Bowl projects will not result in any violations of New York State or National Air Quality Standards. Therefore, no additional project related mitigation is considered necessary.

Please call our office if you have any questions on the above analysis.

Respectfully submitted,
Creighton Manning Engineering, LLP

Wendy C. Cimino, P.E., PTOE
Project Manager

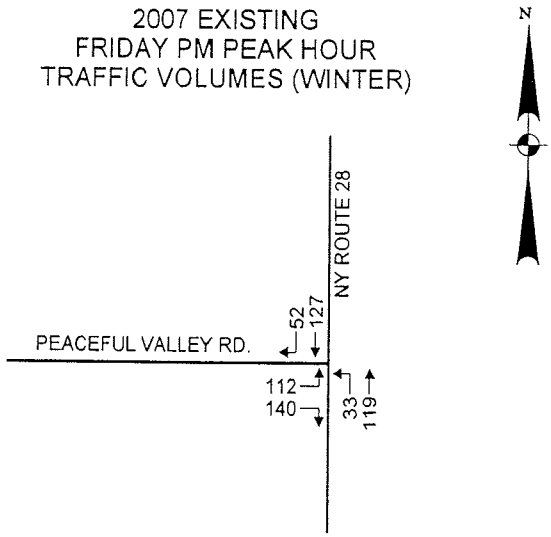
Ken Wersted, P.E.
Project Engineer

Attachments

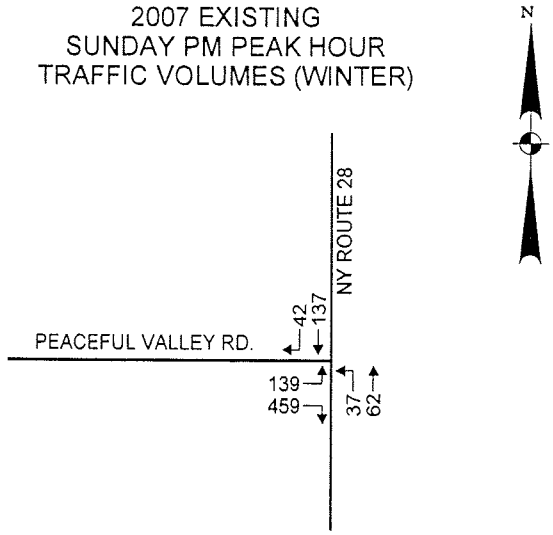
Cc: Jim Martin – The LA Group
Jeff Nelson – Pioneer Consulting

F:\Projects\2007\07-111d\air\Traffic & air letter.doc

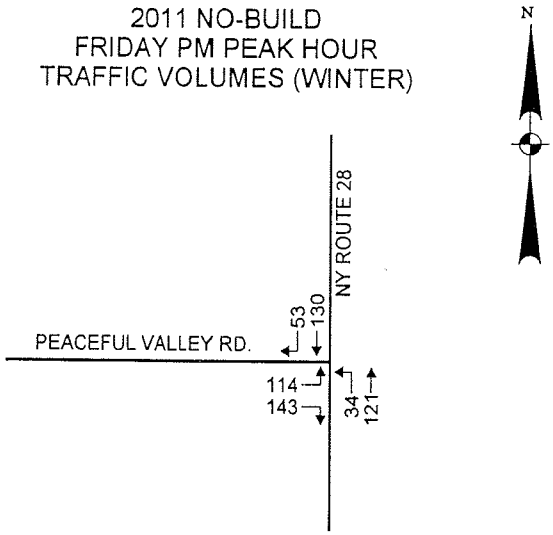
1 2007 EXISTING FRIDAY PM PEAK HOUR TRAFFIC VOLUMES (WINTER)



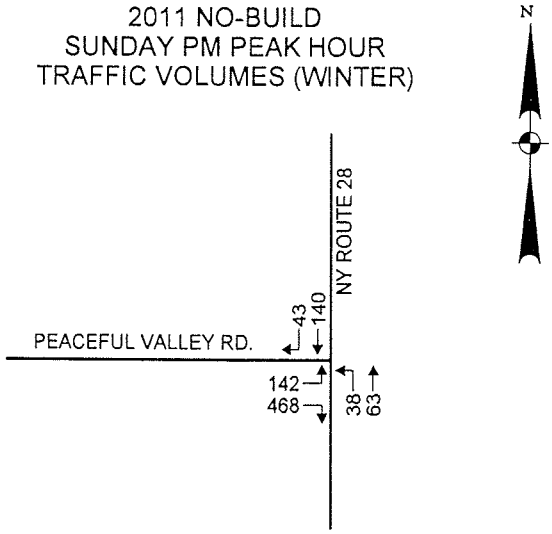
2 2007 EXISTING SUNDAY PM PEAK HOUR TRAFFIC VOLUMES (WINTER)



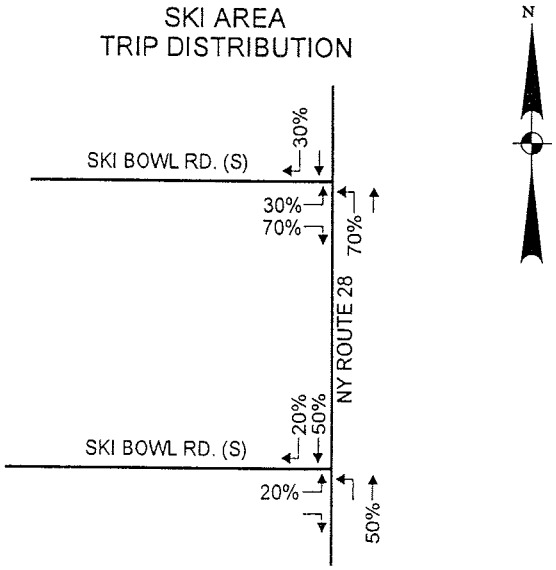
3 2011 NO-BUILD FRIDAY PM PEAK HOUR TRAFFIC VOLUMES (WINTER)



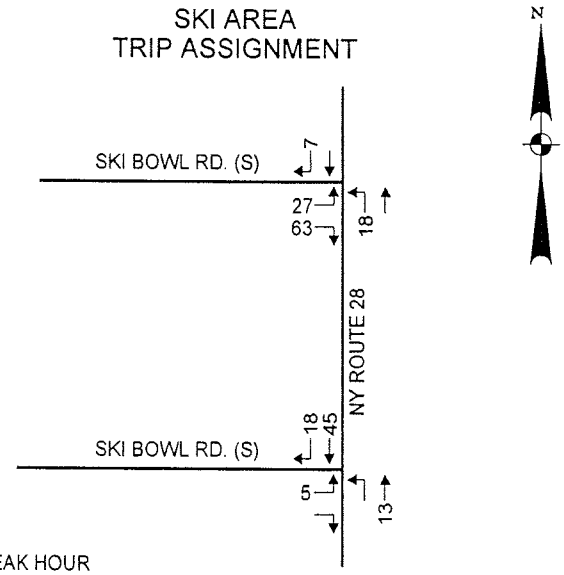
4 2011 NO-BUILD SUNDAY PM PEAK HOUR TRAFFIC VOLUMES (WINTER)



5 SKI AREA TRIP DISTRIBUTION



6 SKI AREA TRIP ASSIGNMENT



FRI (SUN) PEAK HOUR

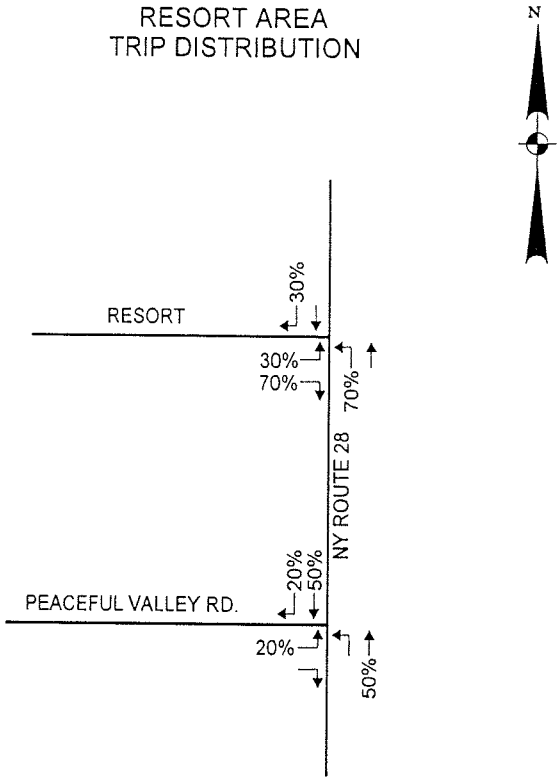
TRAFFIC VOLUMES

GORE MOUNTAIN SKI AREA
2005 UMP SEIS
TOWN OF JOHNSBURG, NEW YORK

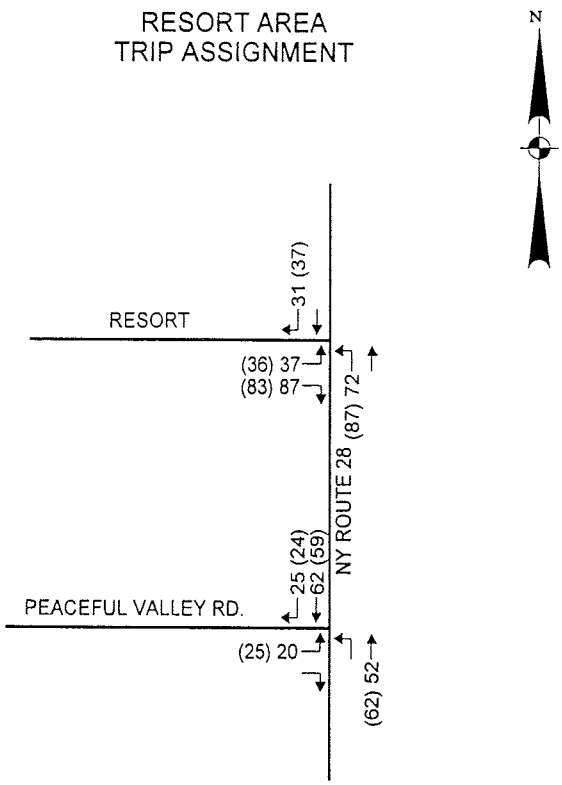
CREIGHTON MANNING ENGINEERING, LLP

PROJECT: 07-111d	DATE: 10/07	FIGURE: 1

1 RESORT AREA TRIP DISTRIBUTION

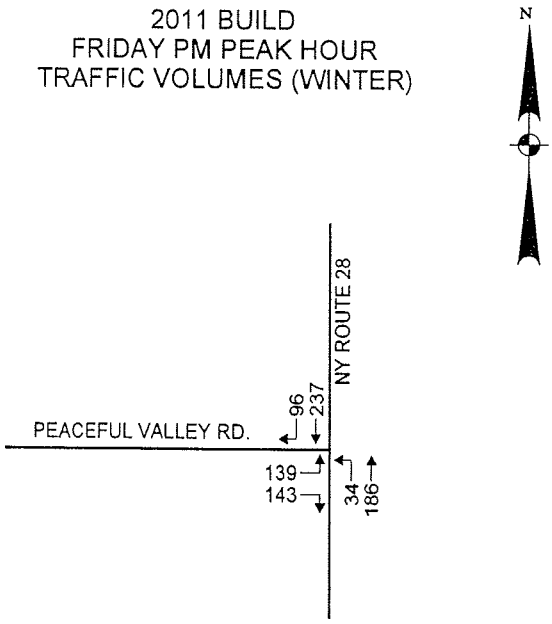


2 RESORT AREA TRIP ASSIGNMENT

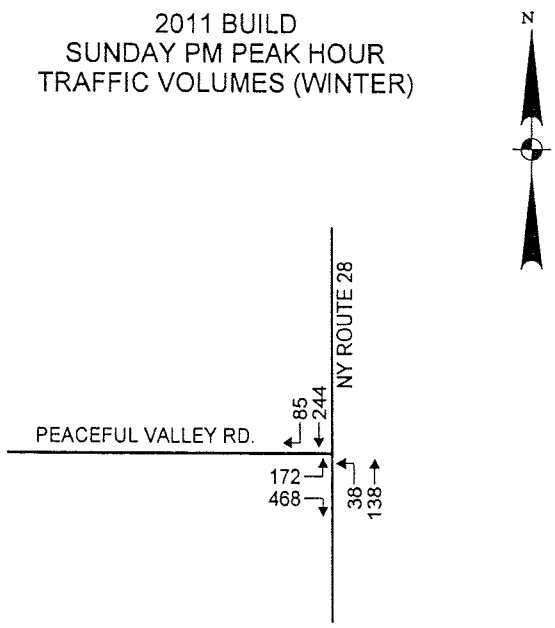


FRI (SUN) PEAK HOUR

3 2011 BUILD FRIDAY PM PEAK HOUR TRAFFIC VOLUMES (WINTER)



4 2011 BUILD SUNDAY PM PEAK HOUR TRAFFIC VOLUMES (WINTER)



TRAFFIC VOLUMES

GORE MOUNTAIN SKI AREA
2005 UMP SEIS
TOWN OF JOHNSBURG, NEW YORK

CREIGHTON MANNING ENGINEERING, LLP

PROJECT: 07-111d	DATE: 10/07	FIGURE: 2

Attachment A

CME
CREIGHTON MANNING ENGINEERING, LLP

Project: 05-116d
Counted By: KLB
Location: North Creek, NY
Other:

File Name : tm5116p2
Site Code : 05-116-2
Start Date : 2/2/2007
Page No : 1

Groups Printed- Pass Veh - Heavy Veh - School Bus

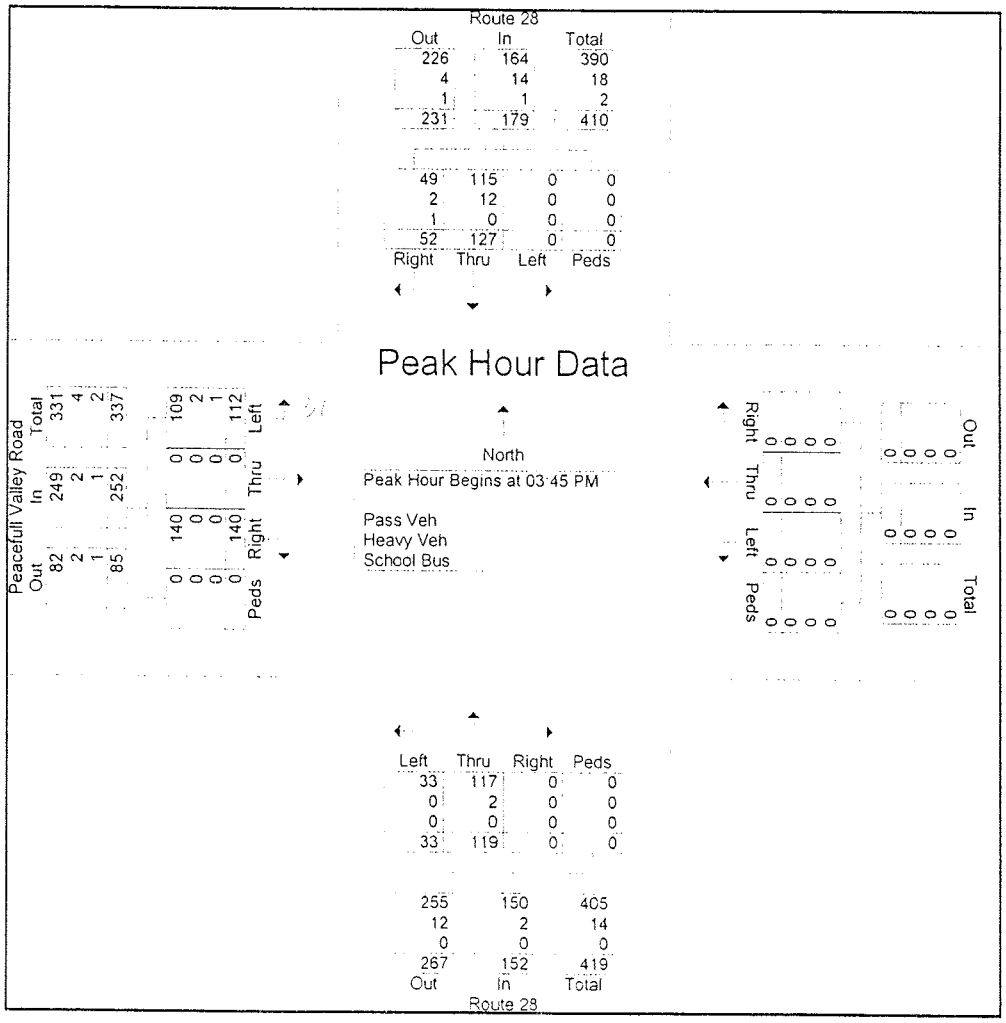
	Route 28 Southbound					Westbound					Route 28 Northbound					Peacefull Valley Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	41	14	0	55	0	0	0	0	0	3	34	0	0	37	18	0	14	0	32	124
03:15 PM	0	32	14	0	46	0	0	0	0	0	10	27	0	0	37	25	0	32	0	57	140
03:30 PM	0	39	14	0	53	0	0	0	0	0	3	28	0	0	31	19	0	27	0	46	130
03:45 PM	0	32	12	0	44	0	0	0	0	0	14	32	0	0	46	15	0	32	0	47	137
Total	0	144	54	0	198	0	0	0	0	0	30	121	0	0	151	77	0	105	0	182	531
04:00 PM	0	29	15	0	44	0	0	0	0	0	7	32	0	0	39	37	0	48	0	85	168
04:15 PM	0	32	12	0	44	0	0	0	0	0	5	27	0	0	32	29	0	34	0	63	139
04:30 PM	0	34	13	0	47	0	0	0	0	0	7	28	0	0	35	31	0	26	0	57	139
04:45 PM	0	26	12	0	38	0	0	0	0	0	6	32	0	0	38	11	0	21	0	32	108
Total	0	121	52	0	173	0	0	0	0	0	25	119	0	0	144	108	0	129	0	237	554
Grand Total	0	265	106	0	371	0	0	0	0	0	55	240	0	0	295	185	0	234	0	419	1085
Apprch %	0	71.4	28.6	0		0	0	0	0		18.6	81.4	0	0		44.2	0	55.8	0		
Total %	0	24.4	9.8	0	34.2	0	0	0	0	0	5.1	22.1	0	0	27.2	17.1	0	21.6	0	38.6	
Pass Veh	0	247	101	0	348	0	0	0	0	0	54	231	0	0	285	178	0	231	0	409	1042
% Pass Veh	0	93.2	95.3	0	93.8	0	0	0	0	0	98.2	96.2	0	0	96.6	96.2	0	98.7	0	97.6	96
Heavy Veh	0	18	3	0	21	0	0	0	0	0	1	7	0	0	8	4	0	3	0	7	36
% Heavy Veh	0	6.8	2.8	0	5.7	0	0	0	0	0	1.8	2.9	0	0	2.7	2.2	0	1.3	0	1.7	3.3
School Bus	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	7
% School Bus	0	0	1.9	0	0.5	0	0	0	0	0	0	0.8	0	0	0.7	1.6	0	0	0	0.7	0.6

CME
CREIGHTON MANNING ENGINEERING, LLP

Project: 05-116d
Counted By: KLB
Location: North Creek, NY
Other:

File Name : tm5116p2
Site Code : 05-116-2
Start Date : 2/2/2007
Page No : 2

	Route 28 Southbound					Westbound					Route 28 Northbound					Peacefull Valley Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:45:00 PM																					
3:45:00 PM	0	32	12	0	44	0	0	0	0	0	14	32	0	0	46	15	0	32	0	47	137
4:00:00 PM	0	29	15	0	44	0	0	0	0	0	7	32	0	0	39	37	0	48	0	85	168
4:15:00 PM	0	32	12	0	44	0	0	0	0	0	5	27	0	0	32	29	0	34	0	63	139
4:30:00 PM	0	34	13	0	47	0	0	0	0	0	7	28	0	0	35	31	0	26	0	57	139
Total Volume	0	127	52	0	179	0	0	0	0	0	33	119	0	0	152	112	0	140	0	252	583
% App. Total	0	70.9	29.1	0		0	0	0	0		21.7	78.3	0	0		44.4	0	55.6	0		
PHF	.000	.934	.867	.000	.952	.000	.000	.000	.000	.000	.589	.930	.000	.000	.826	.757	.000	.729	.000	.741	.868
Pass Veh	0	115	49	0	164	0	0	0	0	0	33	117	0	0	150	109	0	140	0	249	563
% Pass Veh	0	90.6	94.2	0	91.6	0	0	0	0	0	100	98.3	0	0	98.7	97.3	0	100	0	98.8	96.6
Heavy Veh	0	12	2	0	14	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	18
% Heavy Veh	0	9.4	3.8	0	7.8	0	0	0	0	0	0	1.7	0	0	1.3	1.8	0	0	0	0.8	3.1
School Bus	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% School Bus	0	0	1.9	0	0.6	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0	0.4	0.3



CME
CREIGHTON MANNING ENGINEERING, LLP

Project: 05-116d
Counted By: BWJ
Location: North Creek, NY
Other:

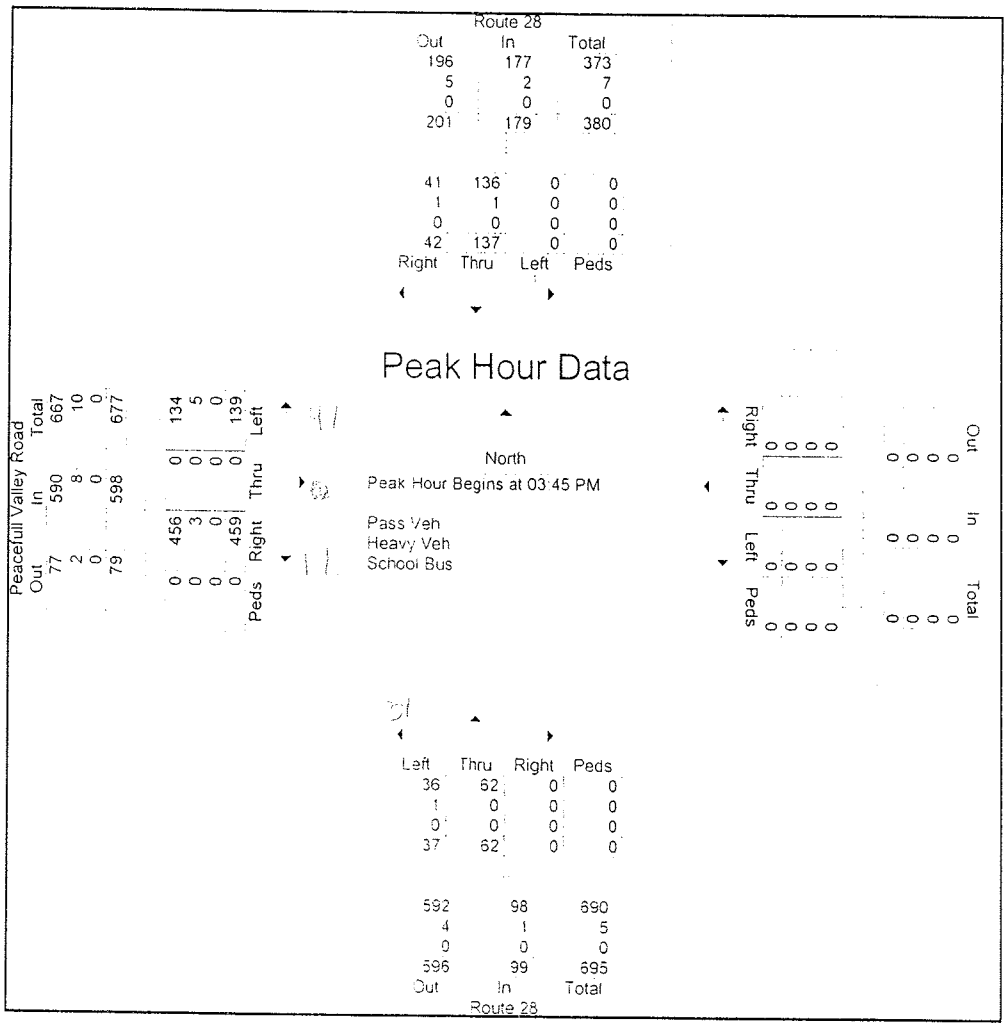
File Name : tm5116s2
Site Code : 05-116-2
Start Date : 1/28/2007
Page No : 1

Groups Printed- Pass Veh - Heavy Veh - School Bus

	Route 28 Southbound					Westbound					Route 28 Northbound					Peacefull Valley Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	31	12	0	43	0	0	0	0	0	5	14	0	0	19	19	0	58	0	77	139
03:15 PM	0	34	9	0	43	0	0	0	0	0	10	15	0	0	25	18	0	84	0	102	170
03:30 PM	0	36	7	0	43	0	0	0	0	0	10	18	0	0	28	16	0	54	0	70	141
03:45 PM	0	32	8	0	40	0	0	0	0	0	12	13	0	0	25	27	0	102	0	129	194
Total	0	133	36	0	169	0	0	0	0	0	37	60	0	0	97	80	0	298	0	378	644
04:00 PM	0	35	13	0	48	0	0	0	0	0	10	21	0	0	31	37	0	130	0	167	246
04:15 PM	0	16	9	0	25	0	0	0	0	0	8	18	0	0	26	34	0	120	0	154	205
04:30 PM	0	54	12	0	66	0	0	0	0	0	7	10	0	0	17	41	0	107	0	148	231
04:45 PM	0	34	7	0	41	0	0	0	0	0	4	9	0	0	13	43	0	77	0	120	174
Total	0	139	41	0	180	0	0	0	0	0	29	58	0	0	87	155	0	434	0	589	856
Grand Total	0	272	77	0	349	0	0	0	0	0	66	118	0	0	184	235	0	732	0	967	1500
Apprch %	0	77.9	22.1	0		0	0	0	0		35.9	64.1	0	0		24.3	0	75.7	0		
Total %	0	18.1	5.1	0	23.3	0	0	0	0	0	4.4	7.9	0	0	12.3	15.7	0	48.8	0	64.5	
Pass Veh	0	271	75	0	346	0	0	0	0	0	64	118	0	0	182	230	0	726	0	956	1484
% Pass Veh	0	99.6	97.4	0	99.1	0	0	0	0	0	97	100	0	0	98.9	97.9	0	99.2	0	98.9	98.9
Heavy Veh	0	1	2	0	3	0	0	0	0	0	2	0	0	0	2	5	0	6	0	11	16
% Heavy Veh	0	0.4	2.6	0	0.9	0	0	0	0	0	3	0	0	0	1.1	2.1	0	0.8	0	1.1	1.1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CME
CREIGHTON MANNING ENGINEERING, LLP

Project: 05-116d
Counted By: BWJ
Location: North Creek, NY
Other:

File Name tm5116s2
Site Code 05-116-2
Start Date 1/28/2007
Page No 2

	Route 28 Southbound					Westbound					Route 28 Northbound					Peacefull Valley Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:45:00 PM																					
3:45:00 PM	0	32	8	0	40	0	0	0	0	0	12	13	0	0	25	27	0	102	0	129	194
4:00:00 PM	0	35	13	0	48	0	0	0	0	0	10	21	0	0	31	37	0	130	0	167	246
4:15:00 PM	0	16	9	0	25	0	0	0	0	0	8	18	0	0	26	34	0	120	0	154	205
4:30:00 PM	0	54	12	0	66	0	0	0	0	0	7	10	0	0	17	41	0	107	0	148	231
Total Volume	0	137	42	0	179	0	0	0	0	0	37	62	0	0	99	139	0	459	0	598	876
% App. Total	0	76.5	23.5	0		0	0	0	0		37.4	62.6	0	0		23.2	0	76.8	0		
PHF	.000	.634	.808	.000	.678	.000	.000	.000	.000	.000	.771	.738	.000	.000	.798	.848	.000	.883	.000	.895	.890
Pass Veh	0	136	41	0	177	0	0	0	0	0	36	62	0	0	98	134	0	456	0	590	865
% Pass Veh	0	99.3	97.6	0	98.9	0	0	0	0	0	97.3	100	0	0	99.0	96.4	0	99.3	0	98.7	98.7
Heavy Veh	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	5	0	3	0	8	11
% Heavy Veh	0	0.7	2.4	0	1.1	0	0	0	0	0	2.7	0	0	0	1.0	3.6	0	0.7	0	1.3	1.3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0