

## SUMMARY OF ANALYSIS ROUTE 22 AND HAVILLAND HOLLOW RD

### **Existing Conditions:**

The existing intersection is signalized and has four approaches. NY Route 22 approaches from the north and south, Havilland Hollow Rd approaches westbound and a commercial driveway approaches eastbound. There are no pedestrian accommodations at this intersection. The signal has three phases, one for north-south, which also permissively allows left turns, one for east-west, which permissively allows left turns and one for a protected southbound left turn movement (and westbound right turn overlap). Capacity analysis shows that the existing intersection operates at an overall LOC C in both AM and PM peak hours, which is desirable. However, the westbound through movement in the morning and the northbound through movement in the afternoon are approaching capacity ( $v/c$  ratio  $>0.90$ ), which indicates that even a small amount of traffic growth could result in failing conditions in the near future.

### **Signal Warrant Analysis:**

A review of the hourly traffic volumes between 7:00 AM and 8:00 PM show that criteria for Warrant 1 (8-hour warrant), Warrant 2 (4-hour warrant) and Warrant 3 (peak hour warrant) are satisfied for all 13 hours reviewed. As such, all three signal warrants are satisfied. Warrant 7 (crash experience) is not satisfied, as there were not 5 accidents per year susceptible to correction by signalization (left or right turn, or right angle accidents). The satisfaction of Warrants 1, 2 & 3 justify the existing traffic signal, as well as a roundabout as a suitable replacement.

### **Accident Analysis:**

Accident data noted 26 accidents at this location in the 3-year period reviewed. The accident rate calculated for this intersection is 1.34 accidents per million entering vehicles (acc/MEV). Comparing this to the state-wide average for similar intersections of 0.68 acc/MEV, indicates that the accident history warrants further investigation. Upon review of the accident types, the predominate type occurring is rear ends, with 12 of the 26 accidents (46%) being of that type. This is not out of the ordinary as it is common for this type of accident to occur at a traffic signal. The high occurrence rate is most likely caused by the number of and excessive widths of curb cuts/driveways in the vicinity of the intersection. Within 300 feet of the intersection there are 10 existing driveways, a couple of which have widths in excess of 50 feet. The conflicts caused by these driveways, is likely the biggest cause of the high accident rate, as there are no other existing conditions that are out of the ordinary, including geometric factors and sight distances. A summary of the accident types and severity are shown in the table below:

**ACCIDENT SUMMARY**

Accident Type	Number of Occurrences	Accident Severity	Number of Occurrences
Right Angle	4	Fatality	0
Left Turn	3	Personal Injury	4
Rear End	12	Property Damage Only	15
Fixed Object	3	Non-Reportable	7
Overtaking	1		
Sideswipe	1		
Other	2		
	26		26

**Field Condition and Right of Way Review:**

There are 8'-10' wide shoulders along Route 22, and the northbound striped center median is more than 15' wide, which would provide ample pavement to work with for lane restriping, if needed. For a roundabout installation, there isn't enough existing right of way to construct without some fee taking on the northeast corner, which will cut into a commercial parking lot. However, the parking lot will remain viable for the plaza. While a roundabout should not require right of way taking on the southeast corner, the diner parking lot and a utility pole come very close to the edge of the roundabout, so there may be the need to reconfigure the corner of the parking lot or relocate that utility pole come final design.

**Design Alternative Consideration:**

Two design alternatives were considered to improve traffic operations at this intersection; restriping to allow for a northbound right turn lane and the construction of a roundabout. The roundabout would also reconstruct driveways, eliminating some and reducing the width of others. The analysis showed that with a fairly simple and relatively inexpensive restriping, levels of service would improve to LOS B in both the AM and PM peak periods, with the worst-case v/c ratio dropping from 0.98 to 0.83, creating a significant improvement in reserve capacity. Restriping would also cut the northbound queue in half from over 800' to just 400'. For a roundabout to provide acceptable capacity at this location a second lane southbound for left turn only traffic and a second lane northbound for right turn only traffic will need to be added to the roundabout configuration. With this done, overall operations would be LOS A in the AM peak and LOS B in the PM peak. Concept sketches for both these alternatives are included subsequently under this tab.

**Conceptual Cost Estimate:**

Based on our past experience with similar projects, knowledge of construction pricing in this region of New York State and our understanding of the issues, it is estimated that the restriping to create a right turn lane as shown in the concept sketch would cost approximately \$36,500 and a roundabout, because of the right of way cost, additional lanes within the roundabout, and the need to reconstruct several driveways would cost approximately \$2,185,000. These costs include construction of all improvements, as well as costs for design and inspection. A breakdown of the big picture cost items is included later under this tab.

**Summary & Conclusion:**

The analyses show that the existing traffic signal does adequately accommodate existing traffic, but some movements are at the threshold of capacity. With the wide existing pavement width, the northbound approach could be restriped to allow for a right turn lane that would provide reserve capacity to accommodate future growth at a relatively inexpensive cost.

It is feasible to construct a roundabout at this location, but it does require right of way taking, reduction of adjacent parking lots, and the reconfiguration of site access driveways for several properties.

Because restriping is significantly cheaper, has least effect on the adjacent properties and provides almost the same level of service as a roundabout, it is recommended that the restriping option, as show in the provided concept sketch, be performed when capacity improvements are desired.

The intersection evaluation worksheet summarizing the lane geometry and traffic operations, traffic volume data sheets, traffic signal warrant analysis sheets, accident summary sheets, capacity analysis worksheets, cost estimate breakdown, roundabout concept sketch, and restriping concept sketch for this intersection can be found on the following pages under this tab.

## INTERSECTION EVALUATION WORKSHEET

<b>Project:</b>	Putnam County Roundabout Evaluation
<b>Location:</b>	Putnam County (Various Locations)
<b>Intersection:</b>	Route 22 & Havilland Hollow Rd
<b>GPS Coord.:</b>	41°29'3.36"N, 73°34'33.14"W
<b>Traffic Control:</b>	Traffic Signal
<b>Traffic Control Notes (if applicable):</b>	Prot-Perm LT Turn Phase (SB) with RT Ovlp (WB) *NB LT use center median to turn as defacto LT lane. No Pedestrian Crossings.
<b>Other Intersection Notes (if applicable):</b>	Radius Flare (WB) can accommodate 1 RT vehicle. Wide shoulders NB & SB could be used by RT vehicles, but crosshatch striping to reinforce not to do it.



### APPROACH DATA

	Route 22			Route 22			Gas Station			Havilland Hollow Rd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Assignments:	1*	1 ->		1	1->			<-1->			<-1->	Flare
Lane Widths:	12'	12'		12'	12'			12'			11'	
Turn Bay Lengths:	50'	-		200'	-			-			-	25'
Speed Limits:	55 mph			55 mph			15 mph			30 mph		

### TRAFFIC COUNT DATA

(traffic volumes below represent counted traffic adjusted by 1.05 to account for seasonal variation and annual growth)

AM Peak Hour	Time Period: 7:15 to 8:15						Date Counted: 4/24/2018					
Volume:	1	327	70	123	760	16	1	3	17	244	14	131
Truck %:	50%	22%	6%	5%	6%	1%	1%	1%	1%	1%	1%	2%
Peds (Bikes):	0 (0)			0 (0)			0 (0)			0 (0)		
PHF = 0.95												
PM Peak Hour	Time Period: 5:00 to 6:00						Date Counted: 4/24/2018					
Volume:	2	676	306	197	411	7	12	6	14	75	5	146
Truck %:	1%	2%	1%	1%	4%	1%	1%	1%	1%	1%	1%	2%
Peds (Bikes):	0 (0)			0 (0)			1 (1)			0 (0)		
PHF = 0.95												

### EXISTING CONDITION LEVEL OF SERVICE

AM Peak Delay (s):	18.3	18.0	10.5	15.6	14.0	50.9	12.0
LOS:	B	B	B	B	B	D	B
v/c:	0.00	0.82	0.34	0.86	0.06	0.91	0.26
95% Queue:	< 25'	200'	30'	295'	< 25'	270'	45'
<b>C (20.8) Overall</b>	<b>B (18.0)</b>		<b>B (14.9)</b>		<b>B (14.0)</b>		<b>D (37.8)</b>
PM Peak Delay (s):	6.2	37.1	28.5	3.5	30.9	32.1	28.9
LOS:	A	D	C	A	C	C	C
v/c:	0.00	0.98	0.82	0.32	0.14	0.31	0.50
95% Queue:	< 25'	840'	120'	100'	35'	90'	40'
<b>C (27.6) Overall</b>	<b>D (37.0)</b>		<b>B (11.5)</b>		<b>C (30.9)</b>		<b>C (30.0)</b>

Note: LOS calculated using HCM 6 methodologies.

INTERSECTION EVALUATION WORKSHEET												
	Route 22			Route 22			Gas Station			Havilland Hollow Rd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>BUILD ALTERNATIVE #1 - LEVEL OF SERVICE</b>												
<b>Description of Improvements:</b> Existing Traffic Signal with Added 100' Northbound Right Turn Lane												
AM Peak Delay (s):	18.0	14.7	11.1	9.2	12.9		14.2			18.1	12.3	
LOS:	B	B	B	A	B		B			B	B	
v/c:	0.00	0.63	0.14	0.29	0.85		0.05			0.55	0.27	
95% Queue:	< 25'	205'	< 25'	45'	430'		< 24'			220'	35'	
<b>B (13.7) Overall</b>	<b>B (14.1)</b>			<b>B (12.4)</b>			<b>B (14.2)</b>			<b>B (16.2)</b>		
PM Peak Delay (s):	7.8	16.1	10.2	11.8	4.6		19.7			20.6	17.7	
LOS:	A	B	B	B	A		B			C	B	
v/c:	0.00	0.83	0.44	0.56	0.37		0.10			0.24	0.41	
95% Queue:	< 25'	400'	65'	50'	100'		30'			75'	35'	
<b>B (12.5) Overall</b>	<b>B (14.2)</b>			<b>A (6.9)</b>			<b>B (19.7)</b>			<b>B (18.7)</b>		
<b>BUILD ALTERNATIVE #2 - LEVEL OF SERVICE</b>												
<b>Description of Improvements:</b> Variable Lane Roundabout (130 ft. Diameter) With 2-SB Lanes (LT,TH-RT) and 2-NB lanes (TH-LT, RT)												
AM Peak Delay (s):	7.0	3.5	4.5	18.5			10.1			9.9		
LOS:	A	A	A	C			B			A		
v/c:	0.34	0.06	0.12	0.78			0.06			0.46		
95% Queue:	50'	< 25'	< 25'	200'			< 25'			50'		
<b>B (12.6) Overall</b>	<b>A (6.4)</b>			<b>C (16.6)</b>			<b>C (10.1)</b>			<b>A (9.9)</b>		
PM Peak Delay (s):	11.6	5.8	4.1	6.1			6.1			10.8		
LOS:	B	A	A	A			A			B		
v/c:	0.63	0.28	0.16	0.35			0.05			0.37		
95% Queue:	125'	25'	25'	50'			< 25'			50'		
<b>A (8.4) Overall</b>	<b>A (9.8)</b>			<b>A (5.5)</b>			<b>A (6.1)</b>			<b>B (10.8)</b>		
<b>BUILD ALTERNATIVE #3 - LEVEL OF SERVICE</b>												
<b>Description of Improvements:</b>												
AM Peak Delay (s):												
LOS:												
v/c:												
95% Queue:												
<b>Overall</b>												
PM Peak Delay (s):												
LOS:												
v/c:												
95% Queue:												
<b>Overall</b>												

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File Name : Route 22 at Havilland Hollow Road - 13 Hour Data  
 Site Code : 2018011  
 Start Date : 4/24/2018  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Route 22 From North					Havilland Hollow From East					Route 22 From South					Parking Lot From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	2	168	26	0	196	37	4	59	0	100	7	54	2	0	63	7	0	1	0	8	8	367
07:15 AM	2	166	26	0	194	31	3	71	0	105	13	42	0	0	55	4	1	0	0	5	5	359
07:30 AM	3	188	31	0	222	22	2	60	0	84	24	80	1	0	105	3	2	0	0	5	5	416
07:45 AM	3	178	35	0	216	41	4	50	0	95	14	98	0	0	112	3	0	0	0	3	3	426
<b>Total</b>	<b>10</b>	<b>700</b>	<b>118</b>	<b>0</b>	<b>828</b>	<b>131</b>	<b>13</b>	<b>240</b>	<b>0</b>	<b>384</b>	<b>58</b>	<b>274</b>	<b>3</b>	<b>0</b>	<b>335</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>1568</b>
08:00 AM	7	192	25	0	224	31	4	51	0	86	16	91	0	0	107	6	0	1	0	7	7	424
08:15 AM	5	128	24	0	157	25	1	52	0	78	14	65	1	0	80	5	1	1	0	7	7	322
08:30 AM	7	152	30	0	189	35	2	35	0	72	17	77	0	0	94	3	0	2	0	5	5	360
08:45 AM	4	124	25	0	153	24	4	37	0	65	13	66	0	0	79	6	0	1	0	7	7	304
<b>Total</b>	<b>23</b>	<b>596</b>	<b>104</b>	<b>0</b>	<b>723</b>	<b>115</b>	<b>11</b>	<b>175</b>	<b>0</b>	<b>301</b>	<b>60</b>	<b>299</b>	<b>1</b>	<b>0</b>	<b>360</b>	<b>20</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>1410</b>
09:00 AM	5	112	19	0	136	29	0	21	0	50	17	76	0	0	93	4	2	2	0	8	8	287
09:15 AM	4	119	23	0	146	16	3	22	0	41	13	72	0	0	85	3	1	2	0	6	6	278
09:30 AM	5	107	19	0	131	29	1	25	0	55	9	82	0	0	91	3	2	3	0	8	8	285
09:45 AM	1	98	21	0	120	22	3	19	0	44	14	80	0	0	94	6	1	3	0	10	10	268
<b>Total</b>	<b>15</b>	<b>436</b>	<b>82</b>	<b>0</b>	<b>533</b>	<b>96</b>	<b>7</b>	<b>87</b>	<b>0</b>	<b>190</b>	<b>53</b>	<b>310</b>	<b>0</b>	<b>0</b>	<b>363</b>	<b>16</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>1118</b>
10:00 AM	5	101	16	0	122	19	1	17	0	37	14	72	1	0	87	2	2	2	0	6	6	252
10:15 AM	4	111	15	0	130	21	1	22	0	44	5	57	0	0	62	4	0	1	0	5	5	241
10:30 AM	3	89	25	0	117	20	2	19	0	41	7	65	1	0	73	5	0	4	1	10	10	241
10:45 AM	0	92	18	0	110	9	1	18	0	28	9	80	6	0	95	2	0	7	0	9	9	242
<b>Total</b>	<b>12</b>	<b>393</b>	<b>74</b>	<b>0</b>	<b>479</b>	<b>69</b>	<b>5</b>	<b>76</b>	<b>0</b>	<b>150</b>	<b>35</b>	<b>274</b>	<b>8</b>	<b>0</b>	<b>317</b>	<b>13</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>30</b>	<b>30</b>	<b>976</b>
11:00 AM	1	77	17	0	95	18	2	12	0	32	14	85	1	0	100	2	1	7	0	10	10	237
11:15 AM	2	90	15	0	107	18	3	10	0	31	15	76	3	0	94	3	0	3	0	6	6	238
11:30 AM	2	92	18	0	112	21	0	12	0	33	15	95	3	0	113	4	1	3	0	8	8	266
11:45 AM	1	82	8	0	91	23	0	17	0	40	16	92	4	0	112	2	1	0	0	3	3	246
<b>Total</b>	<b>6</b>	<b>341</b>	<b>58</b>	<b>0</b>	<b>405</b>	<b>80</b>	<b>5</b>	<b>51</b>	<b>0</b>	<b>136</b>	<b>60</b>	<b>348</b>	<b>11</b>	<b>0</b>	<b>419</b>	<b>11</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>987</b>
12:00 PM	6	87	18	0	111	25	2	16	0	43	10	100	1	0	111	1	0	5	0	6	6	271
12:15 PM	5	95	22	0	122	14	4	12	0	30	20	75	0	0	95	8	3	0	0	11	11	258
12:30 PM	3	87	21	0	111	21	0	13	0	34	20	81	2	0	103	2	2	3	0	7	7	255
12:45 PM	8	91	24	0	123	13	1	11	0	25	21	79	3	0	103	3	2	0	0	5	5	256
<b>Total</b>	<b>22</b>	<b>360</b>	<b>85</b>	<b>0</b>	<b>467</b>	<b>73</b>	<b>7</b>	<b>52</b>	<b>0</b>	<b>132</b>	<b>71</b>	<b>335</b>	<b>6</b>	<b>0</b>	<b>412</b>	<b>14</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>1040</b>
01:00 PM	3	111	19	0	133	18	0	8	0	26	16	88	1	2	107	3	3	3	0	9	9	275
01:15 PM	4	96	30	0	130	18	1	14	0	33	11	103	0	0	114	3	1	1	0	5	5	282
01:30 PM	1	97	22	1	121	19	2	10	0	31	18	86	0	0	104	4	1	1	1	7	7	263
01:45 PM	5	96	25	0	126	13	1	17	0	31	20	87	0	0	107	5	0	0	0	5	5	269
<b>Total</b>	<b>13</b>	<b>400</b>	<b>96</b>	<b>1</b>	<b>510</b>	<b>68</b>	<b>4</b>	<b>49</b>	<b>0</b>	<b>121</b>	<b>65</b>	<b>364</b>	<b>1</b>	<b>2</b>	<b>432</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>26</b>	<b>26</b>	<b>1089</b>
02:00 PM	5	82	19	0	106	25	2	18	0	45	18	90	2	0	110	3	1	2	0	6	6	267
02:15 PM	3	71	22	0	96	24	3	12	0	39	17	118	3	2	140	7	2	6	0	15	15	290
02:30 PM	3	76	26	0	105	19	0	11	0	30	16	105	4	0	125	0	1	4	0	5	5	265
02:45 PM	1	75	25	0	101	26	1	14	0	41	31	117	3	0	151	3	0	5	0	8	8	301
<b>Total</b>	<b>12</b>	<b>304</b>	<b>92</b>	<b>0</b>	<b>408</b>	<b>94</b>	<b>6</b>	<b>55</b>	<b>0</b>	<b>155</b>	<b>82</b>	<b>430</b>	<b>12</b>	<b>2</b>	<b>526</b>	<b>13</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>34</b>	<b>34</b>	<b>1123</b>
03:00 PM	3	79	33	0	115	32	2	22	0	56	23	97	2	0	122	2	1	1	0	4	4	297
03:15 PM	1	95	28	0	124	19	1	19	0	39	19	155	3	0	177	6	1	0	0	7	7	347
03:30 PM	0	83	47	0	130	24	4	21	0	49	43	171	3	0	217	4	2	3	0	9	9	405
03:45 PM	2	97	32	0	131	37	2	22	0	61	42	137	1	0	180	3	4	1	0	8	8	380
<b>Total</b>	<b>6</b>	<b>354</b>	<b>140</b>	<b>0</b>	<b>500</b>	<b>112</b>	<b>9</b>	<b>84</b>	<b>0</b>	<b>205</b>	<b>127</b>	<b>560</b>	<b>9</b>	<b>0</b>	<b>696</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>1429</b>

**Greenman-Pedersen, Inc.**  
**80 Wolf Road, Suite 300**  
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File Name : Route 22 at Havilland Hollow Road - 13 Hour Data  
 Site Code : 2018011  
 Start Date : 4/24/2018  
 Page No : 2

Groups Printed- Cars - Trucks

Start Time	Route 22 From North					Havilland Hollow From East					Route 22 From South					Parking Lot From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	98	33	0	131	40	2	21	0	63	37	160	4	0	201	2	3	1	0	6	401
04:15 PM	1	100	45	0	146	31	1	28	0	60	40	192	1	0	233	3	0	1	0	4	443
04:30 PM	2	80	44	0	126	39	0	20	0	59	51	193	2	0	246	1	4	1	0	6	437
04:45 PM	1	74	41	0	116	37	0	21	0	58	43	192	5	0	240	4	1	2	0	7	421
<b>Total</b>	<b>4</b>	<b>352</b>	<b>163</b>	<b>0</b>	<b>519</b>	<b>147</b>	<b>3</b>	<b>90</b>	<b>0</b>	<b>240</b>	<b>171</b>	<b>737</b>	<b>12</b>	<b>0</b>	<b>920</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>1702</b>
05:00 PM	2	91	44	0	137	32	2	16	0	50	68	174	1	0	243	2	2	5	0	9	439
05:15 PM	3	102	43	0	148	34	2	19	0	55	81	177	0	0	258	3	1	3	0	7	468
05:30 PM	2	97	63	0	162	26	0	18	0	44	71	150	0	0	221	5	1	2	1	9	436
05:45 PM	0	101	38	0	139	47	1	18	0	66	71	143	1	0	215	3	2	1	0	6	426
<b>Total</b>	<b>7</b>	<b>391</b>	<b>188</b>	<b>0</b>	<b>586</b>	<b>139</b>	<b>5</b>	<b>71</b>	<b>0</b>	<b>215</b>	<b>291</b>	<b>644</b>	<b>2</b>	<b>0</b>	<b>937</b>	<b>13</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>31</b>	<b>1769</b>
06:00 PM	1	81	52	0	134	34	1	16	0	51	55	156	2	0	213	1	2	3	0	6	404
06:15 PM	2	74	42	0	118	28	1	16	0	45	43	156	0	0	199	2	0	0	0	2	364
06:30 PM	2	63	38	0	103	25	1	11	0	37	46	131	0	0	177	1	0	1	0	2	319
06:45 PM	1	73	39	0	113	20	2	14	0	36	29	105	1	0	135	2	3	1	0	6	290
<b>Total</b>	<b>6</b>	<b>291</b>	<b>171</b>	<b>0</b>	<b>468</b>	<b>107</b>	<b>5</b>	<b>57</b>	<b>0</b>	<b>169</b>	<b>173</b>	<b>548</b>	<b>3</b>	<b>0</b>	<b>724</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>1377</b>
07:00 PM	1	50	19	0	70	25	2	11	0	38	25	108	1	0	134	0	2	3	0	5	247
07:15 PM	4	40	24	0	68	16	0	9	0	25	29	110	0	0	139	3	1	0	0	4	236
07:30 PM	3	49	21	0	73	23	0	8	0	31	30	84	2	0	116	3	2	0	0	5	225
07:45 PM	3	26	23	0	52	19	1	9	0	29	24	72	0	0	96	0	1	3	0	4	181
<b>Total</b>	<b>11</b>	<b>165</b>	<b>87</b>	<b>0</b>	<b>263</b>	<b>83</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>123</b>	<b>108</b>	<b>374</b>	<b>3</b>	<b>0</b>	<b>485</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>889</b>
<b>Grand Total</b>	<b>147</b>	<b>5083</b>	<b>1458</b>	<b>1</b>	<b>6689</b>	<b>1314</b>	<b>83</b>	<b>1124</b>	<b>0</b>	<b>2521</b>	<b>1354</b>	<b>5497</b>	<b>71</b>	<b>4</b>	<b>6926</b>	<b>169</b>	<b>64</b>	<b>105</b>	<b>3</b>	<b>341</b>	<b>16477</b>
<b>Apprch %</b>	<b>2.2</b>	<b>76</b>	<b>21.8</b>	<b>0</b>		<b>52.1</b>	<b>3.3</b>	<b>44.6</b>	<b>0</b>		<b>19.5</b>	<b>79.4</b>	<b>1</b>	<b>0.1</b>		<b>49.6</b>	<b>18.8</b>	<b>30.8</b>	<b>0.9</b>		
<b>Total %</b>	<b>0.9</b>	<b>30.8</b>	<b>8.8</b>	<b>0</b>	<b>40.6</b>	<b>8</b>	<b>0.5</b>	<b>6.8</b>	<b>0</b>	<b>15.3</b>	<b>8.2</b>	<b>33.4</b>	<b>0.4</b>	<b>0</b>	<b>42</b>	<b>1</b>	<b>0.4</b>	<b>0.6</b>	<b>0</b>	<b>2.1</b>	
<b>Cars</b>	<b>146</b>	<b>4654</b>	<b>1388</b>			<b>1264</b>		<b>1087</b>			<b>1310</b>	<b>4980</b>									<b>15317</b>
<b>% Cars</b>	<b>99.3</b>	<b>91.6</b>	<b>95.2</b>	<b>100</b>	<b>92.5</b>	<b>96.2</b>	<b>100</b>	<b>96.7</b>	<b>0</b>	<b>96.5</b>	<b>96.8</b>	<b>90.6</b>	<b>94.4</b>	<b>100</b>	<b>91.8</b>	<b>98.2</b>	<b>98.4</b>	<b>96.2</b>	<b>100</b>	<b>97.7</b>	<b>93</b>
<b>Trucks</b>	<b>1</b>	<b>429</b>	<b>70</b>	<b>0</b>	<b>500</b>	<b>50</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>87</b>	<b>44</b>	<b>517</b>	<b>4</b>	<b>0</b>	<b>565</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>1160</b>
<b>% Trucks</b>	<b>0.7</b>	<b>8.4</b>	<b>4.8</b>	<b>0</b>	<b>7.5</b>	<b>3.8</b>	<b>0</b>	<b>3.3</b>	<b>0</b>	<b>3.5</b>	<b>3.2</b>	<b>9.4</b>	<b>5.6</b>	<b>0</b>	<b>8.2</b>	<b>1.8</b>	<b>1.6</b>	<b>3.8</b>	<b>0</b>	<b>2.3</b>	<b>7</b>

Start Time	Route 22 From North					Havilland Hollow From East					Route 22 From South					Parking Lot From West					Int. Total
	Right	Thru	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Peds	App. Total					
<b>Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 07:15 AM</b>																					
07:15 AM	2	166	26	0	194	31	3	71	0	105	13	42	0	0	55	4	1	0	0	5	359
07:30 AM	3	188	31	0	222	22	2	60	0	84	24	80	1	0	105	3	2	0	0	5	416
07:45 AM	3	178	35	0	216	41	4	50	0	95	14	98	0	0	112	3	0	0	0	3	426
08:00 AM	7	192	25	0	224	31	4	51	0	86	16	91	0	0	107	6	0	1	0	7	424
<b>Total Volume</b>	<b>15</b>	<b>724</b>	<b>117</b>	<b>0</b>	<b>856</b>	<b>125</b>	<b>13</b>	<b>232</b>	<b>0</b>	<b>370</b>	<b>67</b>	<b>311</b>	<b>1</b>	<b>0</b>	<b>379</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>1625</b>
<b>% App. Total</b>	<b>1.8</b>	<b>84.6</b>	<b>13.7</b>	<b>0</b>		<b>33.8</b>	<b>3.5</b>	<b>62.7</b>	<b>0</b>		<b>17.7</b>	<b>82.1</b>	<b>0.3</b>	<b>0</b>		<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>		
<b>PHF</b>	<b>.536</b>	<b>.943</b>	<b>.836</b>	<b>.000</b>	<b>.955</b>	<b>.762</b>	<b>.813</b>	<b>.817</b>	<b>.000</b>	<b>.881</b>	<b>.698</b>	<b>.793</b>	<b>.250</b>	<b>.000</b>	<b>.846</b>	<b>.667</b>	<b>.375</b>	<b>.250</b>	<b>.000</b>	<b>.714</b>	<b>.954</b>

**Greenman-Pedersen, Inc.**  
**80 Wolf Road, Suite 300**  
**Albany, NY 12205**  
**518.453.9431**

File Name : Route 22 at Havilland Hollow Road - 13 Hour Data  
 Site Code : 2018011  
 Start Date : 4/24/2018  
 Page No : 3

Start Time	Route 22 From North					Havilland Hollow From East					Route 22 From South					Parking Lot From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	91	44	0	137	32	2	16	0	50	68	174	1	0	243	2	2	5	0	9	439
05:15 PM	3	102	43	0	148	34	2	19	0	55	81	177	0	0	258	3	1	3	0	7	468
05:30 PM	2	97	63	0	162	26	0	18	0	44	71	150	0	0	221	5	1	2	1	9	436
05:45 PM	0	101	38	0	139	47	1	18	0	66	71	143	1	0	215	3	2	1	0	6	426
Total Volume	7	391	188	0	586	139	5	71	0	215	291	644	2	0	937	13	6	11	1	31	1769
% App. Total	1.2	66.7	32.1	0		64.7	2.3	33	0		31.1	68.7	0.2	0		41.9	19.4	35.5	3.2		
PHF	.583	.958	.746	.000	.904	.739	.625	.934	.000	.814	.898	.910	.500	.000	.908	.650	.750	.550	.250	.861	.945



# TRAFFIC SIGNAL WARRANT SUMMARY

Project: Putnam County Roundabout Evaluation Condition: 2019 Existing Condition  
 Location: Route 22 and Havilland Hollow Rd Date: April 29, 2019  
 Major Street: Route 6N Lanes: 1 Critical Approach Speed: 55 mph  
 Minor Street: Havilland Hollow Rd Lanes: 1

**Volume Level Criteria**

1. Is the critical speed of major street traffic greater than 40 mph? Yes
  2. Is the intersection in a built-up area of an isolated community with population less than 10,000? No
- If either Question 1 or Question 2 is answered "Yes", then use the 70% volume level. Criteria used: 70%

**WARRANT 1 - EIGHT HOUR VEHICULAR VOLUME**

Warrant 1 Satisfied: YES

Warrant 1 is satisfied if EITHER Condition A OR Condition B is 100% satisfied.  
 Warrant 1 is also satisfied if BOTH Condition A AND Condition B are satisfied to the 80% volume level.

Minimum Volume Criteria:			Condition 1A - Minimum Vehicular Volume ( X indicates that criteria is met for specified condition)				Condition 1B - Interruption of Continuous Traffic ( X indicates that criteria is met for specified condition)				Total Satisfied Hours (8 required)		
			350	105	280	84	525	53	420	42	13	13	13
Start Time	Major St. Volume <sup>1</sup>	Minor St. Volume <sup>2</sup>	Major St. 100%	Minor St. 100%	Major St. 80%	Minor St. 80%	Major St. 100%	Minor St. 100%	Major St. 80%	Minor St. 80%	Condition 1A Satisfied	Condition 1B Satisfied	80% for Both Satisfied
12:00 AM			-	-	-	-	-	-	-	-	-	-	-
1:00 AM			-	-	-	-	-	-	-	-	-	-	-
2:00 AM			-	-	-	-	-	-	-	-	-	-	-
3:00 AM			-	-	-	-	-	-	-	-	-	-	-
4:00 AM			-	-	-	-	-	-	-	-	-	-	-
5:00 AM			-	-	-	-	-	-	-	-	-	-	-
6:00 AM			-	-	-	-	-	-	-	-	-	-	-
7:00 AM	1211	403	X	X	X	X	X	X	X	X	1	1	1
8:00 AM	1137	316	X	X	X	X	X	X	X	X	1	1	1
9:00 AM	941	200	X	X	X	X	X	X	X	X	1	1	1
10:00 AM	836	158	X	X	X	X	X	X	X	X	1	1	1
11:00 AM	865	143	X	X	X	X	X	X	X	X	1	1	1
12:00 PM	923	139	X	X	X	X	X	X	X	X	1	1	1
1:00 PM	986	127	X	X	X	X	X	X	X	X	1	1	1
2:00 PM	979	163	X	X	X	X	X	X	X	X	1	1	1
3:00 PM	1256	215	X	X	X	X	X	X	X	X	1	1	1
4:00 PM	1511	252	X	X	X	X	X	X	X	X	1	1	1
5:00 PM	1599	226	X	X	X	X	X	X	X	X	1	1	1
6:00 PM	1252	177	X	X	X	X	X	X	X	X	1	1	1
7:00 PM	785	129	X	X	X	X	X	X	X	X	1	1	1
8:00 PM			-	-	-	-	-	-	-	-	-	-	-
9:00 PM			-	-	-	-	-	-	-	-	-	-	-
10:00 PM			-	-	-	-	-	-	-	-	-	-	-
11:00 PM			-	-	-	-	-	-	-	-	-	-	-

<sup>1</sup> Major Street Volume is the total combined volume of both mainline approaches.  
<sup>2</sup> Minor Street volumes is the highest single side street approach volume.

**WARRANT 2 - FOUR HOUR VEHICULAR VOLUME**

Warrant 2 Satisfied: YES

Warrant is satisfied if four (4) or more hours satisfy the volume requirements depicted on the four hour warranting graph (see page 2).

No. of Points Above Criteria Curve: 13

**WARRANT 3 - PEAK HOUR VEHICULAR VOLUME**

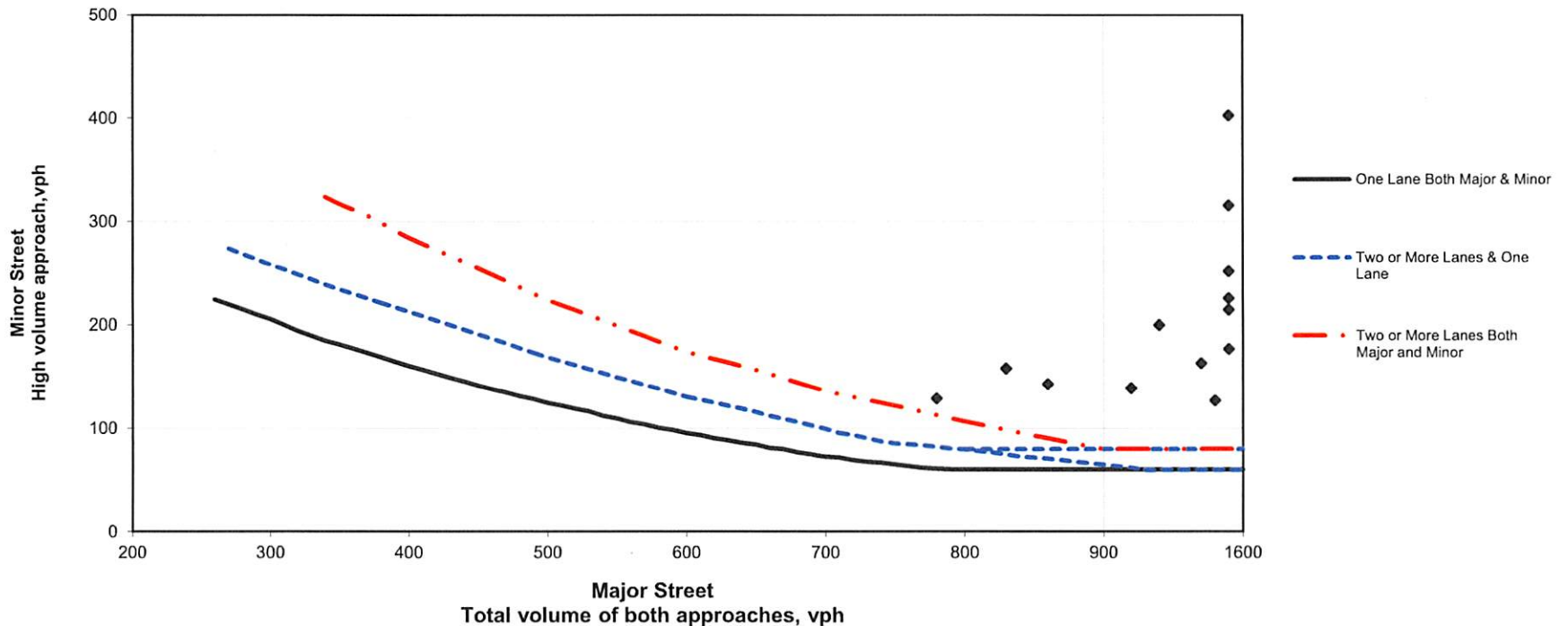
Warrant 3 Satisfied: YES

Warrant is satisfied if any hour satisfy the volume requirements depicted on the peak hour warranting graph (see page 3), and ALL three of the following requirement are met.

No. of Points Above Criteria Curve: 13

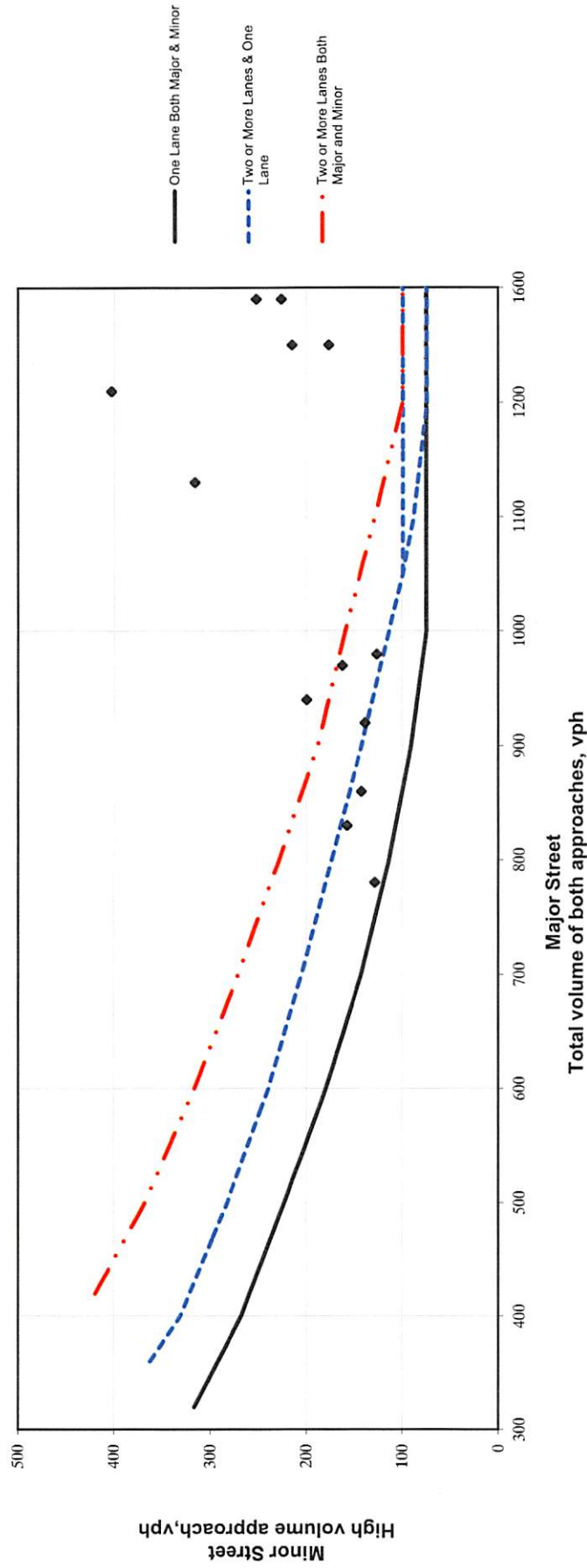
1. Total stopped time delay on Minor Street equals or exceeds 4 VHD (single lane) or 5 VHD (two lanes): 69.4 VHD Max. Yes
2. Volume on Minor Street equals or exceeds 100 vehicles (single lane) or 150 vehicles (two lanes): Yes
3. Total intersection volume serviced during the hour equals or exceeds 650 veh. (3-leg) or 800 veh. (4-leg or more): Yes

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h (40 mph) ON MAJOR STREET)



Note: Points on graph represent hourly volumes. Points above the respective curve satisfy warrant, points below do not satisfy warrant.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h (40 mph) ON MAJOR STREET)



Note: Points on graph represent hourly volumes. Points above the respective curve satisfy warrant, points below do not satisfy warrant.

Queues  
4: Route 22 & Havilland Hollow Rd

AM Peak Hour  
2019 Existing Conditions Analysis



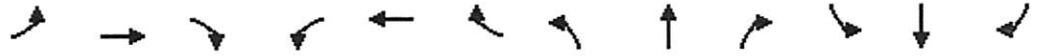
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	272	138	1	418	129	817
v/c Ratio	0.05	0.86	0.30	0.01	0.69	0.26	0.82
Control Delay	12.8	53.9	8.4	11.0	21.3	6.1	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	53.9	8.4	11.0	21.3	6.1	17.4
Queue Length 50th (ft)	1	87	3	0	114	16	188
Queue Length 95th (ft)	19	#273	48	3	206	33	309
Internal Link Dist (ft)	154	465			669		427
Turn Bay Length (ft)			25	50		200	
Base Capacity (vph)	410	316	463	212	878	569	1483
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.86	0.30	0.00	0.48	0.23	0.55

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
4: Route 22 & Havilland Hollow Rd

AM Peak Hour  
2019 Existing Conditions Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↗	↖	↖	↗	
Traffic Volume (veh/h)	1	3	17	244	14	131	1	327	70	123	760	16
Future Volume (veh/h)	1	3	17	244	14	131	1	327	70	123	760	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1870	1159	1574	1574	1826	1811	1811
Adj Flow Rate, veh/h	1	3	18	257	15	138	1	344	74	129	800	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	2	50	22	22	5	6	6
Cap, veh/h	73	60	269	275	8	402	200	442	95	385	939	20
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.35	0.35	0.35	0.08	0.53	0.53
Sat Flow, veh/h	0	236	1060	545	32	1585	414	1255	270	1739	1766	38
Grp Volume(v), veh/h	22	0	0	272	0	138	1	0	418	129	0	817
Grp Sat Flow(s),veh/h/ln	1296	0	0	577	0	1585	414	0	1525	1739	0	1803
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.6	0.1	0.0	12.5	2.2	0.0	19.9
Cycle Q Clear(g_c), s	13.0	0.0	0.0	13.0	0.0	3.6	10.8	0.0	12.5	2.2	0.0	19.9
Prop In Lane	0.05		0.82	0.94		1.00	1.00		0.18	1.00		0.02
Lane Grp Cap(c), veh/h	402	0	0	283	0	402	200	0	537	385	0	959
V/C Ratio(X)	0.05	0.00	0.00	0.96	0.00	0.34	0.00	0.00	0.78	0.34	0.00	0.85
Avail Cap(c_a), veh/h	402	0	0	283	0	402	297	0	892	615	0	1618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	22.1	0.0	15.6	18.8	0.0	14.8	10.1	0.0	10.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	43.0	0.0	0.5	0.0	0.0	2.5	0.5	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	6.5	0.0	1.2	0.0	0.0	3.4	0.5	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	0.0	0.0	65.2	0.0	16.1	18.8	0.0	17.3	10.6	0.0	12.6
LnGrp LOS	B	A	A	E	A	B	B	A	B	B	A	B
Approach Vol, veh/h		22			410			419			946	
Approach Delay, s/veh		14.6			48.7			17.3			12.3	
Approach LOS		B			D			B			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.2	24.1		18.0		33.3		18.0				
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	11.0	30.0		13.0		46.0		13.0				
Max Q Clear Time (g_c+l1), s	4.2	14.5		15.0		21.9		15.0				
Green Ext Time (p_c), s	0.1	2.0		0.0		5.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.8								
HCM 6th LOS				C								

Queues

4: Route 22 & Havilland Hollow Rd

AM Peak Hour  
Build Alt. 1 - Add NB RT Lane



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	22	272	138	1	344	74	129	817
v/c Ratio	0.05	0.76	0.17	0.01	0.61	0.12	0.25	0.86
Control Delay	10.9	37.6	4.5	15.0	22.9	2.2	7.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	37.6	4.5	15.0	22.9	2.2	7.9	23.1
Queue Length 50th (ft)	1	97	7	0	113	0	22	250
Queue Length 95th (ft)	16	#222	34	3	204	14	44	#432
Internal Link Dist (ft)	154	465			669			427
Turn Bay Length (ft)			25	50			200	
Base Capacity (vph)	567	441	873	150	694	740	564	1257
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.62	0.16	0.01	0.50	0.10	0.23	0.65

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
4: Route 22 & Havilland Hollow Rd

AM Peak Hour  
Build Alt. 1 - Add NB RT Lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↑	↗	↖	↖	↗
Traffic Volume (veh/h)	1	3	17	244	14	131	1	327	70	123	760	16
Future Volume (veh/h)	1	3	17	244	14	131	1	327	70	123	760	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1870	1159	1574	1811	1826	1811	1811
Adj Flow Rate, veh/h	1	3	18	257	15	138	1	344	74	129	800	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	2	50	22	6	5	6	6
Cap, veh/h	81	68	326	474	19	520	207	542	528	447	938	20
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.34	0.34	0.34	0.08	0.53	0.53
Sat Flow, veh/h	16	281	1338	1359	79	1585	414	1574	1533	1739	1766	38
Grp Volume(v), veh/h	22	0	0	272	0	138	1	344	74	129	0	817
Grp Sat Flow(s),veh/h/ln	1636	0	0	1438	0	1585	414	1574	1533	1739	0	1803
Q Serve(g_s), s	0.0	0.0	0.0	8.1	0.0	3.1	0.1	9.0	1.6	2.1	0.0	19.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	8.6	0.0	3.1	9.9	9.0	1.6	2.1	0.0	19.0
Prop In Lane	0.05		0.82	0.94		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	475	0	0	493	0	520	207	542	528	447	0	958
V/C Ratio(X)	0.05	0.00	0.00	0.55	0.00	0.27	0.00	0.63	0.14	0.29	0.00	0.85
Avail Cap(c_a), veh/h	710	0	0	701	0	751	276	806	785	656	0	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	17.2	0.0	12.1	18.0	13.4	11.0	8.8	0.0	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	0.3	0.0	1.2	0.1	0.4	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.6	0.0	1.0	0.0	2.3	0.4	0.5	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	18.1	0.0	12.3	18.0	14.7	11.1	9.2	0.0	12.9
LnGrp LOS	B	A	A	B	A	B	B	B	B	A	A	B
Approach Vol, veh/h		22			410			419			946	
Approach Delay, s/veh		14.2			16.2			14.1			12.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.1	22.8		16.9		31.9		16.9				
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	10.0	25.0		19.0		40.0		19.0				
Max Q Clear Time (g_c+I1), s	4.1	11.9		2.5		21.0		10.6				
Green Ext Time (p_c), s	0.1	1.6		0.0		5.0		1.3				

Intersection Summary												
HCM 6th Ctrl Delay				13.7								
HCM 6th LOS				B								

Intersection						
Intersection Delay, s/veh	12.6					
Intersection LOS	B					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	2		2	
Conflicting Circle Lanes	1	1	1		1	
Adj Approach Flow, veh/h	22	410	419		946	
Demand Flow Rate, veh/h	22	416	500		1000	
Vehicles Circulating, veh/h	1243	422	139		276	
Vehicles Exiting, veh/h	33	216	1126		562	
Ped Vol Crossing Leg, #/h	1	0	0		0	
Ped Cap Adj	1.000	1.000	1.000		1.000	
Approach Delay, s/veh	10.1	9.9	6.4		16.6	
Approach LOS	B	A	A		C	
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	L	TR
Assumed Moves	LTR	LTR	LT	R	L	TR
RT Channelized						
Lane Util	1.000	1.000	0.844	0.156	0.135	0.865
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	22	416	422	78	135	865
Cap Entry Lane, veh/h	388	897	1251	1251	1105	1105
Entry HV Adj Factor	0.999	0.985	0.818	0.949	0.956	0.945
Flow Entry, veh/h	22	410	345	74	129	817
Cap Entry, veh/h	388	884	1024	1187	1056	1043
V/C Ratio	0.057	0.464	0.337	0.062	0.122	0.783
Control Delay, s/veh	10.1	9.9	7.0	3.5	4.5	18.5
LOS	B	A	A	A	A	C
95th %tile Queue, veh	0	2	1	0	0	8



Queues  
4: Route 22 & Havilland Hollow Rd

PM Peak Hour  
2019 Existing Conditions Analysis























Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	84	154	2	1034	207	440
v/c Ratio	0.17	0.55	0.30	0.00	0.96	0.67	0.30
Control Delay	24.6	48.8	5.4	9.0	39.4	25.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	48.8	5.4	9.0	39.4	25.8	3.9
Queue Length 50th (ft)	9	41	0	1	~570	49	62
Queue Length 95th (ft)	35	89	40	4	#838	121	99
Internal Link Dist (ft)	154	465			669		427
Turn Bay Length (ft)			25	50		200	
Base Capacity (vph)	224	183	570	564	1072	367	1477
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.46	0.27	0.00	0.96	0.56	0.30

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
4: Route 22 & Havilland Hollow Rd

PM Peak Hour  
2019 Existing Conditions Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	6	14	75	5	146	2	676	306	197	411	7
Future Volume (veh/h)	12	6	14	75	5	146	2	676	306	197	411	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1870	1885	1870	1870	1885	1841	1841
Adj Flow Rate, veh/h	13	6	15	79	5	154	2	712	322	207	433	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	2	1	2	2	1	4	4
Cap, veh/h	106	55	75	258	14	307	665	728	329	252	1338	22
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.60	0.60	0.60	0.08	0.74	0.74
Sat Flow, veh/h	352	477	655	1448	119	1585	956	1219	551	1795	1806	29
Grp Volume(v), veh/h	34	0	0	84	0	154	2	0	1034	207	0	440
Grp Sat Flow(s),veh/h/ln	1484	0	0	1567	0	1585	956	0	1771	1795	0	1835
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	6.6	0.1	0.0	43.3	3.8	0.0	6.3
Cycle Q Clear(g_c), s	3.3	0.0	0.0	3.3	0.0	6.6	0.1	0.0	43.3	3.8	0.0	6.3
Prop In Lane	0.38		0.44	0.94		1.00	1.00		0.31	1.00		0.02
Lane Grp Cap(c), veh/h	236	0	0	272	0	307	665	0	1058	252	0	1360
V/C Ratio(X)	0.14	0.00	0.00	0.31	0.00	0.50	0.00	0.00	0.98	0.82	0.00	0.32
Avail Cap(c_a), veh/h	278	0	0	312	0	352	668	0	1063	393	0	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	0.0	31.4	0.0	27.6	6.2	0.0	14.9	20.8	0.0	3.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.0	1.3	0.0	0.0	22.1	7.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	2.5	0.0	0.0	17.9	2.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	0.0	32.1	0.0	28.9	6.2	0.0	37.1	28.5	0.0	3.5
LnGrp LOS	C	A	A	C	A	C	A	A	D	C	A	A
Approach Vol, veh/h		34			238			1036			647	
Approach Delay, s/veh		30.9			30.0			37.0			11.5	
Approach LOS		C			C			D			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	51.8		13.8		62.8		13.8				
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	12.0	46.0		11.0		63.0		11.0				
Max Q Clear Time (g_c+I1), s	5.8	45.3		5.3		8.3		8.6				
Green Ext Time (p_c), s	0.3	0.5		0.0		2.5		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				27.6								
HCM 6th LOS				C								

Queues

4: Route 22 & Havilland Hollow Rd

PM Peak Hour  
Build Alt. 1 - Ad NB RT Lane



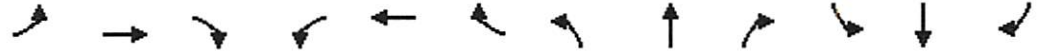
Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	34	84	154	2	712	322	207	440
v/c Ratio	0.13	0.44	0.26	0.00	0.80	0.36	0.48	0.32
Control Delay	19.8	34.2	4.5	9.0	22.2	4.8	7.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	34.2	4.5	9.0	22.2	4.8	7.5	4.7
Queue Length 50th (ft)	7	31	0	0	221	20	22	58
Queue Length 95th (ft)	31	75	34	4	#399	63	48	97
Internal Link Dist (ft)	154	465			669			427
Turn Bay Length (ft)			25	50		100	200	
Base Capacity (vph)	286	240	653	592	1158	1079	504	1473
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.35	0.24	0.00	0.61	0.30	0.41	0.30

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
4: Route 22 & Havilland Hollow Rd

PM Peak Hour  
Build Alt. 1 - Ad NB RT Lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	12	6	14	75	5	146	2	676	306	197	411	7
Future Volume (veh/h)	12	6	14	75	5	146	2	676	306	197	411	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1870	1885	1870	1885	1885	1841	1841
Adj Flow Rate, veh/h	13	6	15	79	5	154	2	712	322	207	433	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	2	1	2	1	1	4	4
Cap, veh/h	148	76	103	332	17	380	574	857	731	369	1163	19
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.46	0.46	0.46	0.09	0.64	0.64
Sat Flow, veh/h	366	510	692	1352	116	1585	956	1870	1596	1795	1806	29
Grp Volume(v), veh/h	34	0	0	84	0	154	2	712	322	207	0	440
Grp Sat Flow(s),veh/h/ln	1569	0	0	1468	0	1585	956	1870	1596	1795	0	1835
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	4.3	0.1	17.6	7.3	2.8	0.0	5.9
Cycle Q Clear(g_c), s	0.9	0.0	0.0	2.6	0.0	4.3	0.1	17.6	7.3	2.8	0.0	5.9
Prop In Lane	0.38		0.44	0.94		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	327	0	0	350	0	380	574	857	731	369	0	1182
V/C Ratio(X)	0.10	0.00	0.00	0.24	0.00	0.41	0.00	0.83	0.44	0.56	0.00	0.37
Avail Cap(c_a), veh/h	386	0	0	407	0	444	750	1201	1024	544	0	1697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	20.2	0.0	17.0	7.8	12.5	9.7	10.5	0.0	4.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.7	0.0	3.6	0.4	1.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.9	0.0	1.5	0.0	5.4	1.7	0.6	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	20.6	0.0	17.7	7.8	16.1	10.2	11.8	0.0	4.6
LnGrp LOS	B	A	A	C	A	B	A	B	B	B	A	A
Approach Vol, veh/h		34			238			1036			647	
Approach Delay, s/veh		19.7			18.7			14.2			6.9	
Approach LOS		B			B			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.8	30.3		12.9		40.1		12.9				
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	10.0	34.0		10.0		49.0		10.0				
Max Q Clear Time (g_c+I1), s	4.8	19.6		2.9		7.9		6.3				
Green Ext Time (p_c), s	0.2	4.6		0.0		2.5		0.3				

Intersection Summary												
HCM 6th Ctrl Delay				12.5								
HCM 6th LOS				B								

**Intersection**

Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	34	238	1036	647
Demand Flow Rate, veh/h	34	242	1053	666
Vehicles Circulating, veh/h	739	741	228	87
Vehicles Exiting, veh/h	14	540	545	896
Ped Vol Crossing Leg, #/h	1	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.1	10.8	9.8	5.5
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	L	TR
Assumed Moves	LTR	LTR	LT	R	L	TR
RT Channelized						
Lane Util	1.000	1.000	0.691	0.309	0.314	0.686
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	34	242	728	325	209	457
Cap Entry Lane, veh/h	649	648	1154	1154	1312	1312
Entry HV Adj Factor	0.998	0.983	0.980	0.991	0.990	0.962
Flow Entry, veh/h	34	238	714	322	207	440
Cap Entry, veh/h	648	637	1131	1143	1299	1262
V/C Ratio	0.052	0.373	0.631	0.282	0.159	0.348
Control Delay, s/veh	6.1	10.8	11.6	5.8	4.1	6.1
LOS	A	B	B	A	A	A
95th %tile Queue, veh	0	2	5	1	1	2

# NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 4/24/2019 Print Time 10:53:20AM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
4567922 at haviland	AttributeQuery	None	1/1/2016 12:00:00AM To 12/31/2018 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36075591	13-January-2016	PUTNAM	Patterson Town	ROUTE 22	22 84031119

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	WEST	MAKING LEFT TURN	0	20	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	CT	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3100	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36079092	01-February-2016	PUTNAM	Patterson Town	HAVILAND HOLLOW RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4166	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
36122246	02-March-2016	PUTNAM	Patterson Town	ROUTE 22	22 84031119

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	1	SOUTH	MAKING LEFT TURN	3223	30	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	Y	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	1	EAST	GOING STRAIGHT AHEAD	2800	50	F

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	NOT APPLICABLE



2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36217933	19-May-2016	PUTNAM	Patterson Town	ROUTE 22	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE  
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36284910	30-June-2016	PUTNAM	Patterson Town	[Route] 22	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3926	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	MAKING LEFT TURN	0	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36345499	14-August-2016	PUTNAM	Patterson Town	ROUTE 22	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3293	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3355	64	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36473073	21-October-2016	PUTNAM	Patterson Town	ROUTE 22	22 84031119

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	4196	31	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4528	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36478074	08-November-2016	PUTNAM	Patterson Town	HAVILAND HOLLOW RD	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY  
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36522075	14-December-2016	PUTNAM	Patterson Town	[Route] 22	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	2483	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4139	59	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
36586243	30-January-2017	PUTNAM	Patterson Town	ROUTE 22	

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	1	EAST	BACKING	0	65	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	0	31	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	NOT APPLICABLE
2	NOT APPLICABLE



<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36605856	18-January-2017	PUTNAM	Patterson Town	[Route] 22	22 84031119

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	3557	24	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	MAKING LEFT TURN	3569	62	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
36668304	26-March-2017	PUTNAM	Patterson Town	ROUTE 22	22 84031119

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	1	NORTH	GOING STRAIGHT AHEAD	0	25	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	1	NORTH	SLOWED OR STOPPING	0	52	F

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36679067	02-April-2017	PUTNAM	Patterson Town	ROUTE 22	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING RIGHT TURN	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MI	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5796	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE  
 2 NOT APPLICABLE

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
36747551	30-May-2017	PUTNAM	Patterson Town	[Route] 22	22 84031119

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
WET	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH GUIDE RAIL	OTHER	0	1	INCAPA

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	1	SOUTH	GOING STRAIGHT AHEAD	107000	54	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
TRUCK	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
36796310	04-July-2017	PUTNAM	Patterson Town	[Route] 22	22 84031119

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	1	WEST	MAKING LEFT TURN	0	37	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	CT	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	TURNING IMPROPER
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	1	EAST	GOING STRAIGHT AHEAD	0	30	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36857754	20-August-2017	PUTNAM	Patterson Town	[Route] 22	22 84031118	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH SIGN POST	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OTHER (VEHICLE)					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36920268	06-October-2017	PUTNAM	Patterson Town	ROUTE 22	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	0	48	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	STOPPED IN TRAFFIC	0	39	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	CT	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
36973466	05-November-2017	PUTNAM	Patterson Town	ROUTE 22	22 84031119

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
WET	STRAIGHT/ GRADE	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	4	SOUTH	GOING STRAIGHT AHEAD	3490	31	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	NOT APPLICABLE
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	1	WEST	MAKING LEFT TURN	4300	41	F

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	Y	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE



<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	STOPPED IN TRAFFIC	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	OT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36989847	18-November-2017	PUTNAM	Patterson Town	[Route] 22	22 84031119

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	4175	49	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37236544	12-April-2018	PUTNAM	Patterson Town	HAVILAND HOLLOW RD	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	3519	18	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3248	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37349217	22-June-2018	PUTNAM	Patterson Town	HAVILAND HOLLOW RD	22 84031119	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STARTING IN TRAFFIC	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY  
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37366469	01-July-2018	PUTNAM	Patterson Town	HAVILAND HOLLOW RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	0	52	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	CT	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	3571	58	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>	
37378518	12-July-2018	PUTNAM	Patterson Town	[Route] 22	22 84031119	
<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	0	UNKNOWN	UNKNOWN	0	0	
	<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>	
	OTHER			N	N	
	<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>				
	1	TURNING IMPROPER				
	2	UNKNOWN				

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<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	1	WEST	PARKED	2900	0	
	<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>	
	CAR/VAN/PICKUP			N	N	
	<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37423355	03-August-2018	PUTNAM	Patterson Town	HAVILAND HOLLOW RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3346	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37576663	06-November-2018	PUTNAM	Patterson Town	ROUTE 22	22 84031119

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	0	23	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	CT	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	7200	69	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE



2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37636995	06-December-2018	PUTNAM	Patterson Town	[Route] 22	22 84031119

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	29	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4154	52	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>

1 NOT APPLICABLE

2 NOT APPLICABLE

**EXISTING TRAFFIC SIGNAL WITH ADDED 100' NORTHBOUND RIGHT TURN LANE**

DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL COST
CLEANING AND PREPARATION OF PAVEMENT	8,000	LF	\$0	\$2,000
PAVEMENT STRIPES	4,500	LF	\$0	\$1,000
PAVEMENT LETTERING	12	EA	\$40	\$500
PAVEMENT SYMBOLS	7	EA	\$100	\$1,000
WORK ZONE TRAFFIC CONTROL	1	LS	\$20,000	\$20,000
<b>ESTIMATED CONSTRUCTION COST (CONCEPTUAL)</b>				<b>\$24,500</b>
CONTINGENCY (20%)	1	LS	\$4,900	\$5,000
DESIGN AND INSPECTION (25%)	1	LS	\$6,125	\$7,000
<b>FINAL TOTAL</b>				<b>\$36,500</b>

**TWO LANE ROUNDABOUT (130 FT DIAMETER)**

DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL COST
TWO LANE ROUNDABOUT <sup>1</sup>	1	EA	\$1,000,000	\$1,000,000
UTILITY RELOCATION <sup>2</sup>	1	EA	\$75,000	\$75,000
PYLON SIGN RELOCATION	1	EA	\$10,000	\$10,000
STORMWATER AND TREATMENT <sup>3</sup>	1	LS	\$100,000	\$100,000
WORK ZONE TRAFFIC CONTROL	1	LS	\$300,000	\$300,000
<b>ESTIMATED CONSTRUCTION COST (CONCEPTUAL)</b>				<b>\$1,485,000</b>
RIGHT OF WAY	0.066	ACRE	\$340,000	\$25,000
CONTINGENCY (20%)	1	LS	\$297,000	\$300,000
DESIGN AND INSPECTION (25%)	1	LS	\$371,250	\$375,000
<b>FINAL TOTAL</b>				<b>\$2,185,000</b>

<sup>1</sup> INCLUDES TYPICAL COST FOR PAVEMENT, CURB, EARTHWORK, DRAINAGE, LANDSCAPING, ETC., FOR A TWO LANE ROUNDABOUT.

<sup>2</sup> ELECTRIC AND GAS RELOCATIONS ARE ASSUMED NO COST FOR MUNICIPAL PROJECTS. WATER AND SEWER RELOCATIONS ARE ASSUMED AT \$75,000 EACH.

<sup>3</sup> IMPACTS OVER 5,000 SF WITHIN DEP WATERSHEDS REQUIRE POST STORMWATER TREATMENT. \$100,000 ALLOWANCE FOR EXTRA ROW OR WORK REQUIRED.



