

## SUMMARY OF ANALYSIS CROTON FALLS ROAD AND ROUTE 6

### Existing Conditions:

The existing intersection is signalized and has four approaches. NY Route 6 approaches from the north and south and Croton Falls Rd approaches from the east and west. The signal has two phases, with one phase for the north-south movement, the other for the east-west movement. There is a sidewalk on the southeast corner only, but an 8'-12' shoulder exists on the other corners for pedestrians to walk, if they wished. There is a multi-use path that comes into the intersection on the westbound approach. Upon review of traffic operations for the existing conditions, the analysis indicates the intersection operates at LOS B overall in both the AM and PM peak hours, with no approach operating worse than LOS C. There does not appear to be any capacity or operational issues at this intersection.

### 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 22 accidents at this location in the 3-year period reviewed. The accident rate calculated for this intersection is 0.77 accidents per million entering vehicles (acc/MEV), which is slightly higher than the state-wide average for similar intersections of 0.68 acc/MEV, but not significant enough to indicate a safety issue. Reviewing the accident types, the predominate type occurring is rear ends with 14 of the 22 accidents (64%) being of that type. This is not out of the ordinary as it is the most common type of accident to occur at a traffic signal. There are no geometric or sight distance issues that would pose a safety concern at this location. 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	1	Personal Injury	6
Rear End	14	Property Damage Only	15
Out of Control	1	Non-Reportable	1
Overtaking	1		
Backing	1		
	22		22

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

The intersection is situated in a tight location, with a Jewish Temple just a few feet from the intersection on the northwest corner, a 9/11 memorial on the southeast corner just off the backside of the sidewalk, a multi-use path coming into the intersection at the northeast corner, a significant downslope in the northeast corner that drops down into a wetland area, and a significant line of overhead utilities running just a few feet off the western edge of pavement. The wetlands in the northeast corner may drain into the New York City water supply system and the parcel in which they sit is owned by the NYC DEP making any alterations in that direction highly unfeasible. Construction of a roundabout would require the relocation of a community information sign and reduction of the parking lot on the southwest corner. Utility pole relocations and modifications to the Temple property, including the relocation of their sign and cutting back their decorative stone wall would be required. Furthermore, the roundabout would require right of way acquisition from the Temple and the parking lot owner as well as bringing the edge of pavement closer to the Temple building.

**Design Alternative Consideration:**

The existing traffic signal provides ample capacity and the analysis showed no operational issues. However, if a change in traffic control were desired, a roundabout does appear feasible, though it would require a westbound right turn lane be added to the single lane roundabout, and would come uncomfortably close to the Temple building on the northwest corner. Additionally, if constructed, a roundabout would actually worsen the level of service, dropping it from the existing LOS B to LOS C in both AM and PM peak periods. A concept sketch showing the roundabout alternative is included later 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, construction of a roundabout at this location would cost approximately \$2,025,000. These costs include construction of all improvements, right of way taking, and design and inspection. A breakdown of the big picture cost items is included later under this tab.

**Summary & Conclusion:**

Based on the analysis, the existing traffic signal operates at a better level of service than a roundabout would in the AM and PM peak periods and no significant safety issue was identified that would warrant a traffic control change. Though a roundabout may be feasible at this location, it is impractical and would serve little to no benefit. It is recommended that the existing signal be retained.

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 and roundabout 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 6 & Croton Falls Rd
<b>GPS Coord.:</b>	41°22'35.53"N, 73°43'30.22"W
<b>Traffic Control:</b>	Traffic Signal
<b>Traffic Control Notes (if applicable):</b>	2-phase signal. No turn phases.
<b>Other Intersection Notes (if applicable):</b>	NB Right Shoulder designated as Bike Lane. Crosswalks with signals/PB/countdown timers - all approaches



### APPROACH DATA

	Route 6			Route 6			Croton Falls Rd			Croton Falls 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->	
Lane Widths:		11'	12'		12'			12'		11'	11'	
Turn Bay Lengths:		-	125'		-			-		240'	-	
Speed Limits:	40 mph			40 mph			35 mph			35 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	372	260	65	560	18	2	47	11	332	47	59
Truck %:	1%	9%	5%	11%	6%	1%	1%	1%	10%	6%	4%	7%
Peds (Bikes):	0 (0)			2 (0)			0 (0)			0 (0)		
PHF = 0.94												
PM Peak Hour	Time Period: 5:00 to 6:00						Date Counted: 4/24/2018					
Volume:	5	653	275	51	513	25	13	61	6	377	88	107
Truck %:	1%	2%	1%	1%	2%	2%	1%	2%	1%	2%	1%	1%
Peds (Bikes):	0 (0)			0 (0)			0 (0)			0 (0)		
PHF = 0.94												

### EXISTING CONDITION LEVEL OF SERVICE

AM Peak Delay (s):	11.8	11.2	18.1	13.4	18.3	14.0
LOS:	B	B	B	B	B	B
v/c:	0.44	0.38	0.82	0.09	0.59	0.18
95% Queue:	240'	40'	590'	45'	275'	50'
<b>B (15.4) Overall</b>	<b>B (11.6)</b>		<b>B (18.1)</b>		<b>B (17.2)</b>	
PM Peak Delay (s):	13.7	10.2	16.4	16.6	23.6	18.3
LOS:	B	B	B	B	C	B
v/c:	0.68	0.35	0.81	0.13	0.71	0.36
95% Queue:	500'	85'	625'	75'	420'	130'
<b>B (16.2) Overall</b>	<b>B (12.7)</b>		<b>B (16.4)</b>		<b>C (21.8)</b>	

Note: LOS calculated using HCM 6 methodologies.



INTERSECTION EVALUATION WORKSHEET												
	Route 6			Route 6			Croton Falls Rd			Croton Falls 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> Single Lane Roundabout with WB RT Lane Added												
AM Peak Delay (s):	10.8			24.3			10.1			10.6		5.1
LOS:	B			C			B			B		A
v/c:	0.60			0.82			0.14			0.48		0.08
95% Queue:	100'			225'			< 25'			75'		< 25'
<b>C (15.5) Overall</b>	<b>B (10.8)</b>			<b>C (24.3)</b>			<b>B (10.1)</b>			<b>A (9.9)</b>		
PM Peak Delay (s):	20.7			22.2			10.0			25.4		7.5
LOS:	C			C			A			D		A
v/c:	0.84			0.78			0.18			0.77		0.17
95% Queue:	275'			200'			25'			175'		25'
<b>C (21.1) Overall</b>	<b>C (20.7)</b>			<b>C (22.2)</b>			<b>A (10.0)</b>			<b>C (22.1)</b>		
<b>BUILD ALTERNATIVE #2 - 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>												
<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>												

**Greenman-Pedersen, Inc.**  
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File Name : Croton Falls Road at Route 6 - 13 Hour Data  
 Site Code : 2018011  
 Start Date : 4/24/2018  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Route 6 From North					Croton Falls Rd From East					Route 6 From South					Croton Falls Rd 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	0	119	10	0	129	5	2	83	0	90	36	52	0	0	88	0	8	1	0	9	316
07:15 AM	9	133	8	0	150	20	14	94	0	128	60	62	0	0	122	4	11	0	0	15	415
07:30 AM	7	142	14	0	163	13	9	73	0	95	67	111	0	0	178	3	9	0	0	12	448
07:45 AM	1	125	23	0	149	9	8	65	0	82	63	98	0	0	161	2	16	2	0	20	412
<b>Total</b>	<b>17</b>	<b>519</b>	<b>55</b>	<b>0</b>	<b>591</b>	<b>47</b>	<b>33</b>	<b>315</b>	<b>0</b>	<b>395</b>	<b>226</b>	<b>323</b>	<b>0</b>	<b>0</b>	<b>549</b>	<b>9</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>56</b>	<b>1591</b>
08:00 AM	0	133	17	2	152	14	14	84	0	112	58	83	1	0	142	1	9	0	0	10	416
08:15 AM	0	106	15	0	121	22	9	70	0	101	67	97	0	0	164	3	9	0	0	12	398
08:30 AM	1	136	10	0	147	18	7	70	0	95	79	111	0	0	190	1	7	1	0	9	441
08:45 AM	1	127	6	0	134	14	9	84	0	107	66	103	0	0	169	1	10	2	0	13	423
<b>Total</b>	<b>2</b>	<b>502</b>	<b>48</b>	<b>2</b>	<b>554</b>	<b>68</b>	<b>39</b>	<b>308</b>	<b>0</b>	<b>415</b>	<b>270</b>	<b>394</b>	<b>1</b>	<b>0</b>	<b>665</b>	<b>6</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>1678</b>
09:00 AM	4	110	12	0	126	22	8	84	0	114	75	97	0	0	172	0	6	0	0	6	418
09:15 AM	1	123	11	0	135	15	4	57	0	76	58	99	0	0	157	1	6	1	0	8	376
09:30 AM	0	98	10	0	108	22	6	76	0	104	59	116	0	0	175	4	7	5	0	16	403
09:45 AM	3	113	9	0	125	12	12	76	0	100	54	116	0	0	170	2	7	4	0	13	408
<b>Total</b>	<b>8</b>	<b>444</b>	<b>42</b>	<b>0</b>	<b>494</b>	<b>71</b>	<b>30</b>	<b>293</b>	<b>0</b>	<b>394</b>	<b>246</b>	<b>428</b>	<b>0</b>	<b>0</b>	<b>674</b>	<b>7</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>1605</b>
10:00 AM	1	95	7	0	103	11	3	81	0	75	65	132	1	0	198	3	6	3	0	12	388
10:15 AM	0	87	9	0	96	9	5	54	0	68	40	98	0	0	138	1	5	2	0	8	310
10:30 AM	1	98	7	0	104	11	5	42	0	58	63	110	0	0	173	1	7	0	0	8	343
10:45 AM	0	103	10	0	113	10	5	54	0	69	51	79	2	0	132	6	4	1	0	11	325
<b>Total</b>	<b>2</b>	<b>381</b>	<b>33</b>	<b>0</b>	<b>416</b>	<b>41</b>	<b>18</b>	<b>211</b>	<b>0</b>	<b>270</b>	<b>219</b>	<b>419</b>	<b>3</b>	<b>0</b>	<b>641</b>	<b>11</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>1366</b>
11:00 AM	3	96	9	0	108	19	3	53	0	75	61	112	2	0	175	1	3	1	0	5	363
11:15 AM	2	96	14	0	112	14	5	66	0	85	46	113	0	0	159	3	6	6	0	15	371
11:30 AM	2	104	17	1	124	19	2	60	0	81	43	118	0	0	161	2	8	2	0	12	378
11:45 AM	2	129	8	0	139	22	4	43	0	69	59	114	1	0	174	1	4	4	0	9	391
<b>Total</b>	<b>9</b>	<b>425</b>	<b>48</b>	<b>1</b>	<b>483</b>	<b>74</b>	<b>14</b>	<b>222</b>	<b>0</b>	<b>310</b>	<b>209</b>	<b>457</b>	<b>3</b>	<b>0</b>	<b>669</b>	<b>7</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>1503</b>
12:00 PM	1	91	10	2	104	16	3	51	0	70	51	108	2	0	161	1	3	1	0	5	340
12:15 PM	0	130	14	0	144	10	4	60	0	74	51	103	0	0	154	2	6	1	0	9	381
12:30 PM	0	115	12	1	128	15	6	66	0	87	68	116	1	0	185	1	11	3	1	16	416
12:45 PM	3	146	11	0	160	16	8	70	0	94	49	99	1	0	149	2	9	7	0	18	421
<b>Total</b>	<b>4</b>	<b>482</b>	<b>47</b>	<b>3</b>	<b>536</b>	<b>57</b>	<b>21</b>	<b>247</b>	<b>0</b>	<b>325</b>	<b>219</b>	<b>426</b>	<b>4</b>	<b>0</b>	<b>649</b>	<b>6</b>	<b>29</b>	<b>12</b>	<b>1</b>	<b>48</b>	<b>1558</b>
01:00 PM	5	94	8	1	108	12	3	48	0	63	48	105	4	0	157	4	6	1	0	11	339
01:15 PM	1	106	7	0	114	14	4	51	0	69	67	127	0	0	194	0	4	3	0	7	384
01:30 PM	2	128	7	1	138	18	3	54	0	75	49	120	2	0	171	0	5	3	0	8	392
01:45 PM	2	104	4	0	110	18	7	57	0	82	49	115	2	0	166	1	11	3	0	15	373
<b>Total</b>	<b>10</b>	<b>432</b>	<b>26</b>	<b>2</b>	<b>470</b>	<b>62</b>	<b>17</b>	<b>210</b>	<b>0</b>	<b>289</b>	<b>213</b>	<b>467</b>	<b>8</b>	<b>0</b>	<b>688</b>	<b>5</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>1488</b>
02:00 PM	0	112	9	0	121	13	11	50	0	74	89	115	0	0	204	1	10	4	0	15	414
02:15 PM	1	106	9	0	116	12	7	57	0	76	71	144	1	0	216	2	6	3	0	11	419
02:30 PM	4	99	9	0	112	19	8	65	0	92	70	135	1	0	206	9	10	2	0	21	431
02:45 PM	2	105	9	0	116	16	11	59	0	86	87	124	2	0	213	5	8	1	0	14	429
<b>Total</b>	<b>7</b>	<b>422</b>	<b>36</b>	<b>0</b>	<b>465</b>	<b>60</b>	<b>37</b>	<b>231</b>	<b>0</b>	<b>328</b>	<b>317</b>	<b>518</b>	<b>4</b>	<b>0</b>	<b>839</b>	<b>17</b>	<b>34</b>	<b>10</b>	<b>0</b>	<b>61</b>	<b>1693</b>
03:00 PM	3	111	7	0	121	26	11	70	0	107	65	152	0	0	217	3	16	8	0	27	472
03:15 PM	3	110	13	0	126	17	16	99	0	132	84	122	1	0	207	1	11	2	0	14	479
03:30 PM	1	117	13	0	131	28	11	89	0	128	69	154	0	0	223	1	13	1	0	15	497
03:45 PM	7	117	11	0	135	24	25	96	0	145	66	139	1	0	206	0	9	5	0	14	500
<b>Total</b>	<b>14</b>	<b>455</b>	<b>44</b>	<b>0</b>	<b>513</b>	<b>95</b>	<b>63</b>	<b>354</b>	<b>0</b>	<b>512</b>	<b>284</b>	<b>567</b>	<b>2</b>	<b>0</b>	<b>853</b>	<b>5</b>	<b>49</b>	<b>16</b>	<b>0</b>	<b>70</b>	<b>1948</b>

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File Name : Croton Falls Road at Route 6 - 13 Hour Data

Site Code : 2018011

Start Date : 4/24/2018

Page No : 2

Groups Printed- Cars - Trucks

Start Time	Route 6 From North					Croton Falls Rd From East					Route 6 From South					Croton Falls Rd 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	2	82	7	0	91	32	18	82	0	132	67	170	2	0	239	2	12	9	0	23	485
04:15 PM	1	140	10	0	151	20	15	85	0	120	58	140	0	0	198	1	15	8	0	24	493
04:30 PM	2	112	7	0	121	35	11	88	0	134	78	143	0	0	221	2	14	1	0	17	493
04:45 PM	2	125	15	0	142	17	5	78	0	100	62	164	1	0	227	3	10	3	0	16	485
<b>Total</b>	<b>7</b>	<b>459</b>	<b>39</b>	<b>0</b>	<b>505</b>	<b>104</b>	<b>49</b>	<b>333</b>	<b>0</b>	<b>486</b>	<b>265</b>	<b>617</b>	<b>3</b>	<b>0</b>	<b>885</b>	<b>8</b>	<b>51</b>	<b>21</b>	<b>0</b>	<b>80</b>	<b>1956</b>
05:00 PM	0	108	14	0	122	19	14	75	0	108	66	156	1	0	223	1	11	1	0	13	466
05:15 PM	7	140	10	0	157	32	15	93	0	140	75	157	2	0	234	0	15	3	0	18	549
05:30 PM	8	109	14	0	131	30	22	102	0	154	64	156	2	0	222	1	14	5	0	20	527
05:45 PM	9	132	11	0	152	21	33	89	0	143	57	153	0	0	210	4	18	3	0	25	530
<b>Total</b>	<b>24</b>	<b>489</b>	<b>49</b>	<b>0</b>	<b>562</b>	<b>102</b>	<b>84</b>	<b>359</b>	<b>0</b>	<b>545</b>	<b>262</b>	<b>622</b>	<b>5</b>	<b>0</b>	<b>889</b>	<b>6</b>	<b>58</b>	<b>12</b>	<b>0</b>	<b>76</b>	<b>2072</b>
06:00 PM	4	96	14	0	114	28	20	79	0	127	72	131	3	0	206	0	13	4	0	17	464
06:15 PM	5	113	12	0	130	29	17	97	0	143	77	148	0	0	225	1	10	10	0	21	519
06:30 PM	2	121	13	0	136	28	12	64	0	104	74	142	2	0	218	4	4	2	0	10	468
06:45 PM	2	108	10	0	120	12	7	60	0	79	76	132	0	0	208	5	11	3	0	19	426
<b>Total</b>	<b>13</b>	<b>438</b>	<b>49</b>	<b>0</b>	<b>500</b>	<b>97</b>	<b>56</b>	<b>300</b>	<b>0</b>	<b>453</b>	<b>299</b>	<b>553</b>	<b>5</b>	<b>0</b>	<b>857</b>	<b>10</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>67</b>	<b>1877</b>
07:00 PM	1	112	14	3	130	17	19	56	0	92	83	126	1	0	210	2	7	5	0	14	446
07:15 PM	1	107	11	0	119	20	14	53	0	87	48	114	0	0	162	2	9	2	0	13	381
07:30 PM	4	102	15	0	121	10	17	50	0	77	62	112	1	0	175	0	7	4	0	11	384
07:45 PM	1	84	10	0	95	8	6	56	0	70	47	113	0	0	160	1	16	4	0	21	346
<b>Total</b>	<b>7</b>	<b>405</b>	<b>50</b>	<b>3</b>	<b>465</b>	<b>55</b>	<b>56</b>	<b>215</b>	<b>0</b>	<b>326</b>	<b>240</b>	<b>465</b>	<b>2</b>	<b>0</b>	<b>707</b>	<b>5</b>	<b>39</b>	<b>15</b>	<b>0</b>	<b>59</b>	<b>1557</b>
<b>Grand Total</b>	<b>124</b>	<b>5853</b>	<b>566</b>	<b>11</b>	<b>6554</b>	<b>933</b>	<b>517</b>	<b>3598</b>	<b>0</b>	<b>5048</b>	<b>3269</b>	<b>6256</b>	<b>40</b>	<b>0</b>	<b>9565</b>	<b>102</b>	<b>472</b>	<b>150</b>	<b>1</b>	<b>725</b>	<b>21892</b>
<b>Apprch %</b>	<b>1.9</b>	<b>89.3</b>	<b>8.6</b>	<b>0.2</b>		<b>18.5</b>	<b>10.2</b>	<b>71.3</b>	<b>0</b>		<b>34.2</b>	<b>65.4</b>	<b>0.4</b>	<b>0</b>		<b>14.1</b>	<b>65.1</b>	<b>20.7</b>	<b>0.1</b>		
<b>Total %</b>	<b>0.6</b>	<b>26.7</b>	<b>2.6</b>	<b>0.1</b>	<b>29.9</b>	<b>4.3</b>	<b>2.4</b>	<b>16.4</b>	<b>0</b>	<b>23.1</b>	<b>14.9</b>	<b>28.6</b>	<b>0.2</b>	<b>0</b>	<b>43.7</b>	<b>0.5</b>	<b>2.2</b>	<b>0.7</b>	<b>0</b>	<b>3.3</b>	
<b>Cars</b>	<b>122</b>	<b>5557</b>						<b>3419</b>					<b>3113</b>	<b>5930</b>							<b>20833</b>
<b>% Cars</b>	<b>98.4</b>	<b>94.9</b>	<b>95.4</b>	<b>100</b>	<b>95.1</b>	<b>96.1</b>	<b>97.5</b>	<b>95</b>	<b>0</b>	<b>95.5</b>	<b>95.2</b>	<b>94.8</b>	<b>95</b>	<b>0</b>	<b>94.9</b>	<b>92.2</b>	<b>97</b>	<b>99.3</b>	<b>100</b>	<b>96.8</b>	<b>95.2</b>
<b>Trucks</b>	<b>2</b>	<b>296</b>	<b>26</b>	<b>0</b>	<b>324</b>	<b>36</b>	<b>13</b>	<b>179</b>	<b>0</b>	<b>228</b>	<b>156</b>	<b>326</b>	<b>2</b>	<b>0</b>	<b>484</b>	<b>8</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>1059</b>
<b>% Trucks</b>	<b>1.6</b>	<b>5.1</b>	<b>4.6</b>	<b>0</b>	<b>4.9</b>	<b>3.9</b>	<b>2.5</b>	<b>5</b>	<b>0</b>	<b>4.5</b>	<b>4.8</b>	<b>5.2</b>	<b>5</b>	<b>0</b>	<b>5.1</b>	<b>7.8</b>	<b>3</b>	<b>0.7</b>	<b>0</b>	<b>3.2</b>	<b>4.8</b>

Start Time	Route 6 From North					Croton Falls Rd From East					Route 6 From South					Croton Falls Rd 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 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	9	133	8	0	150	20	14	94	0	128	60	62	0	0	122	4	11	0	0	15	415
07:30 AM	7	142	14	0	163	13	9	73	0	95	67	111	0	0	178	3	9	0	0	12	448
07:45 AM	1	125	23	0	149	9	8	65	0	82	63	98	0	0	161	2	16	2	0	20	412
08:00 AM	0	133	17	2	152	14	14	84	0	112	58	83	1	0	142	1	9	0	0	10	416
<b>Total Volume</b>	<b>17</b>	<b>533</b>	<b>62</b>	<b>2</b>	<b>614</b>	<b>56</b>	<b>45</b>	<b>316</b>	<b>0</b>	<b>417</b>	<b>248</b>	<b>354</b>	<b>1</b>	<b>0</b>	<b>603</b>	<b>10</b>	<b>45</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>1691</b>
<b>% App. Total</b>	<b>2.8</b>	<b>86.8</b>	<b>10.1</b>	<b>0.3</b>		<b>13.4</b>	<b>10.8</b>	<b>75.8</b>	<b>0</b>		<b>41.1</b>	<b>58.7</b>	<b>0.2</b>	<b>0</b>		<b>17.5</b>	<b>78.9</b>	<b>3.5</b>	<b>0</b>		
<b>PHF</b>	<b>.472</b>	<b>.938</b>	<b>.674</b>	<b>.250</b>	<b>.942</b>	<b>.700</b>	<b>.804</b>	<b>.840</b>	<b>.000</b>	<b>.814</b>	<b>.925</b>	<b>.797</b>	<b>.250</b>	<b>.000</b>	<b>.847</b>	<b>.625</b>	<b>.703</b>	<b>.250</b>	<b>.000</b>	<b>.713</b>	<b>.944</b>

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

File Name : Croton Falls Road at Route 6 - 13 Hour Data  
 Site Code : 2018011  
 Start Date : 4/24/2018  
 Page No : 3

Start Time	Route 6 From North					Croton Falls Rd From East					Route 6 From South					Croton Falls Rd 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	0	108	14	0	122	19	14	75	0	108	66	156	1	0	223	1	11	1	0	13	466
05:15 PM	7	140	10	0	157	32	15	93	0	140	75	157	2	0	234	0	15	3	0	18	549
05:30 PM	8	109	14	0	131	30	22	102	0	154	64	156	2	0	222	1	14	5	0	20	527
05:45 PM	9	132	11	0	152	21	33	89	0	143	57	153	0	0	210	4	18	3	0	25	530
Total Volume	24	489	49	0	562	102	84	359	0	545	262	622	5	0	889	6	58	12	0	76	2072
% App. Total	4.3	87	8.7	0		18.7	15.4	65.9	0		29.5	70	0.6	0		7.9	76.3	15.8	0		
PHF	.667	.873	.875	.000	.895	.797	.636	.880	.000	.885	.873	.990	.625	.000	.950	.375	.806	.600	.000	.760	.944

# TRAFFIC SIGNAL WARRANT SUMMARY

Project: Putnam County Roundabout Evaluation Condition: 2019 Existing Condition  
 Location: Route 6 and Croton Falls Rd Date: April 29, 2019  
 Major Street: Route 6 Lanes: 1 Critical Approach Speed: 40 mph  
 Minor Street: Croton Falls Rd Lanes: 2

**Volume Level Criteria**

1. Is the critical speed of major street traffic greater than 40 mph? No  
 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: 100%

**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)		
			500	200	400	160	750	100	600	80	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	1197	415	X	X	X	X	X	X	X	X	1	1	1
8:00 AM	1280	436	X	X	X	X	X	X	X	X	1	1	1
9:00 AM	1226	414	X	X	X	X	X	X	X	X	1	1	1
10:00 AM	1110	284	X	X	X	X	X	X	X	X	1	1	1
11:00 AM	1210	326	X	X	X	X	X	X	X	X	1	1	1
12:00 PM	1244	341	X	X	X	X	X	X	X	X	1	1	1
1:00 PM	1216	303	X	X	X	X	X	X	X	X	1	1	1
2:00 PM	1369	344	X	X	X	X	X	X	X	X	1	1	1
3:00 PM	1434	538	X	X	X	X	X	X	X	X	1	1	1
4:00 PM	1460	510	X	X	X	X	X	X	X	X	1	1	1
5:00 PM	1524	572	X	X	X	X	X	X	X	X	1	1	1
6:00 PM	1425	476	X	X	X	X	X	X	X	X	1	1	1
7:00 PM	1231	342	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.

**Note: EB Croton Falls Rd Right turn traffic included and side street treated as 2-lanes in Warrant analysis because EB rightmost lane not exclusive.**

**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

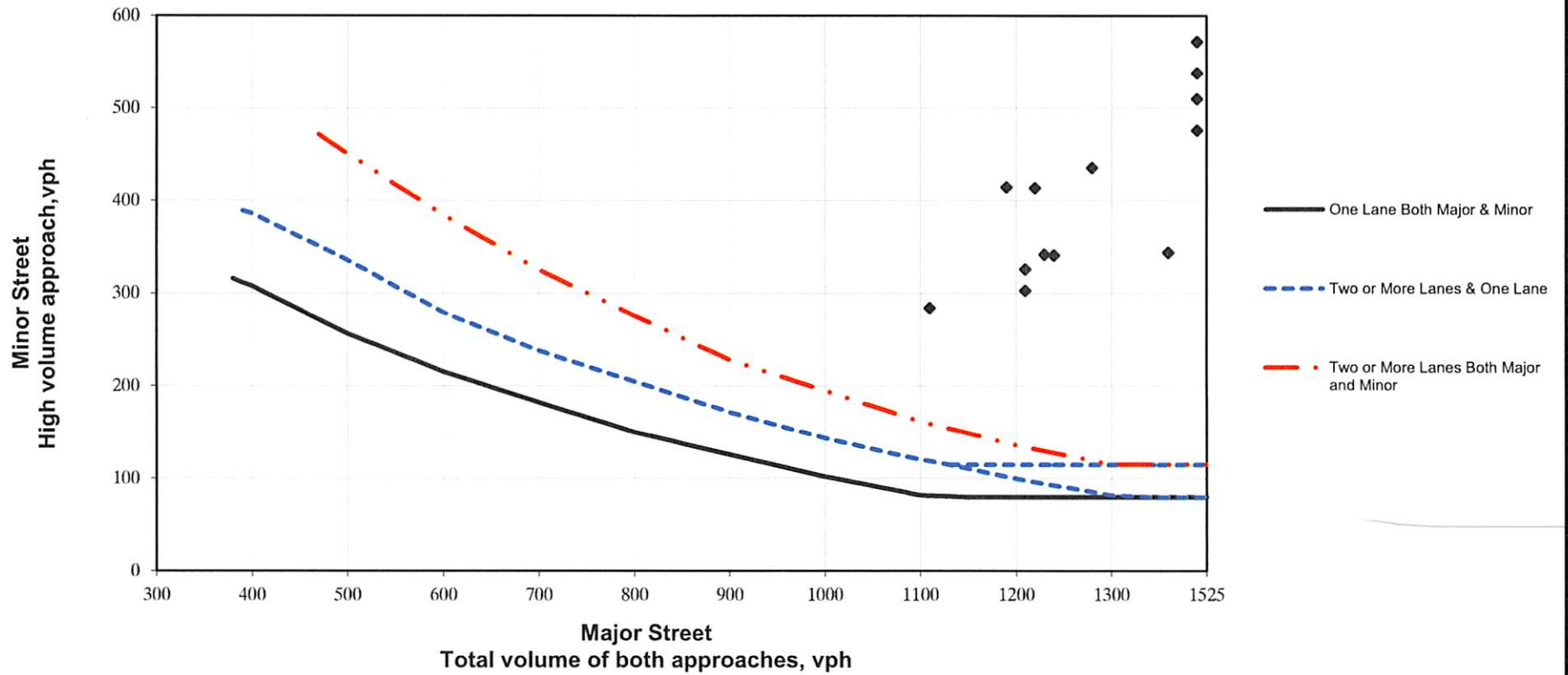
Warrant is satisfied if any hour satisfy the volume requirements depicted on the peak hour warranting graph (see page 3), and ALL three of the following requirement are met.

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): 100+ 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

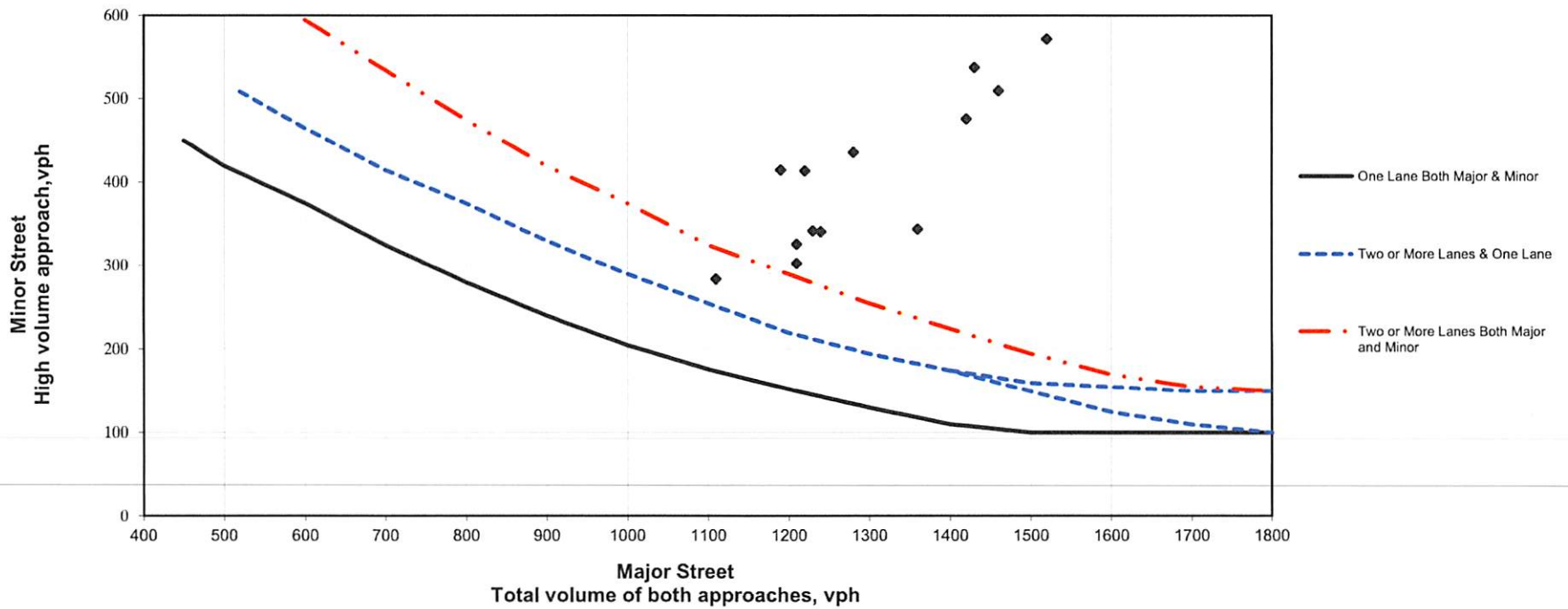


**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



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

Figure 4C-3. Warrant 3, Peak Hour



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

Queues  
5: Route 6 & Croton Falls Rd

AM Peak Hour  
2019 Existing Conditions Analysis



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	64	353	113	397	277	684
v/c Ratio	0.09	0.75	0.18	0.48	0.31	0.85
Control Delay	14.7	33.2	9.6	16.7	2.8	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	33.2	9.6	16.7	2.8	31.1
Queue Length 50th (ft)	17	160	17	117	0	263
Queue Length 95th (ft)	43	275	51	242	41	#590
Internal Link Dist (ft)	363		455	650		437
Turn Bay Length (ft)		240			125	
Base Capacity (vph)	941	645	848	987	1016	962
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.55	0.13	0.40	0.27	0.71

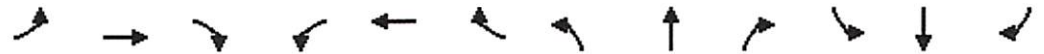
**Intersection Summary**

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



HCM 6th Signalized Intersection Summary  
5: Route 6 & Croton Falls 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)	2	47	11	332	47	59	1	372	260	65	560	18
Future Volume (veh/h)	2	47	11	332	47	59	1	372	260	65	560	18
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		1.00
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	1811	1841	1841	1767	1767	1826	1811	1811	1811
Adj Flow Rate, veh/h	2	50	12	353	50	63	1	396	277	69	596	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	6	4	4	9	9	5	6	6	6
Cap, veh/h	61	542	126	599	273	344	56	841	737	113	702	22
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	10	1467	341	1295	739	931	1	1765	1547	108	1474	45
Grp Volume(v), veh/h	64	0	0	353	0	113	397	0	277	684	0	0
Grp Sat Flow(s),veh/h/ln	1818	0	0	1295	0	1670	1766	0	1547	1628	0	0
Q Serve(g_s), s	0.0	0.0	0.0	13.2	0.0	3.0	0.0	0.0	7.4	14.4	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	14.7	0.0	3.0	9.9	0.0	7.4	24.3	0.0	0.0
Prop In Lane	0.03		0.19	1.00		0.56	0.00		1.00	0.10		0.03
Lane Grp Cap(c), veh/h	729	0	0	599	0	617	897	0	737	836	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.59	0.00	0.18	0.44	0.00	0.38	0.82	0.00	0.00
Avail Cap(c_a), veh/h	1172	0	0	918	0	1029	1278	0	1072	1177	0	0
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	0.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	17.3	0.0	13.8	11.5	0.0	10.8	14.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.9	0.0	0.1	0.3	0.0	0.3	3.2	0.0	0.0
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	4.1	0.0	1.0	3.2	0.0	2.1	7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	0.0	18.3	0.0	14.0	11.8	0.0	11.2	18.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h		64			466			674			684	
Approach Delay, s/veh		13.4			17.2			11.6			18.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.9		29.0		35.9		29.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		40.0		45.0		40.0				
Max Q Clear Time (g_c+I1), s		11.9		3.5		26.3		16.7				
Green Ext Time (p_c), s		3.5		0.3		4.7		1.8				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

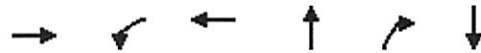


Intersection					
Intersection Delay, s/veh	15.5				
Intersection LOS	C				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	64	466	674	684	
Demand Flow Rate, veh/h	65	493	724	728	
Vehicles Circulating, veh/h	1083	435	129	427	
Vehicles Exiting, veh/h	72	418	1019	434	
Ped Vol Crossing Leg, #/h	0	0	0	2	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	10.1	9.9	10.8	24.3	
Approach LOS	B	A	B	C	
Lane	Left	Left	Bypass	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized			Yield		
Lane Util	1.000	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609		2.609	2.609
Critical Headway, s	4.976	4.976	67	4.976	4.976
Entry Flow, veh/h	65	426	886	724	728
Cap Entry Lane, veh/h	457	885	0.935	1210	893
Entry HV Adj Factor	0.977	0.946	63	0.931	0.940
Flow Entry, veh/h	64	403	828	674	684
Cap Entry, veh/h	447	838	0.076	1127	839
V/C Ratio	0.142	0.481	5.1	0.598	0.816
Control Delay, s/veh	10.1	10.6	A	10.8	24.3
LOS	B	B	0	B	C
95th %tile Queue, veh	0	3		4	9



Queues  
5: Route 6 & Croton Falls Rd

PM Peak Hour  
2019 Existing Conditions Analysis





















Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	85	401	208	700	293	627
v/c Ratio	0.13	0.82	0.32	0.75	0.32	0.92
Control Delay	22.6	44.8	18.2	23.7	6.0	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	44.8	18.2	23.7	6.0	42.4
Queue Length 50th (ft)	38	253	71	351	37	370
Queue Length 95th (ft)	73	#422	132	498	84	#624
Internal Link Dist (ft)	363		455	650		437
Turn Bay Length (ft)		240			125	
Base Capacity (vph)	776	592	773	1190	1122	860
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.68	0.27	0.59	0.26	0.73

**Intersection Summary**

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

HCM 6th Signalized Intersection Summary  
5: Route 6 & Croton Falls 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)	13	61	6	377	88	107	5	653	275	51	513	25
Future Volume (veh/h)	13	61	6	377	88	107	5	653	275	51	513	25
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		1.00
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	1870	1870	1870	1870	1885	1885	1870	1870	1885	1870	1870	1870
Adj Flow Rate, veh/h	14	65	6	401	94	114	5	695	293	54	546	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	1	1	2	2	1	2	2	2
Cap, veh/h	117	487	41	562	261	316	52	977	837	87	653	31
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	174	1448	123	1329	775	940	3	1865	1598	61	1246	59
Grp Volume(v), veh/h	85	0	0	401	0	208	700	0	293	627	0	0
Grp Sat Flow(s),veh/h/ln	1745	0	0	1329	0	1716	1867	0	1598	1366	0	0
Q Serve(g_s), s	0.0	0.0	0.0	17.1	0.0	6.5	0.0	0.0	7.6	10.2	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	19.4	0.0	6.5	20.3	0.0	7.6	30.6	0.0	0.0
Prop In Lane	0.16		0.07	1.00		0.55	0.01		1.00	0.09		0.04
Lane Grp Cap(c), veh/h	645	0	0	562	0	577	1029	0	837	771	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.71	0.00	0.36	0.68	0.00	0.35	0.81	0.00	0.00
Avail Cap(c_a), veh/h	1022	0	0	860	0	961	1615	0	1342	1261	0	0
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	0.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	21.9	0.0	17.9	12.9	0.0	9.9	14.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.7	0.0	0.4	0.8	0.0	0.2	2.1	0.0	0.0
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	0.9	0.0	0.0	5.9	0.0	2.4	7.0	0.0	2.2	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	0.0	23.6	0.0	18.3	13.7	0.0	10.2	16.4	0.0	0.0
LnGrp LOS	B	A	A	C	A	B	B	A	B	B	A	A
Approach Vol, veh/h		85			609			993			627	
Approach Delay, s/veh		16.6			21.8			12.7			16.4	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.4		29.0		42.4		29.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		60.0		40.0		60.0		40.0				
Max Q Clear Time (g_c+1), s		22.3		4.3		32.6		21.4				
Green Ext Time (p_c), s		6.5		0.4		4.9		2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.2								
HCM 6th LOS				B								



Intersection					
Intersection Delay, s/veh	21.1				
Intersection LOS	C				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	85	609	993	627	
Demand Flow Rate, veh/h	86	619	1010	640	
Vehicles Circulating, veh/h	1021	728	135	509	
Vehicles Exiting, veh/h	128	417	972	723	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	10.0	22.1	20.7	22.2	
Approach LOS	A	C	C	C	
Lane	Left	Left	Bypass	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized			Yield		
Lane Util	1.000	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609		2.609	2.609
Critical Headway, s	4.976	4.976	115	4.976	4.976
Entry Flow, veh/h	86	504	660	1010	640
Cap Entry Lane, veh/h	487	657	0.990	1202	821
Entry HV Adj Factor	0.985	0.982	114	0.983	0.980
Flow Entry, veh/h	85	495	654	993	627
Cap Entry, veh/h	480	645	0.174	1182	804
V/C Ratio	0.177	0.767	7.5	0.840	0.779
Control Delay, s/veh	10.0	25.4	A	20.7	22.2
LOS	A	D	1	C	C
95th %tile Queue, veh	1	7		11	8

# NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 4/24/2019 Print Time 10:54:00AM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
456806 at croton falls rd.	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>
36092712	09-February-2016	PUTNAM	Carmel Town	CROTON FALLS RD	6 84041031

<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	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	EAST	GOING STRAIGHT AHEAD	0	40	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	FOLLOWING TOO CLOSELY
2	DRIVER INEXPERIENCE

<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	EAST	MAKING RIGHT TURN	0	39	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>
36116569	26-January-2016	PUTNAM	Carmel Town	[Route] 6	6 84041030

<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	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	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	3340	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	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
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	3266	17	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	DRIVER INATTENTION					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36145745	11-March-2016	PUTNAM	Carmel Town	[Route] 6	6 84041031	
<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	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	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 NOT ENTERED

<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	2679	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	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36250831	01-May-2016	PUTNAM	Carmel Town	[Route] 6	6 84041031	
<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	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	SOUTH	STARTING IN TRAFFIC	3919	17	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 ENTERED  
 2 NOT ENTERED

<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	SOUTH	OVERTAKING	2955	25	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 ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36279698	10-June-2016	PUTNAM	Carmel Town	ROUTE 6	6 84041031	
<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	EAST	GOING STRAIGHT AHEAD	0	36	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	EAST	STOPPED IN TRAFFIC	0	18	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>
36298238	22-June-2016	PUTNAM	Carmel Town	ROUTE 6	6 84041030

<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	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>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	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	SLOWED OR STOPPING	3521	64	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	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	SOUTH	STOPPED IN TRAFFIC	2992	59	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>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	SOUTH	STOPPED IN TRAFFIC	0	0	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	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>
36498777	24-October-2016	PUTNAM	Carmel Town	ROUTE 6	6 84041030

<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	1	NORTH	GOING STRAIGHT AHEAD	4027	44	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>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	EAST	MAKING LEFT TURN	3462	34	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	PASSING OR LANE USAGE IMPROPERLY					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36588682	17-January-2017	PUTNAM	Carmel Town	[Route] 6	6 84041031	
<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	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	GOING STRAIGHT AHEAD	3218	18	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 PAVEMENT SLIPPERY

<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	GOING STRAIGHT AHEAD	3102	17	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	REACTION TO OTHER UNINVOLVED VEHICL				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36684607	05-April-2017	PUTNAM	Carmel Town	ROUTE 6	6 84041030	
<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>
4	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	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	NORTH	GOING STRAIGHT AHEAD	3428	66	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 ALCOHOL INVOLVEMENT  
 2 FOLLOWING TOO CLOSELY

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<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	83	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	FL	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

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<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	NORTH	STOPPED IN TRAFFIC	3772	54	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 ENTERED				
	2	NOT ENTERED				

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<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>
4	1	NORTH	STOPPED IN TRAFFIC	4587	53	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 ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36843861	14-July-2017	PUTNAM	Carmel Town	[Route] 6	6 84041031

<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>
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	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	UNKNOWN	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	UNKNOWN	STOPPED IN TRAFFIC	3822	30	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 ENTERED					
2	NOT ENTERED					

<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	UNKNOWN	UNKNOWN	0	0	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	VT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36930611	18-September-2017	PUTNAM	Carmel Town	[Route] 6	6 84041030

<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>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<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	4165	51	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	FELL ASLEEP					

2 DRIVER INATTENTION

<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	SOUTH	SLOWED OR STOPPING	5748	54	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 ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37025868	06-September-2017	PUTNAM	Carmel Town	[Route] 6	6 84041031	
<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	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	1	EAST	MAKING LEFT TURN	4124	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	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE  
 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	CHANGING LANES	4954	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	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	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>	
37026067	27-September-2017	PUTNAM	Carmel Town	[Route] 6	6 84041031	
<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>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	



<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	2793	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	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	TRAFFIC CONTROL DEVICES DISREGARDED				

<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	EAST	GOING STRAIGHT AHEAD	3531	86	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>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	2	WEST	MAKING LEFT TURN	2975	44	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

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37203185	14-February-2018	PUTNAM	Carmel Town	[Route] 6	6 84041031

<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	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	3435	36	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	SOUTH	STOPPED IN TRAFFIC	3881	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	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>
37222312	04-April-2018	PUTNAM	Carmel Town	ROUTE 6	6 84041030

<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	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	SLOWED OR STOPPING	4322	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	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	CELL PHONE (HAND HELD)
2	DRIVER INATTENTION

<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	5372	57	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>
37232383	26-February-2018	PUTNAM	Carmel Town	[Route] 6	6 84041030

<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 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	LEFT TURN (AGAINST OTHER CAR)	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	SOUTH	GOING STRAIGHT AHEAD	2908	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	NOT APPLICABLE					
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	EAST	MAKING LEFT TURN	3313	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	FAILURE TO YIELD RIGHT OF WAY				
	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>	
37264411	27-April-2018	PUTNAM	Carmel Town	ROUTE 6	6 84041030	
<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>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	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	STOPPED IN TRAFFIC	3637	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	NOT APPLICABLE				

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	4038	33	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>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	NORTH	STARTING IN TRAFFIC	3025	22	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	FOLLOWING TOO CLOSELY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37392889	21-July-2018	PUTNAM	Carmel Town	CROTON FALLS RD	6 84041031	
<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	PROPERTY DAMAGE	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-EAST	GOING STRAIGHT AHEAD	3260	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	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FELL ASLEEP					
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>	
37542895	18-October-2018	PUTNAM	Carmel Town	ROUTE 6	6 84041030	
<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>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	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	STOPPED IN TRAFFIC	3600	75	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>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	0	47	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	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	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	SOUTH	GOING STRAIGHT AHEAD	3311	83	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>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37549079	21-October-2018	PUTNAM	Carmel Town	ROUTE 6	6 84041030

<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	NORTH	GOING STRAIGHT AHEAD	0	61	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>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-EAST	MAKING LEFT TURN	3229	17	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 DRIVER INEXPERIENCE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37607189	20-November-2018	PUTNAM	Carmel Town	ROUTE 6	6 84041030	
<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>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	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	NORTH	GOING STRAIGHT AHEAD	4529	39	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	3399	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	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	OTHER (VEHICLE)
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	NORTH	STOPPED IN TRAFFIC	3452	20	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>
37618753	13-November-2018	PUTNAM	Carmel Town	CROTON FALLS RD	6 84041031

<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	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	OTHER	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	STOPPED IN TRAFFIC	2697	56	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

<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	2	EAST	BACKING	3481	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	NY	N	N	N

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



**SINGLE LANE ROUNDABOUT (120 FT DIAMETER) WITH WESTBOUND RIGHT TURN LANE**

DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL COST
SINGLE-LANE ROUNDABOUT WITH AN ADDITIONAL LANE AND PED. CROSSINGS <sup>1</sup>	1	EA	\$850,000	\$850,000
UTILITY RELOCATION <sup>2</sup>	2	EA	\$75,000	\$150,000
RESET FENCE AND ROTARY CLUB SIGN RELOCATION	1	EA	\$10,000	\$10,000
TEMPLE SIGN RELOCATION	1	EA	\$5,000	\$5,000
STONE WALL MODIFICATION	1	EA	\$10,000	\$10,000
STORMWATER AND TREATMENT <sup>3</sup>	1	LS	\$100,000	\$100,000
WETLAND MITIGATION	1	LS	\$75,000	\$75,000
WORK ZONE TRAFFIC CONTROL	1	LS	\$175,000	\$175,000
<b>ESTIMATED CONSTRUCTION COST (CONCEPTUAL)</b>				<b>\$1,375,000</b>
RIGHT OF WAY	0.084	ACRE	\$340,000	\$30,000
CONTIGENCY (20%)	1	LS	\$275,000	\$275,000
DESIGN AND INSPECTION (25%)	1	LS	\$343,750	\$345,000
<b>FINAL TOTAL</b>				<b>\$2,025,000</b>

<sup>1</sup> INCLUDES TYPICAL COST FOR PAVEMENT, CURB, EARTHWORK, DRAINAGE, LANDSCAPING, ETC., FOR A SINGLE LANE ROUNDABOUT WITH AN ADDITION TURN LANE AND PEDESTRIAN CROSSINGS.

<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.



