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.

Project: Putnam County Roundabout Evaluation Location: Putnam County (Various Locations) Intersection: Route 6 & Croton Falls Rd GPS Coord.: 41°22'35.53"N, 73°43'30.22"W

Traffic Control: Traffic Signal

Traffic Control Notes (if applicable):

2-phase signal. No turn phases.

AM Peak Hour

Other Intersection Notes (if applicable):

NB Right Shoulder designated as Bike Lane. Crosswalks with signals/PB/countdown timers - all approaches

Time Period:

7:15



Date Counted:

4/24/2018

APPROACH DATA

		Route 6			Route 6		Cr	oton Falls	Rd	Cr	oton Falls	Rd
	N	Iorthboun	ıd	S	outhboun	ıd		Eastbound	ı	V	Vestboun	d
	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)

8:15

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	Tim	e 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

		EXISTIN	G CONDITION LEVEL O	F SERVICE		
AM Peak Delay (s):	11.8	11.2	18.1	13.4	18.3	14.0
LOS:	В	В	В	В	В	В
v/c:	0.44	0.38	0.82	0.09	0.59	0.18
95% Queue:	240'	40'	590'	45'	275'	50'
B (15.4) Overall	B (11.6)		B (18.1)	B (13.4)	E	3 (17.2)
PM Peak Delay (s):	13.7	10.2	16.4	16.6	23.6	18.3
LOS:	В	В	В	В	С	В
v/c:	0.68	0.35	0.81	0.13	0.71	0.36
95% Queue:	500'	85'	625'	75'	420'	130'
B (16.2) Overall	B (12.7)		B (16.4)	B (16.6)		C (21.8)

Note: LOS calculated using HCM 6 methodologies.

			INTERS	ECHON	EVALUA	TION	VUKKS	HEET				
		Route 6			Route 6		Cı	roton Falls	Rd	Cr	oton Falls	Rd
		Northbou	nd	S	outhboun			Eastbound			Westbour	T
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
			BUILD	ALTERN	IATIVE #1	- LEVEL	OF SERV	ICE				
escription of Impro	vement	s:	Single La	ne Roun	dabout wi	th WB R	T Lane A	dded				
AM Peak Delay (s):		10.8			24.3			10.1		10	0.6	5.1
LOS:		В			С			В			В	А
v/c:		0.60			0.82			0.14		0.	.48	0.08
95% Queue:		100'			225'			< 25'		7	75'	< 25
C (15.5) Overall		B (10.8)			C (24.3)			B (10.1)			A (9.9)	
PM Peak Delay (s):		20.7			22.2			10.0		2.	5.4	7.5
LOS:		С			С			Α			D	А
v/c:		0.84			0.78			0.18		0.	.77	0.17
95% Queue:		275'			200'			25'		1	75'	25'
C (21.1) Overall		C (20.7)			C (22.2)			A (10.0)			C (22.1)	
escription of Impro	vement	s:										
AM Peak Delay (s):												
LOS:												
v/c:												
95% Queue:		Selection Contracts		WASTERNIA STORY								
Overall												
PM Peak Delay (s):												
LOS:												
v/c:												
95% Queue:	WORK SC				A STANFARM OF THE							
Overall												
			BUILD	ALTERN	IATIVE #3	- LEVEL	OF SERV	ICE				
escription of Impro	vement	s:										
AM Peak Delay (s):												
LOS:												
v/c:												
95% Queue:								9-17				
Overall												
PM Peak Delay (s):												
LOS:									20 A F			
v/c:												
95% Queue:												
Overall						2. 3. 11. 11.						

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			Route						ills Rd				Route	6				ton Fa			
			rom No			İ		rom E				•	om So			ļ		rom W	, ,		
Start Time	Right	Thru	•	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. To
07:00 AM	0	119	10	0	129	5	2	83	0	90	36	52	0	0	88	0	8	1	0	9	31
07:15 AM	9	133	8	0	150	20	14	94	0	128	60	62	0	0	122	4	11	0	0	15	41
07:30 AM	7	142	14	0	163	13	9	73	0	95	67	111	0	0	178	3	9	0	0	12	44
07:45 AM	1	125	23_	0	149	9	8	65	0	82	63	98	0_	0	161	2	16	2	0	20	4
Total	17	519	55	0	591	47	33	315	0	395	226	323	0	0	549	9	44	3	0	56	159
MA 00:80	0	133	17	2	152	14	14	84	0	112	58	83	1	0	142	1	9	0	0	10	4
08:15 AM	0	106	15	0	121	22	9	70	0	101	67	97	0	0	164	3	9	0	0	12	3
MA 08:80	1	136	10	0	147	18	7	70	0	95	79	111	0	0	190	1	7	1	0	9	4
08:45 AM	1	127	6	0	134	14	9	84	Ō	107	66	103	Ō	Ö	169	1	10	2	ō	13	4:
Total	2	502	48	2	554	68	39	308	Ō	415	270	394	1	0	665	6	35	3	0	44	16
09:00 AM	4	110	12	0	126	22	8	84	0	114	75	97	0	0	172	0	6	0	0	6	. 4·
09:15 AM	1	123	11	Ŏ	135	15	4	57	ő	76	58	99	Ö	Ö	157	1	6	1	ŏ	8	3
09:30 AM	Ö	98	10	Ö	108	22	6	76	Ö	104	59	116	Õ	ŏ	175	4	7	5	ő	16	4
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09:45 AM Total	8	444	42	0	494	71	30	293	0	394	246	428	0	0	674	7	26	10	0	43	4 16
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10:00 AM	1	95	7	0	103	11	3	61	0	75	65	132	1	0	198	3	6	3	0	12	. 3
10:15 AM	0	87	9	0	96	9	5	54	0	68	40	98	0	0	138	1	5	2	0	8	3
10:30 AM	1	96	7	0	104	11	5	42	0	58	63	110	0	0	173	1	7	0	0	8	34
10:45 AM	0	103	10	0	113	10	5	54	0	69	51	79	2	0	132	6	4	1	0	11	3
Total	2	381	33	0	416	41	18	211	Ō	270	219	419	3	0	641	11	22	6	0	39	13
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12:00 PM	1	91	10	2	104	16	3	51	0	70	51	108	2	0	161	1	3	1	0	5	. 3
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Total	10	432	26	2	470	62	17	210	0	289	213	467	8	0	688	5	26	10	0	41	14
02:00 PM	0	112	9	0	121	13	11	50	0	74	89	115	0	0	204	1	10	4	0	15	4
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03:15 PM	3	110	13	0	126	17	16	99	0	132	84	122	1	0	207	1	11	2	0	14	4
03:30 PM	1	117	13	0	131	28	11	89	0	128	69	154	0	0	223	1	13	1	0	15	4
03:45 PM			11	0	135	24	25	96	0	145	66	139	1_	0	206	0	9	5	0	14	5
Total	14	455	44	0	513	95	63	354	0	512	284	567	2	0	853	5	49	16	0	70	19

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Start Time	Right	Thru	Left	Peds		Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2 - Right	82	7	0	App. Total 91	32	18	82	0	132	67	170	2	0	239	2	12	9	0	23	485
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04:30 PM	2	112	7	Ö	121	35	11	88	ŏ	134	78	143	ŏ	ŏ	221	2	14	1	Ö	17	493
04:45 PM	2	125	15	ŏ	142	17	5	78	Õ	100	62	164	1	ŏ	227	3	10	3	ŏ	16	485
Total	7	459	39	0	505	104	49	333	0	486	265	617	3	ō	885	8	51	21	0	80	1956
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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	24	489	49	0	562	102	84	359	0	545	262	622	5	0	889	6	58	12	0	76	2072
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
Total	13	438	49	0	500	97	56	300	0	453	299	553	5	0	857	10	38	19	0	67	1877
				_					_					_			_	_	_		
07:00 PM	1	112	14	3	130	17	19	56	0	92	83	126	1	0	210	2	/	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	<u> 1</u>	84	10	0_	95	8	6	56	0	70	47	113	0	0_	160	1	16	4	0	21	346
Total	7	405	50	3	465	55	56	215	0	326	240	465	2	0	707	5	39	15	0	59	1557
Grand Total	124	-0-0	566	11	6554	933	517	3598	0	5048	3269	6256	40	0	9565	102	472	150	1	725	21892
	1.9	5853 89.3	8.6	0.2	0004	18.5	10.2	71.3	0	3040	34.2	65.4	0.4	0	3000	14.1	65.1	20.7	0.1	723	21032
Apprch % Total %	0.6	26.7	2.6	0.2	29.9	4.3	2.4	16.4	0	23.1	14.9	28.6	0.4	0	43.7	0.5	2.2	0.7	0.1	3.3	
Cars	122	5557	2.0	<u> </u>	23.3	4.3	2.4	3419		20.1	3113	5930	U.Z		70.7	0.5				<u> </u>	20833
% Cars	98.4	94.9	95.4	100	95.1	96.1	97.5	95	0	95.5	95.2	94.8	95	0	94.9	92.2	97	99.3	100	96.8	95.2
Trucks	2	296	26	0	324	36	13	179	0	228	156	326	2	0	484	8	14	1	0	23	1059
% Trucks	1.6	5.1	4.6	ŏ	4.9	3.9	2.5	5	ŏ	4.5	4.8	5.2	5	ŏ	5.1	7.8	3	0.7	Ŏ	3.2	4.8

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Peak Hour fo	or Enti	re Inte	rsectio	n Begi	ins at 0	7:15 A	M								,					,	,
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
MA 00:80	0	133	17	2	152	14	14	84	0	112	58	83	1	0	142	1	9	0	0	10	416
Total Volume	17	533	62	2	614	56	45	316	0	417	248	354	1	0	603	10	45	2	0	57	1691
% App. Total	2.8	86.8	10.1	0.3		13.4	10.8	75.8.	0		41.1	58.7	0.2	0		17.5	78.9	3.5	0		
PHF	.472	.938	.674	.250	.942	.700	.804	.840	.000	.814	.925	.797	.250	.000	.847	.625	.703	.250	.000	.713	.944

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			Route om No	-				ton Fa	lls Rd ast				Route om So	-	-			on Fa	lls Rd est		:
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysi	s Fron	12:00	PM to	o 07:45	PM - F	eak 1	of 1	•												
Peak Hour fo	or Enti	re Inte	rsectio	n Beg	ins at 0	5:00 P	М														
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:				undabout Ev			_	Condition:			Existing Con		·		
## Annual Street Croton Falls Rd	ocation:		R	oute 6 and 0	Croton Falls	Rd		-		Date:		April 2	9, 2019			
Minor Street: Creton Falls Rd Lanes: 2 In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In the critical speed of major street traffic greater than 40 mph? In	Ma	ajor Street:			Route 6			Lanes:	1	C	ritical Appro	ach Speed:	40	mph		
1. Is the critical speed of major street traffic greater than 40 mph? 2. Is the intersection in a bull-up area of an isolated community with population less than 10,000? If either Question 1 or Question 2 is answered "Yes", then use the 70% volume level. WARRANT 1. EIGHT HOUR VEHICULAR VOLUME Warrant 1 is alst os satisfied if EITHER Condition A QBC Condition B is 100% satisfied. Varrant 1 is also satisfied if BOTH Condition A QBC Condition B are satisfied to the 80% volume level. Condition 1A - Minimum Volume (X indicates that criteria is mole reperimence condition) Condition 1A - Minimum Volume Condition Con					roton Falls I	Rd				- -				,		
A state intersection in a built-up area of an isolated community with population less than 10,000? If either Question 1 or Question 2 is answered "Yes", then use the 70% volume level. A	/olume Lev	vel Criteria														
Feither Question 1 or Question 2 is answered "Yes", then use the 70% volume level.	1.	Is the criti	ical speed of	major stree	et traffic gre	ater than 40) mph?						٨	ło		
Warrant 1 is satisfied Emets Condition A QB Condition B is 100% satisfied.			•	•	_		•	opulation le	ess than 10,0	000?				lo		
Varrant 1 is satisfied if EITHER Condition A DB Condition B is 100% satisfied. Varrant 1 is also satisfied if BOTH Condition A A MD Condition B are satisfied to the 80% volume level.		If either Qu	uestion 1 or	Question 2	is answered	"Yes", then	use the 709	6 volume lev	vel.		Cr	iteria used:	10	0%		
Warrant 1 is satisfied if EITHER Condition A De Condition B is 100% satisfied. Warrant 1 is also satisfied if BQTH Condition A AND Condition B are satisfied to the 80% volume level.					0111245								·	VEC		
Varrant 1 is also satisfied if BOTH Condition A AND Condition B are satisfied to the 80% volume level.						B is 100% sa	tisfied.				,	warrant 1 :	atistiea:	YES		
Minimum Volume Criteria So0 200 400 160 790 100 600 80 80 110				· · · · · · · · · · · · · · · · · · ·	=			e 80% volur	ne level.							
Minimum Volume Criteria Total Criter				Condition	on 1A Minim	um Vahioula	r Volumo	Condition	1R Interest	ion of Continu	oue Troffic	Total Satis	find House /	9 mauim		
Minimum Volume Criteria: 500 200 400 160 750 100 600 80 Condition 18 18 Major St. Minor St. Major St		(X indicates that criteria is met for specified condition) (X indicates that criteria is met for specified condition) Minimum Volume Criteria: 500 200 400 160 750 100 600 80 Condition Start Major St. Minor St. Major St. Minor														
Sight Major St		(X indicates that criteria is met for specified condition) (X indicates that criteria is met for specified condition) (X indicates that criteria is met for specified condition) 13 Minimum Volume Criteria: 500 200 400 160 750 100 600 80 Condition art Major St. Minor St. Major St. Minor St. Major St. Minor St. Major St. Minor St. Major St. Major St. Major St. 1A Volume														
Time Volume¹ Volume² 100% 100% 80% 80% 100% 100% 00% 80% Satisfied 1200 AM		X indicates that criteria is met for specified condition) (X indicates that criteria is met for specified condition) 13														
100 AM	Time	X indicates that criteria is met for specified condition (X indicates that criteria is met for specified condition) 13														
200 AM	12:00 AM	Minimum Volume Criteria: 500 200 400 160 750 100 600 80 Condition Major St. Volume ¹ Minor St. Volume ² Major St. 100% Minor St. 80% Minor St. 100% Minor St. 100% Major St. 100% Minor St. 80% Satisfied AM -														
3:00 AM	1:00 AM	Minimum Volume Criteria: 500 200 400 160 750 100 600 80 Condition Co														
4:00 AM	2:00 AM	Minimum Volume Criteria: 500 200 400 160 750 100 600 80 Condition Minor St. Major St. Minor St. Major St. Minor St. Major St. Minor St. Major St. Minor St. Major St. Major St. Monor St. 80% Satisfied														
5:00 AM				•	-	•	-	<u> </u>	-	-	•	-	-	<u> </u>		
6:00 AM				-	-	•	-	· ·			-	·	•	-		
TOO AM 1197				-		<u> </u>	 	!			•	<u> </u>	•	<u> </u>		
8:00 AM 1280 436 X X X X X X X X X X X X X 1 1 1 1 1 9:00 AM 11226 414 X X X X X X X X X X X X X X X X X X		1107	115											1		
9:00 AM 1226														1		
10:00 AM 1110 284							<u> </u>		<u> </u>					1		
12:00 PM			284	Х			1	Х		Х	X	1	1	1		
1:00 PM	11:00 AM	1210	326	Х	х	Х	Х	Х	Х	Х	Х	1	1	1		
2:00 PM	12:00 PM	1244	341	Х	Х	Х	Х	Х	Х	Х	Х	1	1	1		
3:00 PM		1216	303									1	1	1		
4:00 PM 1460 510 X X X X X X X X X X X X X X X X X X X														1		
Since PM 1524 572 X X X X X X X X X								<u> </u>						1		
6:00 PM 1425 476 X X X X X X X X X X X X X X X X X X X														1		
7:00 PM 1231 342 X X X X X X X X X X X X X X 1 1 1 8:00 PM									1					1		
9:00 PM									1					1		
10:00 PM				-	-	-	-	•	•	•	-	-	-	-		
11:00 PM				-	<u> </u>	-	-	•	-		•	•	_	-		
Major Street Volume is the total combined volume of both mainline approaches. Minor Street volumes is the highest single side street approach volume. Mote: 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 is satisfied if four (4) or more hours satisfy the volume requirements epicted on the four hour warranting graph (see page 2). WARRANT 3 - PEAK HOUR VEHICULAR VOLUME Warrant 3 Satisfied: Warrant 3 Satisfied:						-				•		-	-	<u> </u>		
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 Varrant is satisfied if four (4) or more hours satisfy the volume requirements epicted on the four hour warranting graph (see page 2). WARRANT 3 - PEAK HOUR VEHICULAR VOLUME Varrant is satisfied if any hour satisfy the volume requirements depicted on the								L	-	<u> </u>	•	•	-	<u> </u>		
ARRANT 3 - PEAK HOUR VEHICULAR VOLUME VARRANT 3 - PEAK HOUR VEHICULAR VOLUME Varrant 3 Satisfied: Varrant is satisfied if any hour satisfy the volume requirements depicted on the	-						• •	s.								
WARRANT 2 - FOUR HOUR VEHICULAR VOLUME Varrant is satisfied if four (4) or more hours satisfy the volume requirements epicted on the four hour warranting graph (see page 2). VARRANT 3 - PEAK HOUR VEHICULAR VOLUME Varrant is satisfied if any hour satisfy the volume requirements depicted on the						-		nnes in War	rant analus	is hernuse F	'A riahtmos	lane not ex	clusive			
Varrant is satisfied if four (4) or more hours satisfy the volume requirements epicted on the four hour warranting graph (see page 2). VARRANT 3 - PEAK HOUR VEHICULAR VOLUME Varrant is satisfied if any hour satisfy the volume requirements depicted on the				**		ac succi UI	W3 E-7(-					
epicted on the four hour warranting graph (see page 2). No. of Points Above Criteria Curve: WARRANT 3 - PEAK HOUR VEHICULAR VOLUME Varrant is satisfied if any hour satisfy the volume requirements depicted on the											'	Warrant 2 S	atisfied:	YES		
Varrant is satisfied if any hour satisfy the volume requirements depicted on the					•	iume requir	ements			N	o. of Points	Above Crite	ria Curve:	13		
Varrant is satisfied if any hour satisfy the volume requirements depicted on the	VARRANT	3 - PFAK I	HOUR VEHI	CULAR VO	LUMF						1	Warrant 3 S	atisfied:	YES		
eak hour warranting graph (see page 3), and ALL three of the following requirement are met. No. of Points Above Criteria Curve:						ments depic	ted on the				•					
	eak hour v	warranting (graph (see p	age 3), and	ALL three of	f the followi	ing requirem	ent are met	t.	N	o. of Points	Above Crite	ria Curve:	13		

1. Total stopped time delay on Minor Street equals or exceeds 4 VHD (single lane) or 5 VHD (two lanes):

3. Total intersection volume serviced during the hour equals or exceeds 650 veh. (3-leg) or 800 veh. (4-leg or more):

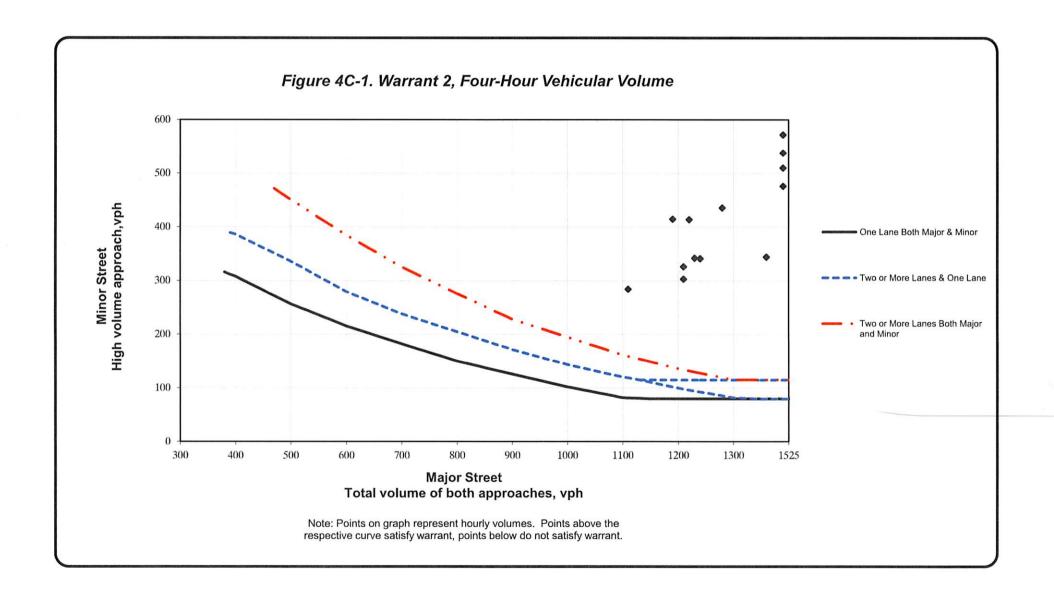
2. Volume on Minor Street equals or exceeds 100 vehicles (single lane) or 150 vehicles (two lanes):

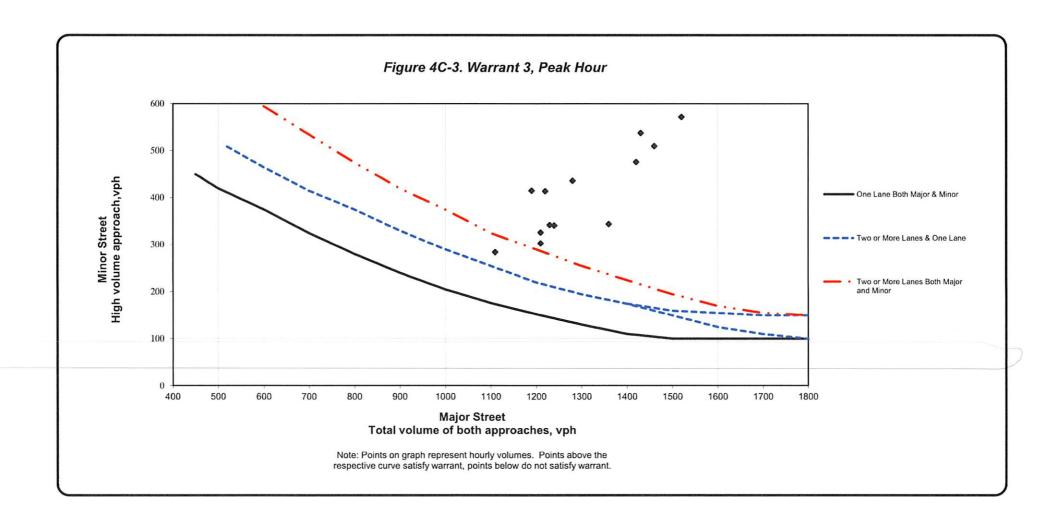
Yes

Yes

Yes

100+ VHD Max.





	-	•	←	†	1	↓
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 e	exceeds cap	acity, qu	eue may	be longer		

Queue shown is maximum after two cycles.

	۶	→	*	1	4-	1	4	†	~	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7	7			र्स	7		4	
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	manuscrostone.
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									44.0	10.1		0.0
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	В	A	A	В	Α	В	В	Α	В	В	A	A
Approach Vol, veh/h		64			466			674			684	
Approach Delay, s/veh		13.4			17.2			11.6			18.1	
Approach LOS		В			В			В			В	
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+l1), 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			В									

Intersection				
Intersection Delay, s/veh	15.5			
Intersection LOS	С			
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	В	Α	В	С
Lane	Left	Left Bypas	ss Left	Left
Designated Moves	LTR		R LTR	LTR
Assumed Moves	LTR		R LTR	LTR
RT Channelized		Yie		
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		37 4.976	4.976
Entry Flow, veh/h	65	426 88		728
Cap Entry Lane, veh/h	457	885 0.93		893
Entry HV Adj Factor	0.977	0.946	3 0.931	0.940
	0.977 64	0.946 6 403 82	0.931 28 674	0.940 684
Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	0.977 64 447	0.946	0.931 28 674 76 1127	0.940 684 839
Entry HV Adj Factor Flow Entry, veh/h	0.977 64 447 0.142	0.946 6 403 82 838 0.07	03 0.931 08 674 06 1127 11 0.598	0.940 684 839 0.816
Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	0.977 64 447	0.946 6 403 82 838 0.07 0.481 5	0.931 28 674 76 1127	0.940 684 839
Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	0.977 64 447 0.142	0.946 6 403 82 838 0.07 0.481 5	03 0.931 08 674 06 1127 11 0.598	0.940 684 839 0.816

	-	•	←	†	1	↓
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.

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lano Configurations 1		۶	→	*	•	—	*	4	†	~	1	ţ	4
Traffic Volume (veh/h) 13 61 6 377 88 107 5 653 275 51 513 25 Initial O (clby, veh veh veh veh veh veh veh veh veh veh	Movement	EBL	EBT	EBR		WBT	WBR	NBL			SBL	SBT	SBR
Future Volume (velvh) 13 61 6 377 88 107 5 653 275 51 513 25 initial Q (Qb), weh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
Initial Q (Qb), veh													
Ped-Bike Adji(A_pbT)					377								
Parking Bus, Adj			0			0			0			0	Maria Carlo
Work Zöne Ön Approach						**********							
Adj Sat Flow, veh/h/ln 1870 287 293 24 24 27 294 0.94		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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					ARREST STATE OF THE STATE OF TH								MANAGORA CONTRA
Peak Hour Factor 0.94 0.													THE PROPERTY OF THE OWNER.
Percent Heavy Veh, % 2 2 2 2 2 1 1 2 2 2 1 1 2 2 2 2 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 0.0 0.0 0 0.0						A Committee of the Comm							and the state of t
Arrive On Green													
Sat Flow, veh/h 174 1448 123 1329 775 940 3 1865 1598 61 1246 59 Gry Volume(v), veh/h 85 0 0 401 0 208 770 0 293 627 0 0 Gry 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.0 0.0 0.0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>													
Grp Volume(v), veh/h													
Grp Sat Flow(s), veh/h/ln 1745 0 0 1329 0 1716 1867 0 1598 1366 0 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 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 Cycle Q Clear(g_c), veh/h 645 0 0.0 562 0 577 1029 0 837 771 0 0 0 0.04 Lane Grp Cap(c), veh/h 645 0 0 562 0 577 1029 0 837 771 0 0 0 0.04 Cycle Q Clear(g_c), veh/h 1022 0 0 860 0 961 1615 0 1342 1261 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									The state of the s				
Q Serve(g_s), s													
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 0 880 0 961 1615 0 1342 1261 0 0 HCM Platoan Ratio 1.00	Grp Sat Flow(s),veh/h/ln												
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 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 0 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Lane Grp Cap(c), veh/h 645 0 0 562 0 577 1029 0 837 771 0 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 1.0	Cycle Q Clear(g_c), s		0.0			0.0			0.0			0.0	A STATE OF THE PARTY OF THE PAR
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				0.07									
Avail Cap(c_a), veh/h 1022 0 0 860 0 961 1615 0 1342 1261 0 0 HCM Platoon Ratio 1.00	Lane Grp Cap(c), veh/h												
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	V/C Ratio(X)												
Upstream Filter(I) 1.00 0.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 0.00 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>COLUMN TO SERVICE SERV</td> <td></td> <td></td> <td></td> <td></td> <td>000000000000000000000000000000000000000</td>								COLUMN TO SERVICE SERV					000000000000000000000000000000000000000
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.													
Incr Delay (d2), s/veh													127-120-120-22-22-22
Initial Q Delay(d3),s/veh													
Wile 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 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 Delay(d),s/veh 16.6 0.0 2.3 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 A B B A A A A B B A A A A A A B B A A A A A A B B A <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
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 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+I1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2													
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 A A B B A B B A A A A A A B B A B B A A B B B	%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
LnGrp LOS B A A C A B B A 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+l1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	Unsig. Movement Delay, s/veh												
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 Max Green Setting (Gmax), s 60.0 40.0 60.0 40.0 Max Q Clear Time (g_c+l1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	LnGrp Delay(d),s/veh	16.6				AND DESCRIPTION OF THE PERSON NAMED IN			The state of the s		16.4	0.0	0.0
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 Max Green Setting (Gmax), s 60.0 40.0 40.0 Max Q Clear Time (g_c+l1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	LnGrp LOS	В	Α	Α	С	Α	В	В	Α	В	В	Α	A
Approach LOS B C 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 Max Green Setting (Gmax), s 60.0 40.0 60.0 40.0 Max Q Clear Time (g_c+I1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	Approach Vol, veh/h		85			609			993			627	
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 Max Green Setting (Gmax), s 60.0 40.0 60.0 40.0 Max Q Clear Time (g_c+I1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2 16.2	Approach Delay, s/veh		16.6			21.8			12.7			16.4	
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 Max Green Setting (Gmax), s 60.0 40.0 60.0 40.0 Max Q Clear Time (g_c+I1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	Approach LOS		В			С			В			В	
Change Period (Y+Rc), s 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+I1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	Timer - Assigned Phs		2		4		6		8				
Change Period (Y+Rc), s 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+I1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	Phs Duration (G+Y+Rc), s		42.4		29.0		42.4		29.0				
Max Green Setting (Gmax), s 60.0 40.0 60.0 40.0 Max Q Clear Time (g_c+l1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2									The second second				
Max Q Clear Time (g_c+I1), s 22.3 4.3 32.6 21.4 Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2													
Green Ext Time (p_c), s 6.5 0.4 4.9 2.5 Intersection Summary HCM 6th Ctrl Delay 16.2	MODEL CONTROL		CONTRACTOR DESCRIPTION OF STREET										and the second second
Intersection Summary HCM 6th Ctrl Delay 16.2													
HCM 6th Ctrl Delay 16.2	Intersection Summary	1826											
				16.2									1000
	HCM 6th LOS			В									

Intersection					
Intersection Delay, s/veh	21.1				
Intersection LOS	С				
Approach	EB	10	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		.000	1.000	1.000
Approach Delay, s/veh	10.0	2	22.1	20.7	22.2
Approach LOS	Α		C	С	С
Lane	Left	Left	Bypass	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
					LIIV
Assumed Moves	LTR	LT	R	LTR	LTR
Assumed Moves RT Channelized	LTR	LT			
	LTR 1.000	LT 1.000	R		
RT Channelized Lane Util Follow-Up Headway, s	1.000 2.609	1.000 2.609	R	LTR 1.000 2.609	LTR 1.000 2.609
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s	1.000 2.609 4.976	1.000 2.609 4.976	R Yield	LTR 1.000 2.609 4.976	LTR 1.000 2.609 4.976
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h	1.000 2.609 4.976 86	1.000 2.609 4.976 504	R Yield 115 660	1.000 2.609 4.976 1010	LTR 1.000 2.609 4.976 640
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	1.000 2.609 4.976 86 487	1.000 2.609 4.976 504 657	115 660 0.990	1.000 2.609 4.976 1010 1202	LTR 1.000 2.609 4.976 640 821
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	1.000 2.609 4.976 86 487 0.985	1.000 2.609 4.976 504	115 660 0.990 114	1.000 2.609 4.976 1010 1202 0.983	1.000 2.609 4.976 640 821 0.980
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	1.000 2.609 4.976 86 487 0.985	1.000 2.609 4.976 504 657 0.982 495	115 660 0.990 114 654	1.000 2.609 4.976 1010 1202 0.983 993	1.000 2.609 4.976 640 821 0.980 627
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	1.000 2.609 4.976 86 487 0.985 85 480	1.000 2.609 4.976 504 657 0.982	115 660 0.990 114 654 0.174	1.000 2.609 4.976 1010 1202 0.983 993 1182	1.000 2.609 4.976 640 821 0.980 627 804
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	1.000 2.609 4.976 86 487 0.985 85 480 0.177	1.000 2.609 4.976 504 657 0.982 495 645	115 660 0.990 114 654	1.000 2.609 4.976 1010 1202 0.983 993 1182 0.840	1.000 2.609 4.976 640 821 0.980 627 804
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	1.000 2.609 4.976 86 487 0.985 85 480	1.000 2.609 4.976 504 657 0.982 495 645	R Yield 115 660 0.990 114 654 0.174 7.5 A	1.000 2.609 4.976 1010 1202 0.983 993 1182 0.840 20.7	1.000 2.609 4.976 640 821 0.980 627 804 0.779
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	1.000 2.609 4.976 86 487 0.985 85 480 0.177	1.000 2.609 4.976 504 657 0.982 495 645	115 660 0.990 114 654 0.174 7.5	1.000 2.609 4.976 1010 1202 0.983 993 1182 0.840	1.000 2.609 4.976 640 821 0.980 627 804

NYSDOT QRA ACCIDENT VERBAL DESCRIPTION

				Print Date 4/24/2019	Print Time 10:54:00AM	
Query Number/Name	Query Type	@uen/	SubType	<u>Accident D</u>	ate Range	
456806 at croton falls rd	AttributeQuery	ì	Yone	1/1/2016 12:00:00AM To	12/31/2018 12:00:00AM	
Case Number 36092712	Accident Date 09-February-2016	Region/County PUTNAM	Municipality/Type Carmel Town	Street CROTON FALLS RD	Reference Marker 6 84041031	
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries	
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0 0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex	
Number 1	1	EAST	GOING STRAIGHT AHEAD	0	40 F	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	СТ	Υ	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	FOLLOWING TOO CLOSELY				
	2	DRIVER INEXPERIENCE				

<u>Vehicle</u> Number 2	Number of Occupants 1 Vehicle Type CAR/VAN/PICKUP Apparent Factor Sequence Number 1	Dir of Travel EAST State of Registration CT Apparent Factor NOT APPLICABLE NOT APPLICABLE	Pre-Accd Action MAKING RIGHT TURN Citation Issued N	Registered Weight 0 School Bus Involved N	Drivers Age Sex 39 M Property Damage N	
<u>Case Number</u> 36116569	Accident Date 26-January-2016	Region/County PUTNAM	Municipality/Type Carmel Town	Street [Route] 6	Reference Marker 6 84041030	
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike	
WET	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
Number of Vehicles	Accident Class PROPERTY DAMAGE	Type of Accident COLLISION WITH	Manner of Collision REAR END	Fatality Injury 0 0	Ext of Injuries	
~		MOTOR VEHICLE	ND IN DIVE	· ·		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>	
Number	1	NORTH	SLOWED OR STOPPING	3340	23 F	
1	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

Print Date

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				Print Date 4/24/20	19 Print Time 10:54:00AM
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
Number 2	1	NORTH	GOING STRAIGHT AHEAD	3266	17 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	FOLLOWING TOO CLOSELY			
	2	DRIVER INATTENTION			
Case Number	Accident Date	Region/County	Municipality/Type	Street	Reference Marker
36145745	11-March-2016	PUTNAM	Carmel Town	[Route] 6	6 84041031
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0 1	POSSIBL
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 1	1	WEST	GOING STRAIGHT AHEAD	0	46 M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	OTHER	СТ	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	DRIVER INATTENTION			

				Print Date	4/24/2019	Print Time	10:54:00AM
	2	NOT ENTERED					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	Drivers A	ge <u>Sex</u>
Number 2	1	WEST	STOPPED IN TRAFFIC	2679		48	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	<u>volved</u>	Property Damage	
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT ENTERED					
	2	NOT ENTERED					
<u>Case Number</u> 36250831	Accident Date 01-May-2016	Region/County PUTNAM	Municipality/Type Carmel Town	Street [Route] 6		6 84041031	
			Carmel		<u> 3ike</u>		
36250831	01-May-2016	PUTNAM	Carmel Town	[Route] 6		6 84041031	Ped/Bike
36250831 Road Surface	01-May-2016 Road Cond	PUTNAM Weather	Carmel Town TrafficControls	[Route] 6		6 84041031 Action of	Ped/Bike CABLE
36250831 Road Surface WET Number of	01-May-2016 Road Cond STRAIGHT AND LEVEL	PUTNAM Weather RAIN	Carmel Town TrafficControls TRAFFIC SIGNAL	[Route] 6 Location Ped/I NOT APPLICABLI	<u> </u>	6 84041031 Action of NOT APPLIC	Ped/Bike CABLE
36250831 Road Surface WET Number of Vehicles 2	01-May-2016 Road Cond STRAIGHT AND LEVEL Accident Class	PUTNAM Weather RAIN Type of Accident COLLISION WITH	Carmel Town TrafficControls TRAFFIC SIGNAL Manner of Collision	[Route] 6 Location Ped/I NOT APPLICABLI Fatality	Injury 0	6 84041031 Action of NOT APPLIC	Ped/Bike CABLE Iries
Road Surface WET Number of Vehicles 2 Vehicle Number	Ol-May-2016 Road Cond STRAIGHT AND LEVEL Accident Class PROPERTY DAMAGE	PUTNAM Weather RAIN Type of Accident COLLISION WITH MOTOR VEHICLE	Carmel Town TrafficControls TRAFFIC SIGNAL Manner of Collision OVERTAKING	[Route] 6 Location Ped/I NOT APPLICABLI Fatality 0	Injury 0	6 84041031 Action of NOT APPLIC Ext of Inju	Ped/Bike CABLE Iries
36250831 Road Surface WET Number of Vehicles 2	Road Cond STRAIGHT AND LEVEL Accident Class PROPERTY DAMAGE Number of Occupants	Weather RAIN Type of Accident COLLISION WITH MOTOR VEHICLE Dir of Travel	Carmel Town TrafficControls TRAFFIC SIGNAL Manner of Collision OVERTAKING Pre-Accd Action	[Route] 6 Location Ped/E NOT APPLICABLE Fatality 0 Registered We	Injury 0	Action of NOT APPLICE Ext of Inju	Ped/Bike CABLE Iries ge Sex M

Apparent Factor

Sequence Number

Apparent Factor

				Print Date 4/24/2019	Print Time 10:54:00AM
	1	NOT ENTERED			
	2	NOT ENTERED			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
Number 2	2	SOUTH	OVERTAKING	2955	25 M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	PASSING OR LANE USAGE	IMPROPERLY		
	2	NOT ENTERED			
<u>Case Number</u> 36279698	Accident Date 10-June-2016	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6	Reference Marker 6 84041031
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

Manner of Collision

REAR END

Fatality

0

Accident Class

NON-REPORTABLE

Number of

Vehicles

2

Type of Accident

COLLISION WITH

MOTOR VEHICLE

Ext of Injuries

<u>Injury</u>

0

				Frint Date 4/24/2017	Print line 10.	J4.UUANI
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age	<u>Sex</u>
Number 1	ı	EAST	GOING STRAIGHT AHEAD	0	36	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age	<u>Sex</u>
<u>Vehicle</u> Number	Number of Occupants	Dir of Travel EAST	Pre-Accd Action STOPPED IN TRAFFIC	Registered Weight	Drivers Age	<u>Sex</u> M
Number	<u>.</u>					М
Number	1	EAST	STOPPED IN TRAFFIC	0	18	М
Number	1 Vehicle Type	EAST State of Registration	STOPPED IN TRAFFIC Citation Issued	0 School Bus Involved	Property Dama	М
Number	Vehicle Type CAR/VAN/PICKUP Apparent Factor	EAST State of Registration NY	STOPPED IN TRAFFIC Citation Issued	0 School Bus Involved	Property Dama	М

Print Date

4/24/2019 Print Time

10:54:00AM

				Print Date	4/24/2019	Print Time	10:54:0UAM
<u>Case Number</u> 36298238	Accident Date 22-June-2016	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6		Reference I 6 84041030	<u>Marker</u>
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/B	<u>ike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE		NOT APPLICA	BLE
<u>Number of</u> Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injur	<u>ies</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Wei	<u>ght</u>	Drivers Age	<u>Sex</u>
<i>Number</i> 1	1	SOUTH	SLOWED OR STOPPING	3521		64	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	<u>olved</u>	Property Damage	
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
		Apparent Factor FOLLOWING TOO CLOSELY					
	Sequence Number						
<u>Vehicle</u>	Sequence Number 1	FOLLOWING TOO CLOSELY	Pre-Accd Action	Registered Wei	<u>ght</u>	Drivers Age	<u>Sex</u>
<u>Vehicle</u> Number	Sequence Number 1 2	FOLLOWING TOO CLOSELY NOT APPLICABLE	Pre-Accd Action STOPPED IN TRAFFIC	Registered Wei	ght .	Drivers Age	e <u>Sex</u> F
Number	Sequence Number 1 2 Number of Occupants	FOLLOWING TOO CLOSELY NOT APPLICABLE Dir of Travel		•			F
Number	Sequence Number 1 2 Number of Occupants	FOLLOWING TOO CLOSELY NOT APPLICABLE Dir of Travel SOUTH	STOPPED IN TRAFFIC	2992		59	F
Number	Sequence Number 1 2 Number of Occupants 1 Vehicle Type	FOLLOWING TOO CLOSELY NOT APPLICABLE Dir of Travel SOUTH State of Registration	STOPPED IN TRAFFIC Citation Issued	2992 School Bus Inv		59 Property Da	F
Number	Sequence Number 1 2 Number of Occupants 1 Vehicle Type CAR/VAN/PICKUP Apparent Factor	FOLLOWING TOO CLOSELY NOT APPLICABLE Dir of Travel SOUTH State of Registration NY	STOPPED IN TRAFFIC Citation Issued	2992 School Bus Inv		59 Property Da	F

<u>Vehicle</u> Number 3	Number of Occupants 1 Vehicle Type OTHER Apparent Factor	Dir of Travel SOUTH State of Registration NY Apparent Factor	Pre-Accd Action STOPPED IN TRAFFIC Citation Issued N	Print Date Registered Weig 0 School Bus Inventor		Print Time 10 Drivers Age 0 Property Dam N	Sex M Mage
	Sequence Number 1 2	NOT APPLICABLE NOT APPLICABLE					
Case Number 36498777	Accident Date 24-October-2016	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6		Reference Ma 6 84041030	<u>rker</u>
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/B	<u>ike</u>	Action of Ped	/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE		NOT APPLICABLE	
<u>Number of</u> Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	ì
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Wei	<u>ght</u>	Drivers Age	<u>Sex</u>
<i>Number</i> 1	1	NORTH	GOING STRAIGHT AHEAD	4027		44	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	<u>olved</u>	Property Dam	<u>iage</u>
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					

				Print Date	4/24/2019	Print Time	1U:54:UUAM
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>aht</u>	Drivers Age	Sex
Number 2	1	EAST	MAKING LEFT TURN	3462		34	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inve	olved	Property Dar	nage
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	PASSING OR LANE USAGE I	MPROPERLY				
	2	FAILURE TO YIELD RIGHT O	F WAY				
Case Number	Accident Date	Region/County	Municipality/Type	Street		Reference M	<u>arker</u>
36588682	17-January-2017	PUTNAM	Carmel Town	[Route] 6		6 84041031	
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bi	ke	Action of Pe	d/Bike
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE		NOT APPLICAB	BLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injurie	<u>es</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0		
<u>Vehicle</u>	Number of Occupants	<u>Dir of Travel</u>	Pre-Accd Action	Registered Weight	<u>aht</u>	Drivers Age	<u>Sex</u>
<i>Number</i> 1	1	NORTH	GOING STRAIGHT AHEAD	3218		18	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Inve	olved	Property Dar	mage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	FOLLOWING TOO CLOSELY					

	2	PAVEMENT SLIPPERY		Print De	ite 4/24/2019	Print Time	1U:54:UUAM
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Dro Acad Action	Domintown W	Valub4	Duite and Am	
<u>verncie</u> Number			Pre-Accd Action	Registered V	veignt	<u>Drivers Ag</u>	<u>e Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	3102		17	F
	Vehicle Type	State of Registration	Citation Issued	School Bus	<u>involved</u>	Property D	amage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	REACTION TO OTHER UNIN	NVOLVED VEHICL				
	2	NOT ENTERED					
Case Number 36684607	Accident Date 05-April-2017	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6		Reference 6 84041030	<u>Marker</u>
			Carmel		d/Bike		
36684607	05-April-2017	PUTNAM	Carmel Town	ROUTE 6		6 84041030	ed/Bike
36684607 Road Surface	05-April-2017 Road Cond	PUTNAM Weather	Carmel Town TrafficControls	ROUTE 6		6 84041030 Action of P	P ed/Bike ABLE
36684607 Road Surface DRY Number of	05-April-2017 Road Cond STRAIGHT AND LEVEL	PUTNAM Weather CLOUDY	Carmel Town TrafficControls TRAFFIC SIGNAL	ROUTE 6 Location Peo	BLE	6 84041030 Action of P NOT APPLICA	P ed/Bike ABLE
36684607 Road Surface DRY Number of Vehicles 4	05-April-2017 Road Cond STRAIGHT AND LEVEL Accident Class PROPERTY DAMAGE	PUTNAM Weather CLOUDY Type of Accident COLLISION WITH	Carmel Town TrafficControls TRAFFIC SIGNAL Manner of Collision	ROUTE 6 Location Peo NOT APPLICAE Fatality	Injury	6 84041030 Action of P NOT APPLICA Ext of Injur	ed/Bike ABLE ies
36684607 Road Surface DRY Number of Vehicles 4	05-April-2017 Road Cond STRAIGHT AND LEVEL Accident Class PROPERTY DAMAGE AND INJURY	Weather CLOUDY Type of Accident COLLISION WITH MOTOR VEHICLE	Carmel Town TrafficControls TRAFFIC SIGNAL Manner of Collision OTHER	ROUTE 6 Location Peo NOT APPLICAE Fatality 0	Injury	6 84041030 Action of P NOT APPLICA Ext of Injur POSSIBI	ed/Bike ABLE ies

Y

N

CAR/VAN/PICKUP

Apparent Factor

Sequence Number

NY

Apparent Factor

N

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	1	ALCOHOL INVOLVEMENT					
	2	FOLLOWING TOO CLOSELY					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</u>	Drivers Age	<u>Sex</u>
Number ²	1	NORTH	STOPPED IN TRAFFIC	0		83	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	amage
	CAR/VAN/PICKUP	FL	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT ENTERED					
	2	NOT ENTERED					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</u>	Drivers Age	<u>Sex</u>
Number 3	1	NORTH	STOPPED IN TRAFFIC	3772		54	F
3	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	amage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT ENTERED					
	2	NOT ENTERED					

<u>Vehicle</u> Number 4	Number of Occupants	<u>Dir of Travel</u> NORTH	Pre-Accd Action STOPPED IN TRAFFIC	Registered Weight 4587	_	Drivers Age 53	<u>Sex</u> F
	Vehicle Type	State of Registration	<u>Citation Issued</u>	School Bus Involve	<u>ed</u> <u>F</u>	Property Dama	<u>ige</u>
	CAR/VAN/PICKUP	NY	N	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT ENTERED					
	2	NOT ENTERED					
Case Number 36843861	Accident Date 14-July-2017	Region/County PUTNAM	Municipality/Type Carmel Town	Street [Route] 6	_	Reference Mar 6 84041031	<u>ker</u>
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike		Action of Ped/Bike	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	Ŋ	NOT APPLICABLI	3
<u>Number of</u> Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>In</u>	<u>jury E</u>	Ext of Injuries	
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0 0			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Ţ.	<u>Drivers Age</u>	<u>Sex</u>
Number	1	UNKNOWN	STOPPED IN TRAFFIC	3822	;	30	M
1	Vehicle Type	State of Registration	Citation Issued	School Bus Involve	<u>ed</u> <u>F</u>	Property Dama	age
	CAR/VAN/PICKUP	NY	N	N	ľ	N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT ENTERED					
	2	NOT ENTERED					

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				Print Date 4/24/2019	Print Time 10:54:00AM
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
Number ²	1	UNKNOWN	UNKNOWN	0	0 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	TRUCK	VT	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	NOT ENTERED			
	2	NOT ENTERED			
Case Number	Accident Date	Region/County	Municipality/Type	Street	Reference Marker
36930611	18-September-2017	PUTNAM	Carmel Town	[Route] 6	6 84041030
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0 2	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
<i>Number</i> 1	1	SOUTH	GOING STRAIGHT AHEAD	4165	51 M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	FELL ASLEEP			

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	2	DRIVER INATTENTION				
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers A</u>	ge <u>Sex</u>
Number 2	2	SOUTH	SLOWED OR STOPPING	5748	54	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property [<u>Damage</u>
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT ENTERED				
	2	NOT ENTERED				
<u>Case Number</u> 37025868	Accident Date 06-September-2017	Region/County PUTNAM	Municipality/Type Carmel Town	Street [Route] 6	Reference 6 84041031	<u>Marker</u>
,			Carmel			
37025868	06-September-2017	PUTNAM	Carmel Town	[Route] 6	6 84041031	Ped/Bike
37025868 Road Surface	06-September-2017 Road Cond	PUTNAM Weather	Carmel Town TrafficControls	[Route] 6 Location Ped/Bike	6 84041031 Action of NOT APPLIC	Ped/Bike CABLE
37025868 Road Surface WET Number of	06-September-2017 Road Cond STRAIGHT AND LEVEL	PUTNAM Weather CLOUDY	Carmel Town TrafficControls TRAFFIC SIGNAL	[Route] 6 Location Ped/Bike NOT APPLICABLE	6 84041031 Action of NOT APPLIC	Ped/Bike CABLE
37025868 Road Surface WET Number of Vehicles 2	06-September-2017 Road Cond STRAIGHT AND LEVEL Accident Class	PUTNAM Weather CLOUDY Type of Accident COLLISION WITH	Carmel Town TrafficControls TRAFFIC SIGNAL Manner of Collision	[Route] 6 Location Ped/Bike NOT APPLICABLE Fatality Injury	6 84041031 Action of NOT APPLIC	Ped/Bike CABLE <u>Iries</u>
37025868 Road Surface WET Number of Vehicles 2	06-September-2017 Road Cond STRAIGHT AND LEVEL Accident Class PROPERTY DAMAGE	Weather CLOUDY Type of Accident COLLISION WITH MOTOR VEHICLE	Carmel Town TrafficControls TRAFFIC SIGNAL Manner of Collision RIGHT ANGLE	[Route] 6 Location Ped/Bike NOT APPLICABLE Fatality Injury 0 0	6 84041031 Action of NOT APPLIC Ext of Inju	Ped/Bike CABLE <u>Iries</u>

N

N

CAR/VAN/PICKUP

Apparent Factor

Sequence Number

NY

Apparent Factor

N

				Print Date 4/24/2019	Print Time 10:54:00AM	
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>	
Number ²	1	NORTH	CHANGING LANES	4954	58 M	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	PASSING OR LANE USAGE	IMPROPERLY			
	2	NOT APPLICABLE				
Case Number	Accident Date	Region/County	Municipality/Type	Street	Reference Marker	
37026067	27-September-2017	PUTNAM	Carmel Town	[Route] 6	6 84041031	
Road Surface	Road Cond	Weather	TrafficControls	Location Ped/Bike	Action of Ped/Bike	

Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike		Action of Ped/Bike	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE		NOT APPLICABLE	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2		

<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Print Date 4/24/2019 Registered Weight	Print Time 10 Drivers Age	9:54:UUAM
<u>verncie</u> Number			Pre-Accu Action	Registered Weight		<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2793	68	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Dam	age
	CAR/VAN/PICKUP	NY	Y	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	FAILURE TO YIELD RIGHT O	F WAY			
	2	TRAFFIC CONTROL DEVICE	S DISREGARDED			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u>	Sex
Number ²	1	EAST	GOING STRAIGHT AHEAD	3531	86	M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Dam	<u>age</u>
	CAR/VAN/PICKUP	NY	N	N	N	
	CAR/VAN/PICKUP Apparent Factor Sequence Number	NY Apparent Factor	N	N	N	
	Apparent Factor		N	N	N	
	Apparent Factor Sequence Number	Apparent Factor	N	N	N	
<u>Vehicle</u>	Apparent Factor Sequence Number	Apparent Factor NOT APPLICABLE	N Pre-Accd Action	N Registered Weight	N Drivers Age	<u>Sex</u>
Number	Apparent Factor Sequence Number 1 2	Apparent Factor NOT APPLICABLE NOT APPLICABLE				<u>Sex</u> M
	Apparent Factor Sequence Number 1 2 Number of Occupants	Apparent Factor NOT APPLICABLE NOT APPLICABLE Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u>	M
Number	Apparent Factor Sequence Number 1 2 Number of Occupants	Apparent Factor NOT APPLICABLE NOT APPLICABLE Dir of Travel WEST	Pre-Accd Action MAKING LEFT TURN	Registered Weight 2975	<u>Drivers Age</u> 44	M
Number	Apparent Factor Sequence Number 1 2 Number of Occupants 2 Vehicle Type	Apparent Factor NOT APPLICABLE NOT APPLICABLE Dir of Travel WEST State of Registration	Pre-Accd Action MAKING LEFT TURN Citation Issued	Registered Weight 2975 School Bus Involved	Drivers Age 44 Property Dam	M

NOT	APPI	ICARI	F

2

<u>Case Number</u> 37203185	Accident Date 14-February-2018	Region/County PUTNAM	Municipality/Type Carmel Town	Street [Route] 6		Reference Mai 6 84041031	<u>'ker</u>
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike		Action of Ped/Bike	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICA	BLE	NOT APPLICABL	Е
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered \	<u> Neight</u>	Drivers Age	<u>Sex</u>
<i>Number</i> 1	1	SOUTH	GOING STRAIGHT AHEAD	3435		36	F
	Vehicle Type	State of Registration	Citation Issued	School Bus	<u>Involved</u>	Property Dam	age
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	DRIVER INATTENTION					
	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered \	<u> Weight</u>	Drivers Age	Sex
Number ²	1	SOUTH	STOPPED IN TRAFFIC	3881		61	F
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Dam	age
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					

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NOT APPLICABLE

NOT APPLICABLE

1

2

<u>Case Number</u> 37222312	Accident Date 04-April-2018	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6			Reference Marker 6 84041030	
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike		Action of Ped/Bike		
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICA	NOT APPLICABLE		NOT APPLICABLE	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries		
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered \	<u>Weight</u>	Drivers Age	<u>Sex</u>	
Number 1	1	SOUTH	SLOWED OR STOPPING	4322		19	М	
	Vehicle Type	State of Registration	Citation Issued	School Bus	<u>Involved</u>	Property Dam	<u>age</u>	
	CAR/VAN/PICKUP	NY	N	N		N		
	Apparent Factor Sequence Number	Apparent Factor						
	1	CELL PHONE (HAND HELD)						
	2	DRIVER INATTENTION						

<u>Vehicle</u> Number 2	Number of Occupants 1 Vehicle Type CAR/VAN/PICKUP Apparent Factor Sequence Number 1 2	Dir of Travel SOUTH State of Registration NY Apparent Factor NOT APPLICABLE NOT APPLICABLE	Pre-Accd Action STOPPED IN TRAFFIC Citation Issued N	Registered Weight 5372 School Bus Involved N	Drivers Age Sex 57 F Property Damage N	
<u>Case Number</u> 37232383	Accident Date 26-February-2018	Region/County PUTNAM	Municipality/Type Carmel Town	Street [Route] 6	Reference Marker 6 84041030	
Road Surface	Road Cond CURVE AND LEVEL	<u>Weather</u> CLEAR	TrafficControls NO PASSING ZONE	Location Ped/Bike NOT APPLICABLE	Action of Ped/Bike NOT APPLICABLE	
Number of Vehicles	Accident Class PROPERTY DAMAGE	Type of Accident COLLISION WITH MOTOR VEHICLE	Manner of Collision LEFT TURN (AGAINST	Fatality Injury	Ext of Injuries	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	OTHER CAR) Pre-Accd Action	Registered Weight	Drivers Age Sex	
<i>Number</i> 1	2	SOUTH	GOING STRAIGHT AHEAD	2908	33 F	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

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				Print Date 4/24/2	2019 Print Time 10:54:00AM
Vehicle_	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number ²	2	EAST	MAKING LEFT TURN	3313	62 M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	FAILURE TO YIELD RIGHT	OF WAY		
	2	NOT APPLICABLE			
Case Number	Accident Date	Region/County	Municipality/Type	Street	Reference Marker
37264411	27-April-2018	PUTNAM	Carmel Town	ROUTE 6	6 84041030
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0 0	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
Number 1	1	NORTH	STOPPED IN TRAFFIC	3637	31 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	NOT APPLICABLE			

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	2	NOT APPLICABLE				
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u>	<u>Sex</u>
Number 2	1	NORTH	STOPPED IN TRAFFIC	4038	33	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Dam	age_
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u>	<u>Sex</u>
Number 3	1	NORTH	STARTING IN TRAFFIC	3025	22	F
v	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Dam	age
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	DRIVER INATTENTION				
	2	FOLLOWING TOO CLOSELY				

Case Number 37392889	Accident Date 21-July-2018	Region/County PUTNAM	Municipality/Type Carmel	Print Date Street CROTON FALLS R	4/24/2019 D	Print Time 1 Reference Ma 6 84041031	U:54:UUAM <u>Irker</u>
Road Surface	Road Cond STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	Town TrafficControls NO PASSING ZONE	Location Ped/B		Action of Ped	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	<u>5</u>
1	PROPERTY DAMAGE	COLLISION WITH SIGN POST	OTHER	0	0		
<u>Vehicle</u> Number	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Wei	<u>ght</u>	<u>Drivers Age</u>	<u>Sex</u>
Number 1	1	NORTH-EAST	GOING STRAIGHT AHEAD	3260		65	M
	Vehicle Type	State of Registration	<u>Citation Issued</u>	School Bus Inv	olved	Property Dam	nage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	FELL ASLEEP					
	2	NOT APPLICABLE					
Case Number 37542895	Accident Date 18-October-2018	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6		Reference Ma 6 84041030	<u>ırker</u>
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/B	<u>ike</u>	Action of Ped	/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE		NOT APPLICABI	Æ
<u>Number of</u> Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	3
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBI	

Vehicle_	Number of Occupants	Dir of Travel	Pre-Accd Action	Print Date 4/24/2019 Registered Weight	Print Time 10 Drivers Age	:54:00AM <u>Sex</u>
Number	1	SOUTH	STOPPED IN TRAFFIC	3600	75	M
,	Vehicle Type	State of Registration	<u>Citation Issued</u>	School Bus Involved	Property Dama	age
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age	Sex
Number	1	SOUTH	STOPPED IN TRAFFIC	0	47	М
2	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NJ	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	1 2	NOT APPLICABLE				
<u>Vehicle</u>			Pre-Accd Action	Registered Weight	Drivers Age	<u>Sex</u>
<u>Vehicle</u> Number	2	NOT APPLICABLE	Pre-Accd Action GOING STRAIGHT AHEAD	Registered Weight 3311	Drivers Age 83	<u>Sex</u> F
Number	2 Number of Occupants	NOT APPLICABLE Dir of Travel	GOING STRAIGHT			F
Number	2 Number of Occupants	NOT APPLICABLE Dir of Travel SOUTH	GOING STRAIGHT AHEAD	3311	83	F
Number	Number of Occupants 1 Vehicle Type	NOT APPLICABLE Dir of Travel SOUTH State of Registration	GOING STRAIGHT AHEAD Citation Issued	3311 School Bus Involved	83 Property Dama	F

2	NOT APPLICABLE

<u>Case Number</u> 37549079	Accident Date 21-October-2018	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6		Reference Ma 6 84041030	rker
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike		Action of Ped/Bike	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE		NOT APPLICABL	Æ
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	į
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered \	<u>Neight</u>	Drivers Age	<u>Sex</u>
Number 1	2	NORTH	GOING STRAIGHT AHEAD	0		61	М
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Dam	<u>age</u>
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered \	<u>Neight</u>	Drivers Age	Sex
Number ²	1	SOUTH-EAST	MAKING LEFT TURN	3229		17	М
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Dam	age
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					

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

<u>Case Number</u> 37607189	Accident Date 20-November-2018	Region/County PUTNAM	Municipality/Type Carmel Town	Street ROUTE 6		Reference Ma 6 84041030	<u>rker</u>
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike		Action of Ped/Bike	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE		NOT APPLICABL	E
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	,
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered !	<u>Weight</u>	Drivers Age	<u>Sex</u>
Number 1	1	NORTH	GOING STRAIGHT AHEAD	4529		39	М
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Dam	age
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	FOLLOWING TOO CLOSELY	•				
	2	NOT APPLICABLE					

FAILURE TO YIELD RIGHT OF WAY

DRIVER INEXPERIENCE

1

2

Vehicle_	Number of Occupants	Dir of Travel	Pre-Accd Action	Print Date 4/24/ Registered Weight	2019 Print Time 10 <u>Drivers Age</u>	:54:UUAM <u>Sex</u>
Number 2	1	NORTH	STOPPED IN TRAFFIC	3399	23	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Dam	age
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	OTHER (VEHICLE)				
	2	NOT APPLICABLE				
	•		A STATE OF THE STA			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age	<u>Sex</u>
Number	Number of Occupants 1	Dir of Travel NORTH	Pre-Accd Action STOPPED IN TRAFFIC	Registered Weight 3452	<u>Drivers Age</u> 20	<u>Sex</u> F
	Number of Occupants 1 Vehicle Type					F
Number	1	NORTH	STOPPED IN TRAFFIC	3452	20	F
Number	l Vehicle Type	NORTH State of Registration	STOPPED IN TRAFFIC Citation Issued	3452 School Bus Involved	20 Property Dam	F
Number	Vehicle Type CAR/VAN/PICKUP Apparent Factor	NORTH State of Registration NY	STOPPED IN TRAFFIC Citation Issued	3452 School Bus Involved	20 Property Dam	F

Case Number 37618753	Accident Date 13-November-2018	Region/County PUTNAM	Municipality/Type Carmel Town	Print Date Street CROTON FALLS R	4/24/2019 D	Print Time Reference Ma 6 84041031	u:54:UUAM arker
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/E	<u> Bike</u>	Action of Ped/Bike	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	:	NOT APPLICAB	LE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injurie	<u>s</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	Drivers Age	<u>Sex</u>
<i>Number</i> 1	1	WEST	STOPPED IN TRAFFIC	2697		56	F
	Vehicle Type	<u>icle Type</u> <u>State of Registration</u> <u>Citat</u>		tation Issued School Bus Involved			<u>nage</u>
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	Drivers Age	<u>Sex</u>
Number ²	2	EAST	BACKING	3481		37	M
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	olved	Property Dan	nage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	BACKING UNSAFELY					
	2	NOT APPLICABLE					



Intersection: NY Route 6 & Croton Falls Rd

Client: Putnam County

Calculated By: D. Creen
Checked By: M. Wieszchowski

GPI No. 2019058.00

Date: 6/27/2019 Date: 6/28/2019

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 ¹	1	EA	\$850,000	\$850,000
UTILITY RELOCATION 2	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 3	1	LS	\$100,000	\$100,000
WETLAND MITIGATION	1	LS	\$75,000	\$75,000
WORK ZONE TRAFFIC CONTROL	1	LS	\$175,000	\$175,000
	ESTIMATED CONSTRUCTION COST (CONCEPTUAL)			\$1,375,000
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
				\$2,025,000

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

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

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

