

Ulster County Road Safety Assessment Report (UC2016-091)



RSA Conducted: November 28, 2017

Final Draft Report: June 20, 2018

Prepared By:

The Ulster County
Transportation Council



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1. Introduction

1.1. Objectives of Study

The objective of this study was to perform a safety assessment that included a review of existing conditions and traffic and crash data on three selected segments of roadway in Ulster County that have experienced elevated levels of traffic congestion and crash frequency. At the beginning of the project a Safety Assessment Team (SAT) was formed to participate in the study. Existing information was collected and reviewed by the SAT, and Road Safety Audits (RSA's) were scheduled and conducted for each location. The roadway segments selected to be studied under this project were as follows:

- Town of Woodstock: NYS Route 212 (Mill Hill Road/Tinker Street) from Deming Street to Library Lane
- Town of Saugerties: NYS Route 32/NYS Route 212 from Southbound NYS Thruway Exit 20 to the At-Grade Railroad Crossing
- Town of New Paltz: NYS Route 299 from the New Paltz/Gardiner Town Line to Libertyville Road

After reviewing and assessing the existing conditions and data, any issues and problems relating to safety or traffic congestion were identified along with corresponding solutions to help mitigate them. The recommended solutions were categorized as either short or long term for implementation and be assigned a lead agency for being responsible for following up and advancing them to being acted upon or incorporated.

1.2. Study Location Selection Process

This project was initiated at the request of the NYSDOT Region 8 program manager based on Priority Investigation Locations (PILs). Preliminary RSA locations based on PILs were determined by the Ulster County Transportation Council (UCTC) prior to the commencement of this project. The preliminary locations were then narrowed down based on levels of traffic congestion and crash frequency according to NYSDOT and historical records. Locations were eliminated if they had recently been studied or were scheduled to be studied under another project, and crash rates for the remaining locations were examined to help determine the final locations to be studied. These crash rates can be found in Appendix B.

1.3. Safety Assessment

To gain a better understanding of each study location that was selected, a preliminary field investigation was conducted to document existing conditions and traffic control features and observe general traffic conditions. New York State Department of Motor Vehicles accident reports were also obtained and analyzed using Highway Safety Analysis (HSA) Software Version 3.0. Pertinent information from each accident report was used to build an accident database for each study location. These databases were used to produce accident summaries that include detailed information such as the occurrences by date, day of the week, time of day, collision type, number of vehicles involved, vehicle type, severity, weather, lighting, roadway surface condition and apparent contributing factors. Condition and collision diagrams depicting the existing traffic signs and

accident occurrences overlaid on aerial imagery for each location were then created, and served as base templates while conducting the RSA (see Appendix B).

The safety assessments and review of existing traffic and crash data was performed by the SAT and the RSA's were conducted by a team represented by members with great familiarity of each study area and expertise in planning, design, operations, and safety. The RSA team consisted of the following members:

Name	Organization	Position/Title			
David Corrigan	NYSDOT	Region 8 Resident Engineer			
Terrence Donoghue	NYSDOT	Region 8 Safety Engineer			
Robert Gaffney	NYSDOT	Region 8 Safety Engineer			
Joseph Hurley	NYSDOT	Region 8 Safety Engineer			
Neil Bettez	Town of New Paltz	Town Supervisor			
Harry Ellis	Town of New Paltz	Transportation Implementation Committee			
Robert Lucchesi	Town of New Paltz	Police Lieutenant.			
Dave Weeks	Town of New Paltz	Fire Chief			
Cory Wirthman	Town of New Paltz	1st Assistant. Fire Chief			
Vernon Benjamin	Town of Saugerties	Special Operations Coordinator			
Jimmy Bruno	Town of Saugerties	Councilman and Deputy Supervisor			
Fred Costello Jr.	Town of Saugerties	Councilman and Supervisor-Elect			
Greg Helsmoortel	Town of Saugerties	Town Supervisor			
Chris Helsmoortel	Town of Saugerties	Sergeant - Town Safety Officer			
Doug Myer	Town of Saugerties	Town Highway Superintendent			
Randy Ricks	Town of Saugerties	Centerville/Cedar Grove Fire Department			
Joe Sinagra	Town of Saugerties	Police Chief			
Jim Hanson	Town of Woodstock	Fire Police			
Clayton Keefe	Town of Woodstock	Police Chief			
Bill McKenna	Town of Woodstock	Town Supervisor			
Kerry Muldoon	Town of Woodstock	Confidential Secretary to Supervisor			
Mike Reynolds	Town of Woodstock	Highway Superintendent			
Laura Ricci	Town of Woodstock	Councilperson			
Diann Beitl	Ulster County	Traffic Safety Board			
Andrew Emrich	Ulster County DPW	Engineer			
Brendan Masterson	Ulster County DPW	Ulster County DPW			
Dennis Doyle	UCTC	Director			
Brian Slack	UCTC	Principal Transportation Planner			
David Staas	UCTC	Lead, Senior Transportation Planner			
Chris Liberti	VHB – Consultant Team	Senior Transportation Engineer			
Scott Spittal	VHB – Consultant Team	Transportation Safety & Design Engineer			
Warren Michelsen	SIMCO – Consultant Team	Professional Traffic Operations Engineer			

2. Existing Conditions

2.1. NYS Route 212 – Town of Woodstock

2.1.1. Existing Conditions

This study roadway segment, located in the Town of Woodstock, NYS Route 212 traverses in an east-west direction and is named Tinker Street (west of Rock City Road) and Mill Hill Road (east of Rock City Road). It is a two-lane undivided highway with a posted speed limit of 30 miles per hour (mph) with on-street parking permitted along the south side of the roadway, except where signage restricts otherwise. The entire segment is undivided, and the pavement surface is asphalt concrete. See Figure 1 for a map of this study area.

The roadway cross section is approximately 32 feet wide, consisting of one travel lane in each direction. The double yellow line is positioned such that the westbound travel lane measures approximately 12-feet, while the eastbound travel lane and unmarked on-street parking utilize the remaining 20-feet of pavement. The roadway narrows slightly at two culverts – one located just east of Library Lane and one located just west of Tannery Brook Road. Sidewalks are present along both sides of the roadway throughout the study area. Traffic along each of the cross streets approaching NYS Route 212 within the study area is stop controlled.

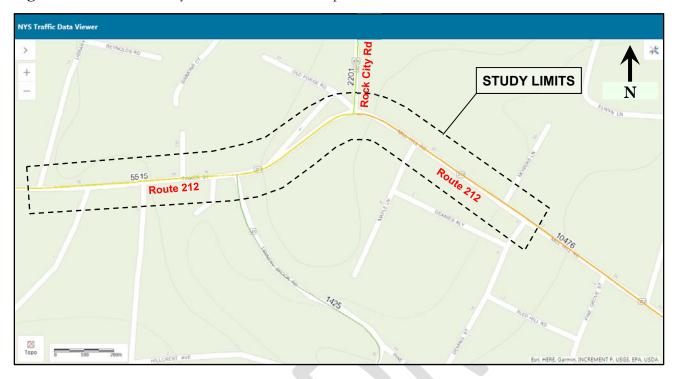
There is a reverse curve located between Tannery Brook Road and Maple Lane, with Rock City Road being located approximately at the vertex of the curve. There is also a vertical incline on the westbound NYS Route 212 approach to Rock City Road. The rest of the study area is relatively straight.

Additional features and conditions including signs, pavement markings and land uses can be found on the Condition & Collision Diagrams in Appendix B

2.1.2. Traffic Conditions

According to the NYSDOT Traffic Data Viewer, the 2015 Annual Average Daily Traffic (AADT) of Route 212 is 5,515 Vehicles Per Day (VPD) west of Rock City Road and 10,476 VPD east of Rock City Road. Rock City Road has a 2015 AADT of 2,201 VPD. The 85th percentile speed on Route 212 west of Rock City Road is approximately 45 mph in each direction, and the 85th percentile speed on Route 212 east of Rock City Road is approximately 30 mph in each direction. Trucks and buses account for approximately 20% of the traffic in the area. Figure 1 on the next page presents an image of the interactive traffic volume map for this study location that can be seen on the NYSDOT Traffic Data Viewer website (https://www.dot.ny.gov/tdv)

Figure 1: Woodstock Study Location & AADT Map



2.1.3. Crash Analysis

Crash data for this study location were analyzed for the 5-year period from January 1, 2012 through December 31, 2016. Collision diagrams along with statistical summary sheets and details of accident history for the crash data can be found in Appendix B.

A total of 69 crashes occurred throughout the study area during the 5-year study period. Of these, 36 were classified as non-reportable, 18 resulted in property damage, and 15 resulted in injuries. Most of the crashes occurred during clear or cloudy weather conditions (57 crashes, 82.6%), on a dry roadway surface (54 crashes, 78.3%) and during daylight hours (61 crashes, 88.4%).

Of the 69 crashes that were analyzed, there were 30 parked vehicle crashes (43.5%), 11 rear end crashes (15.9%), 6 right angle crashes (8.7%), 4 pedestrian crashes (5.8%); 3 sideswipes (4.3%), 3 backing crashes (4.3%), 2 overtaking (2.9%), 2 left-turn crashes (2.9%), 1 fixed object crash (1.4%), and 1 bicycle crash (1.4%). Six crashes could not be categorized and were classified as 'other'.

Most of the parked vehicle crashes occurred during the daylight hours (26 crashes, 86.6%), and ten of them occurred on a Saturday (33.3%). The parked vehicle accidents appear to have occurred throughout the study limits along the south curb-line with a noticeable pattern of collisions near cross streets and driveways. Although many of these collisions involved motorists striking sideview mirrors of parked vehicles or striking parked vehicles while maneuvering into an on-street parking space, a significant number of them involved parked vehicles being struck by motorists turning onto and from cross streets and driveways. It was also observed that vehicles were parking too close to existing side streets and driveways which may also contribute to this crash pattern.

2.2. NYS Route 32/NYS Route 212 - Town of Saugerties

2.2.1. Existing Conditions

This study roadway segment of NYS Route 32 and NYS Route 212, located in the Town of Saugerties, begins at the intersection of NYS Route 32 and the southbound I-87 on/off ramp/Augusta Savage Road and runs south along NYS Route 32 to where it intersects NYS Route 212. It then runs east along an overlap section of NYS Route 32/NYS Route 212 for approximately 0.6 miles over and beyond I-87, ending at a point east of an at-grade railroad crossing. The entire segment is undivided, and the pavement surface is asphalt concrete. The posted speed limit is 35 mph throughout most of the study area. Southbound NYS Route 35 approaching the I-87 southbound ramps has a speed limit of 55 mph. See Figure 2 for a map of this study area.

From north to south and then west to east, traffic along this segment is controlled by a flashing signal at the NYS Route 32 and southbound I-87 on/off ramp intersection with flashing yellow signal indications for traffic on NYS Route 32 and flashing red signal indications for traffic exiting the southbound I-87 ramp and along the Augusta Savage Road approach. There are traffic signals with red/yellow/green operation at the intersections of NY Route 212/NY Route 32 and the northbound NY Route 32 split/Speedway Gas Station driveway; NY Route 32/NY Route 212 and northbound I-87 on/off ramps; Kings Highway; and the Big Lots Shopping Center driveway. There is a flashing railroad gate warning signal at the at-grade-crossing to stop traffic along NYS Route 32/NY Route 212 when there is a train present. Traffic along all the remaining side street approaches to the study segment is controlled by a stop sign.

At the four-legged intersection of NYS Route 32 and southbound I-87 ramp/ Augusta Savage Road the southbound NYS Route 32 approach consist of a left-turn lane and an unmarked lane for both through and right-turning traffic, the northbound NYS Route 32 approach consist of a left-turn lane, a through lane and a right turn lane with traffic making right-turns controlled by a yield sign, the eastbound Augusta Savage Road approach consists of a single lane, and the westbound approach from the I-87 southbound ramp consists of a shared through/left-turn lane and a right-turn lane.

At the four-legged intersection of NYS Route 32 and NYS Route 212 the southbound NYS Route 32 approach to the intersection consists of a right-turn lane and an unmarked lane for both through and left-turn traffic, the northbound approach is a driveway servicing a Speedway Gas Station which is unmarked but provides pavement width for one entering and one exiting lane, the eastbound NYS Route 212 approach consists of a left-turn lane and an unmarked lane for both through and right-turn traffic and the westbound NYS Route 32/212 approach consists of an unmarked lane for both through and left-turn traffic and a right-turn lane. This westbound right turn lane is not controlled by the traffic signal as there is a receiving lane to take the right-turning traffic north along NYS Route 32 where it must merge left to continue north or stay right to get onto the ramp to head southbound on I-87.

At the four-legged intersection of NYS Route 32/212 and the I-87 northbound on/off ramps the southbound approach from a driveway servicing a McDonald's Restaurant consists of a left-turn lane and a through from which right turns are also made. The northbound approach to/from the I-87 northbound on/off ramps consists of a left-turn lane and a shared left-turn, a through, and right-turn lane. The eastbound NYS Route 32/212 approach consists of a left-turn lane, a through lane, and a right-turn lane. The westbound NYS Route

32/212 approach consists of a left-turn lane, a through lane, and an unmarked lane for both through and right-turn traffic.

At the four-legged intersection of NYS Route 32/212 and Kings Highway the southbound approach from the driveway consists of one entering and one exiting lane. The northbound Kings Highway approach consists of unmarked two-lane approach with one serving as a shared through and left-turn lane and the other a right-turn lane. The eastbound NYS Route 32/212 approach consists of a left-turn lane, a through lane, and a right-turn lane. The westbound NYS Route 32/212 approach consists of a shared through and left-turn lane and an unmarked lane for both through and right-turn traffic.

At the three-legged intersection of NYS Route 32/212 and the Big Lots driveway is signalized the southbound approach from the Big Lots driveway consists of a left-turn lane and a right-turn lane, the eastbound NYS Route 32/212 approach consists of a left-turn lane and a through lane and the eastbound NYS Route 32/212 approach consists of a two through lanes and a right-turn lane.

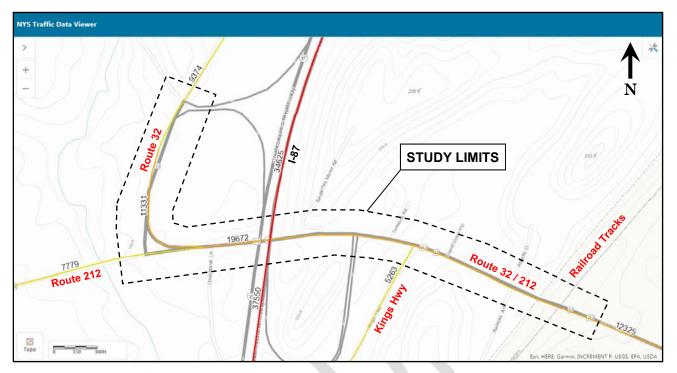
East of the at-grade railroad crossing, NYS Route 32/212 is known as Ulster Avenue and consists of one travel lane in each direction. There is a vertical curve along the eastbound NY Route 32/NY Route 212 approach to the at-grade railroad crossing that impacts sight distance.

Additional features and conditions including signs, pavement markings and land uses can be found on the Condition & Collision Diagrams in Appendix B

2.2.2. Traffic Conditions

According to the NYSDOT Traffic Data Viewer, the 2015 AADT of Route 32 is 9,374 VPD north of the I-87 southbound ramps and 11,331 VPD south of the ramps. The 2015 AADT for the Route 32/212 overlap is 19,672 VPD west of I-87 and 12,325 VPD east of I-87. Kings Highway has a 2015 AADT of 5,263 VPD. Trucks and buses account for about 20% of the traffic in the area. Speed data is unavailable for this location. Figure 2 on the next page presents an image of the interactive traffic volume map for this study location that can be seen on the NYSDOT Traffic Data Viewer website (https://www.dot.ny.gov/tdv).

Figure 2: Saugerties Study Location & AADT Map



2.2.3. Crash Analysis

Crash data for this study location were initially analyzed for the 5-year period from January 1, 2012 through December 31, 2016. Since it was discovered that improvements were made at the NYS Route 32 and southbound I-87 on/off ramp intersection at the end of 2015, an additional six months of available crash data (through June 30, 2017) was also analyzed. These improvements included the addition of a northbound left turn lane into the new Park & Ride and the installation of a flashing traffic signal. Collision diagrams along with statistical summary sheets and details of accident history can be found in Appendix B. Crashes that were reported to have occurred between January 1, 2016 and June 30, 2017 are shown in blue on the collision diagrams.

A total of 126 crashes occurred throughout the study area during the 5.5-year study period. Of these, 30 were classified as non-reportable, 67 resulted in property damage, and 29 resulted in injuries. Most of the crashes occurred during clear or cloudy weather conditions (114 crashes, 90.5%), on a dry roadway surface (105 crashes, 83.3%) and during daylight hours (103 crashes, 81.7%).

Of the 126 crashes that were analyzed, there were 64 rear end crashes (50.8%), 22 right angle crashes (17.5%), 7 overtaking (5.6%), 7 left-turn crashes (5.6%); 4 fixed object crashes (3.2%), 3 right-turn crashes (2.4%), 2 bicycle crashes (1.6%), 1 head on crash (0.8%), 1 pedestrian crash (0.8%), 1 parked vehicle crash (0.8%), and 1 animal crash (0.8%). Thirteen crashes could not be categorized and were classified as 'other'.

The majority of the 64 rear end crashes involved motorists traveling in the eastbound direction (67.2% versus 17.5% westbound), and most of these accidents occurred during daylight hours (57 accidents, 97.8%). Twenty-

two of them occurred on a Friday, and ten of them occurred on a Saturday. Only four of these rear end accidents occurred on a wet road surface (6.3%).

Fifteen rear end accidents occurred on the eastbound NYS Route 32/212 approach to the at-grade railroad crossing. All of these accidents occurred during daylight hours, with thirteen of them occurring on a dry roadway surface (86.7%). Conversely, on the westbound NYS Route 32/212 approach to the at-grade railroad crossing, there were three rear end accidents.



2.3. NYS Route 299 - Town of New Paltz

2.3.1. Existing Conditions

This study roadway segment, located in the Town of New Paltz, NYS Route 299 (New Paltz-Minnewaska Road) is a two-lane roadway with narrow shoulders and is somewhat winding with numerous horizontal and vertical curves. The road traverses a mostly undeveloped rural setting with many scenic vistas throughout the study area. This segment of NYS Route 299 is bounded by the town line between the Town of New Paltz and Town of Gardiner to the west and its intersection with Red Barn Road to the east. There is no posted speed limit and therefore the statuary 55 mph limit prevails. The entire segment consists of a two-lane undivided roadway with a pavement surface that is asphalt concrete, and there are no existing traffic signals within the study limits. See Figure 3 for a map of this study area.

The segment of NYS Route 299 west of Butterville Road/Albany Post Road is part of the Great Shawangunk Hill Loop, a well-traveled bicycle route in the New Paltz area. The shoulder widths are typically 3-feet or less, and there is an ongoing improvement project to increase the shoulder widths to 4-feet throughout the study area for safer bicyclist/pedestrian travel. It should be noted that NYS Route 299 is under the jurisdiction of Ulster County DPW.

Along this segment, from west to east, Jenkins Road intersects NYS Route 299 to form a three-legged intersection, where traffic along the southbound Jenkins Road approach is stop controlled. Jenkins Road is a two-lane roadway that services a few private homes and dead ends north of NYS Route 299.

At the four-legged intersection of NYS Route 299 and Butterville Road/Albany Post Road traffic is controlled by an all-way stop condition. Albany Post Road and Butterville Road are each service two-way traffic with a single lane approach at NY Route 299. This intersection was upgraded from two-way stop control to all-way stop control during the fall of 2016 due to its history of right angle accidents.

Gate House Road intersects NYS Route 299 at a skewed and approximate 45° angle to form a three-legged intersection, where traffic along the Gate House Road approach is stop controlled. Gate House Road services two-way traffic with a single approach lane at NY Route 299. Just east of Gate House Road, NYS Route 299 intersects Jacobs Lane on the south side and then intersects Rosemary Court on the north side immediately after.

Red Barn Road intersects NYS Route 299 at two locations. At its western terminus, it intersects NYS Route 299 from the north at a skewed and approximate 45° angle to form a four-legged intersection with Libertyville Road intersecting from the south and opposite. Red Barn Road also intersects NYS Route 299 from the north and also at a skewed angle approximately 850 feet further east. Traffic along both Red Barn Road approaches and the Libertyville Road approach NYS Route 299 is controlled by a stop sign and all three roadways service two-way traffic with a single approach lane at NYS Route 299.

Additional features and conditions including signs, pavement markings and land uses can be found on the Condition & Collision Diagrams in Appendix B

2.3.2. Traffic Conditions

According to the NYSDOT Traffic Data Viewer, the 2015 AADT of Route 299 is 4,225 VPD west of Libertyville Road and 6,971 VPD east of Libertyville Road. Libertyville Road has a 2015 AADT of 1,953 VPD. Figure 3 on the next page presents an image of the interactive traffic volume map for this study location that can be seen on the NYSDOT Traffic Data Viewer website (https://www.dot.ny.gov/tdv).

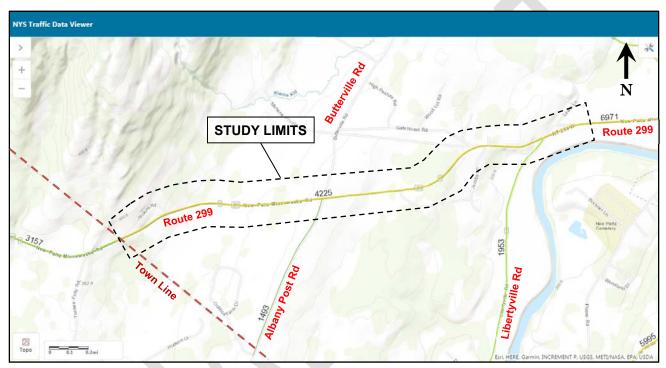


Figure 3: New Paltz Study Location & AADT Map

2.3.3. Crash Analysis

Crash data for this study location were initially analyzed for the 5-year period from January 1, 2012 through December 31, 2016. Collision diagrams along with statistical summary sheets and details of accident history can be found in Appendix B.

A total of 86 crashes occurred throughout the study area during the 5-year study period. Of these, 29 were classified as non-reportable, 41 resulted in property damage, and 16 resulted in injuries. Most of the crashes occurred during clear or cloudy weather conditions (69 crashes, 80.2%) and on a dry roadway surface (67 crashes, 77.9%). A significant number of crashes occurred at night (29 crashes, 33.7%).

Of the 86 crashes that were analyzed, there were 37 animal crashes (43.0%), 11 rear end crashes (12.8%), 11 run off the road crashes (12.8%), 9 right angle crashes (10.5%); 7 fixed object crashes (8.1%), 2 overtaking (2.3%), 2 right-turn crashes (2.3%), 2 bicycle crashes (2.3%), 1 left-turn crash (1.2%), 1 head on crash (1.2%), and 1 sideswipe (1.2%). Two crashes could not be categorized and were classified as 'other'. Twenty of the animal crashes (54.1%) occurred at night.

It should be noted that none of the 37 animal crashes resulted in injuries, and twenty of them (54.1%) occurred at night. It is also likely that a certain number of run off the road and fixed object accidents were the result of motorists performing evasive maneuvers and losing control while avoiding animals in the roadway.

At the intersection of NYS Route 299 and Albany Post Road/Butterville Road, a total of 25 accidents occurred (29.1%). Nine of these accidents were right angle (36.0%), five were rear end (20.0%), and two were right turn (8.0%). It should be noted that these accidents occurred prior to the introduction of the all-way stop condition.

3. Road Safety Audits

3.1. Road Safety Audit (RSA) Framework

The eight-step RSA process detailed in the Federal Highway Administration's (FHWA's) Roadway Safety Audit Guidelines (FHWA, 2006) was utilized for conducting the RSA's. This included a kickoff meeting with the RSA team to review existing information and identify concerns, followed by a field review to verify concerns and identify any traffic congestion and/or safety issues. Members of the RSA team performed field reviews during the periods associated with morning and evening peak traffic conditions. Items assessed during the field reviews included roadway pavement, pavement markings, signage, user behavior, roadway and roadside characteristics, and traffic congestion. In addition, a third review was performed during the evening period to evaluate conditions associated with nighttime light conditions and sign retro-reflectivity. Based on the field reviews and crash analysis, the team has suggested improvements to address the identified safety issues and traffic congestion. The suggestions have been categorized as near-term, intermediate and long-term improvements. Near-term improvements can typically be implemented through maintenance forces, while intermediate and long-term improvements often require additional planning, funding and design.

3.2. NYS Route 212 – Town of Woodstock

3.2.1. Identified Issues

In order to obtain an understanding of potential issues, existing conditions were first reviewed during an initial field visit in October of 2017 and then again with the RSA teams on November 28 and 29, 2018. The following is a summary of the issues identified as they relate to roadway pavement and pavement markings; signage; user behavior; and traffic, roadway and/or roadside characteristics.

Roadway Pavement/Pavement Markings:

- The pavement surface was found to be in fair condition, except in the areas where trench drains were present and offset and along the north and south curb-lines east of Rock City Road.
- In general, the roadway pavement markings (including double yellow, stop lines, & crosswalk markings) were found to be in poor to fair condition.
 - O Delineation for on-street parking was non-existent. Motorists were found to be parked very close to intersections and driveways and were often found to not maximize use of available parking space. This condition makes turning movements to and from intersections and driveways more difficult, obstructs sight lines for turning motorists and results in an inefficient use of on-street parking.
 - o Crosswalk markings were faded and in poor condition. None of the crosswalk markings appeared to be stripped using high-visibility and durable materials.
 - O The skewed alignments of some crosswalks are not ideal. Skewed crosswalks were found at Rock City Road, Maple Lane, and Deming Street. Crosswalks that are striped perpendicular to the roadway are ideal due to the minimized crossing distance.



Photo 1: View of faded pavement markings and diagonal crosswalks at Rock City Road.



Photo 2: View of unmarked on-street parking along NYS Route 212. In addition, vehicle shown is parked within 20-feet of a driveway.



Photo 3: Poor pavement condition in area were trench drain is present.

Signage:

- In general, sign retroreflectivity and physical condition were found to be in fair to good condition except for a few instances.
 - O There are instances of signs with faded panels that are in need of replacement. For example, the stop signs at Nehrer Street and Maple Lane and the "One Hour Parking" signs near Tannery Brook Road and Maple Lane are badly faded.
- Many of the parking related signs are not oriented properly. According the MUTCD, these signs should be oriented at an angle between 30° and 45° facing the affected direction of traffic flow.
- The pedestrian crossing warning signs in accordance with NYSDOT PSAP guidelines and as per NYSDOT Standards. Signing should be installed in accordance with current standards.
 - o Rock City Road has three marked pedestrian crosswalks without any warning signs.
- The curve warning sign approaching Rock City Road from the east seems too far in advance of the curve. There is no curve warning sign to the approaching the curve from the west. According to the MUTCD, this type of sign should be placed approximately 185-feet in advance of the curve for roadway with a 30 MPH speed limit.

• There is inadequate signage along both directions along NYS Route 212 to inform and direct interested motorists to the municipal parking lot that existing behind the storefronts along the south side of NYS Route 212.



Photo 4: Faded stop sign at Nehrer Street.



Photo 5: View approaching Rock City Road from the east. No pedestrian crosswalk warning signs.

User Behavior:

- Parking restrictions are often disregarded, and cars will often encroach into "No Parking" areas and areas too close to adjacent pedestrian crosswalks, side streets and/or driveways.
- Southbound motorists on Rock City Road ignore the "Do Not Block Side Road" sign and grid lock pavement markings at Old Forge Road.



Photo 6: Parked vehicle in no parking area near Rock City Road.

Traffic/Roadway/Roadside Characteristics:

- Clear sight lines are often obstructed by parked vehicles, shrubs, banners, etc.
 - O This creates poor conditions for motorists turning from side roads onto and off of NYS Route 212.
- Parking at the west end of the corridor is signed to be restricted for shorter time periods to provide for higher turnover use, but people remain parked longer than the 30 minutes permitted.
- Some drainage structures were found to be full of debris.
- Roadway lighting is present along the south side of NYS Route 212.
 - o Lighting levels are moderate, but fixtures are not LED.
 - The north side of the intersection with Rock City Road is noticeably darker than the south side.



<u>Photo 7</u>: Shrubs obstructing sight lines at Nehrer Street.



3.2.2. Suggested Improvements

See Figure C-1: Woodstock Conceptual Improvement Plan in Appendix C for a graphical presentation of proposed improvements discussed below.

Roadway Pavement/Pavement Markings:

- An upcoming NYSDOT project will eliminate the trench drains and resurface and restripe NYS Route 212 east of Rock City Road.
 - o This would serve as a good opportunity to realign/upgrade skewed pedestrian crossings and add accessible curb ramps, where appropriate.
 - O Utilizing durable, high visibility pavement marking materials and a yearly maintenance program would improve existing conditions and ensure that pavement markings are kept in good condition.
- Incorporate a new mid-block pedestrian crosswalk in vicinity of Town Hall. This improvement would involve constructing new accessible curb ramps.
- Locations for loading zones within the limits of on-street parking areas with time restrictions should be identified and implemented to ensure that traffic and pedestrian activities are unobstructed by loading and unloading actions.
- Use pavement markings to delineate on-street parking spaces.
 - o In general, parking should not be permitted within 20-feet of a pedestrian crosswalk, intersection or driveway to allow for clear sight lines and turning space.
 - O As shown on the enclosed conceptual improvement plan, parking spaces are proposed to be 7-feet wide by 18-feet long with 4-feet of buffer space between them.
 - On-street parking should be restricted along NYS Route 212 adjacent to the two culverts near Library Lane and Tannery Brook Road due to narrow pavement width.

Signage:

- Replace worn out, faded and/or damaged signs.
- Re-orient parking related signage to the proper angle (between 30° and 45° facing the affected direction of traffic flow).
- Upgrade pedestrian crossing warning signs in accordance with NYSDOT PSAP guidelines and NYSDOT Standards. Enhanced treatments including yield markings and "Yield Here To Pedestrians" signs should be considered for the pedestrian crosswalk at the NYS Route 212 approached to Rock City Road due to the high level of pedestrian activity at this location.

- Relocate the existing curve warning sign east of Rock City Road to a more appropriate distance from the curve based on the MUTCD, and install a new curve warning sign west of Rock City Road for eastbound traffic.
- Install new signs in place of the existing ineffective municipal parking signs, and place additional signage along the corridor to better inform motorists of all municipal parking areas.
- Remove redundant "No Parking" signs along the north side of NYS Route 212.
- Continue to upgrade street name signs.

User Behavior:

- In addition to marking on-street parking spaces, "No Parking" areas can be better delineated through the use of pavement markings.
 - o Install "No Stopping" signs in place of existing "No Parking" signs.
- Relocate the "Do Not Block Side Road" sign on Rock City Road closer to Old Forge Road and restripe the gridlock box with more durable high visibility pavement marking material.

Traffic/Roadway/Roadside Characteristics:

- Restrict parking within 20-feet of pedestrian crosswalks, intersections and driveways.
- Reduce the parking duration along the west end of the corridor from 30 minutes to 10 or 15 minutes to encourage higher parking turnover.
 - o Explore metered parking alternatives.
- Clean out drainage structures as necessary.
- Upgrade the lighting in the area to LED, and provide additional lighting near crosswalks, especially at Rock City Road and other areas with high pedestrian activity and intersections.

3.3. NYS Route 32/NYS Route 212 - Town of Saugerties

3.3.1. Identified Safety Issues

In order to obtain an understanding of potential issues, existing conditions were first reviewed during an initial field visit in October of 2017 and then again with the RSA teams on November 28 and 29, 2018. The following is a summary of the issues identified as they relate to roadway pavement and pavement markings; signage; user behavior; and traffic, roadway and/or roadside characteristics.

Roadway Pavement/Pavement Markings:

- In general, the roadway pavement and markings are in fair to good condition.
- Arrow symbol lane use markings are not present at the Kings Highway approach to NYS Route 32/212.
- The arrow symbol lane markings on the westbound I-87 southbound ramp approach to NYS Route 32 do not reflect the new geometry created by the addition of the Park and Ride.
- Double yellow and stop line markings are not present at the signalized Speedway Gas Station access driveway.

Signage:

- In general, sign retroreflectivity and physical condition are in fair to good condition except for a few instances.
 - o Some of the attraction signs were in poor condition.
- It does not appear that the business district directory signs are providing current and pertinent information.
- Sign clutter appears to be an issue along the NYS Route 32/212.
 - o Are the Adopt-A-Highway signs all current and/or necessary?
 - O The throughway/I-87 route sign and trailblazer assemblies appear to have redundant messaging as they have a thruway symbol plus I-87 route and trailblazer sign assemblies, both with a set of supplemental arrow and directional signs.
 - o The route sign and trailblazer assemblies approaching junction points may be creating some confusion relating to the location of the assembly.
 - o There appears to be inconsistent sign sizes for route sign and trailblazer assemblies.

User Behavior:

- Many drivers appeared to be traveling in excess of the posted speed along northbound NYS Route 32 approaching the I-87 southbound on/off ramps.
- Drivers exiting the southbound I-87 ramp appear to have difficulties looking for a gap in northbound and southbound NYS Route 32 traffic.

<u>Traffic/Roadway/Roadside Characteristics</u>:

- During the RSA, a number of team members mentioned that this study area experiences an elevated
 level of traffic congestion associated with seasonal summer fair events and winter recreational
 (skiing, etc) activities. Although this study considered any crash data that would have coincided with
 these periods, due to when the field and RSA work took place, the team did not have the
 opportunity to observe traffic conditions associated with these conditions.
- During the RSA field work, a traffic queueing condition was observed along the eastbound NY Route 32/NY Route 212 approach to the at-grade railroad crossing when a train was present and the gates were down. This queue extended to a point near to the Big Lots Driveway intersection, approximately a distance of 750 feet. This condition was compounded by the presence of a vertical curve and associated limited sight distance condition for motorists traveling along this approach and their ability to see the crossing gates and warning signs. The vertical curve in the roadway alignment and queueing of traffic when the railroad gate is down result in an unexpected stop condition.
- A sight distance issue was identified involving motorists turning on and off of the I-87 southbound ramps at NYS Route 32.
 - o Concerns regarding how southbound NYS Route 32 queues in the left turn lane and northbound NYS Route 32 right turn vehicles limit sight lines for motorists turning on and off of the I-87 southbound ramps at NYS Route 32.
- A sun glare issue was identified for westbound NYS Route 32/212 motorists in vicinity of Kings Highway.
- Roadway lighting is non-existent, except for at I-87 southbound ramps and at Saugerties Manor Road.
- There seems to be an overabundance of access points servicing the Speedway Gas Station.

3.3.2. Suggestions for Improvements

See Figure C-2: Saugerties Conceptual Improvement Plan in Appendix C for a graphical presentation of proposed improvements discussed below.

Roadway Pavement/Pavement Markings:

- Stripe arrow symbol lane use markings at the Kings Hwy approach to NYS Route 32/212.
- Change the arrow symbol lane use markings on the westbound I-87 southbound ramp approach to NYS Route 32 to reflect the current intersection geometry.
- Stripe double yellow and stop line markings at the signalized Speedway Gas Station access driveway.

Signage:

- Assess replacing/updating attraction and business district directory sign assemblies.
- Notify the business chamber of commerce that they should review and update current signs, as appropriate.
- Assess the existing Adopt-A-Highway signs, as many appear outdated.
- Consolidating redundant messaging of Throughway/I-87 route sign assemblies.
- Upgrade the I-87 route sign and trailblazer assemblies approaching junction points so that they all are the appropriate size and have consistent messaging.

User Behavior:

- Restripe the westbound NYS Route 32/212 approach to the signalized Speedway Gas Station access
 driveway to include a dedicated left-turn lane.
- Perform a speed study along northbound NYS Route 32 approaching the I-87 southbound ramps.

<u>Traffic/Roadway/Roadside Characteristics</u>:

- Regarding improvements to address the sight distance issue involving motorists turning onto and off of the I-87 Southbound ramps at NYS Route 32:
 - O Upon review the Holiday Inn Express traffic study (completed in 2014), a potential mitigation measure of converting the existing striped median on the northbound approach of the intersection to a two-way left turn lane was identified. This was meant to provide a refuge area for westbound motorists making left turns so that they could observe traffic in

- each direction independently. Since the Park & Ride has been constructed and the median has been restriped as a left turn lane, this mitigation measure is no longer valid.
- o Rebuild the traffic signal at the NYS Route 32 and Southbound I-87 on/off ramp intersection to have a red/yellow/green operation. Although this would appear to be an improvement that could be implemented quickly, it would require careful planning, design, and coordination with the NYS Thruway Authority to ensure that any queues generated would not impede traffic flow on I-87.
- o Reconstruct the NYS Route 32 and Southbound I-87 on/off ramp intersection to incorporate a roundabout. This improvement would also require careful planning, design, and coordination with the NYS Thruway Authority to ensure that any queues generated would not impede traffic flow on I-87.
- Regarding improvements to address sight distance for eastbound NYS Route 32/212 motorists approaching the at-grade railroad crossing:
 - O Supplement the railroad crossing signs with flashing beacons that are coordinated to work in conjunction with the railroad crossing gates.
 - o Add advanced grade crossing warning signs.
- Install backplates on the existing traffic signal displays to improve their target value and help address existing sun glare conditions.
- Installing roadway lighting.
- Consolidate and/or restrict movements at the unsignalized driveways at the Speedway Gas Station.
 - Incorporate on-site signage to restrict certain movements at the unsignalized driveways and encourage motorists to use the signalized driveway to make left turns to go west on NYS Route 212 or go straight to head north on NYS Route 32.

3.4. NYS Route 299 - Town of New Paltz

3.4.1. Identified Safety Issues

In order to obtain an understanding of potential issues, existing conditions were first reviewed during an initial field visit in October of 2017 and then again with the RSA teams on November 28 and 29, 2018. The following is a summary of the issues identified as they relate to roadway pavement and pavement markings; signage; user behavior; and traffic, roadway and/or roadside characteristics.

Roadway Pavement/Pavement Markings:

- In general, the roadway pavement is in good condition with the following areas having some minor degradation:
 - o Just east of Jenkins Road.
 - o Approximately 1000-feet west of Butterville Road/Albany Post Road.
 - o Approximately 1000-feet west of Gate House Road.
- Generally, the pavement markings are in good condition throughout the study area.
- Four-foot wide shoulders have recently been added on each side of NYS Route 299 from Butterville Road/Albany Post Road to the eastern terminus of study limits. Four-foot wide shoulders are planned to be added along NYS Route 299 throughout the rest of the study limits. This will provide a safer condition for bicyclists traveling through the area.
- The channelized crosshatch markings at southeast corner of the NYS Route 299 and Butterville Road/Albany Post Road intersection are yellow (they should be white) and slightly faded.



Photo 9: Faded yellow channelized crosshatch markings on NYS Route 299 at Butterville Road.

Pavement and striping improvements at the Gate House Road approach to NYS Route 299 were
recently incorporated, but the radii at the northeast corner of the intersection makes westbound
right turn maneuvers difficult, especially for larger vehicles. It was observed that many vehicles cross
over the yellow center line on Gate House Road while performing this maneuver.



Photo 10: Tight right turn radius at Gate House Road (in vicinity of traffic cone).

Signage:

- In general, sign retroreflectivity and physical conditions are good with the exception of the following signs:
 - O The thruway sign in the eastbound direction just east of Butterville Road/Albany Post Road is in poor condition
 - The NYS Route 299 sign in the westbound direction just west of Butterville Road/Albany Post Road is in poor condition
 - o The "Red Barn Rd" street sign is bent and misaligned, making it difficult to be seen.
 - o The "Gate House Rd" street sign is bent and misaligned, making it difficult to be seen.
- The "All Way" stop plaques below the 48"x48" stop signs on NYS Route 299 at the Butterville Road/Albany Post Road intersection are only 18"x6".
- The stop sign at Gate House Road is located too far from the stop line.
- The advance intersection warning sign for Gate House Road/Jacobs Lane in the westbound direction only shows a street to the left (MUTCD W2-2L).
- Many of the curve warning signs do not appear to be properly located based on Table NY2C-4:
 Guidelines for Advance Placement of Warning Signs in the NYS Supplement of the MUTCD.

• The signage at Springtown Road blocks the sight distance for vehicles attempting to turn onto NYS Route 299

User Behavior:

- At the Butterville Road/Albany Post Road intersection, additional stop signs along NYS Route 299 have been recently installed (August 2017). Some drivers appear to be surprised by the stop condition on NYS Route 299 despite the Variable Message Sign (VMS) informing drivers of the new condition, the "Stop Ahead" sign, and the 48"x48" stop signs.
- At Butterville Road/Albany Post Road, drivers in the westbound direction do not stop at the stop line, but stop closer to the intersection.
- Drivers appear to be traveling above the speed limit on the roadway, particularly at night.
- Although it was not observed during the field visits, members of the RSA team have recalled
 instances where motorists would park at various locations along the NYS Route 299 roadside to go
 sightseeing and hiking, which creates an unsafe condition.

Traffic/Roadway/Roadside Characteristics:

- All guide rail appears to be in good condition.
- Roadway lighting is provided at the curve just west of Libertyville Road by the presence of one street light.
- Roadway lighting is provided at the Springtown Road intersection by the presence of one street light.
- An overhanging tree blocks the westbound curve warning sign just east of Jenkins Road.
- The intersection of NYS Route 299 and Butterville Road/Albany Post Road should be investigated again after a significant snow event when there are large snow banks present to access a reported condition involving drifting snow that may cause sight distance issues. Sight distance is similarly affected when the grass in the roadside area is high, especially along the northwest and southwest corners of the intersection.

3.4.2. Suggestions for Improvements

See Figure C-3: New Paltz Conceptual Improvement Plan in Appendix C for a graphical presentation of proposed improvements discussed below.

Roadway Pavement/Pavement Markings:

- Restripe the channelized crosshatch markings at southeast corner of the NYS Route 299 and
 Butterville Road/Albany Post Road intersection with 24" wide white pavement marking material,
 and increase the radius of the edge line to better guide vehicles that are making a right turn.
- Consider improving the radius at the northeast corner of the intersection of NYS Route 299 and Gate House Road by adding pavement and striping to improve driver maneuverability.
- Consider installing edge line rumble strips along NYS Route 299 between the Carmen Liberta Bridge and the Town of New Paltz/Town of Gardiner border.

Signage:

- Replace the badly worn thruway sign and NYS Route 299 sign near Butterville Road/Albany Post Road.
- Replace the badly worn "Red Barn Rd" and "Gate House Rd" street signs.
- The "All Way" stop plaques below the 48"x48" stop signs on NYS Route 299 at the Butterville Road/Albany Post Road intersection should be replaced with the standard size for that sign size (30"x12").
- Install an additional "Deer Crossing" sign for eastbound traffic just to the east of the Butterville Road/ Albany Post Road intersection.
- Move the stop sign at Gate House Road so that it is in line with the stop line.
- The advance intersection warning sign for Gate House Road/Jacobs Lane in the westbound direction should show a road to the left and right (MUTCD W2-7L) sign panel instead of only a street to the left (MUTCD W2-2L) sign panel.
- The "Driveway" plaque below the intersection warning sign on westbound NYS Route 299 just west of Libertyville Road could be changed to include "Blind Driveways" (MUTCD W16-8aP) sign panel.
- Relocate the curve warning signs that are not at the recommended advance warning distances.
- Relocate the "Mohonk Mountain House" sign on the southeast corner of the Springtown Road
 intersection approximately 5-feet further north and away from the roadway edge. Relocate the guide
 sign on the northeast corner of the intersection approximately 30-feet to the west.

User Behavior:

- Consider installing flashing signal beacon indications to supplement the "Stop Ahead" signs that are
 present in advance of the intersection.
- Consider installing "Stop Ahead" pavement markings in the travel lane along both NYS Route 299 approaches to Butterville Road/ Albany Post Road if, after a review of crash data in the future, it is found that this additional warning treatment is warranted.
- Move the stop sign and stop line on the westbound NYS Route 299 approach to Butterville Road/ Albany Post Road closer to the intersection (approximately 20-feet) to a location where drivers seem to naturally stop and which would provide adequate traffic control.
- Continue dialog with NYSDOT on possibly reducing the speed limit due to other factors besides the 85-percentile traveling speed. Consider a temporary reduction of the speed limit and a corresponding study to determine if animal-vehicle crashes are reduced by the reduced speed limit.
- Consider extending the 30-mph village speed limit which exists along NYS Route 299 to the east of the study limits to extend further west and include the intersection of Springtown Road.
- Consider using Variable Message Signs (VMS) to warn drivers of the potential for deer in the area during the times of the year when deer migration is active.
- Add solar powered yellow flashing beacon signal indications to supplement the "Deer Crossing" signs where crashes are most prevalent.
- Consider a public announcement campaign to notify the public of how many deer-vehicle crashes there have been in the area and/or alert the public of the potential for deer in the area during the times of the year when deer migration is active.
- Install "No Parking" signs at areas where undesired parking along the NYS Route 299 roadside has been observed.

Traffic/Roadway/Roadside Characteristics:

- Trim the tree that blocks the westbound curve warning sign just east of Jenkins Road.
- Maintain the vegetation along the roadside so that sight distances are not obstructed, especially at
 the intersection of NYS Route 299 and Butterville Road/ Albany Post Road. This is also important
 so that bicyclists have full use of any available shoulders.

Appendix A: Existing Traffic Data

Speed Calculations for

Location 1: NYS Route 299 approximately 1/4 mile west of Butterville Road (New Paltz) Eastbound

Class Limits	Class Midvalues	Class	Relative	Cumulative Frequencies				
(mph)	(mph)	Frequencies	Frequencies		<u> </u>	£		£ /\2
	u ₁	f ₁	0.000	Number 0	Relative	f ₁ u ₁	u ₁ -x	f ₁ (u ₁ -x) ²
Under 10			0.000		0.000	0	-42	0
10-11.9	11	0	0.000	0	0.000	0	-40	0
12-13.9	13	0	0.000	0	0.000	0	-38	0
14-15.9	15	0	0.000	0	0.000	0	-36	0
16-17.9	17	0	0.000	0	0.000	0	-34	0
18-19.9	19	0	0.000	0	0.000	0	-32	0
20-21.9	21	0	0.000	0	0.000	0	-30	0
22-23.9	23	0	0.000	0	0.000	0	-28	0
24-25.9	25	0	0.000	0	0.000	0	-26	0
26-27.9	27	0	0.000	0	0.000	0	-24	0
28-29.9	29	0	0.000	0	0.000	0	-22	0
30-31.9	31	0	0.000	0	0.000	0	-20	0
32-33.9	33	0	0.000	0	0.000	0	-18	0
34-35.9	35	0	0.000	0	0.000	0	-16	0
36-37.9	37	0	0.000	0	0.000	0	-14	0
38-39.9	39	2	0.040	2	0.040	78	-12	275
40-41.9	41	0	0.000	2	0.040	0	-10	0
42-43.9	43	3	0.060	5	0.100	129	-8	179
44-45.9	45	2	0.040	7	0.140	90	-6	65
46-47.9	47	3	0.060	10	0.200	141	-4	42
48-49.9	49	6	0.120	16	0.320	294	-2	18
50-51.9	51	11	0.220	27	0.540	561	0	1
52-53.9	53	14	0.280	41	0.820	742	2	73
54-55.9	55	6	0.120	47	0.940	330	4	110
56-57.9	57	3	0.060	50	1.000	171	6	118
58-59.9	59	0	0.000	50	1.000	0	8	0
60-61.9	61	0	0.000	50	1.000	0	10	0
62-63.9	63	0	0.000	50	1.000	0	12	0
64-65.9	65	0	0.000	50	1.000	0	14	0
66-67.9	67	0	0.000	50	1.000	0	16	0
68-69.9	69	0	0.000	50	1.000	0	18	0
70-71.9	71	0	0.000	50	1.000	0	20	0
72-73.9	73	0	0.000	50	1.000	0	22	0
74-75.9	75	0	0.000	50	1.000	0	24	0
76-77.9	77	0	0.000	50	1.000	0	26	0
78-79.9	79	0	0.000	50	1.000	0	28	0
Above 80		0	0.000	50	1.000	0	29	0
Totals		50	1.000			2,536		880

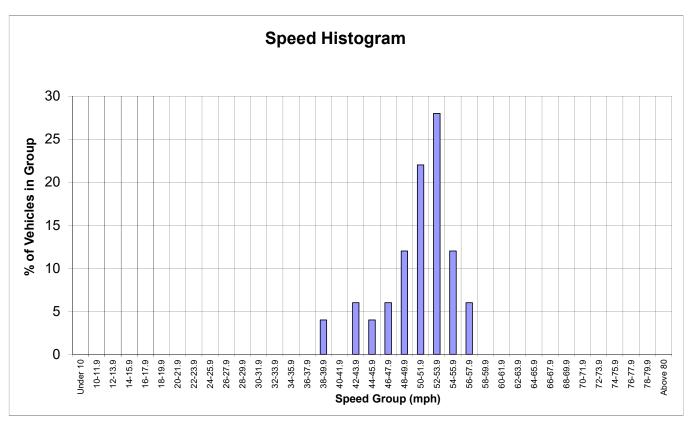
Posted Speed Limit (mph)..... Not Posted

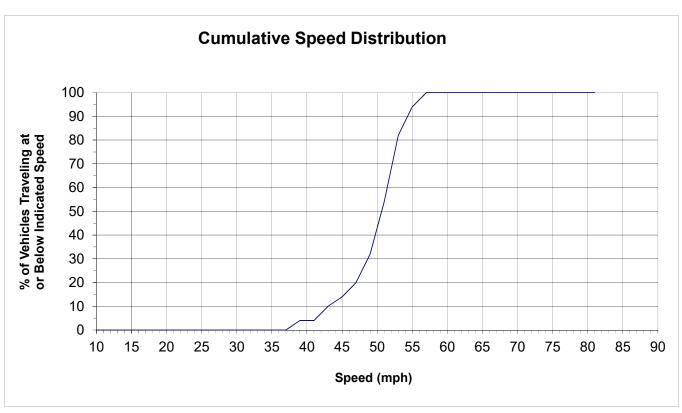
x - Arithmetic Mean (mph)	$x = \sum_{i} f_i u_i / \sum_{i} f_i$ $s = \sqrt{\sum_{i} f_i (u_i - x)^2 / ((\sum_{i} f_i) - 1)}$
85th Percentile (mph)54	Pace (mph)46 - 55
Median Speed (mph)51	Pace Speed (mph)55
15th Percentile (mph)46	Range (mph)38 - 57
Vehicles Exceeding 10 mph (%)100%	Vehicles Exceeding 50 mph (%) 68%
Vehicles Exceeding 20 mph (%) 100%	Vehicles Exceeding 60 mph (%)0%
Vehicles Exceeding 30 mph (%)100%	Vehicles Exceeding 70 mph (%)0%
Vehicles Exceeding 40 mph (%)96%	Vehicles Exceeding 80 mph (%)0%

Note: Data was collected on November 14, 2017 (Tuesday) from 8:00 AM to 9:00 AM



Frequency Distribution for Spot Speed Study
Location 1: NYS Route 299 approximately 1/4 mile west of Butterville Road (New Paltz)
Eastbound







Speed Calculations for

Location 1: NYS Route 299 approximately 1/4 mile west of Butterville Road (New Paltz) Westbound

Class Limits (mph)	Class Midvalues (mph)	s Class Frequencies	Relative Frequencies	Cumulative Frequencies				
(IIIPII)	u ₁	f ₁	-	Number	Relative	f₁u₁	u ₁ -x	$f_1(u_1-x)^2$
Under 10		0	0.000	0	0.000	0	-40	0
10-11.9	11	0	0.000	0	0.000	0	-38	0
12-13.9	13	0	0.000	0	0.000	0	-36	0
14-15.9	15	0	0.000	0	0.000	0	-34	0
16-17.9	17	0	0.000	0	0.000	0	-32	0
18-19.9	19	0	0.000	0	0.000	0	-30	0
20-21.9	21	0	0.000	0	0.000	0	-28	0
22-23.9	23	0	0.000	0	0.000	0	-26	0
24-25.9	25	0	0.000	0	0.000	0	-24	0
26-27.9	27	0	0.000	0	0.000	0	-22	0
28-29.9	29	0	0.000	0	0.000	0	-20	0
30-31.9	31	1	0.020	1	0.020	31	-18	315
32-33.9	33	0	0.000	1	0.020	0	-16	0
34-35.9	35	0	0.000	1	0.020	0	-14	0
36-37.9	37	0	0.000	1	0.020	0	-12	0
38-39.9	39	2	0.040	3	0.060	78	-10	191
40-41.9	41	3	0.060	6	0.120	123	-8	181
42-43.9	43	1	0.020	7	0.140	43	-6	33
44-45.9	45	6	0.120	13	0.260	270	-4	85
46-47.9	47	6	0.120	19	0.380	282	-2	19
48-49.9	49	7	0.140	26	0.520	343	0	0
50-51.9	51	12	0.240	38	0.760	612	2	60
52-53.9	53	6	0.120	44	0.880	318	4	108
54-55.9	55	3	0.060	47	0.940	165	6	117
56-57.9	57	2	0.040	49	0.980	114	8	136
58-59.9	59	1	0.020	50	1.000	59	10	105
60-61.9	61	0	0.000	50	1.000	0	12	0
62-63.9	63	0	0.000	50	1.000	0	14	0
64-65.9	65	0	0.000	50	1.000	0	16	0
66-67.9	67	0	0.000	50	1.000	0	18	0
68-69.9	69	0	0.000	50	1.000	0	20	0
70-71.9	71	0	0.000	50	1.000	0	22	0
72-73.9	73	0	0.000	50	1.000	0	24	0
74-75.9	75	0	0.000	50	1.000	0	26	0
76-77.9	77	0	0.000	50	1.000	0	28	0
78-79.9	79	0	0.000	50	1.000	0	30	0
Above 80		0	0.000	50	1.000	0	31	0
Totals		50	1.000			2,438		1,349

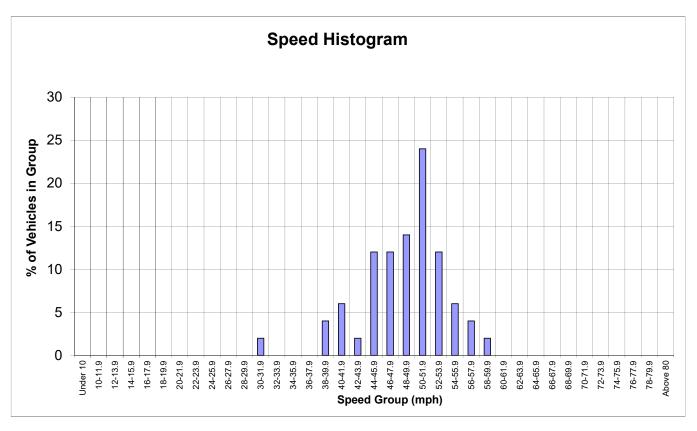
Posted Speed Limit (mph)..... Not Posted

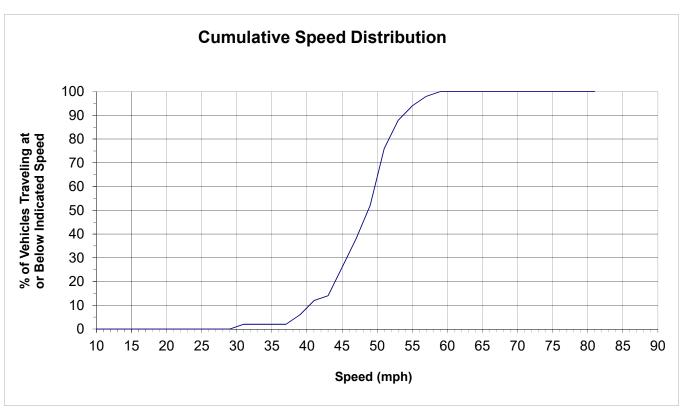
x - Arithmetic Mean (mph)	$x = \sum_{i} f_i u_i / \sum_{i} f_i$ $s = \sqrt{\sum_{i} f_i (u_i - x)^2 / ((\sum_{i} f_i) - 1)}$
85th Percentile (mph)53	Pace (mph)44 - 53
Median Speed (mph)49	Pace Speed (mph)53
15th Percentile (mph)44	Range (mph)30 - 59
Vehicles Exceeding 10 mph (%)100%	Vehicles Exceeding 50 mph (%)48%
Vehicles Exceeding 20 mph (%)100%	Vehicles Exceeding 60 mph (%)0%
Vehicles Exceeding 30 mph (%)100%	Vehicles Exceeding 70 mph (%)0%
Vehicles Exceeding 40 mph (%)94%	Vehicles Exceeding 80 mph (%)0%

Note: Data was collected on November 14, 2017 (Tuesday) from 8:00 AM to 9:00 AM



Frequency Distribution for Spot Speed Study
Location 1: NYS Route 299 approximately 1/4 mile west of Butterville Road (New Paltz)
Westbound







Speed Calculations for

Location 2: NYS Route 299 approximately 1/4 mile east of Butterville Road (New Paltz) Eastbound

Class Limits	Class Midvalues	Class	Relative	_astbourn				
(mph)	(mph)	Frequencies	Frequencies	Cumulative	Frequencies			
	u_1	(mph) Frequencies Frequencies u1 f1 0 0.000 11 0 0.000 13 0 0.000 15 0 0.000 17 0 0.000 19 0 0.000 21 0 0.000 23 0 0.000 25 0 0.000 27 0 0.000 31 0 0.000 33 0 0.000 35 0 0.000 37 0 0.000 39 0 0.000 41 0 0.000 43 1 0.020 45 2 0.040 47 3 0.060 49 5 0.100 51 7 0.140 53 9 0.180 55 8 0.160 57 6	_	Number	Relative	f ₁ u ₁	u ₁ -x	$f_1(u_1-x)^2$
Under 10		0	0.000	0	0.000	0	-45	0
10-11.9	11	0	0.000	0	0.000	0	-43	0
12-13.9	13	0	0.000	0	0.000	0	-41	0
14-15.9	15	0	0.000	0	0.000	0	-39	0
16-17.9	17	0	0.000	0	0.000	0	-37	0
18-19.9	19	0	0.000	0	0.000	0	-35	0
20-21.9	21	0	0.000	0	0.000	0	-33	0
22-23.9	23	0	0.000	0	0.000	0	-31	0
24-25.9	25	0	0.000	0	0.000	0	-29	0
26-27.9	27	0	0.000	0	0.000	0	-27	0
28-29.9	29	0	0.000	0	0.000	0	-25	0
30-31.9	31	0	0.000	0	0.000	0	-23	0
32-33.9	33	0	0.000	0	0.000	0	-21	0
34-35.9	35	0	0.000	0	0.000	0	-19	0
36-37.9	37	0	0.000	0	0.000	0	-17	0
38-39.9	39	0	0.000	0	0.000	0	-15	0
40-41.9	41	0	0.000	0	0.000	0	-13	0
42-43.9	43	1	0.020	1	0.020	43	-11	112
44-45.9	45	2	0.040	3	0.060	90	-9	147
46-47.9	47	3	0.060	6	0.120	141	-7	129
48-49.9	49	5	0.100	11	0.220	245	-5	104
50-51.9	51	7	0.140	18	0.360	357	-3	46
52-53.9	53	9	0.180	27	0.540	477	-1	3
54-55.9	55	8	0.160	35	0.700	440	1	17
56-57.9	57	6	0.120	41	0.820	342	3	71
58-59.9	59	6	0.120	47	0.940	354	5	178
60-61.9	61	2	0.040	49	0.980	122	7	111
62-63.9	63	0	0.000	49	0.980	0	9	0
64-65.9	65	0	0.000	49	0.980	0	11	0
66-67.9	67	1	0.020	50	1.000	67	13	181
68-69.9	69	0	0.000	50	1.000	0	15	0
70-71.9	71	0	0.000	50	1.000	0	17	0
72-73.9	73	0	0.000	50	1.000	0	19	0
74-75.9	75	0	0.000	50	1.000	0	21	0
76-77.9	77	0	0.000	50	1.000	0	23	0
78-79.9	79	0	0.000	50	1.000	0	25	0
Above 80		0	0.000	50	1.000	0	26	0
Totals		50	1.000			2,678	•	1,096

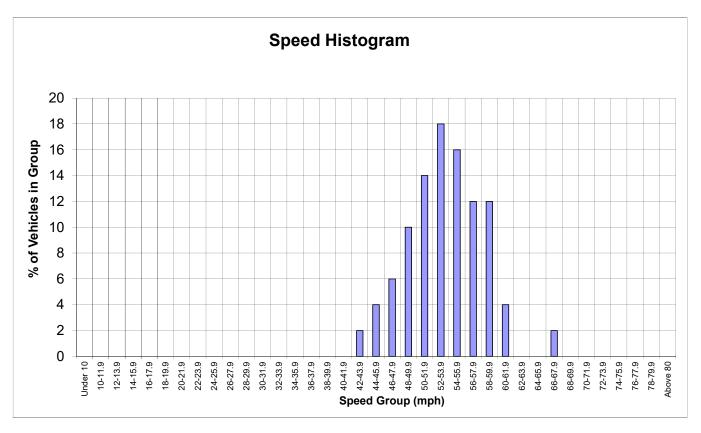
Posted Speed Limit (mph)..... Not Posted

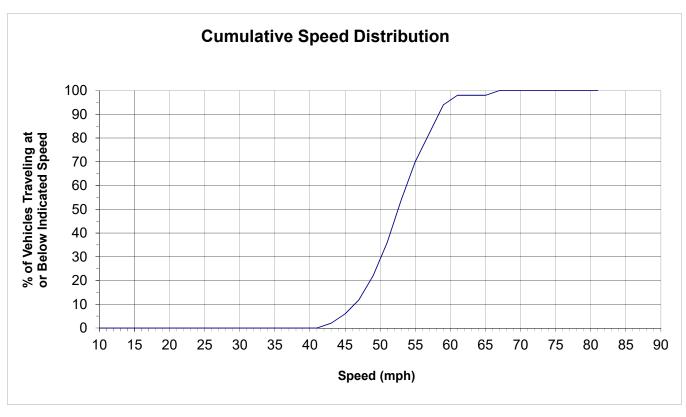
x - Arithmetic Mean (mph)	$x = \sum_{i} f_i u_i / \sum_{i} f_i$ $s = \sqrt{\sum_{i} f_i (u_i - x)^2 / ((\sum_{i} f_i) - 1)}$
85th Percentile (mph)58	Pace (mph)49 - 58
Median Speed (mph)53	Pace Speed (mph)58
15th Percentile (mph)49	Range (mph)43 - 67
Vehicles Exceeding 10 mph (%)100%	Vehicles Exceeding 50 mph (%)78%
Vehicles Exceeding 20 mph (%)100%	Vehicles Exceeding 60 mph (%)6%
Vehicles Exceeding 30 mph (%)100%	Vehicles Exceeding 70 mph (%)0%
Vehicles Exceeding 40 mph (%)100%	Vehicles Exceeding 80 mph (%)0%

Note: Data was collected on November 14, 2017 (Tuesday) from 9:00 AM to 10:00 AM



Frequency Distribution for Spot Speed Study
Location 2: NYS Route 299 approximately 1/4 mile east of Butterville Road (New Paltz)
Eastbound







Speed Calculations for Location 2: NYS Route 299 approximately 1/4 mile east of Butterville Road Westbound

Class Limits (mph)	Class Midvalues (mph)	Class Frequencies	Relative Frequencies	Cumulative	Frequencies			
	u ₁	f ₁	-	Number	Relative	f_1u_1	u ₁ -x	$f_1(u_1-x)^2$
Under 10		0	0.000	0	0.000	0	-45	0
10-11.9	11	0	0.000	0	0.000	0	-43	0
12-13.9	13	0	0.000	0	0.000	0	-41	0
14-15.9	15	0	0.000	0	0.000	0	-39	0
16-17.9	17	0	0.000	0	0.000	0	-37	0
18-19.9	19	0	0.000	0	0.000	0	-35	0
20-21.9	21	0	0.000	0	0.000	0	-33	0
22-23.9	23	0	0.000	0	0.000	0	-31	0
24-25.9	25	0	0.000	0	0.000	0	-29	0
26-27.9	27	0	0.000	0	0.000	0	-27	0
28-29.9	29	0	0.000	0	0.000	0	-25	0
30-31.9	31	0	0.000	0	0.000	0	-23	0
32-33.9	33	0	0.000	0	0.000	0	-21	0
34-35.9	35	0	0.000	0	0.000	0	-19	0
36-37.9	37	0	0.000	0	0.000	0	-17	0
38-39.9	39	0	0.000	0	0.000	0	-15	0
40-41.9	41	0	0.000	0	0.000	0	-13	0
42-43.9	43	1	0.020	1	0.020	43	-11	130
44-45.9	45	3	0.060	4	0.080	135	-9	265
46-47.9	47	3	0.060	7	0.140	141	-7	164
48-49.9	49	6	0.120	13	0.260	294	-5	175
50-51.9	51	4	0.080	17	0.340	204	-3	46
52-53.9	53	6	0.120	23	0.460	318	-1	12
54-55.9	55	4	0.080	27	0.540	220	1	1
56-57.9	57	11	0.220	38	0.760	627	3	74
58-59.9	59	5	0.100	43	0.860	295	5	106
60-61.9	61	3	0.060	46	0.920	183	7	131
62-63.9	63	1	0.020	47	0.940	63	9	74
64-65.9	65	2	0.040	49	0.980	130	11	225
66-67.9	67	1	0.020	50	1.000	67	13	159
68-69.9	69	0	0.000	50	1.000	0	15	0
70-71.9	71	0	0.000	50	1.000	0	17	0
72-73.9	73	0	0.000	50	1.000	0	19	0
74-75.9	75	0	0.000	50	1.000	0	21	0
76-77.9	77	0	0.000	50	1.000	0	23	0
78-79.9	79	0	0.000	50	1.000	0	25	0
Above 80		0	0.000	50	1.000	0	26	0
Totals		50	1.000			2,720		1,562

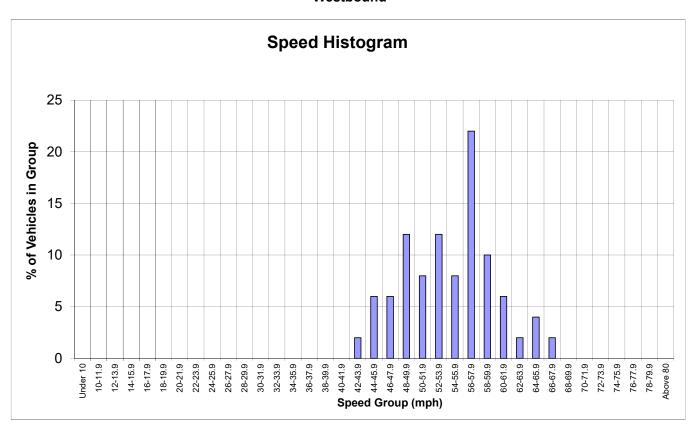
Posted Speed Limit (mph).....Not Posted

x - Arithmetic Mean (mph)	$x = \sum_{i} f_i u_i / \sum_{i} f_i$ $s = \sqrt{\sum_{i} f_i (u_i - x)^2 / ((\sum_{i} f_i) - 1)}$
85th Percentile (mph)59	Pace (mph)48 - 57
Median Speed (mph)55	Pace Speed (mph)57
15th Percentile (mph)48	Range (mph)43 - 67
Vehicles Exceeding 10 mph (%)100%	Vehicles Exceeding 50 mph (%)74%
Vehicles Exceeding 20 mph (%) 100%	Vehicles Exceeding 60 mph (%)14%
Vehicles Exceeding 30 mph (%)100%	Vehicles Exceeding 70 mph (%)0%
Vehicles Exceeding 40 mph (%)100%	Vehicles Exceeding 80 mph (%)0%

Note: Data was collected on November 14, 2017 (Tuesday) from 9:00 AM to 10:00 AM



Frequency Distribution for Spot Speed Study Location 2: NYS Route 299 approximately 1/4 mile east of Butterville Road Westbound







Speed Calculations for Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane Eastbound

Class Limits (mph)	Class Midvalues (mph)	Class Frequencies	Relative Frequencies	Cumulative	Frequencies			
		f ₁	-	Number	Relative	f_1u_1	u ₁ -x	$f_1(u_1-x)^2$
Under 10		0	0.000	0	0.000	0	-40	0
10-11.9	11	0	0.000	0	0.000	0	-38	0
12-13.9	13	0	0.000	0	0.000	0	-36	0
14-15.9	15	0	0.000	0	0.000	0	-34	0
16-17.9	17	0	0.000	0	0.000	0	-32	0
18-19.9	19	0	0.000	0	0.000	0	-30	0
20-21.9	21	0	0.000	0	0.000	0	-28	0
22-23.9	23	0	0.000	0	0.000	0	-26	0
24-25.9	25	0	0.000	0	0.000	0	-24	0
26-27.9	27	0	0.000	0	0.000	0	-22	0
28-29.9	29	0	0.000	0	0.000	0	-20	0
30-31.9	31	0	0.000	0	0.000	0	-18	0
32-33.9	33	0	0.000	0	0.000	0	-16	0
34-35.9	35	0	0.000	0	0.000	0	-14	0
36-37.9	37	1	0.020	1	0.020	37	-12	145
38-39.9	39	1	0.020	2	0.040	39	-10	101
40-41.9	41	1	0.020	3	0.060	41	-8	65
42-43.9	43	1	0.020	4	0.080	43	-6	36
44-45.9	45	8	0.160	12	0.240	360	-4	131
46-47.9	47	10	0.200	22	0.440	470	-2	42
48-49.9	49	9	0.180	31	0.620	441	0	0
50-51.9	51	9	0.180	40	0.800	459	2	35
52-53.9	53	2	0.040	42	0.840	106	4	31
54-55.9	55	5	0.100	47	0.940	275	6	178
56-57.9	57	1	0.020	48	0.960	57	8	63
58-59.9	59	0	0.000	48	0.960	0	10	0
60-61.9	61	1	0.020	49	0.980	61	12	143
62-63.9	63	1	0.020	50	1.000	63	14	195
64-65.9	65	0	0.000	50	1.000	0	16	0
66-67.9	67	0	0.000	50	1.000	0	18	0
68-69.9	69	0	0.000	50	1.000	0	20	0
70-71.9	71	0	0.000	50	1.000	0	22	0
72-73.9	73	0	0.000	50	1.000	0	24	0
74-75.9	75	0	0.000	50	1.000	0	26	0
76-77.9	77	0	0.000	50	1.000	0	28	0
78-79.9	79	0	0.000	50	1.000	0	30	0
Above 80		0	0.000	50	1.000	0	31	0
Totals		50	1.000			2,452		1,164

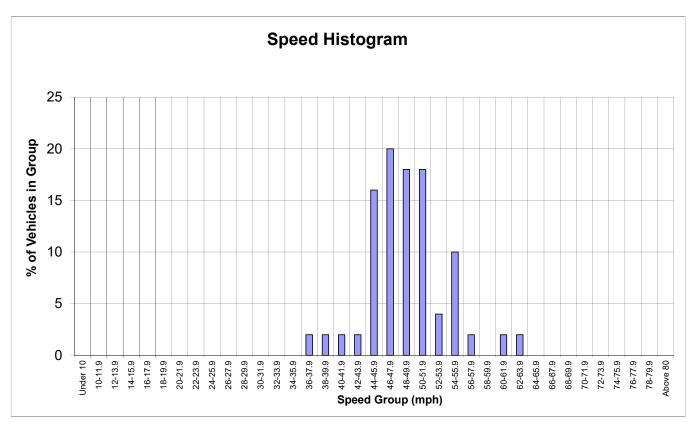
Posted Speed Limit (mph).....Not Posted

x - Arithmetic Mean (mph)	$x = \sum_{i} f_i u_i / \sum_{i} f_i$ $s = \sqrt{\sum_{i} f_i (u_i - x)^2 / ((\sum_{i} f_i) - 1)}$
85th Percentile (mph)54	Pace (mph)44 - 53
Median Speed (mph)48	Pace Speed (mph)53
15th Percentile (mph)44	Range (mph)37 - 62
Vehicles Exceeding 10 mph (%)100%	Vehicles Exceeding 50 mph (%)38%
Vehicles Exceeding 20 mph (%) 100%	Vehicles Exceeding 60 mph (%)4%
Vehicles Exceeding 30 mph (%)100%	Vehicles Exceeding 70 mph (%)0%
Vehicles Exceeding 40 mph (%)96%	Vehicles Exceeding 80 mph (%)0%

Note: Data was collected on November 14, 2017 (Tuesday) from 10:00 AM to 11:00 AM



Frequency Distribution for Spot Speed Study Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane Eastbound







Speed Calculations for Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane Westbound

			•	vestbound	<u> </u>			
Class Limits (mph)	Class Midvalues (mph)	Class Frequencies	Relative Frequencies	Cumulative	Frequencies			
	\mathbf{u}_1	Frequencies Frequencies f1 0 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 1 0.020 2 0.040 4 0.080 5 0.100 9 0.180 6 0.120 4 0.080 8 0.160 2 0.040 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 <	-	Number	Relative	f_1u_1	u ₁ -x	$f_1(u_1-x)^2$
Under 10		0	0.000	0	0.000	0	-37	0
10-11.9	11	0	0.000	0	0.000	0	-35	0
12-13.9	13	0	0.000	0	0.000	0	-33	0
14-15.9	15	0	0.000	0	0.000	0	-31	0
16-17.9	17	0	0.000	0	0.000	0	-29	0
18-19.9	19	0	0.000	0	0.000	0	-27	0
20-21.9	21	0	0.000	0	0.000	0	-25	0
22-23.9	23	0	0.000	0	0.000	0	-23	0
24-25.9	25	0	0.000	0	0.000	0	-21	0
26-27.9	27	0	0.000	0	0.000	0	-19	0
28-29.9	29	0	0.000	0	0.000	0	-17	0
30-31.9	31	0	0.000	0	0.000	0	-15	0
32-33.9	33	0	0.000	0	0.000	0	-13	0
34-35.9	35	1	0.020	1	0.020	35	-11	132
36-37.9	37	2	0.040	3	0.060	74	-9	180
38-39.9	39	4	0.080	7	0.140	156	-7	224
40-41.9	41	4	0.080	11	0.220	164	-5	120
42-43.9	43	5	0.100	16	0.320	215	-3	61
44-45.9	45	5	0.100	21	21 0.420		-1	11
46-47.9	47	9	0.180	30	0.600	423	1	2
48-49.9	49	6	0.120	36	0.720	294	3	38
50-51.9	51	4	0.080	40	0.800	204	5	82
52-53.9	53	8	0.160	48	0.960	424	7	340
54-55.9	55	2	0.040	50	1.000	110	9	145
56-57.9	57	0	0.000	50	1.000	0	11	0
58-59.9	59	0	0.000	50	1.000	0	13	0
60-61.9	61	0	0.000	50	1.000	0	15	0
62-63.9	63	0	0.000	50	1.000	0	17	0
64-65.9	65	0	0.000	50	1.000	0	19	0
66-67.9	67	0	0.000	50	1.000	0	21	0
68-69.9	69	0	0.000	50	1.000	0	23	0
70-71.9	71	0	0.000	50	1.000	0	25	0
72-73.9	73	0	0.000	50	1.000	0	27	0
74-75.9	75	0	0.000	50	1.000	0	29	0
76-77.9	77	0	0.000	50	1.000	0	31	0
78-79.9	79	0	0.000	50	1.000	0	33	0
Above 80		0	0.000	50	1.000	0	34	0
Totals		50	1.000			2,324		1,334

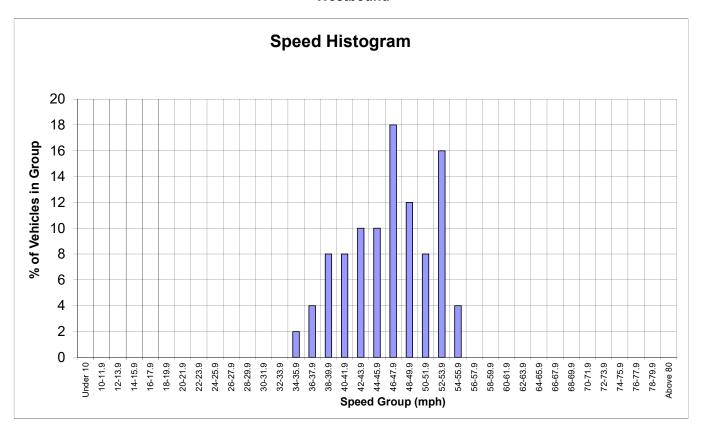
Posted Speed Limit (mph)......Not Posted

x - Arithmetic Mean (mph)	$x = \sum_{i} f_i u_i / \sum_{i} f_i$ $s = \sqrt{\sum_{i} f_i (u_i - x)^2 / ((\sum_{i} f_i) - 1)}$
85th Percentile (mph)52	Pace (mph)44 - 53
Median Speed (mph)47	Pace Speed (mph)53
15th Percentile (mph)40	Range (mph)35 - 55
Vehicles Exceeding 10 mph (%)100%	Vehicles Exceeding 50 mph (%)28%
Vehicles Exceeding 20 mph (%)100%	Vehicles Exceeding 60 mph (%)0%
Vehicles Exceeding 30 mph (%)100%	Vehicles Exceeding 70 mph (%)0%
Vehicles Exceeding 40 mph (%) 86%	Vehicles Exceeding 80 mph (%)0%

Note: Data was collected on November 14, 2017 (Tuesday) from 10:00 AM to 11:00 AM



Frequency Distribution for Spot Speed Study Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane Westbound







PLANNERS SURVEYORS

December 22, 2014

13 0 3 201



Mr. Khattar Elmassalemah Praetorius and Conrad, PC PO Box 360 Saugerties, NY 12477

RE: Traffic Evaluation, Saugerties NY Development, LP, Town of Saugerties, Ulster County, NY; CME Project: 114-194

Dear Mr. Elmassalemah:

This letter summarizes the traffic evaluation completed for the proposed *Saugerties NY Development*, *LP* located on Old Route 32 in the Town of Saugerties, New York as shown on Figure 1. The purpose of this analysis is to assess the traffic impact of the project and the need for traffic mitigation measures. The results of the analysis are detailed below.

A. Introduction and Background

The project is located on approximately 10 acres of land west of Old Route 32 with primary access across from the Sunoco Gas Station on NY Route 32, which is approximately 1,200 feet north of the I-87 Exit 20 southbound toll plaza. Old Route 32 intersects NY Route 32 at two unsignalized locations separated by approximately 800 feet. The preliminary site plan (Attachment A) assumes a 100 seat sit-down restaurant, 86 room hotel, and a ±2,800 square foot (SF) fast food restaurant with drive thru. A fourth building is proposed that will either be a second ±2,800 square foot (SF) fast food restaurant with drive thru or bank with drive thru. It is estimated that the project will be completed and occupied in 2016, however, an initial phase of just the hotel use may be initiated prior to the remaining uses.



2 Winners Circle Albany, NY 12205 518.446.0396 (p) 518.446.0397 (f) www.cmellp.com Mr. Khattar Elmassalemah December 22, 2014 Page 3 of 7

background traffic volumes to establish the 2016 No-Build traffic volumes shown on Figure 2.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from the project site. Trip generation was estimated using trip generation data located in the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th edition for the proposed land uses. A trip is defined as the entering or exiting of a vehicle, hence one vehicle is equal to two trips; one trip entering, one trip exiting. Some land uses, in this case the restaurants, attract customers that are already driving by the site. They are called pass-by trips and they represent a vehicle trip that is otherwise already driving by on Route 32, but chooses to enter the site (e.g. to pick up dinner), before continuing onto their primary destination. Passy-by trips do not result in additional traffic to the region, but do add traffic locally into the site. A summary of the trip generation for the site is included in Table 1.

Land Use	Size	ITE LUC	PM	Peak Hour (T	rips)	
			Enter	Exit	Total	
Hotel	86 rooms	310	29	31	60	
Sit-Down Restaurant	5,000 SF	932	29	20	49	
40% Pass-by	Availe		-10	-10	-20	
Fast-Food Restaurant	2,800 SF	934	47	44	91	
50% Pass-by	2,800 35	954	-23	-23	-46	
Total Trips (Hotel, Sit-dofood rest.)	own rest., 2x	fast-	152	139	291	
-Pass-by	1/2 / 200	7,14	-56	-56	-112	
Primary (New) Trips	1 Table		96	83	179	

Table 1 - Trip Generation Summary

The site plan proposes that one of the 2,800 SF buildings be either a drive-in bank or a second fast-food restaurant. A trip generation comparison shows that a drive in bank would generate 68 peak hour trips (34 enter/34 exit) which is much less than a fast-food restaurant. For a conservative approach, the trip generation and future building conditions were calculated based upon the assumption of two fast food restaurants. In total, 179 primary trips are estimated to be generated by the proposed project. If the hotel is progressed initially, the site would generate a total of 60 trips (29 trips entering, 31 trips exiting), about 33% of the total site build-out.

Trip Distribution, Assignment, and Build Volumes

Traffic generated by the project was distributed to the study area intersections. It is estimated that a majority of the site generated trips will originate south of the project site based upon its proximity to the Village of Saugerties and the Thruway interchange. As such, 75% of the site traffic was distributed from the south and 25% from the north. The pass-by trips will follow the existing traffic distribution along NY Route 32; 65% of the pass-by trips will come from the south and 35% from the north. It is assumed all trips coming from the south will utilize the southern intersection of Old Route 32 and NY Route 32 and all trips from the north will use the northern intersection. The trip

Mr. Khattar Elmassalemah December 22, 2014 Page 5 of 7

The above results illustrates that the NY Route 32/Old Route 32 North intersection will experience delays of about 23 seconds per vehicle (LOS C). This is generally considered an acceptable operating conditions, therefore no capacity improvements are recommended.

The Old Route 32 South intersection will operate at LOS B exiting turning onto Route 32, while the northbound left turn movement will operate at LOS A. Although the northbound left turn lane will operate at LOS A, the left turn volume will equal approximately 20% of the northbound approach volume. Based on the A Policy of Geometric Design of Highways and Streets (2011) published by the American Association of State Highway and Transportation Officials (AASHTO), the traffic volumes at the Route 32/Old Route 32 South intersection meet the warrant for a left turn lane. Therefore, it is recommended that a northbound left turn lane be constructed on Route 32 approaching Old Route 32.

The NY Route 32/Exit 20 Toll intersection currently operates at LOS A on Route 32 and LOS B on the exiting right turn movement, while the exiting left turn movement operates at LOS F. Route 32 and the exiting right lane from the toll plaza will continue to operate at LOS A/B through completion of the project. The exiting left turn movement will experience an increase in delays as the additional through traffic on Route 32 make it increasingly difficult to find gaps in traffic to complete a left turn maneuver.

To improve the poor level of service in the westbound left-turn lane, it is recommended that the existing stripped median on the south leg of the intersection be restriped as a two-way left-turn lane (TWLTL) so that westbound left turning vehicles may perform a two-step left turn maneuver. This would allow exiting drivers to find a gap in the northbound traffic first and turn left into the TWLTL where they may wait until an acceptable gap becomes available in the southbound through lane. The westbound left turn movement exiting the toll will improve to LOS E under this Build with Improvement scenario. No other improvements are considered necessary.

The analysis indicates that the NY Route 32/ NY Route 212 intersection currently operates at an overall LOS B with acceptable grades on all four approaches. In the Build condition the intersection is expected to drop to a LOS C with an increased overall delay of less than five seconds. This reduction is primarily due an increase in the southbound left turn volume. The southbound left/through lane will degrade one level of service with an increase of approximately 13 seconds of delay per vehicle. The increase in volume still allows the intersection to maintain an acceptable operating level of service. If the signal parameters allow, the signal controller will adjust automatically to changing traffic conditions and if optimized, will allow the intersection to operate at an overall LOS B with all approaches operating at LOS B or better. This condition is shown in Table 2 under the Build with Improvement column. Therefore, no capacity related mitigation is recommended.

Mr. Khattar Elmassalemah December 22, 2014 Page 7 of 7

F. Conclusion

The Saugerties NY Development, LP is a mixed use development proposed to include an 86-room hotel, a 5,000 SF sit-down restaurant, and up to two fast food restaurants. There is an option available to replace one of the fast food restaurants with a drive-in bank. Under the worst-case condition (two fast food restaurants), the project is estimated to generate 179 new vehicle trips in the PM peak hour with 75 percent of trips coming from the south and 25 percent coming from the north.

To mitigate the impacts of the proposed project, two improvements are recommended. The first is that a two-way left turn lane be striped on the southern leg of the Route 32/Exit 20 interchange intersection. This will reduce the delays that will be experienced exiting the Thruway. Second, construction of a northbound left turn lane on Route 32 at the Old Route 32 South intersection is recommended to maintain the traffic flow on Route 32 by providing a refuge area outside the through travel lane for site generated traffic complete the left turn maneuver. These improvements will mitigate any negative traffic impacts resulting from the proposed project. An initial phase condition of constructing the hotel only was also considered. Under these conditions, the two-way left turn lane striping is the only improvement recommended.

Please feel free to call our office if you have any questions or comments regarding the above analysis.

Respectfully submitted,

Creighton Manning Engineering, LLP

Kenneth Wersted, P.E., PTOE

Project Manager

Attachments

C: Rich Praetorius – Praetorius & Conrad

Giafranco Pellegri

Attachment B



Project No.:114-194 Counted By:JG

Location:Saugerties, NY

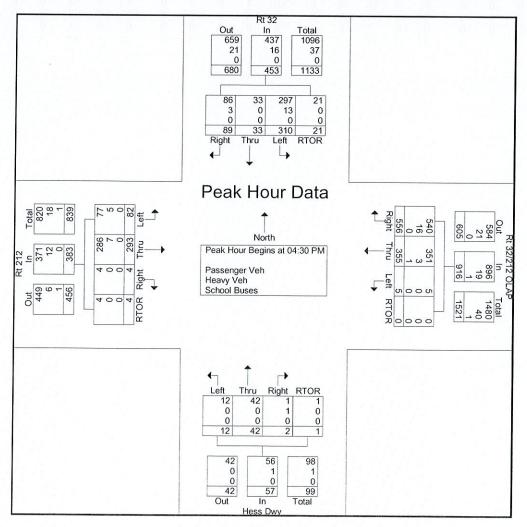
Comments:

File Name: TM114194PM1

Site Code : 14-194-1 Start Date : 9/4/2014

Page No : 2

		Ea	Rt 21	- The Control of the				ess D					2/212 estbo	OLAP und	81		So	Rt 32			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour	Analys	is Fro	m 4:0	0:00 P	M to 5:	45:00	PM - I	Peak 1	of 1	2 1,00	7		1 - 3	3.7				-		7.99. 1010	0.744
Peak Hour t	or Ent	ire Int	ersect	ion Be	gins at	4:30:0	00 PM														
4:30:00 PM	22	76	1	0	99	2	9	0	0	11	2	81	142	0	225	67	8	16	5	96	431
4:45:00 PM	25	88	1	2	116	2	10	0	0	12	1	82	122	0	205	87	6	28	3	124	457
5:00:00 PM	14	66	. 1	. 1	82	3	14	1	1	19	2	91	152	0	245	75	9	21	10	115	461
5:15:00 PM	21	63	1	1	86	5	9	1	0	15	0	101	140	0	241	81	10	24	3	118	460
Total Volume	82	293	4	4	383	12	42	2	1	57	5	355	556	0	916	310	33	89	21	453	1809
% App. Total	21.4	76.5	1	1	E 156	21.1	73.7	3.5	1.8		0.5	38.8	60.7	0		68.4	7.3	19.6	4.6		1 0000
PHF	.820	.832	1.0	.500	.825	.600	.750	.500	.250	.750	.625	.879	.914	.000	.935	.891	.825	.795	.525	.913	.981
Passenger Veh	77	286	4	4	371	12	42	1	1	56	5	351	540	0	896	297	33	86	21	437	1760
% Passenger Veh	93.9	97.6	100	100	96.9	100	100	50.0	100	98.2	100	98.9	97.1	0	97.8	95.8	100	96.6	100	96.5	97.3
Heavy Veh	5	7	0	0	12	0	0	1	0	1	0	3	16	0	19	13	0	3	0	16	48
% Heavy Veh	6.1	2.4	0	0	3.1	0	0	50.0	0	1.8	0	0.8	2.9	0	2.1	4.2	0	3.4	0	3.5	2.7
School Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0.0	1
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.1	0	Ö	Ö	o	0	0.1





Project No.:114-194 Counted By:DMQ

Location: Saugerties, NY

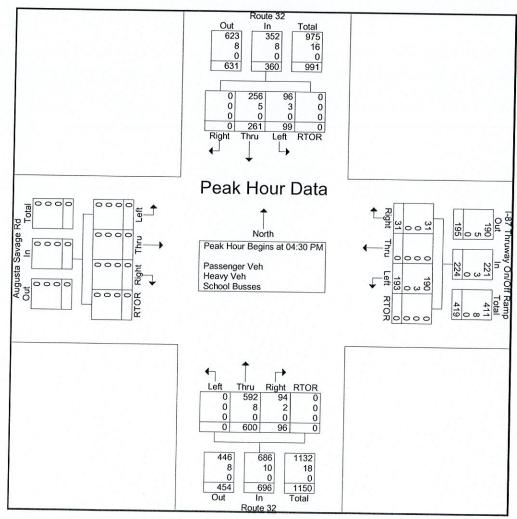
Comments:

File Name: TM114194PM2

Site Code : 14-194-2 Start Date : 9/4/2014

Page No : 2

	-	E	astbo		Rd		2277	Route orthbo			I-87		vay O estbo		Ramp			Route uthbo			
Start Time	Left	Thr u	Rig ht	OR	App. Total	Left	Thr	ht	RT OR	App. Total	Left	Thr	Rig ht	RT OR	App. Total	Left	Thr	Rig ht	RT	App. Total	Int
Peak Hour	Analys	is Fro	m 4:0	0:00 P	M to 5:	45:00	PM - I	eak 1	of 1								u	· · · ·	OIL		Tota
Peak Hour f	or Ent	ire Int	ersect	ion Be	gins at	4:30:0	00 PM														
4:30:00 PM	0	0	0	0	0	0	158	16	0	174	48	0	5	0	53	29	53	0	0	82	309
4:45:00 PM	0	0	0	0	0	0	138	23	0	161	52	0	9	0	61	27	72	0	0	99	321
5:00:00 PM	0	0	0	0	0	0	141	38	0	179	50	0	6	Ö	56	19	69	0	0	88	323
5:15:00 PM	0	0	0	0	0	0	163	19	0	182	43	0	11	0	54	24	67	ő	0	91	323
Total Volume	0	0	0	0	0	0	600	96	0	696	193	0	31	0	224	99	261	0	0	360	1280
% App. Total	0	0	0	0		0	86.2	13.8	0		86.2	0	13.8	0		27.5	72.5	0	0	300	1200
PHF	.000	.000	.000	.000	.000	.000	.920	.632	.000	.956	.928	.000	.705	.000	.918	.853	.906	.000		000	070
Passenger Veh	0	0	0	0	0	0	592	94	0	686	190	0	31	0	221	96	256	.000	.000	.909	.979
% Passenger Veh	0	0	0	0	0	0	98.7	97.9	0	98.6	98.4	0	100	0	98.7	97.0				352	1259
Heavy Veh	0	0	0	0	0	0	8	2	Ö	10	3	0	0	0	30.7		98.1	0	0	97.8	98.4
% Heavy Veh	0	0	0	0	0	0	1.3	2.1	Ö	1.4	1.6	0	0	0	1.3	3	5	0	0	8	21
School Busses	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3.0	1.9	0	0	2.2	1.6
% School Busses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



LOS Definitions

The following is an excerpt from the 2010 Highway Capacity Manual (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

- LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

General Information	on		Site	Inform	ation					
				mom	ation	ID+ 20//	uguete C	avoss De		
Analyst	JG		Inters	section		Rt 32/ Augusta Savage R Toll				
Agency/Co.		T32ASRTexpm	Juris	diction	and the same	Saugerties, NY				
Date Performed	9/17/201			sis Year		2014 Ex		Trans.		
Analysis Time Period	РМ Реа	k Hour of AST			Contract to the	20112	g			
Project Description 1	14-194 Old Rou	te 32 Mixed Use								
East/West Street: Aug		l/Exit 20 Toll	North/South Street: Route 32							
ntersection Orientation	: North-South		Study Period (hrs): 1.00							
Vehicle Volumes a	nd Adjustme	ents								
Major Street		Northbound				Southbo	und			
Movement	1	2	3	grade av	4	5		6		
	L	T	R		L	Т		R		
/olume (veh/h)		600			99	261				
Peak-Hour Factor, PHF	0.98	0.98	0.9	8	0.98	0.98		0.98		
Hourly Flow Rate, HFR veh/h)	0	612	0		101	266		0		
Percent Heavy Vehicles	0				3					
/ledian Type				Undiv	ided					
RT Channelized			0				non-tal	0		
anes	0	1	0		1	1		0		
Configuration		T		C. Alberta	L	, T				
Jpstream Signal		0				0				
linor Street		Eastbound				Westbo	und			
Novement	7	8	9		10	11		12		
	L	T	R	THE W	L	Т		R		
olume (veh/h)					193			31		
eak-Hour Factor, PHF	0.98	0.98	0.98	3	0.98	0.98		0.98		
ourly Flow Rate, HFR /eh/h)	0	0	0		196	0		31		
ercent Heavy Vehicles	0	0	0		2	0		0		
ercent Grade (%)		0				0				
lared Approach		N				N				
Storage		0				0				
T Channelized			0					0		
anes	0	0	0		1	0		1		
onfiguration					L			R		
elay, Queue Length, a	and Level of Se	rvice								
pproach	Northbound	Southbound		Westbou	ınd		Eastbound	d		
ovement	1	4	7	8	9	10	11	12		
ane Configuration		L	L		R					
(veh/h)		101	196	i company	31					
(m) (veh/h)		962	216		497					
C (TII)		0.10	0.91		0.06			N/A		
5% queue length		0.35	12.86							
ontrol Delay (s/veh)					0.20					
			123.2		12.7			PACE 1		
OS		Α	F		В			(81)		
proach Delay (s/veh)	1,78	-		108.1						
proach LOS	<u></u>		100	F						

General Informat	ion		Sit	e Infor	mation			61.5
Analyst	JG	375063.5		re finales	CONTRACT CONTRACT	Rt 32/	Augusta :	Savage F
Agency/Co.		RT32ASRTnbpm		ersection		Toll	guota t	curuy o r
Date Performed	9/17/2	014	Jur	isdiction		Sauger	ties, NY	生物的
Analysis Time Period		ak Hour of AST	——— Ana	alysis Ye	ar	2016 N		1112
					Lucion El public			
Project Description	114-194 Old Ro	oute 32 Mixed Us						
ast/West Street: Aug	gusta Savage F	Rd/Exit 20 Toll			Street: Route	e 32		
ntersection Orientation			Stud	ly Period	d (hrs): 1.00			
ehicle Volumes	and Adjustn							
lajor Street		Northbour				Southbo	ound	
lovement	1	2	The Real Property lies and the least lies and the lies and the lies and the least lies and the least lies and the lies and t	3	4	5		6
olumo (voh/h)	L	Т		R	L	Т		R
olume (veh/h) eak-Hour Factor, PHF	0.00	614			100	275		
ourly Flow Rate, HFR		0.98	0.	98	0.98	0.98		0.98
eh/h)	0	626)	102	280		0
ercent Heavy Vehicles	s 0				3			
edian Type					ivided			
T Channelized				0				0
anes	0	1	(1	1		0
onfiguration	A Production	T			Ĺ	T		0
ostream Signal		0			_	0		
inor Street		Eastbound	1			Westbo	ınd	
ovement	7	8		9	10	11	una	12
	L	Т	F	-	L	T		R
olume (veh/h)					195			31
ak-Hour Factor, PHF	0.98	0.98	0.9	8	0.98	0.98		0.98
ourly Flow Rate, HFR eh/h)	0	0	0		198	0.90		31
rcent Heavy Vehicles	0	0	0		2	0		0
rcent Grade (%)		0				0		U
red Approach		N				I N		
Storage		0		San Lasta		0		New Artist
Channelized			0					0
nes	0	0	0		1	0		0
nfiguration		- 1 A S			L	U		1 R
lay, Queue Length, a	nd Level of Se	ervice						
oroach	Northbound	Southbound		Westbo	und		Eastboun	d
vement	1	4	7	8	9	10	11	12
ne Configuration		L	L		R	10	11	12
reh/h)		102	198		31			
m) (veh/h)		951	207		488			
		0.11	0.96		0.06			
6 queue length		0.36	15.13					
ntrol Delay (s/veh)	Panyla di Salah	9.2			0.20			
S			160.7		12.9			
roach Delay (s/veh)		Α	F		В			
. Jaon Delay (S/Veil)	-			140.7				

General Informati	on	SAVITABLE	Si	te Infor	mation			
Analyst	JG	24-44-4	o se l'aire	el week	Septiment Street	Rt 32/	August	a Savage
Agency/Co.		RT32ASRTbupm		ersection		Toll	lugusi	a Javaye
Date Performed	9/17/20	014	Ju	risdiction		Saugei	ties. N	Υ
Analysis Time Period		ak Hour of AST	——— An	alysis Ye	ear	2016 B		
Project Description						u si antici di		
Project Description East/West Street: Aug	114-194 Old Ro	ute 32 Mixed Us						
Intersection Orientation	yusia Savage R	CA/EXIT 20 TOIL	Nor	th/South	Street: Route	e 32		
The same of the sa			Stu	dy Period	d (hrs): 1.00			
Vehicle Volumes a Major Street	and Adjustm	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME						
Movement	1	Northbour	nd			Southb	ound	
		2 		3	4	5		6
Volume (veh/h)		720		R	L 107	T	Pie T	R
Peak-Hour Factor, PHF		0.98	0	.98	107 0.98	372		0.00
Hourly Flow Rate, HFR	0		Court House	WWW SERVER		0.98	100 100 100	0.98
(veh/h)		734		0	109	379	EEE	0
Percent Heavy Vehicles Median Type	0	-			3			_
RT Channelized					ivided			
anes				0				0
Configuration	0	1		0	1	1		0
Jpstream Signal		T			L	T		
finor Street		0				0		
Novement	7	Eastbound				Westbo	und	
iovernent	7 L	8		9	10	11		12
olume (veh/h)	L L	Т		R	L	Т		R
eak-Hour Factor, PHF	0.98	0.98	0	00	195			39
ourly Flow Rate, HFR	Maria de Company	out thinks age with		98	0.98	0.98		0.98
reh/h)	0	0	()	198	0		39
ercent Heavy Vehicles	0	0	()	2	0	- Table 1	0
ercent Grade (%)		0				0		
ared Approach		N		400		N		
Storage		0		-		0		
T Channelized			()				0
nes	0	0	0		1	0		1
onfiguration					L	Parket Cons		R
elay, Queue Length, a		rvice						
proach	Northbound	Southbound		Westbo	und	E	Eastboo	und
ovement	1	4	7	8	9	10	11	
ne Configuration		L	L		R			1
veh/h)		109	198		39			
(m) (veh/h)		866	149		423			
		0.13	1.33		0.09	100000000000000000000000000000000000000		
% queue length		0.43	33.39		0.30			
ntrol Delay (s/veh)		9.8	706.4		14.4			
S		A	F		B			
proach Delay (s/veh)	<u>-</u>			592.6				(976)
proach LOS		-	2.30	592.6				

General Informat	ion		Sit	e Infor	mation			
Analyst	JG	Jesus v	ALTERNATION WAS A	OF AUTOMOTION	With the Property	Rt 32/	Augusta	Savage R
Agency/Co.		RT32ASRTbuimp	nm	rsection		Toll	ugusia	Javaye K
Date Performed	9/17/20)14	Juli	sdiction		CHARLES THE REAL PROPERTY.	ties, NY	(1. You
Analysis Time Period	THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	ak Hour of AST	Ana	lysis Ye	ar		uild w/ In	пр
					Feb. 1990	A Dinas		
Project Description	114-194 Old Ro	ute 32 Mixed Use						
East/West Street: Au Intersection Orientation	gusta Savage R	d/Exit 20 Toll			Street: Route	32		116
THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.			Stud	y Period	d (hrs): 1.00			
Vehicle Volumes	and Adjustm	the Real Property lies and the least lies and the lies and the lies and the least lies and the l						
Major Street Movement		Northboun				Southbo	ound	
viovernent	1	2		3	4	5		6
/olume (veh/h)	L	T		R	L	T		R
Peak-Hour Factor, PHF	0.98	720		00	107	372		
Hourly Flow Rate, HFR		0.98	0.	98	0.98	0.98	3	0.98
veh/h)	0	734	()	109	379		0
Percent Heavy Vehicle	s 0	-	-		3	_		
Median Type			Two	Way Le	eft Turn Lane			
RT Channelized				0				0
anes	0	1	0		1	1		0
Configuration		T		19,338	L	T		
lpstream Signal		0				0		
linor Street	The Brooms Income	Eastbound				Westbo	und	ET NUMBER OF
lovement	7	8	9)	10	11	and	12
	L	T	F	?	L	Т		R
olume (veh/h)				Supply of	195			39
eak-Hour Factor, PHF	0.98	0.98	0.9	8	0.98	0.98		0.98
ourly Flow Rate, HFR eh/h)	0	0	0		198	0		39
ercent Heavy Vehicles	0	0	0		2	0		0
ercent Grade (%)		0				0		
ared Approach		N				N		
Storage		0				0		
T Channelized			0	Marija.			En-	0
nes	0	0	0	e VIII AND	1	0		1
onfiguration					Ĺ			R
elay, Queue Length, a	ind Level of Se	rvice	in the					
proach	Northbound	Southbound		Westbo	und		Eastboun	d
ovement	1	4	7	8	9	10	11	12
ne Configuration		L	L	2 - 10-5	R	10		12
veh/h)		109	198	A SHIP OF SHIP	39		Established SIA	
(m) (veh/h)		866	286		423	A Comment	es monas	
		0.13	0.69		0.09		Otto and a few	
% queue length	0.00	0.43	5.95	Water State	0.30			
ntrol Delay (s/veh)	1 2 2 2	9.8	44.6		14.4		0.00	
S		A	E		14.4 B			E PROVIDE
proach Delay (s/veh)	7 <u>-</u>		_	39.6	В			14.00
proach LOS		CONTROL INC. LAND		39.0			ASS.	

on	and the second	Site Infor	mation		15,123.00	in the same
JG	1000	Intersection		Old Roy	ite 32 (no	rth\/ D#
CME, C	RT32NRT32busapi	m Jurisdiction		Saugert	ies NY	ruiji Kl
9/17/20	014	THE RESERVE OF THE PERSON NAMED IN COLUMN 1		2016 Bu	ild SA	
					7105	e Seren
14-194 Old Ro	ute 32 Mixed Use			104E14(C-100	Dier II.	in Page III
Route 32		North/South	Street: Route	32	ast terms	
		Study Period	d (hrs): 1.00		a coopy	ZONO E
ınd Adjustm	ents		No.	049301211220	i i veri de la c	11 3 A M
	Northbound			Southbo	und	
1	2	3	4	5	ana	6
L	T	R	7 L1	T		R
	NAME AND ADDRESS OF TAXABLE PARTY.		No.	375		58
	0.98	0.98	0.98	0.98	1,3	0.98
0	658	0	0	382	A N	59
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U						
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			331			157708
7			167254		nd	No.
						12
			L	T		R
	0.00		0.00			Artifica
No. No. of Contract of Contrac		0.98	0.98	0.98		0.98
8	0	0	0	0	31.24	0
0	0	0	2	0	1000	0
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nd Level of So			Production Control			110110
		184	BOWING		W. (Hone)	Princer
	4	/ 8	9	10	11	12
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				38	8	
	1			1000	247	-ARile
				50.0		
				Book Co.		and and
						115 H
						Mallic
					20.1	
	JG	JG	JG	JG	JG	JG

General Information	on	renth conse	Site	Inform	nation			
						Rt 32/ A	ugusta Sa	evade Ro
Analyst	JG	TOO A O D.T.	Inters	ection		Toll	agaota ot	ivago ma
Agency/Co.		T32ASRTbusapm	Juriso	diction		Saugert	ies. NY	
Date Performed	9/17/201		Analy	sis Yea	r	2016 Bu		
Analysis Time Period	PIVI Pea	k Hour of AST					er en revenue	
Project Description 1								
East/West Street: Aug	usta Savage Ro	l/Exit 20 Toll	North/	South S	Street: Route	32		
ntersection Orientation	: North-South		Study	Period	(hrs): 1.00		(rad)	
Vehicle Volumes a	nd Adjustme	ents						
Major Street		Northbound				Southbo	und	
Movement	维 特別集1	2	3	1500	4	5		6
	L	T	R		L	Т		R
/olume (veh/h)		635	A Property	5	101	297		
Peak-Hour Factor, PHF	0.98	0.98	0.98	3	0.98	0.98		0.98
Hourly Flow Rate, HFR veh/h)	0	647	0		103	303		0
Percent Heavy Vehicles	0		-		3			
Median Type				Undiv			garstin	V KARE
RT Channelized			0					0
anes	0	1	0		1	1		0
Configuration		T	24 7 7		L	T		
Jpstream Signal		0	5500			0		16.00
Minor Street		Eastbound				Westbou	ınd	las Miles vo
Movement	7	8	9	1.0	10	11		12
	L	T	R		L	Т		R
/olume (veh/h)					195			32
eak-Hour Factor, PHF	0.98	0.98	0.98		0.98	0.98		0.98
lourly Flow Rate, HFR veh/h)	0	0	0	(discount)	198	0		32
ercent Heavy Vehicles	0	0	0		2	0		0
Percent Grade (%)		0	0	Military I	ALC: U	0		V raileale
lared Approach		N				I N		
Storage		0				0		
RT Channelized	0 1		0					0
anes	0	0	0		1	0		1
onfiguration					L	0		R
elay, Queue Length, a	nd Level of So	rvice			-			
pproach	Northbound	Southbound		Vestbo	und		Eastbound	1
lovement	1	4	7	8	9	10	11	
ane Configuration		L	L	0	R	10	11	12
(veh/h)	Y	103	198					
				-	32		4	CHARLET FO
(m) (veh/h)		934	193		475		138	
C .		0.11	1.03		0.07			
5% queue length		0.37	18.53		0.22			
ontrol Delay (s/veh)		9.3	234.0		13.1			t lal eus
OS		Α	F		В		The West	
oproach Delay (s/veh)	<u></u>)		203.3				
proach LOS	<u>-</u>	25 HK		F		A SECTION	A systematical	zolati az

HCS 2010 Signalized Intersection Results Summary General Information Intersection Information 1414141 JΚ Agency CME, RT32RT212busapm Duration, h 1.00 Analyst JG Analysis Date 9/17/2014 Area Type Other adiction Saugerties, NY Time Period PM Peak Hour of PHF 1.00 AST NY RT 32/NY RT 212 Intersection Analysis Year 2016 Build SA **Analysis Period** 1> 16:00 File Name RT32Rt212busapm.xus **Project Description** 114 - 194 Old Route 32 Mixed Use **Demand Information** EB **WB** NB SB Approach Movement T L R L T R L T R R Demand (v), veh/h 86 296 8 5 359 12 42 3 343 33 93 Signal Information 21 3 Cycle, s 60.0 Reference Phase Offset, s 0 Reference Point End Green 7.0 18.0 0.0 0.0 0.0 Uncoordinated Yes Simult. Gap E/W On Yellow 5.0 5.0 5.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 1.0 1.0 1.0 0.0 0.0 0.0 **Timer Results** EBL EBT WBL **WBT** NBL **NBT** SBL SBT Assigned Phase 3 8 4 2 6 Case Number 1.0 4.0 8.3 8.0 7.0 Phase Duration, s 13.0 37.0 24.0 23.0 23.0 Change Period, (Y+R₀), s 6.0 6.0 6.0 6.0 6.0 Max Allow Headway (MAH), s 3.1 3.0 3.0 3.0 3.0 Queue Clearance Time (gs), s 3.7 7.5 12.3 3.3 17.5 Green Extension Time (g_e) , s 0.0 1.0 0.8 0.8 0.0 se Call Probability 1.00 1.00 1.00 1.00 1.00 Max Out Probability 0.79 0.02 0.26 0.00 1.00 **Movement Group Results** EB WB NB SB Approach Movement L T R L T T R L R L T R **Assigned Movement** 3 7 8 18 4 5 2 12 1 6 16 Adjusted Flow Rate (v), veh/h 86 300 364 56 376 72 Adjusted Saturation Flow Rate (s), veh/h/ln 1741 1895 1838 1809 1418 1558 Queue Service Time (gs), s 1.7 5.5 0.0 0.0 14.2 1.7 Cycle Queue Clearance Time (gc), s 1.7 5.5 10.3 1.3 15.5 1.7 Green Ratio (g/C) 0.45 0.52 0.30 0.28 0.28 0.40 Capacity (c), veh/h 451 979 612 585 516 624 Volume-to-Capacity Ratio (X) 0.191 0.306 0.594 0.096 0.728 0.115 Available Capacity (ca), veh/h 451 979 612 585 516 624 Back of Queue (Q), veh/ln (50th percentile) 0.6 1.8 4.1 0.5 4.7 0.5 Queue Storage Ratio (RQ) (50th percentile) 0.08 0.00 0.00 0.00 0.00 0.11 Uniform Delay (d1), s/veh 10.9 8.3 18.3 15.9 21.0 11.3 Incremental Delay (d2), s/veh 0.1 0.1 1.1 0.0 4.6 0.0 Initial Queue Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 11.0 8.4 19.4 15.9 25.6 11.4 Level of Service (LOS) В A В B C В Approach Delay, s/veh / LOS 9.0 A 19.4 В 15.9 В 23.3 C Intersection Delay, s/veh / LOS 17.4 Btimodal Results EB WB NB SB Pedestrian LOS Score / LOS 2.1 В 2.3 В 2.1 B 2.3 В

Bicycle LOS Score / LOS

A

0.6

A

1.1

1.1

A

A

1.2

Appendix B: Crash Analyses

Intersections

Municipality	Major	Minor	AADT Major		Major Station	Major AADT Year	AADT Minor	Minor Station	Minor AADT Year	Number of Crashes	Years	Crash Rate Per MEV
Village of Ellenville		209 Center Street		15182	860537	2011	4100	86029	3 2010	21	5	0.596766379
Municipality	Major	Minor	AADT Major	1	Major Station	Major AADT Year	AADT Minor	Minor Station	Minor AADT Year	Number of Crashes	Years	Crash Rate Per MEV
New Paltz		299 Albany Post/Butterville		4225	860009	2015	1753	86829	1 2012	2 27	5	2.474827793
New Paltz		299 Libertyville Rd		7094	860008	2009	2190	86815	7 2014	1 7	5	0.413142658
New Paltz		299 Springtown Rd		7094	860008	2009	4427	86815	5 201!	5 18	5	0.85609007
Municipality	Major	Minor	AADT Major		Major Station	Major AADT Year	AADT Minor	Minor Station	Minor AADT Year	Number of Crashes	Years	Crash Rate Per MEV
V/New Paltz	299 Maiı	n St Manheim Blvd		15304	860245	2013	5065	86024	4 2013	3 28	5	0.753226263
V/New Paltz	299 Maiı	n St Plattekill Ave		15304	860245	2013	4281	86121	9 2009	9 16	5	0.447644794
V/New Paltz	299 Maiı	n St SR 32		15304	860245	2013	7463	86002	5 2015	39	5	0.938633242

Segments

Municipality	Roadway	From	То	AADT	Station	Year	S	Segment Length (Mi)	Number of Crashes	Years	Crash Rate Per MVMT
New Paltz	Rt 299	Springtown Rd	Libertyville Rd		7094	860008	2009	0.790	56	5	5.474670818
New Paltz	Rt 299	Libertyville	Albany Post Butterville		4225	860009	2015	1.233	73	5	7.676166671
New Paltz	Rt 299	Albany Post Butterville	Gardiner Town Line		4225	860009	2015	1.127	43	5	4.948457531
Municipality	Roadway	From	То	AADT	Station	Year	S	Segment Length (Mi)	Number of Crashes	Years	Crash Rate Per MVMT
Saugerties	Rt 32	Railraod Ave	Kings Highway		12170	860055	2014	0.136	33	5	10.95711754
Saugerties	Rt 32	Churchland Ln	SR 32 and 212		20684	860054	2011	0.085	18	5	5.605600158
Saugerties	Rt 32	Thruway NB	Churchland Ln		20684	860054	2011	0.185	31	5	4.440840665
Saugerties	Rt 32	Kings Highway	Thruway NB		12170	860055	2014	0.073	15	5	9.271135358
Municipality	Roadway	From	То	AADT	Station	Year	S	Segment Length (Mi)	Number of Crashes	Years	Crash Rate Per MVMT
Woodstock	SR 375	Riseley Lane	212 Mill Hill Rd		7762	860609	2015	0.196	11	5	3.957430523
Woodstock	SR 212	Elwyn Ln	Rock City Rd		10621	860551	2013	0.231	63	5	14.06206791
Woodstock	SR 212	SR 375	Playhouse Ln		10621	860551	2013	0.094	6	5	3.295447881
Woodstock	SR 212	Playhouse Ln	Elwyn Ln		10621	860551	2013	0.149	22	5	7.62797892
Woodstock	SR 375	Liberty Ln	Schoonmaker Ln		5834	860056	2014	0.487	22	5	4.242358202
Woodstock	SR 375	Rock City Rd	Liberty Ln		5834	860056	2014	0.216	55	5	23.92701854
Woodstock	SR 375	Ricks Rd	Striebel Rd		5834	860056	2014	0.727	26	5	3.361234092
Woodstock	SR 375	Schoonmaker Lane	Ricks Rd		5834	860056	2014	0.461	13	5	2.648350447

		, (0011				0		-		
ROUTE: NYS Route 21			CATION	l: From Lib	rary Lan					
MUNICIPALITY: Town	n of Woodst	ock				COU	NTY: L	<i>llster</i>		
TIME PERIOD COVERE	D: 1/1/2	012 - 12/31	1/2016	REFEREN	CE MAR	KERS/	NODES	212 8601 1115	- 212 86	01 1117
REMARKS: All Acciden	nts								DATE: 1	1/1/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	•	% I	DIRECTION	# ACC	
6 AM - 10 AM	4	5.8%	North	711011	15	, 11.1		Northeast	0	0.0%
10 AM - 4 PM	44	63.8%	South		13	9.6		Northwest	0	0.0%
4 PM - 7 PM	14	20.3%	East		70	51.9		Southeast	0	0.0%
7 PM - 12 AM	6	8.7%	West		35	25.9		Southwest	0	0.0%
12 AM - 6 AM	1	1.4%	T-4	_1	405			Unspecified	2	1.5%
Unspecified	0	0.0%	Tota	ai	135		<u> </u>	o nopodino d		1.070
Total	69		۸۵۵۱۱	DENT TYPE	# ACC		%	ACCIDENT TYPE	# ACC	
NACATUED.	" 100	0/	Rear E		11	, 15.9		Pedestrian	4	5.8%
WEATHER	# ACC	%	Overta		2	2.9		Bicycle	1	1.4%
Clear	49	71.0%	Right		6	8.7		Parked Vehicle	30	43.5%
Cloudy	8	11.6%	Left To	•	2	2.9		Backing	3	4.3%
Rain Snow	8	11.6%	Right		0	0.0		Run Off The Road	-	0.0%
Snow Sleet/Hail/Freezing Rain	2	2.9% 0.0%	Ū	Object	1	1.4		Animal	0	0.0%
•			Head	-	0	0.0		Other	6	8.7%
Fog/Smog/Smoke Unspecified	0 2	0.0% 2.9%	Sides		3	4.3		Unspecified	0	0.0%
Total	∠ 69	2.9%				Total	,,	69	-	
Total	09			1		TOLAI		09		
SURFACE	# ACC				ACCI	DENT S	EVERIT		%	
Dry	54	78.3			Fatal			0	0.0%	
Wet	10	14.5			Injury -			15	21.7%	
Mud/Slush	1	1.4				erty Dama		18	26.1%	
Snow/Ice	2	2.9			Non-F	Reportab	le	36	52.2%	
Unspecified	2	2.9	1%			Total		69		
Total	69									
TIME OF YEAR	# ACC	9	6		TYPE	OF VEH	HICLE	# ACC	%	
Winter (Dec-Feb)	15	21.7	′%		Passe	enger Ca	rs	132	97.8%	
Spring (Mar-May)	9	13.0			Comr	nercial V	ehicles	3	2.2%	
Summer (Jun-Aug)	26	37.7				Total		135		
Fall (Sep-Nov)	19	27.5	5%							
Total	69									
DAY OF WEEK	# ACC	9	6		LIGH	T COND	ITION	# ACC	%	
Sunday	7	10.1	%		Daylig	ght		61	88.4%	
Monday	7	10.1	%		Dawn	/Dusk		3	4.3%	
Tuesday	12	17.4	%		Night			5	7.2%	
Wednesday	8	11.6	5%		Unsp	ecified		0	0.0%	
Thursday	10	14.5	5%			Total		69		
Friday	9	13.0								
Saturday	16	23.2	2%							
Total	69									
SUMMARY OF ACCIDE	NT SEVER	ITY BY YEA	AR:	2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	2013	0		
Injury Accidents				2	1	9	1	2		
Property Damage Accide	ents			4	6	3	5	0		
Non-Reportable Acciden				4	6	12	7	7		
Total Accidents				10	13	24	13	9		

DOUTE: ANOD : :	40	, , , ,	CATION			· •				
ROUTE: NYS Route 2:			CATION	l: From Lib	rary Lane		_			
	n of Woodst						ITY: <u></u>			
TIME PERIOD COVERE		2012 - 12/31	1/2016	REFEREN	CE MARI	KERS/N	IODES	212 8601 1115		
REMARKS: Rear End	Accidents								DATE: 11	1/1/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	9,	6 [DIRECTION	# ACC	
6 AM - 10 AM	1	9.1%	North		0	0.09		Northeast	0	0.0%
10 AM - 4 PM	8	72.7%	South		0	0.09	% N	Northwest	0	0.0%
4 PM - 7 PM	2	18.2%	East		4	16.79	6 9	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West		20	83.39	% 5	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	Tota	al .	24		ι	Jnspecified	0	0.0%
Unspecified	0	0.0%	1016	aı	24					
Total	11		ACCII	DENT TYPE	# ACC	9,	6 I	ACCIDENT TYPE	# ACC	
NAC A TUED	# 400	0/	Rear E		11	100.09		Pedestrian	0	0.0%
WEATHER	# ACC	%	Overta		0	0.09		Bicycle	0	0.0%
Clear	7	63.6%	Right A		0	0.09	-	Parked Vehicle	0	0.0%
Cloudy	2	18.2%	Left Tu	Ū	0	0.09		Backing	0	0.0%
Rain Snow	1	9.1%	Right		0	0.09		Run Off The Road	_	0.0%
	1	9.1%	•	Object	0	0.09		Animal	0	0.0%
Sleet/Hail/Freezing Rain		0.0%	Head	-	0	0.09		Other	0	0.0%
Fog/Smog/Smoke Unspecified	0	0.0%	Sidesv		0	0.09		Jnspecified	0	0.0%
Total	11	0.0%				Total		11		01070
Total						Total				
SURFACE	# ACC				ACCIE	ENT SE	VERIT		%	
Dry	9	81.8			Fatal			0	0.0%	
Wet	2	18.2			Injury			5	45.5%	
Mud/Slush	0	0.0				ty Dama		0	0.0%	
Snow/Ice	0	0.0			Non-R	eportable	9	6	54.5%	
Unspecified	0	0.0)%			Total		11		
Total	11									
TIME OF YEAR	# ACC	9/	6		TYPE	OF VEH	ICLE	# ACC	%	
Winter (Dec-Feb)	3	27.3	3%		Passer	nger Car	S	24	100.0%	
Spring (Mar-May)	1	9.1	%		Comm	ercial Ve	hicles	0	0.0%	
Summer (Jun-Aug)	4	36.4	%			Total		24		
Fall (Sep-Nov)	3	27.3	3%							
Total	11									
DAY OF WEEK	# AC	S %	6		LIGHT	CONDI	ΓΙΟΝ	# ACC	%	
Sunday	0	0.0			Dayligl			10	90.9%	
Monday	1	9.1			Dawn/l			0	0.0%	
Tuesday	3	27.3			Night			1	9.1%	
Wednesday	1	9.1			Unspe	cified		0	0.0%	
Thursday	3	27.3			•	Total		11		
Friday	1	9.1				· Jtai				
Saturday	2	18.2								
Total	11									
SUMMARY OF ACCIDE	NT SEVER	ITY BY YEA	AR:							
	-	· 				2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				1	0	3	0	1		
Property Damage Accide				0	0	0	0	0		
Non-Reportable Acciden	nts			2	0	1	1	2		
Total Accidents				3	0	4	1	3		

ROUTE: NYS Route 21			CATION	l: From Lib	rary Lane		_			
	n of Woodst					_	NTY: U			
TIME PERIOD COVERE		2012 - 12/3	1/2016	REFEREN	CE MARI	KERS / I	NODES	212 8601 1115		
REMARKS: Parked Vel	hicle Accide	ents							DATE: 1	1/1/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	q	% [DIRECTION	# ACC	
6 AM - 10 AM	2	6.7%	North		4	6.79	% !	Northeast	0	0.0%
10 AM - 4 PM	17	56.7%	South		3	5.09	% 1	Northwest	0	0.0%
4 PM - 7 PM	7	23.3%	East		51	85.0	% 5	Southeast	0	0.0%
7 PM - 12 AM	3	10.0%	West		0	0.0	% 5	Southwest	0	0.0%
12 AM - 6 AM	1	3.3%	Tota	al	60		ι	Jnspecified	2	3.3%
Unspecified	0	0.0%	100	A1				·		
Total	30		ACCII	DENT TYPE	# ACC	d	% /	ACCIDENT TYPE	# ACC	
WEATHED	# ACC	%	Rear E		0	0.0		Pedestrian	0	0.0%
WEATHER Clear	# ACC 22	7 6 73.3%	Overta		0	0.0		Bicycle	0	0.0%
			Right		0	0.0		Parked Vehicle	30	100.0%
Cloudy	3	10.0%	Left To	Ū	0	0.0		Backing	0	0.0%
Rain	2 1	6.7% 3.3%	Right		0	0.0		Run Off The Road		0.0%
Snow	-	3.3% 0.0%	•	Object	0	0.0		Animal	0	0.0%
Sleet/Hail/Freezing Rain		0.0%	Head	•	0	0.0		Other	0	0.0%
Fog/Smog/Smoke Unspecified	0 2	6.7%	Sides		0	0.0		Jnspecified	0	0.0%
Total	30	0.7 76		•		Total		30		
SURFACE	# ACC		6			ENT SE	EVERIT		%	
Dry	22	73.3			Fatal			0	0.0%	
Wet	3	10.0			Injury	_		3	10.0%	
Mud/Slush	1	3.3			-	ty Dama	-	11	36.7%	
Snow/Ice	2	6.7			Non-R	eportabl	е	16	53.3%	
Unspecified	2	6.7	/%			Total		30		
Total	30									
TIME OF YEAR	# ACC	9	6		TYPE	OF VEH	ICLE	# ACC	%	
Winter (Dec-Feb)	7	23.3	3%		Passe	nger Cai	rs	59	98.3%	
Spring (Mar-May)	3	10.0)%		Comm	ercial Ve	ehicles	1	1.7%	
Summer (Jun-Aug)	11	36.7	7 %			Total		60		
Fall (Sep-Nov)	9	30.0)%							
Total	30									
DAY OF WEEK	# ACC	9	%		LIGHT	CONDI	TION	# ACC	%	
Sunday	4	13.3	3%		Daylig	nt		26	86.7%	
Monday	2	6.7			Dawn/			1	3.3%	
Tuesday	2	6.7			Night			3	10.0%	
Wednesday	5	16.7			Unspe	cified		0	0.0%	
Thursday	5	16.7			-1	Total		30		
Friday	2	6.7				i Otai		30		
Saturday	10	33.3								
Total	30									
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:							
		· · -	. ==	2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				0	0	2	0	1		
Property Damage Accide Non-Reportable Acciden				2 1	4 3	1 5	4 3	0 4		
Total Accidents				3	7	8	7	5		
TOTAL ACCIDENTS				3	•	J	1	J		

					'					
ROUTE: NYS Route 21	12	LC	CATION	I: From Lib	rary Lane	to Dem	ing Stre	et		
MUNICIPALITY: Town	n of Woods	tock				COU	NTY: L	llster		
TIME PERIOD COVERE	D: 1/1/	2012 - 12/31	1/2016	REFEREN	CE MAR	KERS/	NODES	212 8601 1115	- 212 860	01 1117
REMARKS: Night Accid	dents								DATE: 11	1/1/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC		% I	DIRECTION	# ACC	
6 AM - 10 AM	0	0.0%	North	311014	1	11.1		Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South		0	0.0		Northwest	0	0.0%
4 PM - 7 PM	1	20.0%	East		7	77.8		Southeast	0	0.0%
7 PM - 12 AM	3	60.0%	West		1	11.1	٠	Southwest	0	0.0%
12 AM - 6 AM	1	20.0%	-	. 1	•			Unspecified	0	0.0%
Unspecified	0	0.0%	Tota	al	9		· ·	onopoomoa		0.070
Total	5		A C C II	SENT TYPE	. 4 4 6 6		0/	ACCIDENT TYPE	# 400	
			Rear E	DENT TYPE	: # ACC 1	20.0		ACCIDENT TYPE Pedestrian	# ACC 0	0.0%
WEATHER	# ACC	%	Overta		0	0.0			0	0.0%
Clear	3	60.0%			0	0.0		Bicycle Parked Vehicle	3	60.0%
Cloudy	0	0.0%	Right A	J		0.0				
Rain	1	20.0%	Left To		0 0	0.0		Backing Run Off The Road	0	0.0% 0.0%
Snow	1	20.0%	•	Object	1	20.0		Run Oli The Road Animal	0	0.0%
Sleet/Hail/Freezing Rain		0.0%	Head	-	0	0.0		Other	0	0.0%
Fog/Smog/Smoke	0	0.0%	Sides		0	0.0		Unspecified	0	0.0%
Unspecified	0	0.0%	Sidest	wipe	U		70	Drispecified	U	0.076
Total	5					Total		5		
SURFACE	# AC	C %	6		ACCII	DENT SI	EVERIT	Y # ACC	%	
Dry	3	60.0)%		Fatal			0	0.0%	
Wet	2	40.0)%		Injury			0	0.0%	
Mud/Slush	0	0.0)%		Prope	rty Dama	age	3	60.0%	
Snow/Ice	0	0.0)%		Non-F	Reportab	le	2	40.0%	
Unspecified	0	0.0)%			Total		5		
Total	5									
TIME OF YEAR	# AC	C %	6		TYPE	OF VEH	IICLE	# ACC	%	
Winter (Dec-Feb)	1	20.0)%		Passe	nger Ca	rs	8	88.9%	
Spring (Mar-May)	1	20.0)%		Comn	nercial V	ehicles	1	11.1%	
Summer (Jun-Aug)	2	40.0)%			Total		9		
Fall (Sep-Nov)	1	20.0)%					•		
Total	5									
DAY OF WEEK	# AC	C %	6		I IGH	CONDI	ITION	# ACC	%	
Sunday	0	0.0			Daylig			0	0.0%	
Monday	1	20.0			Dayn			0	0.0%	
Tuesday	0	0.0			Night			5	100.0%	
Wednesday	0	0.0			Unspe	ecified		0	0.0%	
Thursday	0	0.0			2000	Total		5	3.0,0	
Friday	2	40.0				iotal		5		
Saturday	2	40.0								
Total	5									
SUMMARY OF ACCIDE	NT SEVER	RITY BY YEA	ΔR:							
				2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				0	0	0	0	0		
Property Damage Accide				2 1	0 0	0 1	1 0	0 0		
Non-Reportable Acciden	เร			-	_		_	-		
Total Accidents				3	0	1	1	0		

POLITE:	NYS Route 21	12	ACCI		l: From Lib	rany Lane		ina Stro			
_	NYS Route 21 ALITY: Town			JOATION	ı. FIOIII LID	nary Lane		ing Stree NTY: U			
	RIOD COVERE		оск 2012 - 12/31	1/2016	DEEEDEN	CE MAD			212 8601 1115	242.0	601 1117
	S: Wet Pavem	•		1/2016	KEFEKEN	CE WAR	NEKS/I	NODE 3			11/1/2017
		IEIN ACCIGE	ino I							DAIL.	11/1/2017
TIME OF		# ACC	%	DIREC	CTION	# ACC			DIRECTION	# ACC	
6 AM - 10		1	10.0%	North		4	22.2		Northeast	0	0.0%
10 AM - 4		4	40.0%	South		1	5.6		Northwest	0	0.0%
4 PM - 7		2	20.0%	East		10	55.6	_	Southeast	0	0.0%
7 PM - 12		3	30.0%	West		3	16.7	% 5	Southwest	0	0.0%
12 AM - 6	-	0	0.0%	Tota	al	18		ι	Jnspecified	0	0.0%
Unspecifie		0	0.0%								
Tota	ıl	10		ACCII	DENT TYPE	# ACC	c	% <i>I</i>	ACCIDENT TYPE	E # ACC	
WEATHE	:D	# ACC	%	Rear E		2	20.0		Pedestrian	2	20.0%
Clear	.rx	# ACC	0.0%	Overta	ake	1	10.0		Bicycle	0	0.0%
Cloudy		1	10.0%	Right A	Angle	2	20.0		Parked Vehicle	3	30.0%
Rain		8	80.0%	Left Tu	•	0	0.0		Backing	0	0.0%
		1		Right		0	0.0		Run Off The Road	_	0.0%
Snow	/Eroozina Daiz	-	10.0%	•	Object	0	0.0		Animal	0	0.0%
	/Freezing Rain		0.0%	Head	-	0	0.0		Other	0	0.0%
Fog/Smog	-	0	0.0%	Sides	_	0	0.0		Jnspecified	0	0.0%
Unspecifie		0	0.0%	0.000		Ü		,,	•	ŭ	0.070
Tota	aı	10			I		Total		10		
SURFACI	E	# AC	9	6		ACCII	DENT SE	EVERITY	/ # ACC	%	
Dry		0	0.0)%		Fatal			0	0.0%	
Wet		10	100.0)%		Injury			3	30.0%	
Mud/Slust	h	0	0.0)%		Prope	rty Dama	age	2	20.0%	
Snow/Ice		0	0.0)%		Non-R	Reportabl	е	5	50.0%	
Unspecifie	ed	0	0.0)%			Total		10		
	Total	10									
TIME OF	YEAR	# AC	9	6		TYPE	OF VEH	IICLE	# ACC	%	
Winter	(Dec-Feb)	4	40.0)%		Passe	nger Cai	rs	18	100.0%	
	(Mar-May)	0	0.0)%			nercial Ve		0	0.0%	
. •	(Jun-Aug)	5	50.0)%			Total		18		
	(Sep-Nov)	1	10.0)%			Iotai		10		
	Total	10									
DAY OF \	WEEK	# ACC	• 0	%		LIGHT	CONDI	TION	# ACC	%	
Sunday	WEEK	1	10.0			Daylig		11014	6	60.0%	
Monday		1	10.0			Dayiig			2	20.0%	
Tuesday		3	30.0			Night	Dusk		2	20.0%	
Wednesday	21/	J 1	10.0			Unspe	ocified		0	0.0%	
	=	1	10.0			Onspe			-	0.0%)
Thursday Friday		1	10.0				Total		10		
Saturday		1 2	20.0								
-	4-1		20.0	70							
To	tai	10									
SUMMAR	RY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016		
Fatal Acci	idents				0	0	0	0	0		
Injury Acc					0	0	3	0	0		
	Damage Accide	ents			1	0	0	1	0		
	ortable Accident				1	1	1	1	1		
Total Ac	cidents				2	1	4	2	1		

POLITE: MVC Davids Of	10	1.0	CATION	Evam Lit	ron. I am-	to Demi	na Ctir	= Of		
ROUTE: NYS Route 21			CATION	: From Lib	rary Lane		_			
·	of Woods						ITY: <i>U</i>			<u> </u>
TIME PERIOD COVERE		/2012 - 12/31	1/2016	REFEREN	CE MARI	KERS/N	IODES	212 8601 1115		
REMARKS: NYS Route	212 at Ma	aple Lane							DATE: 1	1/1/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	9	6 [DIRECTION	# ACC	
6 AM - 10 AM	1	11.1%	North	-	3	16.79		Northeast	0	0.0%
10 AM - 4 PM	8	88.9%	South		0	0.09		Northwest	0	0.0%
4 PM - 7 PM	0	0.0%	East		4	22.29		Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West		11	61.19	,	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	T-11	-1	40			Jnspecified	0	0.0%
Unspecified	0	0.0%	Tota	31	18			Shopoomod		0.070
Total	9		٨٥٥١٢	DENT TYPE	# ACC	9/	, ,	ACCIDENT TYPE	# ACC	
			Rear E		5 # ACC	55.69		Pedestrian	# ACC	0.0%
WEATHER	# ACC	%	Overta			11.19			1	11.1%
Clear	6	66.7%			1 0	0.09	-	Bicycle Parked Vehicle	1	11.1%
Cloudy	1	11.1%	Right / Left Tu	•	0	0.09		Parked Venicie Backing	1	11.1%
Rain	2	22.2%			-	0.09		заскing Run Off The Road		
Snow	0	0.0%	Right ⁻		0	0.09		Run Off The Road Animal	-	0.0%
Sleet/Hail/Freezing Rain		0.0%		Object On	0				0	0.0%
Fog/Smog/Smoke	0	0.0%	Head		0	0.09		Other	0	0.0% 0.0%
Unspecified	0	0.0%	Sidesv	wipe	0	0.09	′o (Jnspecified	0	0.0%
Total	9					Total		9		
SURFACE	# AC	C %	6		ACCIE	DENT SE	VERIT	Y # ACC	%	
Dry	7	77.8	3%		Fatal			0	0.0%	
Wet	2	22.2			Injury			2	22.2%	
Mud/Slush	0	0.0				rty Dama	ae	1	11.1%	
Snow/Ice	0	0.0				eportable		6	66.7%	
Unspecified	0	0.0				Total		9		
Total	9					Total		3		
TIME OF YEAR	# AC	C %	<u> </u>		TYPE	OF VEH	ICI F	# ACC	%	
Winter (Dec-Feb)	1	11.1				nger Car		18	100.0%	
Spring (Mar-May)	1	11.1				ercial Ve		0	0.0%	
Summer (Jun-Aug)	4	44.4			Commi		1110103	_	0.070	
Fall (Sep-Nov)	3	33.3				Total		18		
Total	9	00.0	. , 0							
DAY OF WEEK	# AC	-				CONDI	ΓΙΟΝ	# ACC	%	
Sunday	1	11.1			Daylig			9	100.0%	
Monday	1	11.1			Dawn/	Dusk		0	0.0%	
Tuesday	2	22.2			Night			0	0.0%	
Wednesday	0	0.0			Unspe	cified		0	0.0%	
Thursday	3	33.3				Total		9		
Friday	1	11.1								
Saturday	1	11.1	%							
Total	9									
SUMMARY OF ACCIDE	NT SEVE	RITY BY YEA	AR:	2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				1	0	1	0	0		
Property Damage Accide	ante			1	0	0	0	0		
Non-Reportable Acciden				1	0	1	3	1		
•	ເວ			·	-					
Total Accidents				3	0	2	3	1		

PE	RIOD STUDI	ED:	#		L	R			ROUTE NUME	BER/STRE	EET NAME: NYS Route 212 CASE No	0.00
FF	ROM: 1/1/20	012	V E	S E	G H	O	s	w	LOCATION:	From Lib	rary Lane to Deming Street FILE: Woods	stock
ТС	D: <u>12/31/2</u>	2016	H	V E	Т	D	U R	E A	MUNICIPALIT	Y: Town	of Woodstock COUNTY: Ulster BY: JF	₹
	60 MONTHS		Ċ	R I	C O	C	F	T	REFERENCE	MARKER	S / NODES: 212 8601 1115 - 212 8601 1117 DATE: 11/1/2	11/1/2017
No.	DATE	TIME	E S	T Y	N D	A R	C E	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#
1	3/24/2012	0:01	2	PDO	4	4	1	1	2 4	Park	E1 (DUI) collided with parked E2 150' w/o Old Forge Rd	8
2	7/3/2012	13:00	2	PDO	1	2	1	1	7	Othr	S2 made RT from driveway & c/w stopped W1 at Maple Lane	14
3	7/29/2012	11:30	2	PDO	1	1	2	3	4	Ovtk	N1 & N2 both making RT and collided on Maple at NY212	13
4	8/25/2012	19:21	2	INJ	3	3	1	1	7	Ltrn	W2 made LT and collided with E1 at Deming St	15
5	8/17/2012	12:48	2	INJ	1	2	1	2	9	Rend	E2 rear ended E1 while slowing in traffic at Maple Ln	13
6	10/22/2012	13:46	2	N/R	1	1	1	1	69	Othr	N2 made LT from driveway and collided with W1 50' w/o Neher St	4
7	11/8/2012	11:41	2	N/R	1	2	1	1	4 9	Rend	W2 yielding pedestrians in Xwalk was RE by W1 at Maple Ln	13
8	10/12/2012	21:00	2	PDO	4	5	1	1		Park	E2 collided with parked E1 at Neher St	4
9	1/2/2013	13:10	2	PDO	1	1	1	2	4	Park	S1 c/w E2, who was backing up to park 100' w/o Rock City	9
10	4/23/2013	10:01	2	INJ	1	1	1	2	4	Ltrn	W2 made LT and collided with E1 at Comeau Dr	3
11	4/27/2013	17:19	2	PDO	1	1	1	1	69 4	Park	E2 backed up and c/w parked E1 20' e/o Comeau Dr	4
12	4/8/2013	13:48	3	N/R	1	2	1	1	7	Othr	S1 made LT from dwy and c/w E2 into parked E3 50' e/o Maple Ln	14
13	6/18/2013	18:50	2	PDO	1	1	1	1	7	Rang	S2 made LT and collided with W1 at Rock City Rd	11
14	6/23/2013	11:40	2	N/R	1	2	1	1	4	Park	E2 was attempting to park & c/w parked E1 100' w/o Maple Ln	12
15	7/11/2013	12:39	2	N/R	1	1	1	1	4	Park	E1 pulling out from parked & c/w parked E2 100' e/o Tannery	8
16	7/26/2013	10:30	2	PDO	1	1	1	1	7	Rang	N1 made LT and collided with E2 at Neher St	5
17	8/13/2013	19:35	2	N/R	1	2	2	3	7	Rang	S2 made LT and collided with E1 at Library Ln	1
18	7/31/2013	14:19	2	N/R	1	2	1	1	4	Park	E1 collided with parked E2 20' e/o Maple Ln	14
19	9/18/2013	15:31	2	PDO	1	1	1	1	26	Park	E1 moved over for emergency veh & c/w parked E2 150' w/o Deming	14
20	10/3/2013	12:45	2	PDO	1	1	1	1		Park	E1 collided with parked E2 100' w/o Old Forge Rd	8
21	11/2/2013	16:17	2	N/R	1	1	1	1	3	Back	S1 backed up into S2 in driveway 50' e/o Maple Ln	14

PE	RIOD STUDI	ED:	#		L	R			ROUTE NUMB	ER/STRE	ET NAME: NYS Route 212 CASE No. 26229	.00		
FROM:1/1/2012		V E	S E	G H	OA	s	w	LOCATION:	From Lib	rary Lane to Deming Street FILE: Woods	stock			
TO: <u>12/31/2016</u> 60 MONTHS		H V		Τ̈	Ď	U R	EA	MUNICIPALIT	Y: Town	of Woodstock COUNTY: Ulster BY: JF	?			
		HS	c		C	C H	F	T	REFERENCE	MARKER	S / NODES: <u>212 8601 1115 - 212 8601 1117</u> DATE: <u>11/1/2</u>	2017		
No.	DATE	TIME	E S	Y	N D	A R	C E	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION			
22	1/27/2014	16:22	2	N/R	1	1	5	1	4 64	Park	E1 (bus) was making LT and c/w parked E2 at Rock City Rd	11		
23	2/15/2014	10:54	2	PDO	1	1	4	4	13 20 69	Park	E2 exiting parking spot c/w E1 50' e/o Rock City Rd	12		
24	2/18/2014	13:52	2	N/R	1	1	4	2		Park	E2 collided with parked E1 e/o Library Ln	4		
25	4/10/2014	14:25	2	INJ	1	1	1	1	9	Rend	W1 rear ended W2 at Comeau Dr	3		
26	4/11/2014	13:12	2	INJ	1	1	1	2	11 27	Side	E1 lost consciousness and collided with W2 at Neher St	5		
27	5/19/2014	13:43	2	PDO	1	3	1	2	3 69	Back	N1 backed up and collided with N2 on Deming St at NY212	15		
28	7/2/2014	14:56	1	INJ	1	3	2	3	66 69 7 17	Ped	E1 struck pedestrian in roadway 150' e/o Tannery Brook Rd	8		
29	7/18/2014	19:45	1	N/R	4	1	1	1	69	FixO	W1 (bus) made RT and struck sign post and GR at Library Ln	1		
30	7/19/2014	14:52	1	INJ	1	1	1	1	4 14	Ped	N1 was making LT and struck SB pedestrian at Tannery Brook Rd	7		
31	7/27/2014	13:58	1	N/R	1	1	1	1	4 14	Ped	S1 was making LT and struck pedestrian at Old Forge Rd	9		
32	8/3/2014	16:26	2	N/R	1	1	1	1	7	Park	E1 collided with E2 (exiting parking space) 300' w/o Rock City	8		
33	8/9/2014	11:33	3	N/R	1	1	1	1	4 60	Rend	W1 rear ended slowing W2 into W3 100' e/o Maple Ln	14		
34	9/11/2014	9:26	2	INJ	1	2	2	3	4 66	Rend	W2 stopped for pedestrians and was RE by W1 at Maple Ln	13		
35	9/5/2014	11:00	2	N/R	1	2	1	1	4	Side	W1 and E2 clipped mirrors 50' e/o Rock City Rd	12		
36	9/20/2014	15:35	2	PDO	1	1	1	1	60 69 29	Othr	N1 c/w N2 (parked with hazards on) on Tannery Brook Rd at NY212	7		
37	10/8/2014	15:16	2	N/R	1	1	1	1	7 4	Park	E1 exiting parking space and c/w E2 200' w/o Tannery Brook Rd	6		
38	10/14/2014	13:47	2	N/R	1	1	1	1	60 18	Park	N2 was making RT and c/w parked E1 at Maple Ln	13		
39	11/9/2014	12:12	2	INJ	1	1	1	1	4	Park	E1 c/w open door of parked E2 50' e/o Tannery Brook Rd	8		
40	11/25/2014	15:44	2	N/R	1	2	1	1	4	Othr	S2 made LT from driveway and c/w W1 50' e/o Maple Ln	14		
41	12/5/2014	8:05	2	N/R	1	1	1	1	4	Ovtk	W1 decided not to make LT and c/w W2 at Neher St	5		
42	12/23/2014	14:45	1	INJ	1	2	2	3	4 14	Ped	W1 struck pedestrian crossing (not in Xwalk) 25' w/o Maple Ln	12		

PE	RIOD STUDI	ED:	#		¦	R			ROUTE NUMB	ER/STRE	EET NAME: NYS Route 212 CASE No. 26229	.00
FR	OM: <u>1/1/20</u>	012	V E	S	G H	O	s	w	LOCATION:	From Lib	rary Lane to Deming Street FILE: Woods	stock
ТС): 12/31/2	2016	H	V E	Ť	D	U	E	MUNICIPALITY	: Town	of Woodstock COUNTY: Ulster BY: JF	?
	60 MONTHS		Ċ	C R C C		F	T	REFERENCE I	MARKER	S / NODES: 212 8601 1115 - 212 8601 1117 DATE: 11/1/2	2017	
No.	DATE	TIME	E	Y	N D	A R	C E	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#
43	12/23/2014	16:10	2	N/R	3	2	2	3	4	Rang	N2 made LT and collided with E1 at Neher St	5
44	1/26/2015	12:55	1	N/R	1	2	1	1	4 14	Bike	E1 struck SB bicyclist crossing (not at Xwalk) e/o Maple Ln	13
45	2/7/2015	15:34	2	N/R	1	1	2	2	29	Park	E2 collided with parked E1 400' w/o Rock City Rd	8
46	3/26/2015	13:24	2	N/R	1	1	1	1	60 3	Back	W2 had to back up while making LT and c/w W1 at Maple	13
47	4/26/2015	10:29	2	PDO	1	1	1	1	4	Park	E2 exited parking spot and c/w parked E1 20' e/o Comeau Dr	4
48	12/30/2014	13:13	2	INJ	1	1	1	1	60 9	Rend	W1 was slowing to make RT into dwy & RE by W2 50' e/o Maple Ln	14
49	6/2/2015	15:30	3	N/R	1	2	1	1	26 4	Rend	W1 yielding ped in Xwalk was RE by W2 then W3 RE W2 at Maple Ln	13
50	6/20/2015	20:59	2	PDO	4	1	2	3	3 69	Park	N1 backed out of dwy into parked E2 100' w/o Tannery Brook Rd	6
51	7/16/2015	17:00	2	PDO	1	1	1	1	60 4	Park	E2 exited parking spot and c/w E1 25' e/o Tannery Brook Rd	8
52	8/21/2015	18:05	2	PDO	1	5	1	1	45	Side	W2 (truck pulling wide load) sideswiped E1 at Rock City	11
53	9/20/2015	15:54	2	N/R	1	1	1	1	60 4	Othr	S2 made LT from driveway and c/w E1 200' w/o Neher St	3
54	10/3/2015	16:35	2	N/R	1	1	1	1	4 60	Park	N1 backed out of dwy and c/w parked E2 200' e/o Tannery Brook	8
55	10/1/2015	16:30	2	PDO	1	4				Park	E1 was making RT into dwy and c/w parked E2 100' w/o Rock City	9
56	12/7/2015	13:52	2	N/R	1	1	1	1	4	Park	E1 was making RT into dwy and c/w parked E2 100' w/o Rock City	9
57	12/17/2015	10:28	2	INJ	1	1	1	1	7 69	Rang	N1 made LT and collided with E2 at Neher St	5
58	1/12/2016	10:24	2	INJ	1	2	1	2	4	Rend	W2 rear ended stopped W1 (waiting to make LT) at Deming St	15
59	6/18/2016	14:40	2	N/R	1	1	1	1	4	Park	N2 was making RT and collided with parked E1 at Comeau Dr	3
60	6/30/2016	16:27	2	INJ	1	1	1	1	2 4	Park	S1 c/w open door of parked S2 on Old Forge Rd 25' n/o NY212	9
61	6/25/2016	9:04	2	N/R	1	1	1	1	4	Park	E1 backed up & c/w parked E2 150' w/o Tannery Brook	6
62	7/8/2016	20:05	2	N/R	3	1	2	3	3	Park	E1 backed up & c/w parked E2 500' w/o Tannery Brook	4
63	8/6/2016	13:00	2	N/R	1	2	1	1	9	Rend	W2 yielding pedestrians in Xwalk was RE by W1 at Maple Ln	13

PE	RIOD STUDI	ED:	#		L	R			ROUTE NUMB	ET NAME: NYS Route 212 CASE No. 2622	9.00	
FR	OM:1/1/20	012	V	S E	G	O	s	w	LOCATION:	From Libi	rary Lane to Deming Street Wood	dstock
ТС): 12/31/2	2016	H	V E	T	D	U R	E A	MUNICIPALITY	: Town	of Woodstock COUNTY: Ulster BY:	IR
	60 MONT	HS	C	R	C	СН	F	T H	REFERENCE N	MARKER	S / NODES: 212 8601 1115 - 212 8601 1117 DATE: 11/1	/2017
No.	DATE	TIME	E S	T Y	N D	A R	C E	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#
64	8/20/2016	9:24	2	N/R	1	1	1	1	4	Park	E2 was making RT into dwy and c/w parked E1 at Old Forge Rd	9
65	10/19/2016	16:02	2	N/R	1	3	1	1	9	Rend	W1 stopped at Xwalk and was RE by W2 at Rock City Rd	11
66	10/19/2016	17:30	2	N/R	1	1	1	1	7	Rang	S2 made LT and collided with E1 at Library Ln	1
67	1/2/2012	17:39	2	N/R	4	1	2	4	9	Rend	E2 was waiting to make LT and RE by E1 at Rock City Rd	11
68	1/25/2012	14:25	2	N/R	1	2	1	1	4	Park	E1 was entering parking spot & c/w parked E2 75' e/o Rock City	12
69	9/20/2014	15:35	2	INJ	1					Park	Veh2 c/w parked Veh1 on Tannery Brook Rd at NY212	7

ABBREVIATIONS:

CO - Cut Off INJ - Injury Skdg - Skidding DWI - Driving While Intoxicated dwy - Driveway FAT - Fatal Injury Bike - Bicycle LC - Lost Control RM or Key # - Reference Marker LT - Left Turn PDO - Property Damage Only Park - Parked Vehicle ChLn - Changed Lanes RT - Right Turn N# - Northbound Vehicle # N/R - Non-Reportable Anml - Animal STA - Swerved To Avoid S# - Southbound Vehicle # R/L - Right Lane Back - Backing GR - Guide Rail Rend - Rear End E# - Eastbound Vehicle # L/L - Left Lane Ovtk - Overtake Ped - Pedestrian W# - Westbound Vehicle # C/L - Center Lane JB - Jersey Barrier Rtrn - Right Turn Othr - Other CB - Concrete Barrier NB - Northbound R/C/L - Right Center Lane ROR - Run Off Roadway V - Vehicle SB - Southbound L/C/L - Left Center Lane IA - Impact Attenuator Ltrn - Left Turn CV - Construction Vehicle SB - Sand Barrel EB - Eastbound RS - Right Side Rang - Right Angle EV - Emergency Vehicle UP - Utility Pole WB - Westbound RSh - Right Shoulder Side - Sideswipe UV - Uninvolved Vehicle LP - Light Pole n/o - North of LS - Left Side GT - General Traffic s/o - South of LSh - Left Shoulder HdOn - Head On ROW - Right of Way Ovrt - Overturned HT - Heavy Traffic LSA - Left Scene of Accident e/o - East of CM - Center Median FixO - Fixed Object MC - Motorcycle RTOR - Right Turn on Red w/o - West of c/w - Collided with

APPARENT CONTRIBUTING FACTORS: HUMAN

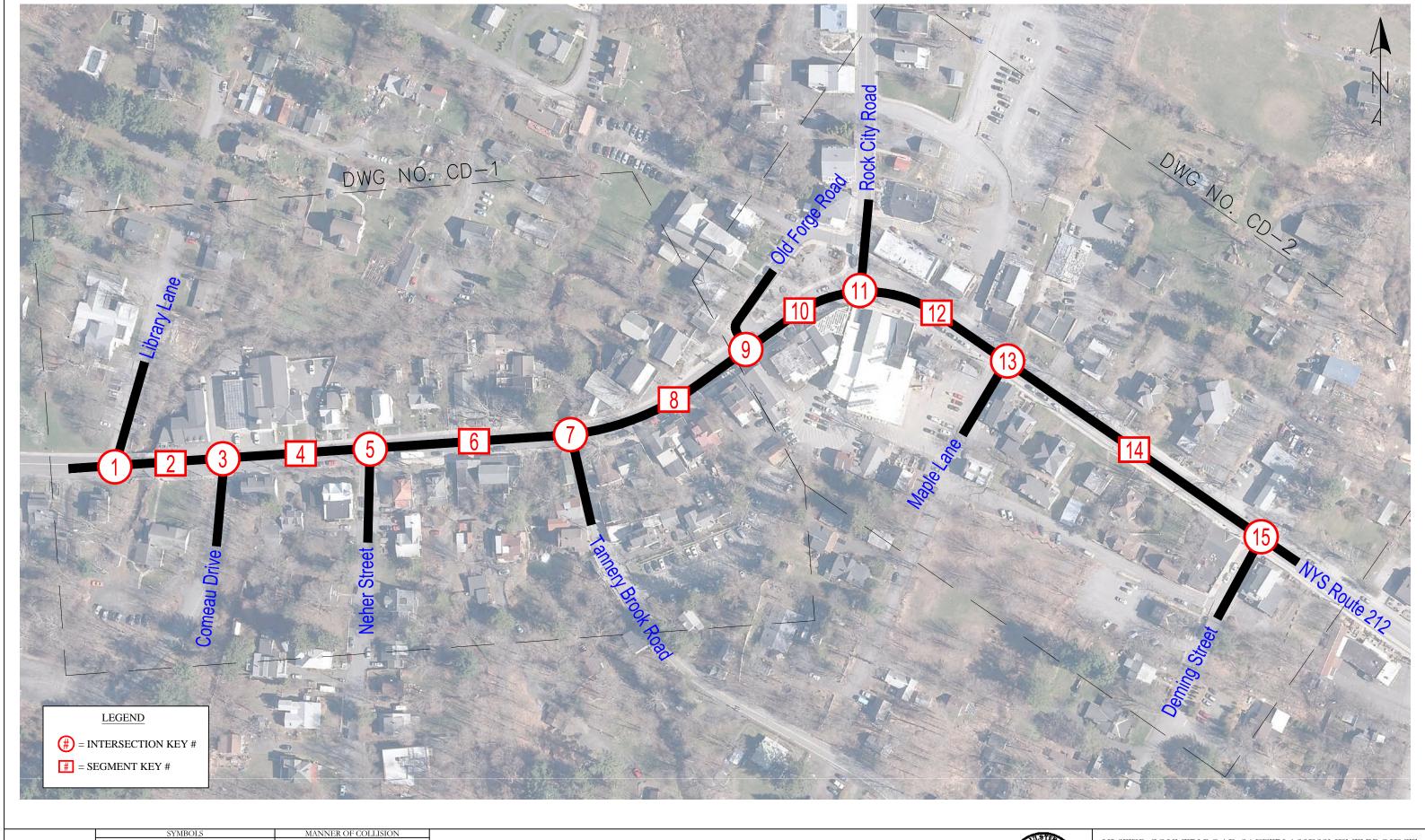
2 - Alcohol Involved	9 - Following Too Closely	16 - Prescription Medication	23 - Cell Phone (hands free)
3 - Backing Unsafely	10 - Illness	17 - Traffic Control Disregarded	24 - Other Electronic Device
4 - Driver Inattention	11 - Lost Consciousness	18 - Turning Improperly	25 - Outside Car Distraction
5 - Driver Inexperience	12 - Passenger Distraction	19 - Unsafe Speed	26 - Reation to Other Uninvolved Vehicle
6 - Drugs (illegal)	13 - Passing or Lane Usage Improper	20 - Unsafe Lane Changing	27 - Failure to Keep Right
7 - Failure to Yield Right of Way	14 - Pedestrian's/Bicyclist's Error/Confusion	21 - Fatigued/Drowsy	28 - Aggressive Driving/Road Rage
8 - Fell Asleep	15 - Physical Disability	22 - Cell Phone (hand held)	40 - Other Human

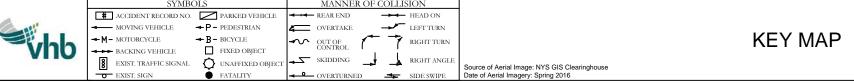
VEHICULAR

41 - Acceleration Defective42 - Brakes Defective43 - Headsignals Defective	47 - Tire Failure/Inadequate48 - Tow Hitch Defective49 - Windshield Inadequate	62 - Glare 63 - Lane Marking Improper/Inadequate 65 - Pavement Defective
44 - Other signals Defective	50 - Driverless/Runaway Vehicle	66 - Pavement Slippery
45 - Oversized Vehicle	60 - Other Vehicular	67 - Shoulders Improper/Non-Working
46 - Steering Failure	61 - Animal's Action	69 - View Obstructed/Limited

ENVIRONMENTAL

- 64 Obstruction/Debris Defective/Improper
- 68 Traffic Control Device

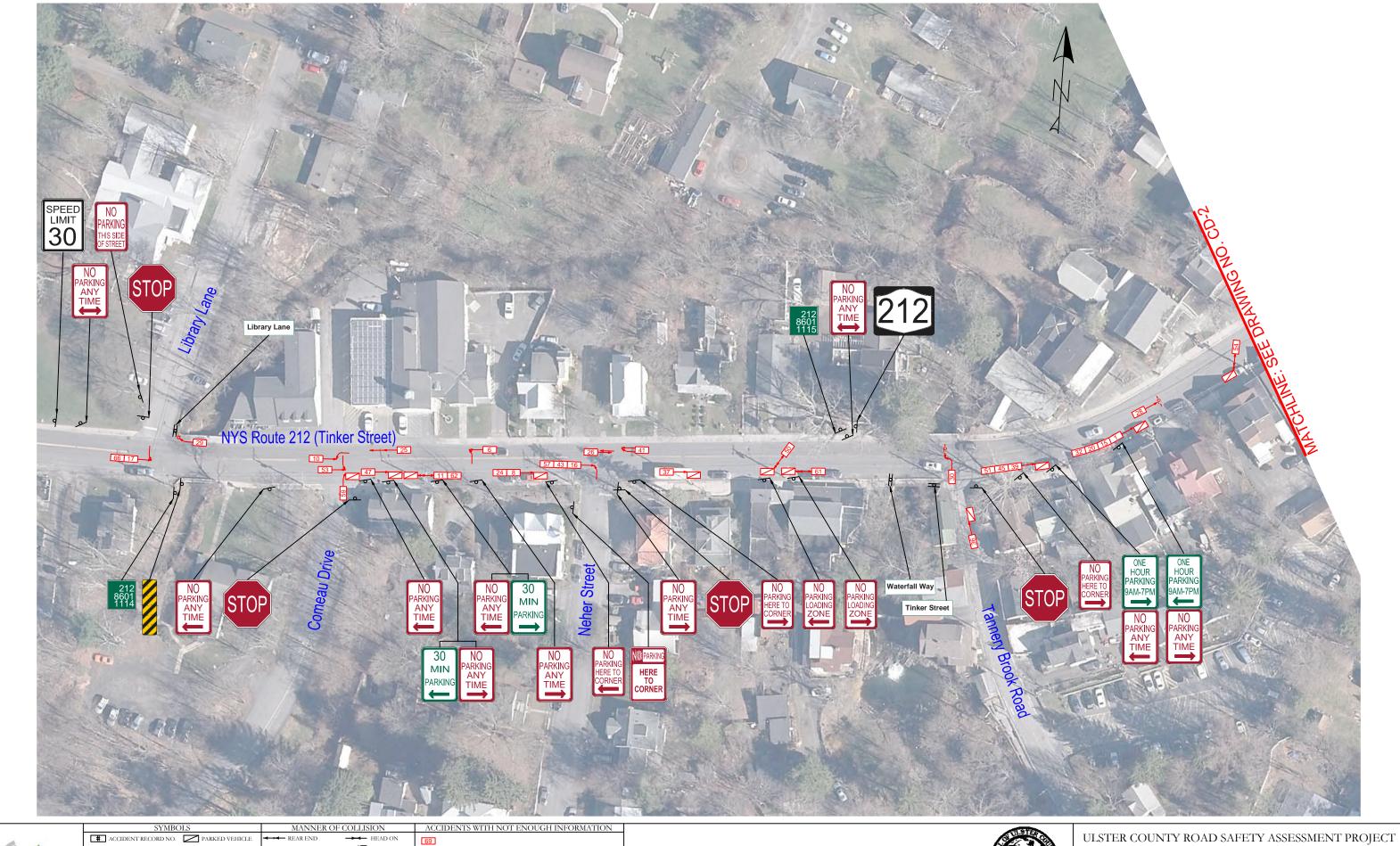






ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

	3
MUNICIPALITY: Town of Woodstock	COUNTY: Ulster FILE: 26229.00
LOCATION: NYS Route 212 (Tinker Street / Mill)	Hill Road) from Library Lane to Deming Street
PERIOD: 5 YEARS 0 MONTHS BY: JR	SHEET NO. TOTAL SHEETS DRAWING NO.
FROM: 1/1/12 TO: 12/31/16 DATE: 11/2	017 SHEET NO. TOTAL SHEETS DRAWING NO.





















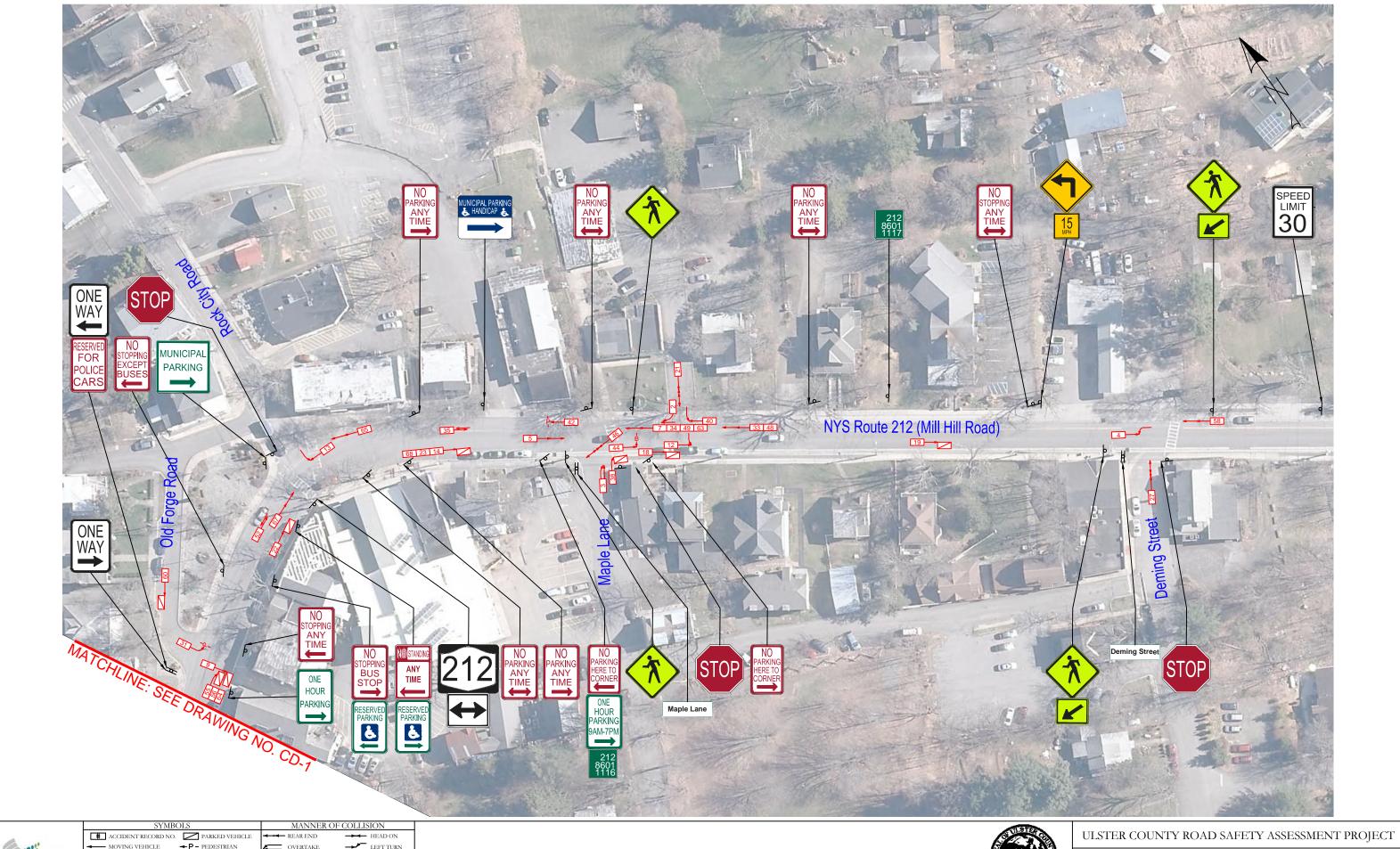
RIGHT TURN

Source of Aerial Image: NYS GIS Clearinghouse Date of Aerial Imagery: Spring 2016 Date of Sign Inventory: November 14, 2017

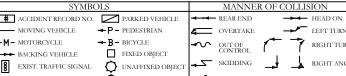
CONDITION & COLLISION DIAGRAM



				- J
MUNICIPALITY	: Town of Woodstock	COUNTY: Uls	ster FILE:	26229.00
LOCATION:	NYS Route 212 (Tinker Street / Mill Hill	Road) from Lib	rary Lane to Der	ning Street
	YEARS 0 MONTHS BY: JR	SHEET NO.	TOTAL SHEETS	DRAWING NO.







CONDITION & COLLISION DIAGRAM

Source of Aerial Image: NYS GIS Clearinghouse Date of Aerial Imagery: Spring 2016 Date of Sign Inventory: November 14, 2017



									5	- 1
MUNICIPALITY	Y:	Town o	f Woods	tock	cc	OUNTY:_	Ulster	FILE:	26229.00	
LOCATION:	NYS Ro	ute 212 (Tinker S	treet / Mi	ll Hill Ro	oad) fror	n Librar	y Lane to Der	ning Street	
PERIOD: 5	YEARS_	0 MC	NTHS	BY:,	JR (2017)	SHEET	NO. T	OTAL SHEETS	DRAWING N	1O.

ROUTE:	NYS Route 32	2/212	L(CATION	l: From St	3 NYS Th	ruway Ex	kit 20 to t	he At-Grad	de Railro	oad Cross	sing
MUNICIP	PALITY: Town	of Saugen	ties				cou	NTY: U	llster			
TIME PE	RIOD COVERE	D: 1/1/2	2012 - 6/30/	2017	REFEREN	ICE MAR	KERS/	NODE <u>S</u>	32 8602	3121	- 32 86	02 3113
REMARK	(S: All Acciden	ts								D	ATE: 2	/21/2018
TIME OF	DAY	# ACC	%	DIREC	CTION	# ACC	;	% [DIRECTIO	N	# ACC	
6 AM - 10		16	12.7%	North		40	15.8		Northeast		0	0.0%
10 AM -	4 PM	48	38.1%	South		36	14.2		Northwest		1	0.4%
4 PM - 7	7 PM	47	37.3%	East		110	43.5	% 5	Southeast		0	0.0%
7 PM - 12	2 AM	13	10.3%	West		62	24.5	% 5	Southwest		0	0.0%
12 AM -	6 AM	1	0.8%	Tota	-I	253		i	Jnspecified	d	4	1.6%
Unspecifi	ed	1	0.8%	101	ai	233						
Tota	al	126		ACCII	DENT TYPI	F # ACC	•	% <i>A</i>	ACCIDENT	TYPE	# ACC	
\//E	. D	# ACC	0/	Rear E		64	, 50.8		Pedestrian		1	0.8%
WEATHE	:K	# ACC 84	%	Overta		7	5.6		Bicycle		2	1.6%
Clear		_	66.7%	Right		22	17.5		Parked Vel	nicle	1	0.8%
Cloudy		30	23.8%	Left To	O	7	5.6		Backing		0	0.0%
Rain Snow		6 3	4.8% 2.4%	Right		3	2.4		Run Off Th	e Road	0	0.0%
-	l/Freezing Rain	_	2.4% 0.0%	_	Object	4	3.2		Animal		1	0.8%
Fog/Smog	_	0	0.0%	Head	•	1	0.8		Other		13	10.3%
Unspecifi	-	3	2.4%	Sides		0	0.0		Jnspecified	t	0	0.0%
Tot		1 26	2.470				Total		12			
				.,		400					0/	
SURFAC	E	# AC(%			DENT S	EVERII		CC	%	
Dry		105	83.3			Fatal			0		0.0%	
Wet	h	14	11.1			Injury			29		23.0% 53.2%	
Mud/Slus Snow/Ice		0 3	0.0 2.4			-	erty Dama Reportab	-	67 30		23.8%	
Unspecifi		4	3.2			INOIT-I	=	ie		_	23.070	
Onopoom	Total	126	0.2	_ 70			Total		12	D		
TIME OF	VEAD	# AC(• 0	/ 6		TVDE	OF VEH		# /	CC	%	
	(Dec-Feb)	28	22.2				enger Ca	-	# <i>F</i>		97.6%	
	(Mar-May)	32	25.4				nercial V		6	,	2.4%	
. •	(Jun-Aug)	39	31.0			Com		CHICICS	_	_	2.770	
Fall	(Sep-Nov)	27	21.4				Total		25	3		
ı alı	Total	126	21	T /U								
	TOLAI	120										
DAY OF	WEEK	# ACC		%		LIGH	T COND	ITION	# <i>F</i>	CC	%	
Sunday		19	15.1			Dayli	•		10	3	81.7%	
Monday		15	11.9				/Dusk		3		2.4%	
Tuesday		17	13.5			Night			18		14.3%	
Wednesd	•	11	8.7			Unsp	ecified		2		1.6%	
Thursday	•	19	15.1				Total		12	6		
Friday		29	23.0									
Saturday		16	12.7	7%								
То	tal	126										
SUMMAF	RY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016	2017		
Fatal Acc	idents				0	0	0	0	0	0		
Injury Acc					4	8	6	3	4	4		
	Damage Accide	ents			8	9	9	18	10	13		
	ortable Accident				2	4	6	8	8	2		
•	cidents				14	21	21	29	22	19		

ROUTE: NYS Route 32			CATION	: From SE	3 NYS Thru	-			de Railro	oad Cross	ing
MUNICIPALITY: Town						_	NTY : <u></u> <i>U</i>				
TIME PERIOD COVERE		² 012 - 6/30/	2017	REFEREN	ICE MAR	KERS/I	NODES	32 8602			2 3113
REMARKS: Rear End A	Accidents								D	ATE: 2/	21/2018
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	Q	% C	DIRECTIO	N	# ACC	
6 AM - 10 AM	8	12.5%	North		6	4.49	% N	Vortheast		0	0.0%
10 AM - 4 PM	26	40.6%	South		11	8.0	% N	Vorthwest		0	0.0%
4 PM - 7 PM	23	35.9%	East		92	67.29	% 5	Southeast		0	0.0%
7 PM - 12 AM	5	7.8%	West		24	17.5°	% 5	Southwest		0	0.0%
12 AM - 6 AM	1	1.6%	Tota	al	137		ι	Jnspecified	t	4	2.9%
Unspecified	1	1.6%	100	A1	107			•			
Total	64		ACCII	DENT TYPE	= #ACC	o	% A	CCIDENT	TYPF	# ACC	
WEATHER	# ACC	%	Rear E		64	100.0	-	Pedestrian		0	0.0%
Clear	# ACC 44	68.8%	Overta		0	0.0		Bicycle		0	0.0%
			Right A		0	0.0		Parked Veh	nicle	0	0.0%
Cloudy	16 2	25.0%	Left Tu	Ū	0	0.0		Backing		0	0.0%
Rain	2	3.1% 0.0%	Right		0	0.0		Run Off Th	e Road	0	0.0%
Snow	_	0.0%	•	Object	0	0.0		nimal		0	0.0%
Sleet/Hail/Freezing Rain		0.0%	Head	•	0	0.0		Other		0	0.0%
Fog/Smog/Smoke Unspecified	0 2	3.1%	Sidesv		0	0.0		Jnspecified	t	0	0.0%
Total	64	3.170		•		Total		64			
SURFACE	# AC	C 0	/ ₆		۸۵۵۱۵	ENT SE	:\/EDIT\	, # M	CC	%	
Dry	# AC 57	89.1			Fatal	CIVI SE	VENII	0	100	0.0%	
Wet	4	6.3			Injury			15		23.4%	
Mud/Slush	0	0.0				ty Dama	age.	32		50.0%	
Snow/Ice	0	0.0			-	eportabl	-	17		26.6%	
Unspecified	3	4.7				oportable Total	C	64		20.076	
Total	64					Total		04			
TIME OF YEAR	# AC	C 9	/ ₆		TYPE	OF VEH	ICLE	# #	CC	%	
Winter (Dec-Feb)	14	21.9				nger Car	-	134		97.8%	
Spring (Mar-May)	16	25.0				ercial Ve		3	•	2.2%	
Summer (Jun-Aug)	22	34.4			00111111		J. 110100		7	2.270	
Fall (Sep-Nov)	12	18.8				Total		137	•		
Total	64										
DAY OF WEEK	# AC	C º	/ ₆		LIGHT	CONDI	TION	# 4	CC	%	
Sunday	4		3%		Dayligh			57		89.1%	
Monday	6	9.4			Dayligi Dawn/l			1		1.6%	
Tuesday	6		1%		Night	_ 451		5		7.8%	
Wednesday	7	10.9			Unspe	cified		1		1.6%	
Thursday	9	14.1			Onspe			•		1.0/0	
Friday	22	34.4				Total		64			
Saturday	10	15.6									
Total	64		· -								
		NTV DV VE	4 D -								
SUMMARY OF ACCIDE	INI SEVER	CIII BY YE	HK:	2012		2014	2015	2016	2017		
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				3	6	1	1	2	2		
Property Damage Accide				5	4	5	5	7	6		
Non-Reportable Acciden	ts			0	2	3	4	7	1		
Total Accidents				8	12	9	10	16	9		

ROUTE: NYS Route 32 MUNICIPALITY: Town	2 / 212 n of Saugei		CATION	l: From SE	B NYS Thi		it 20 to t		de Railr	oad Crossir	ng
-			0047	DEFEDEN	CE MAD				2424	22.000	2442
TIME PERIOD COVERE		2012 - 6/30/	2017	REFEREN	CE WAR	NEKS/	NODE2	32 8002			
REMARKS: Overtaking	Accidents									ATE: 2/2	21/2018
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	;	% [DIRECTIO	N	# ACC	
6 AM - 10 AM	0	0.0%	North		6	42.9	% N	Vortheast		0	0.0%
10 AM - 4 PM	3	42.9%	South		0	0.0	% N	Vorthwest		0	0.0%
4 PM - 7 PM	3	42.9%	East		0	0.0	% 5	Southeast		0	0.0%
7 PM - 12 AM	1	14.3%	West		8	57.1	% 5	Southwest		0	0.0%
12 AM - 6 AM	0	0.0%	Tota	al	14		ι	Jnspecified	t	0	0.0%
Unspecified	0	0.0%		A1							
Total	7		۸۵۵۱۱	DENT TYPE	E # ACC	. (% <i>F</i>	CCIDENT	TVDE	# ACC	
NAC A TUED	# 400	0/	Rear E		0	0.0		edestrian	1117	0	0.0%
WEATHER	# ACC	% 71.4%	Overta		7	100.0		Bicycle		0	0.0%
Clear	5		Right		0	0.0		Parked Veh	nicle	0	0.0%
Cloudy	1	14.3%	Left To	•	0	0.0		Backing		0	0.0%
Rain Snow	0 1	0.0% 14.3%	Right		0	0.0		Run Off Th	e Road	0	0.0%
	•	0.0%	J	Object	0	0.0		Animal		0	0.0%
Sleet/Hail/Freezing Rain Fog/Smog/Smoke	0	0.0%	Head	•	0	0.0		Other		0	0.0%
Unspecified	0	0.0%	Sides		0	0.0		Jnspecified	t	0	0.0%
•		0.076		•				-			
Total	7			l		Total		7			
SURFACE	# AC		6			DENT SE	EVERIT	/ # A	CC	%	
Dry	6	85.7			Fatal			0		0.0%	
Wet	0	0.0			Injury			0		0.0%	
Mud/Slush	0	0.0				rty Dama		3		42.9%	
Snow/Ice	1	14.3			Non-F	Reportabl	e	4		57.1%	
Unspecified	0	0.0)%			Total		7			
Total	7										
TIME OF YEAR	# AC	C %	6			OF VEH	-	# A	CC	%	
Winter (Dec-Feb)	2	28.6	6%			enger Ca		14		100.0%	
Spring (Mar-May)	3	42.9			Comn	nercial V	ehicles	0		0.0%	
Summer (Jun-Aug)	0	0.0				Total		14			
Fall (Sep-Nov)	2	28.6	6%								
Total	7										
DAY OF WEEK	# AC	C 9	6		LIGH	T CONDI	TION	# 4	CC	%	
Sunday	2	28.6	6%		Daylig	ght		5		71.4%	
Monday	1	14.3	3%		Dawn	/Dusk		0		0.0%	
Tuesday	1	14.3	3%		Night			2		28.6%	
Wednesday	1	14.3	3%		Unspe	ecified		0		0.0%	
Thursday	0	0.0)%			Total		7			
Friday	0	0.0)%					•			
Saturday	2	28.6	6%								
Total	7										
SUMMARY OF ACCIDE	NT SEVER	RITY BY YE	AR:	2012	2013	2014	2015	2016	2017		
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				0	0	0	0	0	0		
Property Damage Accide	ants			0	1	0	1	1	0		
Non-Reportable Acciden				1	0	1	1	0	1		
•				1	1	1	2	1	1		
Total Accidents				ı				ı	1		

ROUTE: NYS Route 32			OCATION	l: From SB	NYS Thr				de Railro	oad Crossir	ng
-	n of Sauger		/0.047	DEFEDEN	OF MAD	_	NTY: <u>U</u>		0404	00.000	0.0440
TIME PERIOD COVERE		2012 - 6/30,	/2017	REFEREN	CE MAR	KERS/I	NODES	32 8602			
REMARKS: Right Angle	e Accidents								D	ATE: 2/2	21/2018
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC		% С	IRECTIO	N	# ACC	
6 AM - 10 AM	4	18.2%	North		13	29.5	% N	lortheast		0	0.0%
10 AM - 4 PM	10	45.5%	South		9	20.5	% N	orthwest		0	0.0%
4 PM - 7 PM	7	31.8%	East		4	9.1	% 5	Southeast		0	0.0%
7 PM - 12 AM	1	4.5%	West		18	40.9	% 5	Southwest		0	0.0%
12 AM - 6 AM	0	0.0%	Tota	al	44		ι	Inspecified	d	0	0.0%
Unspecified	0	0.0%		A1							
Total	22		ACCII	DENT TYPE	# ACC	,	% A	CCIDENT	TVPF	# ACC	
VA/E A TUED	# 400	0/	Rear E		0	0.0		edestrian	IIFE	# ACC	0.0%
WEATHER	# ACC	%	Overta		0	0.0		Bicycle		0	0.0%
Clear	13	59.1%	Right		22	100.0		arked Vel	nicle	0	0.0%
Cloudy	6	27.3%	Left To	•	0	0.0		arked ver Backing		0	0.0%
Rain	2	9.1%	Right		0	0.0		Run Off Th	e Road	0	0.0%
Snow	1	4.5% 0.0%		Object	0	0.0		nimal		0	0.0%
Sleet/Hail/Freezing Rain		0.0%	Head	•	0	0.0		Other		0	0.0%
Fog/Smog/Smoke Unspecified	0	0.0%	Sides		0	0.0		Inspecified	d	0	0.0%
•	-	0.076			-			-		-	
Total	22					Total		22			
SURFACE	# AC	9	%		ACCIE	DENT SE	EVERITY	′ # A	CC	%	
Dry	17	77.3			Fatal			0		0.0%	
Wet	4	18.2			Injury			4		18.2%	
Mud/Slush	0		0%		-	rty Dama	-	15		68.2%	
Snow/Ice	1		5%		Non-R	eportabl	е	3		13.6%	
Unspecified	0	0.0	0%			Total		22			
Total	22										
TIME OF YEAR	# AC	C S	%		TYPE	OF VEH	IICLE	# <i>P</i>	CC	%	
Winter (Dec-Feb)	4	18.2	2%		Passe	nger Ca	rs	43		97.7%	
Spring (Mar-May)	6	27.3	3%		Comm	ercial Ve	ehicles	1		2.3%	
Summer (Jun-Aug)	8	36.4				Total		44			
Fall (Sep-Nov)	4	18.2	2%								
Total	22										
DAY OF WEEK	# AC	c s	%		LIGHT	CONDI	TION	# 4	CC	%	
Sunday	8	36.4	4%		Daylig	ht		20		90.9%	
Monday	1	4.5	5%		Dawn/	Dusk		1		4.5%	
Tuesday	6	27.3	3%		Night			1		4.5%	
Wednesday	2	9.	1%		Unspe	cified		0		0.0%	
Thursday	2	9.	1%			Total		22			
Friday	2		1%					_ _			
Saturday	1	4.5	5%								
Total	22										
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016	2017		
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				0	0	2	1	1	0		
Property Damage Accide	ents			1	3	1	4	1	5		
Non-Reportable Accident				0	1	0	1	1	0		
Total Accidents				1	4	3	6	3	5		
Total Accidents				•	-	3	U	5	J		

	10.00	. (0.15				10/2=						
-	NYS Route 32			CATION	: From SB	NYS Thi	-			e Railro פנ	ad Cross	ing
	PALITY: Town			-				NTY : <i>U</i>				
	RIOD COVERE		2012 - 6/30/	2017	REFEREN	CE MAR	KERS/	NODES	32 8602			02 3113
REMARK	(S: Wet Paver	nent Accide	nts							D	ATE: 2	/21/2018
TIME OF	DAY	# ACC	%	DIREC	CTION	# ACC		% C	DIRECTION	N	# ACC	
6 AM - 1	0 AM	4	28.6%	North		5	17.9	% N	Northeast		0	0.0%
10 AM -	4 PM	2	14.3%	South		9	32.1	% N	Vorthwest		0	0.0%
4 PM - 7	7 PM	7	50.0%	East		8	28.6	% S	Southeast		0	0.0%
7 PM - 1	2 AM	1	7.1%	West		6	21.4	% <u>s</u>	Southwest		0	0.0%
12 AM -	6 AM	0	0.0%	Tota	al.	28		ι	Jnspecified	t	0	0.0%
Unspecifi	ied	0	0.0%	101	21							
Tota	al	14		ACCII	DENT TYPE	# ACC		% A	ACCIDENT	TYPE	# ACC	
\//E	-D	# ACC	0/	Rear E		4	28.6		Pedestrian		0	0.0%
WEATHE	=K	# ACC	% 44.20/	Overta		0	0.0		Bicycle		0	0.0%
Clear		2	14.3%	Right A		4	28.6		Parked Veh	nicle	0	0.0%
Cloudy		6	42.9% 42.9%	Left Tu	Ū	2	14.3		Backing		0	0.0%
Rain Snow		6 0	42.9% 0.0%	Right		1	7.1		Run Off Th	e Road	0	0.0%
-	I/Freezing Rain	_	0.0%	_	Object	0	0.0		Animal		0	0.0%
Fog/Smo	-	0	0.0%	Head	•	1	7.1		Other		2	14.3%
Unspecifi	-	0	0.0%	Sidesv		0	0.0		Jnspecified	Ł	0	0.0%
Tot		14	0.070		•		Total		14			
						400						
SURFAC	E	# ACC		%			DENI SI	EVERITY		ACC	%	
Dry		0	0.0			Fatal			0		0.0%	
Wet	.h	14	100.0			Injury			4		28.6%	
Mud/Slus Snow/Ice		0 0	0.0 0.0			-	rty Dama Reportab	-	7 3		50.0% 21.4%	
Unspecifi		0	0.0			INOI1-F	•	ie	_		21.470	
Chopooni	Total	14	0.0	770			Total		14			
TIME OF	VEAD	# AC(• 0	·/		TVDE	OF VEH			ACC		
TIME OF				%						100	% 06.4%	
	(Dec-Feb)	4	28.6				enger Ca nercial V		27 1		96.4%	
	(Mar-May)	3 5	21.4 35.7			Comm		enicies	•		3.6%	
Fall	(Jun-Aug) (Sep-Nov)	2	14.3				Total		28			
ı alı	Total	14	17.0	J 70								
DAY OF	WEEK	# AC		%			COND	ITION		ACC	%	
Sunday		3	21.4			Daylig	•		9		64.3%	
Monday		3	21.4			Dawn	/Dusk		1		7.1%	
Tuesday		2	14.3			Night			4		28.6%	
Wednesd	•	2	14.3			Unspe	ecitied		0		0.0%	
Thursday	′	1		1%			Total		14			
Friday		3	21.4									
Saturday _		0	0.0)%								
To	otal	14										
SUMMAF	RY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016	2017		
Fatal Acc	cidents				0	0	0	0	0	0		
Injury Aco					0	2	2	0	0	0		
	Damage Accide	ents			0	1	0	2	2	2		
	-				0	0	2	0	1	0		
Non-Rep	ortable Accident	เอ			U	U	_	U		U		

ROUTE: NYS Route 32			OCATION	: From SE	3 NYS Th				de Railr	oad Crossi	ng
	n of Sauge		/2017	REFEREN	ICE MAD		NTY: <u>U</u>		2121	20.060	2112
TIME PERIOD COVERE REMARKS: Night Accid		2012 - 6/30/	/2017	KEFEKEN	ICE WAR	KEKS/	NODE2	32 8002			2 31 13 21/2018
NEWAKKS. Night Accid	uerns									AIL	2 1/2010
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC			DIRECTIO	N	# ACC	
6 AM - 10 AM	0	0.0%	North		7	20.6		Vortheast		0	0.0%
10 AM - 4 PM	0	0.0%	South		6	17.6		Vorthwest		0	0.0%
4 PM - 7 PM	11	61.1%	East		10	29.4	_	Southeast		0	0.0%
7 PM - 12 AM	7	38.9%	West		11	32.4	% ج	Southwest		0	0.0%
12 AM - 6 AM	0	0.0%	Tota	al	34		ι	Jnspecified 	t	0	0.0%
Unspecified	0	0.0%									
Total	18		ACCII	DENT TYPI	E # ACC	;	% <i>F</i>	CCIDENT	TYPE	# ACC	
WEATHER	# ACC	%	Rear E		5	27.8		Pedestrian		0	0.0%
Clear	11	61.1%	Overta	ake	2	11.1		Bicycle		0	0.0%
Cloudy	5	27.8%	Right A	Angle	1	5.6		arked Veh	nicle	0	0.0%
Rain	1	5.6%	Left To	•	4	22.2		Backing		0	0.0%
Snow	1	5.6%	Right		1	5.6		Run Off Th	e Road	0	0.0%
Sleet/Hail/Freezing Rain	-	0.0%	Fixed	Object	1	5.6	5% A	Animal		1	5.6%
Fog/Smog/Smoke	0	0.0%	Head	On	0	0.0	% (Other		3	16.7%
Unspecified	0	0.0%	Sides	vipe	0	0.0	% ر	Jnspecified	t	0	0.0%
Total	18					Total		18			
SURFACE	# AC	C º	<u> </u>		ACCI	DENT SI	FVFRIT	/ # A	CC	%	
Dry	13	72.2			Fatal			0		0.0%	
Wet	4	22.2			Injury			8		44.4%	
Mud/Slush	0		0%			erty Dama	age	3		16.7%	
Snow/Ice	1		5%		-	Reportab	-	7		38.9%	
Unspecified	0		0%			Total		18			
Total	18					i otai					
TIME OF YEAR	# AC	C 9	/ ₆		TYPE	OF VEH	IICLE	# A	CC	%	
Winter (Dec-Feb)	11	61.1	1%		Passe	enger Ca	rs	34		100.0%	
Spring (Mar-May)	2	11.1	1%		Comr	nercial V	ehicles	0		0.0%	
Summer (Jun-Aug)	2	11.1	1%			Total		34			
Fall (Sep-Nov)	3	16.7	7%			Total		0-1			
Total	18										
DAY OF WEEK	# AC	C 9	%		LIGH	T COND	ITION	# ₽	CC	%	
Sunday	3	16.7	7%		Daylig	ght		0		0.0%	
Monday	3	16.7	7%		Dawn	/Dusk		0		0.0%	
Tuesday	4	22.2	2%		Night			18		100.0%	
Wednesday	1	5.6	6%		Unsp	ecified		0		0.0%	
Thursday	3	16.7	7%			Total		18			
Friday	2	11.1	1%								
Saturday	2	11.1	1%								
Total	18										
SUMMARY OF ACCIDE	NT SEVER	RITY BY YE	AR:	2012	2013	2014	2015	2016	2017		
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				0	4	1	0	2	1		
Property Damage Accide	ents			1	0	1	1	0	0		
Non-Reportable Accider				0	1	2	3	1	0		
Total Accidents				1	5	4	4	3	1		

# ACC 0 0 0 0 0	2 3113 21/2018 0.0% 0.0% 0.0% 0.0% 0.0%
# ACC 0 0 0 0 0	0.0% 0.0% 0.0% 0.0%
# ACC 0 0 0 0 0	0.0% 0.0% 0.0% 0.0%
0 0 0 0	0.0% 0.0% 0.0%
0 0 0 0	0.0% 0.0% 0.0%
0 0 0	0.0% 0.0%
0	0.0%
0	
	0.0%
VDE # ACC	
VDE # ACC	
0	0.0%
1	8.3%
le 0	0.0%
0	0.0%
Road 0	0.0%
0	0.0%
0	0.0%
0	0.0%
 C %	
C %	
91.3%	
8.7%	
C %	
83.3%	
0.0%	
16.7%	
0.0%	
2017	
0	
1	
3	
0	
4	
	1 lle 0 0 0 Road 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

BALLER 10/6 =	. / 0 / 5				A D 12 =				::		
ROUTE: NYS Route 32			DCATION	l: From SB	NYS Th				de Railro	ad Crossir	ng
-	n of Sauger						ΝΤΥ : <i>U</i>				
TIME PERIOD COVERE		2012 - 6/30/		REFERENC		KERS/	NODES	32 8602	3121 -	32 8602	2 3113
REMARKS: Intersection	n of NYS R	oute 212 Ra	amps to/fr	om Northbol	und I-87				D.	ATE: 2/2	21/2018
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	;	% [DIRECTIO	N	# ACC	
6 AM - 10 AM	1	7.7%	North		4	16.0	% N	Vortheast		0	0.0%
10 AM - 4 PM	5	38.5%	South		2	8.0	% N	Vorthwest		0	0.0%
4 PM - 7 PM	3	23.1%	East		11	44.0	% 5	Southeast		0	0.0%
7 PM - 12 AM	2	15.4%	West		6	24.0	% 5	Southwest		0	0.0%
12 AM - 6 AM	1	7.7%	Tota	-I	25		ĺ	Jnspecified	d	2	8.0%
Unspecified	1	7.7%	100	21	25						
Total	13		ACCII	DENT TYPE	# ACC	•	% <i>A</i>	CCIDENT	TVDE	# ACC	
WEATHER	# ACC	%	Rear E		# ACC	, 61.5		Pedestrian	IIFE	# ACC	0.0%
Clear	# ACC	7 6 76.9%	Overta		1	7.7		Bicycle		0	0.0%
Cloudy		76.9% 15.4%	Right		2	15.4		Parked Vel	nicle	0	0.0%
Rain	2	0.0%	Left Tu	•	0	0.0		Backing		0	0.0%
Snow	0	0.0%	Right		0	0.0		Run Off Th	e Road	0	0.0%
Sleet/Hail/Freezing Rain	_	0.0%		Object	1	7.7		Animal		0	0.0%
Fog/Smog/Smoke	0	0.0%	Head	•	0	0.0		Other		1	7.7%
Unspecified	1	7.7%	Sides	wipe	0	0.0	% ι	Jnspecified	t	0	0.0%
Total	13					Total		13			
SURFACE	# ACC	· ·	%		ACCI	DENT SI	=VFRIT\	/ # <i>L</i>	CC	%	
Dry	12	92.3			Fatal	J =		0		0.0%	
Wet	0		0%		Injury			2		15.4%	
Mud/Slush	0		0%			erty Dama	age	6		46.2%	
Snow/Ice	0		0%		-	Reportab	_	5		38.5%	
Unspecified	1		7%			Total		13			
Total	13										
TIME OF YEAR	# AC	5 9	%		TYPE	OF VEH	IICLE	# <i>F</i>	CC	%	
Winter (Dec-Feb)	3	23.	1%		Passe	enger Ca	rs	24		96.0%	
Spring (Mar-May)	3	23.	1%		Comn	nercial V	ehicles	1		4.0%	
Summer (Jun-Aug)	4	30.8	3%			Total		25			
Fall (Sep-Nov)	3	23.	1%								
Total	13										
DAY OF WEEK	# AC	5 9	%		LIGH	T COND	ITION	# <i>F</i>	CC	%	
Sunday	1	7.7	7%		Daylig	ght		10		76.9%	
Monday	1	7.7	7%		Dawn	/Dusk		0		0.0%	
Tuesday	1	7.7	7%		Night			2		15.4%	
Wednesday	2	15.4	4%		Unspe	ecified		1		7.7%	
Thursday	4	30.8	3%			Total		13			
Friday	4	30.8	3%								
Saturday	0	0.0	0%								
Total	13										
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016	2017		
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				1	1	0	0	0	0		
Property Damage Accide	ents			1	0	1	2	0	2		
Non-Reportable Acciden				0	0	1	3	1	0		
Total Accidents				2	1	2	5	1	2		
I JULIA AUGINETILS				_	•	_	•	•	_		

POLITE: MVS Pouto 20) / 212	1 /	CATION	l. Erom CD	NVC Th	ruway Ev	it 20 to t	he At Cro	da Daile	oad Crossis	20
ROUTE: NYS Route 32 MUNICIPALITY: Town	of Sauger		JUATION	l: From SB	INTO IN		NTY: U		ie Raiif	uau Urossii	ig
			/2017	REFERENC	SE MAR		-		2121	22 0600	2112
TIME PERIOD COVERE		2012 - 6/30/			JE WAR	KEKS/I	NODE 5	32 8002			
REMARKS: Intersection	1 OT NYS RO	oute 212 an	a Kings F	aignway						ATE: 2/2	21/2018
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	;	% С	IRECTIO	N	# ACC	
6 AM - 10 AM	2	25.0%	North		4	25.09	% N	Vortheast		0	0.0%
10 AM - 4 PM	2	25.0%	South		2	12.59	% N	orthwest		0	0.0%
4 PM - 7 PM	2	25.0%	East		5	31.39	% 5	Southeast		0	0.0%
7 PM - 12 AM	2	25.0%	West		5	31.3	% 5	Southwest		0	0.0%
12 AM - 6 AM	0	0.0%	Tota	al	16		ι	Jnspecified	ł	0	0.0%
Unspecified	0	0.0%	100					·			
Total	8		۸۵۵۱۱	DENT TYPE	# ACC	٠ .	% A	CCIDENT	TVDE	# ACC	
WEATHED	# ACC	0/	Rear E		# ACC	37.5°		edestrian	IIFE	# ACC	0.0%
WEATHER	# ACC	% 97.5%	Overta		2	25.0		Bicycle		0	0.0%
Clear	7	87.5%	Right		1	12.5		Parked Veh	nicle	0	0.0%
Cloudy	0	0.0% 0.0%	Left To	•	1	12.5		Backing		0	0.0%
Rain Snow	0 1	0.0% 12.5%	Right		1	12.5		Run Off Th	e Road	0	0.0%
	-	0.0%		Object	0	0.0		nimal		0	0.0%
Sleet/Hail/Freezing Rain Fog/Smog/Smoke	0	0.0%	Head	•	0	0.0		Other		0	0.0%
Unspecified	0	0.0%	Sides		0	0.0		Inspecified	d	0	0.0%
•	8	0.076		•		Total		-			
Total	•			l .		Total		8			
SURFACE	# AC	9	%		ACCI	DENT SE	VERITY	/ # A	CC	%	
Dry	7	87.5			Fatal			0		0.0%	
Wet	0		0%		Injury			0		0.0%	
Mud/Slush	0		0%		-	erty Dama	-	7		87.5%	
Snow/Ice	1	12.5			Non-F	Reportabl	е	1		12.5%	
Unspecified	0	0.0	0%			Total		8			
Total	8										
TIME OF YEAR	# AC	9	%		TYPE	OF VEH	ICLE	# <i>P</i>	CC	%	
Winter (Dec-Feb)	2	25.0	0%		Passe	enger Cai	rs	16		100.0%	
Spring (Mar-May)	4	50.0	0%		Comr	nercial Ve	ehicles	0		0.0%	
Summer (Jun-Aug)	0		0%			Total		16			
Fall (Sep-Nov)	2	25.0	0%								
Total	8										
DAY OF WEEK	# AC		%		LIGH	T CONDI	TION	# 4	CC	%	
Sunday	0		0%		Daylig			6		75.0%	
Monday	1	12.			, ,	/Dusk		0		0.0%	
Tuesday	1	12.			Night			2		25.0%	
Wednesday	1	12.5			_	ecified		0		0.0%	
Thursday	0	0.0	0%		•	Total		8			
Friday	0	0.0	0%			Total		Ū			
Saturday	5	62.5	5%								
Total	8										
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	0040	0040	0044	0045	0040	0047		
					2013	2014	2015	2016	2017		
Fatal Accidents				0 0	0 0	0	0 0	0 0	0		
Injury Accidents	nto			1	0	0 2	2	0	0 2		
Property Damage Accide Non-Reportable Acciden				0	0	0	1	0	0		
•	ເວ			_	_	_	•	_			
Total Accidents				1	0	2	3	0	2		

ROUTE: NYS Route 32			CATION	: From SB	NYS Th				de Railr	oad Crossi	ng
MUNICIPALITY: Town	n of Sauger						NTY: U				
TIME PERIOD COVERE	D: 1/1/2	2012 - 6/30/	2017	REFEREN	CE MAR	RKERS/I	NODES	32 8602	3121	- 32 8602	2 3113
REMARKS: Intersection	n of NYS Ro	oute 212 an	d Big Lot	Driveway					D	ATE: 2/2	21/2018
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	;	% [DIRECTIO	N	# ACC	
6 AM - 10 AM	0	0.0%	North		0	0.0		Northeast		0	0.0%
10 AM - 4 PM	3	75.0%	South		3	42.9		Northwest		0	0.0%
4 PM - 7 PM	1	25.0%	East		2	28.6		Southeast		0	0.0%
7 PM - 12 AM	0	0.0%	West		2	28.6	•	Southwest		0	0.0%
12 AM - 6 AM	0	0.0%	Tate	_1	7			Jnspecified	4	0	0.0%
Unspecified	0	0.0%	Tota	31	7			3110p00ii100			0.070
Total	4		۸۵۵۱۱	SENT TYPE	# ACC	` (o/ /	COIDENT	TVDE	# ACC	
MEATUED	# ACC	0/	Rear E	DENT TYPE End	2 # ACC	, 50.0		ACCIDENT Pedestrian	ITPE	# ACC	25.0%
WEATHER	# ACC	% 75.0%	Overta		1	25.0		Bicycle		0	0.0%
Clear	3	75.0%	Right		0	0.0		Parked Vel	nicle	0	0.0%
Cloudy	1	25.0%	Left To	U	0	0.0		Backing		0	0.0%
Rain	0	0.0%	Right		0	0.0		Run Off Th	e Road	0	0.0%
Snow	0	0.0%	•	Object	0	0.0		Animal	o rtoda	0	0.0%
Sleet/Hail/Freezing Rain		0.0%	Head	•	0	0.0		Other		0	0.0%
Fog/Smog/Smoke Unspecified	0	0.0% 0.0%	Sides		0	0.0		Jnspecified	ł	0	0.0%
•		0.0%						-			010,70
Total	4					Total		4			
SURFACE	# ACC		6			DENT SE	EVERITY	Y # A	CC	%	
Dry	4	100.0			Fatal			0		0.0%	
Wet	0	0.0			Injury			2		50.0%	
Mud/Slush	0	0.0			-	erty Dama	-	2		50.0%	
Snow/Ice	0	0.0			Non-F	Reportabl	е	0		0.0%	
Unspecified	0	0.0)%			Total		4			
Total	4										
TIME OF YEAR	# ACC	9	6		TYPE	OF VEH	IICLE	# <i>P</i>	CC	%	
Winter (Dec-Feb)	0	0.0)%		Passe	enger Cai	rs	7		100.0%	
Spring (Mar-May)	2	50.0)%		Comr	nercial Ve	ehicles	0		0.0%	
Summer (Jun-Aug)	1	25.0)%			Total		7			
Fall (Sep-Nov)	1	25.0)%								
Total	4										
DAY OF WEEK	# ACC	2 9	6		LIGH	T CONDI	TION	# 4	CC	%	
Sunday	2	50.0			Daylig			3		75.0%	
Monday	0	0.0			, ,	/Dusk		0		0.0%	
Tuesday	0	0.0			Night			1		25.0%	
Wednesday	0	0.0			_	ecified		0		0.0%	
Thursday	2	50.0			· -F	Total		4			
Friday	0	0.0				iolai		4			
Saturday	0	0.0									
Total	4										
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:								
		· 		2012	2013	2014	2015	2016	2017		
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				1	1	0	0	0	0		
Property Damage Accide				0	0	0	0	2	0		
Non-Reportable Acciden	īS			0	0	0	0	0	0		
Total Accidents				1	1	0	0	2	0		

ROUTE: NYS Route 32			CATION	: From SB	NYS Thr				de Railr	oad Crossir	ng
MUNICIPALITY: Town	n of Sauger	ties					NTY: U				
TIME PERIOD COVERE	D: 1/1/2	2012 - 6/30/	2017	REFEREN	CE MAR	KERS/	NODES	32 8602	3121	- 32 8602	3113
REMARKS: EB Rear E	nd Accident	s aproachir	ng Railroa	d Crossing					D	ATE: 2/2	21/2018
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC		% [DIRECTIO	N	# ACC	
6 AM - 10 AM	3	20.0%	North		0	0.0		Northeast		0	0.0%
10 AM - 4 PM	8	53.3%	South		0	0.0	% N	Vorthwest		0	0.0%
4 PM - 7 PM	3	20.0%	East		33	100.0	% 5	Southeast		0	0.0%
7 PM - 12 AM	1	6.7%	West		0	0.0	% 5	Southwest		0	0.0%
12 AM - 6 AM	0	0.0%	Tota	. 1	33		ĺ	Jnspecified	d	0	0.0%
Unspecified	0	0.0%	1016	11	<u> </u>						
Total	15		۸۵۵۱۱	DENT TYPE	# ACC		% <i>I</i>	ACCIDENT	TVDE	# ACC	
WEATHER	# ACC	%	Rear E		15	100.0		Pedestrian	ITPE	# ACC	0.0%
Clear	# ACC	66.7%	Overta		0	0.0		Bicycle		0	0.0%
	4	26.7%	Right		0	0.0		Parked Veh	nicle	0	0.0%
Cloudy Rain	1	6.7%	Left To	•	0	0.0		Backing		0	0.0%
Snow	0	0.0%	Right		0	0.0		Run Off Th	e Road	0	0.0%
Sleet/Hail/Freezing Rain	_	0.0%	•	Object	0	0.0		Animal		0	0.0%
Fog/Smog/Smoke	0	0.0%	Head	-	0	0.0		Other		0	0.0%
Unspecified	0	0.0%	Sides		0	0.0		Jnspecified	t	0	0.0%
Total	15	0.070				Total		15			
CUREACE			,		ACCII	OFNT O				0/	
SURFACE	# AC(%			JENI SI	EVERITY		CC	%	
Dry	13	86.7			Fatal			0		0.0%	
Wet	1	6.7			Injury			2		13.3%	
Mud/Slush	0 0	0.0			-	rty Dama	_	10		66.7%	
Snow/Ice Unspecified	1	0.0 6.7			NOII-N	eportab	ie	3		20.0%	
Total	15	0.7	70			Total		15			
TIME OF VEAD			,		TVDE	0F.V/FI	UCI E			0/	
TIME OF YEAR	# AC(% 70/			OF VEH			CC	%	
Winter (Dec-Feb)	4 4	26.7 26.7				nger Ca nercial V		33		100.0% 0.0%	
Spring (Mar-May) Summer (Jun-Aug)	4	26.7 26.7			Comm		enicies	0		0.0%	
Fall (Sep-Nov)	3	20.7				Total		33			
Total	1 5	20.0	770								
DAY OF WEEK	# ACC		6			COND	ITION		CC	%	
Sunday	0	0.0			Daylig			15		100.0%	
Monday	2	13.3			Dawn/	/Dusk		0		0.0%	
Tuesday	2	13.3			Night			0		0.0%	
Wednesday	2	13.3			Unspe	ecitied		0		0.0%	
Thursday	1	6.7				Total		15			
Friday	5	33.3									
Saturday	3	20.0)%								
Total	15										
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016	2017		
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				0	0	0	1	1	0		
Property Damage Accide	ents			2	3	0	2	2	1		
Non-Reportable Acciden				0	1	1	0	1	0		
Total Accidents				2	4	1	3	4	1		
							-		· ·		

		7.0011				. 51		-			
ROUTE: NYS Route 32	/212	LC	CATION	: From SB	NYS Thru	•			de Railr	oad Cros	sing
MUNICIPALITY: Town	of Sauge	rties				COUN	ITY: U	llster			
TIME PERIOD COVEREI	D: 1/1/	/2012 - 6/30/.	2017	REFEREN	CE MARK	KERS/N	IODE <u>S</u>	32 8602	3121	- 32 86	02 3113
REMARKS: WB Rear El	nd Accide	nts aproachii	ng Railroa	ad Crossing					D	ATE: 2	2/21/2018
TIME OF DAY	# ACC	%	DIREC	TION .	# ACC	0		DIRECTIO		# ACC	
TIME OF DAY 6 AM - 10 AM	# ACC	0.0%	North	TION	# ACC	% 0.0%		Northeast	¥	# ACC	0.0%
10 AM - 4 PM	1	33.3%	South		0	0.09		Northwest		0	0.0%
4 PM - 7 PM	2	66.7%	East		0	0.0%		Southeast			0.0%
7 PM - 12 AM	0	0.0%	West		7	100.09		Southwest		0 0	0.0%
12 AM - 6 AM	0	0.0%				100.07	`		J		0.0%
Unspecified	0	0.0%	Tota	al	7			Jnspecified	1	0	0.0%
Total	3										
				DENT TYPE		9		ACCIDENT	TYPE	# ACC	
WEATHER	# ACC	%	Rear E		3	100.09		Pedestrian		0	0.0%
Clear	3	100.0%	Overta		0	0.09	-	Bicycle		0	0.0%
Cloudy	0	0.0%	Right	J	0	0.09		Parked Veh	ncle	0	0.0%
Rain	0	0.0%	Left Tu		0	0.09		Backing	.	0	0.0%
Snow	0	0.0%	Right		0	0.09		Run Off Th	e Koad	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%		Object	0	0.09		Animal		0	0.0%
Fog/Smog/Smoke	0	0.0%	Head		0	0.09		Other		0	0.0%
Unspecified	0	0.0%	Sidesv	vipe	0	0.09	% L	Jnspecified	1	0	0.0%
Total	3					Total		3			
SURFACE	# AC	C %	6		ACCID	ENT SE	VERITY	/ # A	CC	%	
Dry	3	100.0			Fatal			0		0.0%	
Wet	0	0.0			Injury			0		0.0%	
Mud/Slush	0	0.0				ty Dama	ge	1		33.3%	
Snow/Ice	0	0.0)%			eportable		2		66.7%	
Unspecified	0	0.0)%			Total		3			
Total	3										
TIME OF YEAR	# AC	C %	6		TYPE	OF VEH	ICLE	# #	CC	%	
Winter (Dec-Feb)	1	33.3				nger Car		7		100.0%	
Spring (Mar-May)	1	33.3				ercial Ve		0		0.0%	
Summer (Jun-Aug)	1	33.3				Total		7			
Fall (Sep-Nov)	0	0.0				IOlai		,			
Total	3										
DAY OF WEEK	# AC	°C 0	<u></u>		LIGHT	CONDI	TION	# 4	CC	%	
Sunday	0	0.0			Dayligh		IION	2		66.7%	
Monday	0	0.0			Dayligi Dawn/l			0		0.0%	
Tuesday	1	33.3			Night	- uon		1		33.3%	
Wednesday	0	0.0			Unspe	cified		0		0.0%	
Thursday	0	0.0			Onsper			_		0.0 /0	•
Friday	2	66.7				Total		3			
Saturday	0	0.0									
Total	3	3.0	•								
				<u> </u>							
SUMMARY OF ACCIDE	NT SEVE	RITY BY YEA	AR:	2012	2013	2014	2015	2016	2017	•	
Fatal Accidents				0	0	0	0	0	0		
Injury Accidents				0	0	0	0	0	0		
Property Damage Accide	nts			0	0	0	0	0	1		
Non-Reportable Accident	S			0	0	0	0	2	0		
Total Accidents				0	0	0	0	2	1		

File Saugeries	PE	RIOD STUDI	ED:	#		L	R			ROUTE NUMB	ER/STRE	ET NAME: NYS Route 32 / 212 CASI	E No	
No. DATE TIME T	FR	OM: 1/1/20	012		S	G H	0	s	w	LOCATION:	From SB	NYS Thruway Exit 20 to the At-Grade Railroad Crossing FILE:	: Sauge	erties
No.	ТО	6/30/2	017		V			U		MUNICIPALITY	: Town	of Saugerties COUNTY: Ulster BY:	JV	R
No. DATE TIME T		66 MONT	HS	Ċ	R I			F	Т	REFERENCE N	MARKER	S / NODES: 32 8602 3121 - 32 8602 3113 DATE	E: <u>2/21/2</u>	2018
2 3/29/2012 7:53 2 N/R 1 1 1 1 1 2 2 7 4 Ltm S1 made left turn collided with N2 on 1-87 SB ramp at NY32 2 3 2/18/2012 13:40 2 PDO 1 1 1 1 1 1 1 2 9 Rend E2 rear ended E1 slowing in traffic 30' w/o Railroad Ave 16 4 5/3/2012 14:47 1 INJ 1 INJ 1 1 1 1 1 1 1 1 1 1 1 1 PPO S1 making RT C/W EB ped at Big Lots dwy 250' e/o Kings Hwy 15 5 5/23/2012 16:30 2 N/R 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	No.	DATE	TIME			N	Α	С	E R			ACCIDENT DESCRIPTION		KEY#
3 2/18/2012 13:40 2 PDO 1 1 1 1 1 9 Rend E2 rear ended E1 slowing in traffic 30' w/o Railroad Ave 16	1	2/18/2012	15:00	2	PDO	1					Rend	V2 rear ended V1 stopped at railroad crossing e/o Abbotts Ct		18
Signature Sign	2	3/29/2012	7:53	2	N/R	1	1	1	2	7 4	Ltrn	S1 made left turn collided with N2 on I-87 SB ramp at NY32		2
5 5/23/2012 16:30 2 NR 1 1 1 1 2 0 4 9 Rend E1 rear ended stopped E2 350' e/o Churchland Ln 7 6/8/2012 12:41 2 INJ 1 1 1 1 2 4 9 Rend E1 rear ended Stopped E2 350' e/o Churchland Ln 7 6/8/2012 12:41 2 INJ 1 1 1 1 1 4 9 Rend W1 rear ended W2 stopped in traffic at 1-87 northbound ramp 10 8 6/15/2012 19:01 1 PDO 1 4 1 1 1 4 Rend E1 RE stopped E2 in traffic due to train crossing @ Railroad Av 16 9 6/15/2012 19:20 1 PDO 1 4 1 1 1 4 Rend E1 Restopped E2 in traffic due to train crossing @ Railroad Av 16 8 8/22/2012 17:30 2 PDO 1 2 1 2 1 2 4 9 Rend W1 rear ended W2 stopped in traffic at 1-87 northbound ramp 10 8 8/22/2012 17:30 2 PDO 1 2 1 2 1 2 4 9 Rend W1 rear ended W2 while stopped in traffic on NY212 at NY32 4 11 10/12/2012 11:57 2 INJ 1 1 1 1 1 1 2 8 Rend W1 rear ended W2 while stopped in traffic on NY212 at NY32 4 12 10/27/2012 22:13 2 PDO 4 1 1 1 1 1 2 Rang E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212 13 13 8/10/2012 7:59 2 INJ 5 1 1 2 2 9 Rend W1 rear ended V2 on NY 32/212 at I-87 NB ramps 10 14 1/3/2013 17:59 2 INJ 5 1 1 1 2 9 Rend E1 rear ended Stopped E2 on NY 212 at NY 32 4 15 1/19/2013 18:58 2 INJ 4 2 1 1 1 2 9 Rend E1 RE E2 while picking uo dropped item 50' w/o Abbotts Ct 16 16 1/25/2013 18:58 2 INJ 4 2 1 1 7 4 Ltm E1 making LT collided with W2 at Abbotts Ct 17 18 2/10/2013 18:40 1 N/R 4 1 1 1 2 E FixO S1 swerved to avoid weh, LC and hit sign at I-87 SB ramps 2 20 3/16/2013 18:40 1 N/R 4 1 1 1 2 E FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps 2 21 4/19/2013 16:52 2 INJ 1 2 2 2 INJ 1 4 60 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended S2 (truck) waiting to mak	3	2/18/2012	13:40	2	PDO	1	1	1	1	9	Rend	E2 rear ended E1 slowing in traffic 30' w/o Railroad Ave		16
6 6/2/2012 12:20 2 INJ 1 1 1 2 4 9 Rend E1 rear ended stopped E2 350' e/o Churchland Ln 7 6/8/2012 12:41 2 INJ 1 1 1 1 1 2 4 9 Rend W1 rear ended W2 stopped in traffic at 1-87 northbound ramp 10 8 6/15/2012 19:16 2 PDO 1 1 1 1 1 4 9 Rend E1 RE stopped E2 in traffic due to train crossing @ Railroad Av 16 9 6/15/2012 19:20 1 PDO 1 1 4 1 1 4 8 Rend W1 steering failed on ramp to NB NY 32, LC & C/W small trailer 3 10 8/22/2012 17:30 2 PDO 1 2 1 1 5 1 1 4 9 Rend W1 rear ended W2 stopped in traffic on NY212 at NY32 4 11 10/12/2012 11:57 2 INJ 1 1 1 1 1 1 2 9 Rend E2 starting in traffic RE stopped E1 100' w/o 1-87 NB ramp 7 12 10/27/2012 22:13 2 PDO 4 1 1 1 1 4 12 Rang E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212 13 13 8/10/2012 2 2 PDO 5 INJ 5 1 1 2 9 Rend V1 rear ended V2 on NY 32/212 at 1-87 NB ramps 10 14 1/3/2013 17:59 2 INJ 5 1 1 2 9 Rend E1 rear ended Stopped E2 on NY 212 at NY 32 4 15 1/19/2013 16:09 2 N/R 1 1 1 1 1 9 Rend E1 RE E2 while picking uo dropped item 50' w/o Abbotts Ct 16 16 1/25/2013 17:46 3 N/R 1 1 1 1 2 2 6 7 Rang W1 making LT collided with W2 at Abbotts Ct 17 18 2/10/2013 18:40 1 N/R 4 1 1 1 2 6 FixO S1 swerved to avoid veh, LC and hit sign at 1-87 SB ramps 2 20 3/16/2013 18:40 1 N/R 4 1 1 1 1 4 60 Rend E1 rear ended S2 (truck)waiting to make RT onto NY212 from NY32 4	4	5/3/2012	14:47	1	INJ	1	1	1	1	4 14	Ped	S1 making RT C/W EB ped at Big Lots dwy 250' e/o Kings Hwy		15
Rend W1 rear ended W2 stopped in traffic at 1-87 northbound ramp 10	5	5/23/2012	16:30	2	N/R	1	1	1	1	20 4	Ovtk	W1 changed lanes to bypass UV and c/w W2 30' e/o Kings Hwy		14
8 6/15/2012 19:16 2 PDO 1 1 1 4 Rend E1 RE stopped E2 in traffic due to train crossing @ Railroad Av 16 9 6/15/2012 19:20 1 PDO 1 4 1 4 1 4 1 4 1 1 4 1 1 4 9 Rend MY1 rear ended W2 while stopped in traffic on NY212 at NY32 4 11 10/12/2012 11:57 2 INJ 1 1 1 9 Rend E2 starting in traffic RE stopped E1 100' w/o 1-87 NB ramp 7 12 10/27/2012 22:13 2 PDO 4 1 1 4 12 Rang E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212 13 13 8/10/2012 2 PDO 4 1 1 4 12 Rang E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212 13 13 8/10/2012 2 INJ 5 1 1 2 9	6	6/2/2012	12:20	2	INJ	1	1	1	2	4 9	Rend	E1 rear ended stopped E2 350' e/o Churchland Ln		7
9 6/15/2012 19:20 1 PDO 1 4 1 1 4 9 Rend W1 rear ended W2 while stopped in traffic on NY212 at NY32 4 11 10/12/2012 11:57 2 INJ 1 1 1 1 1 1 9 Rend E1 rear ended V2 on NY 32/212 at 1-87 NB ramp 7 12 10/27/2012 22:13 2 PDO 1 I I I I I I I I I I I Rend W1 rear ended W2 while stopped E1 100' w/o 1-87 NB ramp 7 13 8/10/2012	7	6/8/2012	12:41	2	INJ	1	1	1	1	4 9	Rend	W1 rear ended W2 stopped in traffic at 1-87 northbound ramp		10
10 8/22/2012 17:30 2 PDO 1 2 1 2 1 2 4 9 Rend W1 rear ended W2 while stopped in traffic on NY212 at NY32 4 11 10/12/2012 11:57 2 INJ 1 1 1 1 1 9 Rend E2 starting in traffic RE stopped E1 100' w/o 1-87 NB ramp 7 12 10/27/2012 22:13 2 PDO 4 1 1 1 1 4 12 Rang E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212 13 13 8/10/2012 PDO 1 1 1 1 1 2 9 Rend V1 rear ended V2 on NY 32/212 at I-87 NB ramps 10 14 1/3/2013 17:59 2 INJ 5 1 1 2 9 Rend E1 rear ended stopped E2 on NY 212 at NY 32 4 15 1/19/2013 16:09 2 N/R 1 1 1 1 1 9 Rend E1 RE E2 while picking uo dropped item 50' w/o Abbotts Ct 16 16 1/25/2013 17:46 3 N/R 1 1 1 1 1 9 Rend W3 rear ended W2 into W1 slowing in traffic on NY212 at NY32 4 17 2/15/2013 18:58 2 INJ 4 2 1 1 7 4 Ltrn E1 making LT collided with W2 at Abbotts Ct 17 18 2/10/2013 16:04 2 N/R 1 1 1 1 2 6 FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps 2 20 3/16/2013 14:14 2 PDO 1 1 1 1 1 2 2 8 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7	8	6/15/2012	19:16	2	PDO	1	1	1	1	4	Rend	E1 RE stopped E2 in traffic due to train crossing @ Railroad Av		16
11 10/12/2012 11:57 2 INJ 1 1 1 1 9 Rend E2 starting in traffic RE stopped E1 100' w/o 1-87 NB ramp 7 12 10/27/2012 22:13 2 PDO 4 1 1 4 12 Rang E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212 13 13 8/10/2012 2 PDO 4 1 1 4 12 Rend V1 rear ended V2 on NY 32/212 at I-87 NB ramps 10 14 1/3/2013 17:59 2 INJ 5 1 1 2 9 Rend E1 rear ended stopped E2 on NY 212 at NY 32 4 15 1/19/2013 16:09 2 N/R 1 1 1 9 Rend E1 RE E2 while picking uo dropped item 50' w/o Abbotts Ct 16 16 1/25/2013 17:46 3 N/R 1 1 1 9 Rend W3 rear ended W2 into W1 slowing in traffic on NY212 at NY32 4 17 2/15/2013 18:58 <td>9</td> <td>6/15/2012</td> <td>19:20</td> <td>1</td> <td>PDO</td> <td>1</td> <td>4</td> <td>1</td> <td>1</td> <td>46</td> <td>FixO</td> <td>NW1 steering failed on ramp to NB NY 32, LC & C/W small trailer</td> <td></td> <td>3</td>	9	6/15/2012	19:20	1	PDO	1	4	1	1	46	FixO	NW1 steering failed on ramp to NB NY 32, LC & C/W small trailer		3
12	10	8/22/2012	17:30	2	PDO	1	2	1	2	4 9	Rend	W1 rear ended W2 while stopped in traffic on NY212 at NY32		4
13 8/10/2012 2 PDO Image: Control of the properties of the proper	11	10/12/2012	11:57	2	INJ	1	1	1	1	9	Rend	E2 starting in traffic RE stopped E1 100' w/o 1-87 NB ramp		7
14 1/3/2013 17:59 2 INJ 5 1 1 2 9 Rend E1 rear ended stopped E2 on NY 212 at NY 32 4 15 1/19/2013 16:09 2 N/R 1 1 1 4 9 Rend E1 RE E2 while picking uo dropped item 50' w/o Abbotts Ct 16 16 1/25/2013 17:46 3 N/R 1 1 1 9 Rend W3 rear ended W2 into W1 slowing in traffic on NY212 at NY32 4 17 2/15/2013 18:58 2 INJ 4 2 1 1 7 4 Ltrn E1 making LT collided with W2 at Abbotts Ct 17 18 2/10/2013 16:04 2 N/R 1 1 2 26 7 Rang W1 making LT collided with W2 at NY32 and I-87 southbound ramps 2 19 2/18/2013 18:40 1 N/R 4 1 1 26 FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps 2 20 <t< td=""><td>12</td><td>10/27/2012</td><td>22:13</td><td>2</td><td>PDO</td><td>4</td><td>1</td><td>1</td><td>1</td><td>4 12</td><td>Rang</td><td>E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212</td><td></td><td>13</td></t<>	12	10/27/2012	22:13	2	PDO	4	1	1	1	4 12	Rang	E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212		13
15 1/19/2013 16:09 2 N/R 1 1 1 4 9 Rend E1 RE E2 while picking uo dropped item 50' w/o Abbotts Ct 16 16 1/25/2013 17:46 3 N/R 1 1 1 9 Rend W3 rear ended W2 into W1 slowing in traffic on NY212 at NY32 4 17 2/15/2013 18:58 2 INJ 4 2 1 1 7 4 Ltrn E1 making LT collided with W2 at Abbotts Ct 17 18 2/10/2013 16:04 2 N/R 1 1 1 2 26 7 Rang W1 making LT collided with W2 at Abbotts Ct 17 19 2/18/2013 18:40 1 N/R 4 1 1 2 5 7 Rang W1 making LT collided with N2 at NY32 and I-87 southbound ramps 2 19 2/18/2013 18:40 1 N/R 4 1 1 2 5 FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps <t< td=""><td>13</td><td>8/10/2012</td><td></td><td>2</td><td>PDO</td><td></td><td></td><td></td><td></td><td></td><td>Rend</td><td>V1 rear ended V2 on NY 32/212 at I-87 NB ramps</td><td></td><td>10</td></t<>	13	8/10/2012		2	PDO						Rend	V1 rear ended V2 on NY 32/212 at I-87 NB ramps		10
16 1/25/2013 17:46 3 N/R 1 1 1 9 Rend W3 rear ended W2 into W1 slowing in traffic on NY212 at NY32 4 17 2/15/2013 18:58 2 INJ 4 2 1 1 7 4 Ltrn E1 making LT collided with W2 at Abbotts Ct 17 18 2/10/2013 16:04 2 N/R 1 1 1 2 26 7 Rang W1 making LT collided with N2 at NY32 and I-87 southbound ramps 2 19 2/18/2013 18:40 1 N/R 4 1 1 26 FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps 2 20 3/16/2013 14:14 2 PDO 1 1 1 4 60 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7 21 4/19/2013 16:52 2 INJ 1 2 2 4 Rend S1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4	14	1/3/2013	17:59	2	INJ	5	1	1	2	9	Rend	E1 rear ended stopped E2 on NY 212 at NY 32		4
17 2/15/2013 18:58 2 INJ 4 2 1 1 7 4 Ltrn E1 making LT collided with W2 at Abbotts Ct 17 18 2/10/2013 16:04 2 N/R 1 1 1 2 26 7 Rang W1 making LT collided with N2 at NY32 and I-87 southbound ramps 2 19 2/18/2013 18:40 1 N/R 4 1 1 1 26 FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps 2 20 3/16/2013 14:14 2 PDO 1 1 1 4 60 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7 21 4/19/2013 16:52 2 INJ 1 2 2 4 Rend S1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4	15	1/19/2013	16:09	2	N/R	1	1	1	1	4 9	Rend	E1 RE E2 while picking uo dropped item 50' w/o Abbotts Ct		16
18 2/10/2013 16:04 2 N/R 1 1 1 2 26 7 Rang W1 making LT collided with N2 at NY32 and I-87 southbound ramps 2 19 2/18/2013 18:40 1 N/R 4 1 1 1 26 FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps 2 20 3/16/2013 14:14 2 PDO 1 1 1 4 60 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7 21 4/19/2013 16:52 2 INJ 1 2 2 2 4 Rend S1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4	16	1/25/2013	17:46	3	N/R	1	1	1	1	9	Rend	W3 rear ended W2 into W1 slowing in traffic on NY212 at NY32		4
19 2/18/2013 18:40 1 N/R 4 1 1 1 26 FixO S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps 2 20 3/16/2013 14:14 2 PDO 1 1 1 1 1 4 60 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7 21 4/19/2013 16:52 2 INJ 1 2 2 2 4 Rend S1 rear ended S2 (truck)waiting to make RT onto NY212 from NY32 4	17	2/15/2013	18:58	2	INJ	4	2	1	1	7 4	Ltrn	E1 making LT collided with W2 at Abbotts Ct		17
20 3/16/2013 14:14 2 PDO 1 1 1 1 4 60 Rend E1 rear ended E2 slowing in traffic at Saugerties Manor Rd 7 21 4/19/2013 16:52 2 INJ 1 2 2 2 4 Rend S1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4	18	2/10/2013	16:04	2	N/R	1	1	1	2	26 7	Rang	W1 making LT collided with N2 at NY32 and I-87 southbound ramps		2
21 4/19/2013 16:52 2 INJ 1 2 2 2 4 Rend S1 rear ended S2 (truck) waiting to make RT onto NY212 from NY32 4	19	2/18/2013	18:40	1	N/R	4	1	1	1	26	FixO	S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps		2
	20	3/16/2013	14:14	2	PDO	1	1	1	1	4 60	Rend	E1 rear ended E2 slowing in traffic at Saugerties Manor Rd		7
22 5/3/2013 17:30 3 PDO 1 1 1 1 9 Rend E1 rear ended E2 into E3 both stopped 40' w/o Railroad Ave 16	21	4/19/2013	16:52	2	INJ	1	2	2	2	4	Rend	S1 rear ended S2 (truck)waiting to make RT onto NY212 from NY32		4
	22	5/3/2013	17:30	3	PDO	1	1	1	1	9	Rend	E1 rear ended E2 into E3 both stopped 40' w/o Railroad Ave		16

PE	RIOD STUDI	ED:	#			R			ROUTE NUM	IBER/S	TRE	ET NAME: NYS Route 32 / 212 CASE N	0	
FF	ROM:1/1/20	012	V E	S E	G H	O A	s	w	LOCATION:	From	SB	NYS Thruway Exit 20 to the At-Grade Railroad Crossing FILE:	Sauge	erties
ТС	D: <u>6/30/2</u>	017	H	V E	Т	D	U R	E A	MUNICIPALI	TY: <u></u>	own	of Saugerties COUNTY: Ulster BY:	JV	R
	66 MONT	HS	C	R	C O	C H	F A	T H	REFERENCI	MARK	(ER	S / NODES: 32 8602 3121 - 32 8602 3113 DATE:	2/21/2	2018
No.	DATE	TIME	S S	Y	N D	A R	CE	E R	CONTRIB. FACTORS	AC(ACCIDENT DESCRIPTION		KEY#
23	7/9/2013	8:05	2	PDO	1	1	1	2	7	Ran	g	W1 making LT C/W N2 (truck) at NY32 and I-87 southbound ramps		2
24	7/20/2013	14:20	3	PDO	1	1	1	2	9	Ren	d	E1 rear ended E2 into E3 75' w/o Railroad Ave		16
25	7/28/2013	18:08	2	PDO	1	1	2	2	4 69 6	0 Ran	g	W1 making LT collided with N2 at NY32 and I-87 southbound ramps		2
26	8/12/2013	19:31	2	INJ	1	1	1	1	9	Ren	d	N2 stopped abruptly for veh & RE by N1 on NY32 at I-87 SB ramps		2
27	9/29/2013	14:39	2	PDO	1	1	1	1	7	Ran	g	W1 making LT to park and ride C/W S2 at NY32 and I-87 SB ramps		2
28	9/1/2013	13:22	2	PDO	1	1	1	2	7 1	8 Ovtk	(W2 C/W W1 (police) with lights activated 240' e/o Kings Hwy		14
29	11/14/2013	18:11	2	INJ	4	1	1	2	9 4	Ren	d	E1 RE E2 slowing in traffic at Big Lots dwy 250' e/o Kings Hwy		15
30	11/14/2013	8:56	2	PDO	1	1	1	2	9	Ren	d	E1 rear ended slowing E2 60' e/o Railroad Ave		18
31	12/26/2013	17:54	2	INJ	4	1	2	1	7 5	Ltrn		S1 making LT C/W N2 at NY32 and I-87 southbound ramps		2
32	12/19/2013	15:55	2	INJ	1	1	1	1	9 4	Ren	d	E1 RE E2 stopped in traffic on NY32/212 at I-87 NB ramps		10
33	2/8/2014	14:10	2	PDO	1	1	1	1	4 9	Ren	d	W1 RE W2 waiting to make LT onto Kings Hwy from NY32/212		13
34	3/24/2014	18:03	2	N/R	1	1	1	1	9	Ren	d	E1 rear ended E2 stopped for train at Railroad Ave		16
35	4/18/2014	7:00	2	PDO	1	1	1	1	9	Ren	d	W1 rear ended W2 slowing in traffic 300' e/o Abbotts Ct		18
36	4/28/2014	7:52	2	PDO	1	1	1	1	7 4	Othr	•	N1 (truck) making LT out of dwy C/W E2 415' e/o Railroad Ave		18
37	6/4/2014	19:05	2	PDO	1	1	1	2	4	Ren	d	E2 rear ended E1 stopped in traffic at I-87 northbound ramps		10
38	6/11/2014	15:15	2	INJ	1	1	2	2	7	Ran	g	S1 making LT C/W W2 at Saugerties Manor Rd and NY32/212		8
39	6/14/2014	16:07	2	INJ	1	1	1	1	7 4	Ltrn		S1 making LT C/W N2 at NY32 and I-87 southbound ramps		2
40	7/8/2014	12:52	2	PDO	1	1	1	1	7	Ran	g	W1 making LT collided with N2 at NY32 and I-87 southbound ramps		2
41	7/7/2014	15:45	2	N/R	1	1	2	2	7 4	Othr	· _	S1 making LT out of dwy C/W W2 50' e/o Saugerties Manor Rd		9
42	7/13/2014	21:16	2	N/R	4	1	2	2	7	Rtrn	1	E1 making RT on red into dwy C/W S2 at NY32 and NY212		4
43	5/31/2014	8:52	2	PDO	1	1	1	1	7	Rtrn	1	N1 making RT on red and C/W E2 at NY32/212 and Kings Hwy		13
44	7/8/2014	8:50	2	INJ	1	1	1	1	7 69	Ran	g	E1 c/w N2 while a truck was parked on median at I-87 SB ramp		2

PE	RIOD STUDI	ED:	#		ᆸ	R			ROUTE NUMB	ER/STRE	EET NAME: NYS Route 32 / 212 CASE No.	
FR	OM: 1/1/20	012	V E	S E	G H	O A	s	w	LOCATION:	From SB	NYS Thruway Exit 20 to the At-Grade Railroad Crossing FILE: Sa	augerties
ТС	6/30/2	017	H	V E	Ť	D	U R	E	MUNICIPALITY	: Town	of Saugerties COUNTY: Ulster BY:	JVR
	66 MONT	HS	Ċ	R	C O	C H	F	T	REFERENCE I	MARKER	S / NODES: 32 8602 3121 - 32 8602 3113 DATE: 2/	/21/2018
No.	DATE	TIME	E S	Y	N D	A R	CE	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#
45	8/23/2014	11:39	2	N/R	1	1	1	2	9	Rend	W1 rear ended W2 stopped on NY212 at NY32	4
46	7/31/2014	19:22	1	INJ	1	2	1	1	17 14	Bike	N1 c/w WB bicyclist running red light on NY32 at NY212	4
47	10/6/2014	17:45	2	INJ	1	1	1	1	9 4	Rend	E1 rear ended E2 stopped in traffic at Saugerties Manor Rd	7
48	12/7/2014	17:44	2	PDO	4	1	1	1	7	Othr	W1 making LT into Mobil dwy C/W E2 100' e/o Kings Hwy	14
49	12/22/2014	17:37	2	N/R	4	1	1	1	7 4	Ovtk	N1 and N2 collided both making LT from I-87 NB ramp to NY32/212	10
50	12/24/2014	17:35	2	INJ	4	1	2	3	20	Ltrn	S1 making LT C/W N2 at NY32 and I-87 southbound ramps	2
51	1/29/2015	8:08	3	PDO	1	1	1	1	62	Rend	E1 rear ended E2 into E3 both stopped at Saugerties Manor Rd	7
52	2/17/2015	13:24	2	PDO	1	1	1	2	7	Rang	N1 exiting dwy C/W E2 at NY212 and NY32	4
53	2/24/2015	14:56	2	N/R	1	1	1	1	4 9	Rend	E1 rear ended E2 at I-87 northbound ramps	10
54	2/21/2015	21:44	2	N/R	5	1	4	4	28 9	Ovtk	N2 passed on left and C/W N1 on Kings Hwy at NY32/212	13
55	3/3/2015	17:04	2	N/R	3	3	4	4	66	Rang	N1 slid through stop sign and C/W E2 at Railroad Ave	17
56	3/13/2015	22:19	2	N/R	5	1	1	1	9	Rend	W2 rear ended W1 stopped at I-87 northbound ramps	10
57	3/12/2015	8:31	2	PDO	1	1	1	1	4	Rend	E1 rear ended E2 stopped in traffic 40' w/o Saugerties Manor Rd	7
58	4/21/2015	13:19	2	PDO	1	1	1	1	7	Rang	W2 failed to stop and C/W N1 at NY32 and I-87 southbound ramps	2
59	4/25/2015	13:45	2	PDO	1	1	1	1	7 5	Ltrn	W1 making LT C/W E2 on NY32/212 at Kings Hwy	13
60	4/28/2015	15:30	3	INJ	1	3	1	1	9	Rend	E1 rear ended E2 into E3 at Railroad Avenue	16
61	6/9/2015	21:10	1	N/R	5	1	1	2	61	Anml	S1 (police) collided with WB deer on NY32 200' n/o NY212	3
62	6/15/2015	7:28	2	PDO	1	1	2	3	9	Rend	E1 rear ended E2 stopped in traffic 40' w/o Railroad Ave	16
63	6/14/2015	13:29	2	PDO	1	1	1	1	7	Rang	W2 making LT collided with N1 at NY32 and I-87 southbound ramps	2
64	7/24/2015	17:49	2	N/R	1	1	1	1	4 19	Rend	E1 rear ended E2 stopped in traffic 30' w/o Churchland Ln	5
65	7/13/2015	16:40	2	PDO	1	1	1	1	4 18	Othr	W1 (with trailer) made LT into dwy & C/W N2 100' e/o Kings Hwy	14
66	7/31/2015	17:25	2	N/R	1	1	1	1	4	Rend	E1 rear ended E2 starting in traffic 250' e/o Churchland Ln	7
												ISA Software 3.0

PE	RIOD STUDI	ED:	#		L I	R			ROUTE NUMB	ER/STRE	ET NAME: NYS Route 32 / 212 CASE No.	
FF	ROM: 1/1/20	012	V E	S E	G H	O A	s	w	LOCATION:	From SB	NYS Thruway Exit 20 to the At-Grade Railroad Crossing FILE: Saug	gerties
ТС): <u>6/30/2</u>	017	H	V E	Т	D	U R	E A	MUNICIPALITY	: Town	of Saugerties COUNTY: Ulster BY:	VR
	66 MONT	HS	Ċ	R I	c o	C H	F	T H	REFERENCE N	MARKER	S / NODES: 32 8602 3121 - 32 8602 3113 DATE: 2/21	/2018
No.	DATE	TIME	E S	Y	N D	A R	CE	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#
67	7/16/2015	11:30	2	PDO	1	1	1	1	7	Othr	S2 making LT from dwy C/W W1 100' w/o Tomsons Rd	11
68	9/3/2015	17:00	2	PDO	1	1	1	2	69	Othr	N2 (tow truck) making RT C/W N1 stopped in RSh on I-87 NB ramps	10
69	9/11/2015	18:57	1	N/R	1	2	1	1	4 69	FixO	E1 on RSh, backed into tree merging onto road w/o I-87 NB ramps	10
70	9/24/2015	7:32	2	PDO	1	1	1	1	17	Rang	W1 ran red light and C/W S2 at NY32/212 and I-87 NB ramps	10
71	9/27/2015	14:29	2	INJ	1	1	1	1	7	Rtrn	E1 making RT C/W N2 at NY32 and I-87 southbound ramps	2
72	9/1/2015	17:55	2	PDO	1	1	1	1	13 7	Ovtk	W1 changing lanes collided with W2 at Kings Hwy	13
73	11/13/2015	13:58	2	PDO	1	2	1	2	9 4	Rend	E1 rear ended E2 stopped in traffic 90' w/o Railroad Ave	16
74	12/18/2015	12:43	2	INJ	1	1	1	1	7 17	Rang	W2 making LT collided with N1 at NY32 and I-87 southbound ramps	2
75	12/8/2015	18:00	2	PDO		1				Othr	S2 making RT out of dwy C/W E1 making LT to Saugerties Manor Rd	8
76	1/5/2016	18:05	2	INJ	4	2	1	1	9 13	Rend	W1 rear ended W2 stopped to make LT at Churchland Ln	6
77	2/5/2016	12:52	2	N/R	1	1	1	1	9	Rend	E1 rear ended E2 stopped for train 50' w/o Railroad Ave	16
78	2/21/2016	14:00	2	N/R	1	1	1	1	69	Rang	W2 making LT collided with S1 at NY32 and I-87 SB ramps	2
79	4/21/2016	14:00	2	N/R	1	1	1	1	19	Rend	E1 rear ended E2 stopped in traffic at I-87 NB ramps	10
80	5/8/2016	13:47	2	PDO	1	1	1	1	20	Ovtk	W1 changing lanes C/W W2 at Big Lots dwy 250' e/o Kings Hwy	15
81	6/3/2016	11:13	2	INJ	1	2	1	2	4 24	Rend	E1 rear ended E2 slowing in traffic 215' e/o Railroad Ave	18
82	5/17/2016	15:16	2	PDO	1	1	0	1	9 4	Rend	E1 rear ended E2 stopped for train 100' w/o Railroad Ave	16
83	7/10/2016	13:14	2	PDO	1	1	1	1	9	Rend	S2 RE S1 stopped in traffic at Big Lots dwy 250' e/o Kings Hwy	15
84	8/7/2016	13:26	2	PDO	1	1	1	1	7 4	Rang	S1 making LT from dwy C/W W2 100' w/o Tomsons Rd	11
85	8/13/2016	12:04	2	N/R	1	1	1	1	9	Rend	E1 rear ended E2 slowing in traffic 75' w/o Churchland Ln	5
86	9/16/2016	17:00	2	PDO	1	2	1	1	4 9	Rend	E1 rear ended E2 stopped in traffic 30' e/o Churchland Ln	7
87	9/18/2016	7:46	2	PDO	2	1	2	3	8	HdOn	S2 fell asleep and C/W N1 100' n/o Augusta Savage Rd	1
88	9/30/2016	16:48	2	PDO	1	1	2	3	66	Rend	E2 rear ended E1 stopped in traffic 300' w/o I-87 NB ramps	7

FROM: 1/1/2012	
TO:	ties
No. DATE TIME E T N D A C E R CONTRIB. FACTORS ACC. TYPE ACCIDENT DESCRIPTION 89 10/16/2016 16:29 2 INJ 1)18
90 9/30/2016 15:04 2 N/R 1 1 1 2 13 9 Rend N2 rear ended N1 on NY32 at I-87 southbound ramps 91 9/11/2015 12:26 2 PDO 1 1 1 1 7 Othr S1 making RT from dwy C/W W2 10' e/o Saugerties Manor Rd	KEY#
91 9/11/2015 12:26 2 PDO 1 1 1 1 7 Othr S1 making RT from dwy C/W W2 10' e/o Saugerties Manor Rd	2
	2
92 10/26/2016 9:06 2 PDO 1 1 1 1 9 4 Rend E1 rear ended E2 stopped for train 25' w/o Railroad Ave	9
	16
93 11/10/2016 16:54 2 PDO 3 1 1 2 9 Rend E1 rear ended E2 stopped in traffic 100' e/o Churchland Ln	7
94 12/27/2016 9:49 2 N/R 1 1 2 1 4 Rend E1 rear ended E2 stopped in traffic 100' e/o I-87 NB ramps	11
95 3/4/2016 17:23 2 PDO 1 1 1 1 26 Rend N1 stopped abruptly for vehicle and RE by N2 at I-87 NB ramps	2
96 11/28/2016 19:42 2 INJ 4 2 1 1 7 Othr S1 made LT from dwy & C/W W2 on NY32/212 250' e/o RR Tracks	18
97 3/13/2017 9:01 2 PDO 1 1 1 1 62 9 Rend E1 rear ended stopped E2 on NY32/212 at Kings Hwy	13
98 3/22/2017 17:17 2 PDO 1 1 1 1 60 9 Rend S1 stopped for other veh & RE by S2 on Kings Hwy 75' s/o NY32	13
99 4/2/2017 15:38 2 PDO 1 1 1 1 1 4 Rang S1 made LT on green and C/W W2 at NY32/212 and I-87 NB ramps	10
100 3/27/2017 9:19 2 PDO 1 2 2 3 17 Rang S2 ran red light and C/W W1 on NY 212 at NY 32	4
101 3/29/2017 17:00 2 PDO 1 1 1 1 17 4 Rang S2 made LT on green and C/W W1 on NY 212 at NY 32	4
102 5/5/2017 18:00 2 PDO 1 1 2 3 7 4 Rang W1 made LT and C/W N2 at NY32 and I-87 southbound ramps	2
103 5/17/2017 18:50 2 PDO 1 1 1 1 9 Rend E2 stopped for other veh & RE by E1 on NY32/212 e/o I-87 Ramps	11
104 5/27/2017 13:50 2 N/R 1 1 1 20 Ovtk N1 move from LT lane to thru lane & C/W N2 on NY32 @ I-87 ramp	2
105 6/4/2017 11:49 3 INJ 1 1 2 9 28 Rend S1 rear ended stopped S2 into S3 on NY32 @ SB I-87 ramps	2
106 6/11/2017 16:40 2 INJ 1 1 1 9 4 Rend S1 RE S2 while both started to go, on NY32 at NY212	4
107 2/19/2017 19:45 2 INJ 4 1 1 1 7 4 Ltrn W1 made LT and C/W E2 at NY32 and SB I-87 Ramps	2
108 2/22/2017 15:18 2 PDO 1 1 1 1 9 4 Rend E1 RE slowing E2 on NY32/212 at Railroad Ave	17
109 6/2/2017 15:35 3 N/R 1 2 1 1 9 4 Rend E1 RE stopped E2 into E3 on NY32/212 100' e/o Chruchland Lane	6
110 6/8/2017 17:15 2 PDO 1 1 1 2 7 4 Rang W1 made LT and C/W S2 on NY32 at SB I-87 Ramps	2

PE	RIOD STUDI	ED:	#		L I	R			ROUTE NUMB	ER/STRE	ET NAME: NYS Route 32 / 212 CASE No.	
FR	OM:1/1/20	012	V E	S E	G H	O A	s	w	LOCATION:	From SB	NYS Thruway Exit 20 to the At-Grade Railroad Crossing FILE: Sauge	rties
ТО	6/30/2	017	H	V E	Т	D	U R	E A	MUNICIPALITY	: Town	of Saugerties COUNTY: Ulster BY: JVI	₹
	66 MONT	HS	C	R I	c o	С	F	T	REFERENCE N	MARKER	S / NODES: 32 8602 3121 - 32 8602 3113 DATE: 2/21/2	:018
No.	DATE	TIME	S	T Y	N D	A R	C E	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#
111	6/7/2017	3:55	2	PDO	1	1	1	1	9 4	Rend	E1 RE stopped E2 on NY32/212 at NB I-87 Ramps	10
112	3/14/2017	17:16	1	PDO	1	5	4	4	66 19	FixO	W1 exited road and struck sign post on NY32/212 at NY32	4
113	8/19/2013	11:31	2	INJ	1	1	1	2	4 24	Rend	E2 stopped in traffic & RE by E1 on NY32/212 550' e/o Abbott Ct	18
114	10/21/2013	17:47	2	PDO	1	2	1	1	7 4	Othr	N1 made LT from dwy C/W S2 (RT) on NY32/212 100' e/o RR tracks	18
115	3/21/2014	17:07	2	N/R	1	1	1	1	9 4	Rend	E1 RE stopped E2 on NY32/212 200' w/o Teetsel St	18
116	6/1/2014	19:55	2	PDO	1	2	1	1	9	Rend	E1 was distracted and RE E2 on NY32/212 at Teetsel St	19
117	11/15/2014	16:24	3	PDO	1	2	1	1	9 4 60	Rend	E1 RE stopped E2 into E3 on NY32/212 300' w/o Teetsel St	18
118	11/26/2015	12:57	2	PDO	1	2	1	2	9	Rend	E1 RE E2 on NY32/212 500' e/o Abbot Ct	18
119	10/23/2015	16:25	2	PDO	1	1	1	1	13 60	Othr	W2 made LT to dwy and C/W E1 on NY32/212 50' e/o Teetsel St	19
120	12/1/2015	17:15	2	PDO	4	2	2	2	7	Othr	E1 made LT to dwy C/W W2 on NY32/212 450' e/o Abbotts Ct	18
121	3/1/2016	18:41	2	N/R	4	1	1	1	9	Rend	W2 stopped for passing train & RE by W1 670' e/o Abbotts Ct	18
122	7/22/2016	16:00	2	N/R	1	1	1	1	4	Rend	W1 stopped for passing train & RE by W2 200' e/o RR tracks	18
123	2/17/2017	13:51	3	PDO	1	1	1	1	9 4	Rend	W1 pressed gas pedal & RE stopped W2 into W3 200' w/o Teetsel	18
124	3/13/2017	10:29	2	PDO	1	1	1	1	60 4	Park	E1 lost trailer & trailer hit parked E2 150' w/o Teetsel St	18
125	6/15/2017	13:00	1	INJ	1	1	1	1	4 7	Bike	N1 made LT from dwy & C/W EB bicyclist 600' e/o Abbotts Ct	18
126	11/1/2012	11:00	2	PDO	1	2	1	2	7	Othr	N1 made LT from dwy C/W S2 (RT) on NY32/212 100' e/o RR tracks	18

ABBREVIATIONS:

CO - Cut Off INJ - Injury Skdg - Skidding DWI - Driving While Intoxicated dwy - Driveway FAT - Fatal Injury Bike - Bicycle LC - Lost Control RM or Key # - Reference Marker LT - Left Turn PDO - Property Damage Only Park - Parked Vehicle ChLn - Changed Lanes RT - Right Turn N# - Northbound Vehicle # N/R - Non-Reportable Anml - Animal STA - Swerved To Avoid S# - Southbound Vehicle # R/L - Right Lane Back - Backing GR - Guide Rail Rend - Rear End E# - Eastbound Vehicle # L/L - Left Lane Ovtk - Overtake Ped - Pedestrian W# - Westbound Vehicle # C/L - Center Lane JB - Jersey Barrier Rtrn - Right Turn Othr - Other CB - Concrete Barrier NB - Northbound R/C/L - Right Center Lane ROR - Run Off Roadway V - Vehicle SB - Southbound L/C/L - Left Center Lane IA - Impact Attenuator Ltrn - Left Turn CV - Construction Vehicle SB - Sand Barrel EB - Eastbound RS - Right Side Rang - Right Angle EV - Emergency Vehicle UP - Utility Pole WB - Westbound RSh - Right Shoulder Side - Sideswipe UV - Uninvolved Vehicle LP - Light Pole n/o - North of LS - Left Side GT - General Traffic s/o - South of LSh - Left Shoulder HdOn - Head On ROW - Right of Way Ovrt - Overturned HT - Heavy Traffic LSA - Left Scene of Accident e/o - East of CM - Center Median FixO - Fixed Object MC - Motorcycle RTOR - Right Turn on Red w/o - West of c/w - Collided with

APPARENT CONTRIBUTING FACTORS: HUMAN

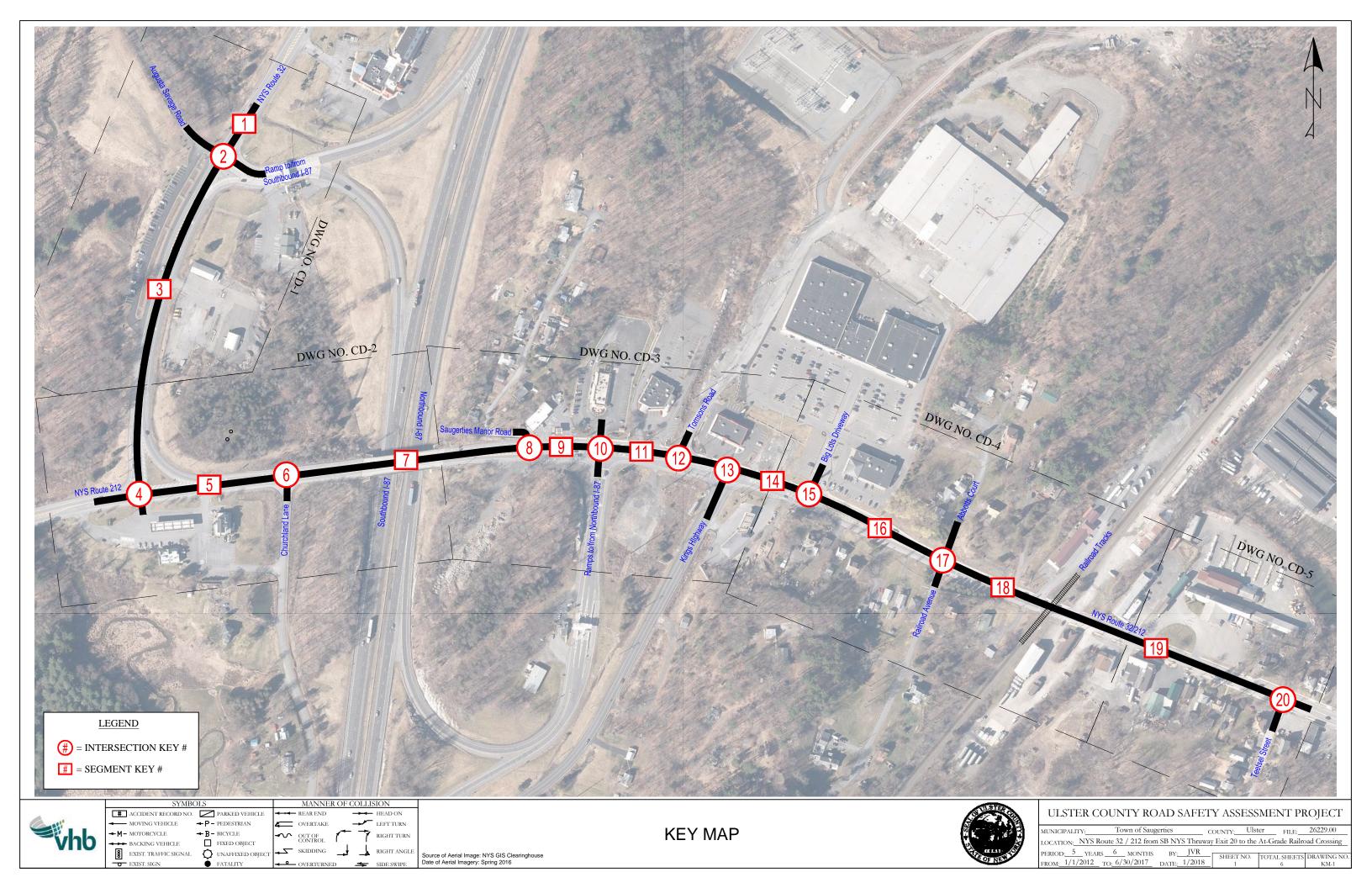
2 - Alcohol Involved	9 - Following Too Closely	16 - Prescription Medication	23 - Cell Phone (hands free)
3 - Backing Unsafely	10 - Illness	17 - Traffic Control Disregarded	24 - Other Electronic Device
4 - Driver Inattention	11 - Lost Consciousness	18 - Turning Improperly	25 - Outside Car Distraction
5 - Driver Inexperience	12 - Passenger Distraction	19 - Unsafe Speed	26 - Reation to Other Uninvolved Vehicle
6 - Drugs (illegal)	13 - Passing or Lane Usage Improper	20 - Unsafe Lane Changing	27 - Failure to Keep Right
7 - Failure to Yield Right of Way	14 - Pedestrian's/Bicyclist's Error/Confusion	21 - Fatigued/Drowsy	28 - Aggressive Driving/Road Rage
8 - Fell Asleep	15 - Physical Disability	22 - Cell Phone (hand held)	40 - Other Human

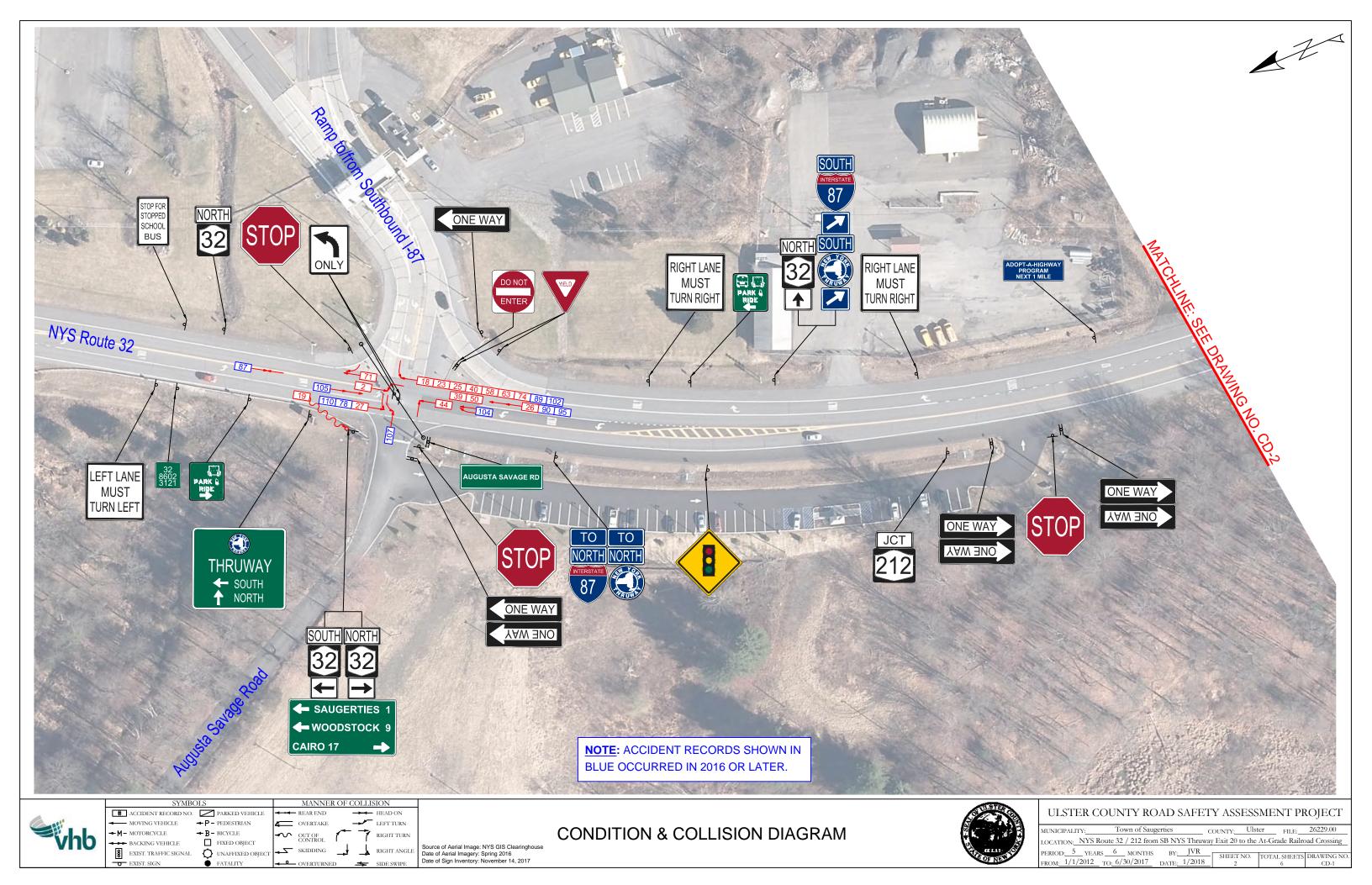
VEHICULAR

41 - Acceleration Defective	47 - Tire Failure/Inadequate	62 - Glare
42 - Brakes Defective	48 - Tow Hitch Defective	63 - Lane Marking Improper/Inadequate
43 - Headsignals Defective	49 - Windshield Inadequate	65 - Pavement Defective
44 - Other signals Defective	50 - Driverless/Runaway Vehicle	66 - Pavement Slippery
45 - Oversized Vehicle	60 - Other Vehicular	67 - Shoulders Improper/Non-Working
46 - Steering Failure	61 - Animal's Action	69 - View Obstructed/Limited

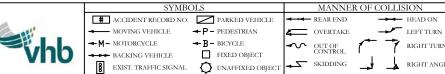
ENVIRONMENTAL

- 64 Obstruction/Debris Defective/Improper
- 68 Traffic Control Device









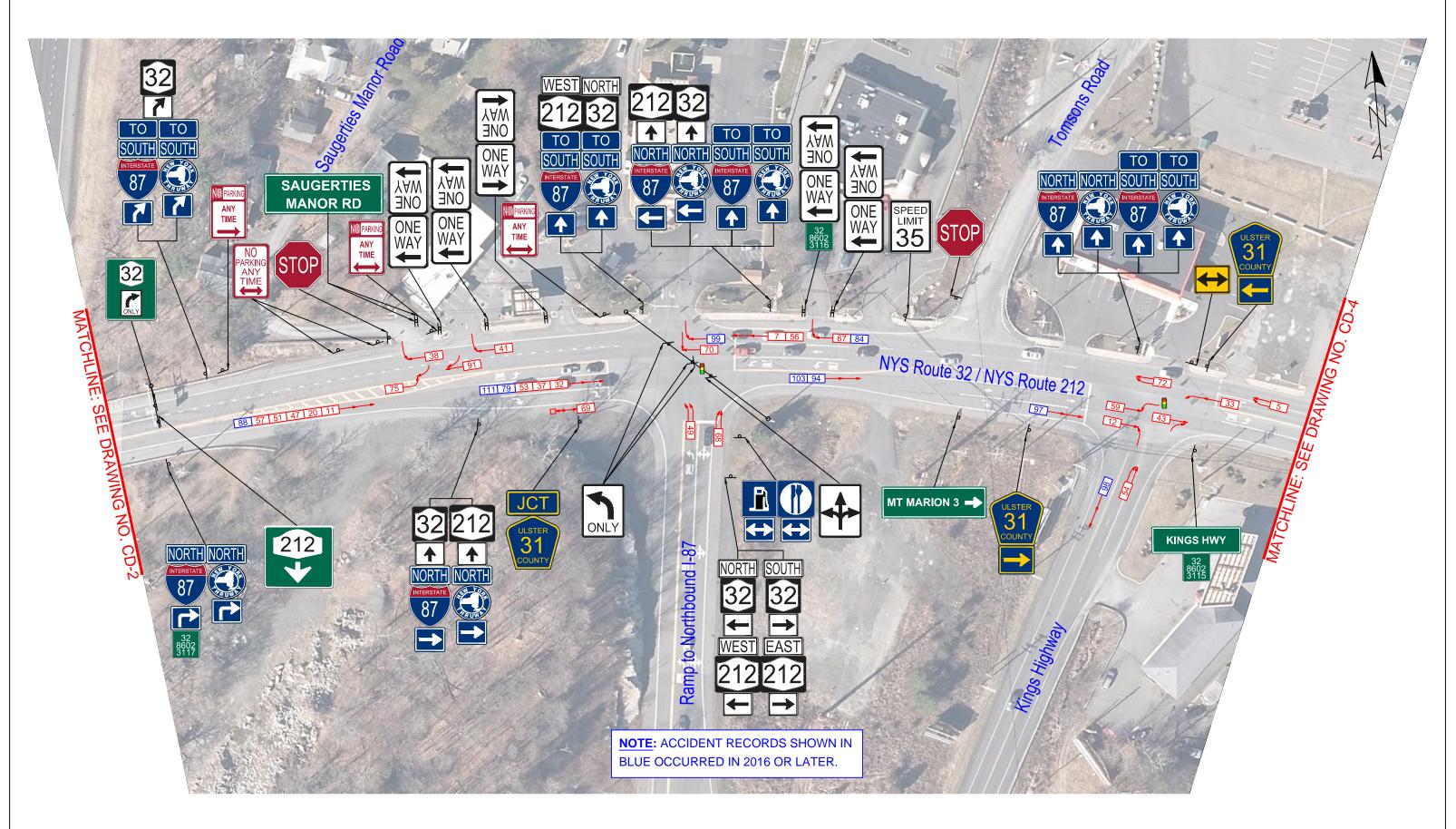
CONDITION & COLLISION DIAGRAM Source of Aerial Image: NYS GIS Clearinghouse Date of Aerial Imagery: Spring 2016 Date of Sign Inventory: November 14, 2017

RIGHT TURN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

						5
MUNICIPALITY:	Town of Sauge	rties	COUNTY:_	Ulster	FILE:_	26229.00
LOCATION: NYS Ro	ute 32 / 212 from	SB NYS Thru	ıway Exit 20 t	to the At-G	rade Railr	oad Crossing
PERIOD: 5 YEARS	6 MONTHS	BY: JVR	— SHEET	NO. TOTA	AL SHEETS	DRAWING NO.





8 EXIST. TRAFFIC SIGNAL

FIXED OBJECT UNAFFIXED OBJECT

OVERTAKE OUT OF CONTROL

RIGHT TURN

Source of Aerial Image: NYS GIS Clearinghouse Date of Aerial Imagery: Spring 2016 Date of Sign Inventory: November 14, 2017

CONDITION & COLLISION DIAGRAM



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

						5
MUNICIPALITY:	Town of Sauge:	rties	COUNTY:_	Ulster	FILE:	26229.00
LOCATION: NYS Ro	ute 32 / 212 from 3	SB NYS Thru	way Exit 20 t	the At-G	rade Railro	oad Crossing
PERIOD: 5 YEARS	6 MONTHS	BY: JVR	— SHEET	NO. TOTA	AL SHEETS	DRAWING NO.















RIGHT TURN

Source of Aerial Image: NYS GIS Clearinghouse Date of Aerial Imagery: Spring 2016 Date of Sign Inventory: November 14, 2017

CONDITION & COLLISION DIAGRAM



CECTER O	01111110	112 0111 1	3111100			10,1201
MUNICIPALITY:	Town of Saug	erties	COUNTY:_	Ulster	FILE:_	26229.00
LOCATION: NYS Ro	oute 32 / 212 from	n SB NYS Thru	ıway Exit 20 t	to the At-G	rade Railr	oad Crossing
PERIOD: 5 YEARS	6 MONTHS	BY: JVR	CHEET	NO TOTA	I CHEETC	DRAWING NO.
mov 1/1/2012	mo 6/30/2017	n.mm 1/201	8 SHEET	NO. 1012	IL SHEE15	DRAWING NO.







MUNICIPALITY: Town of Saugerties COUNTY: Ulster FILE: 26229.00

LOCATION: NYS Route 32 / 212 from SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing

PERIOD: 5 YEARS 6 MONTHS BY: JVR
FROM: 1/1/2012 TO: 6/30/2017 DATE: 1/2018 SHEET NO. 6 TOTAL SHEETS DRAWING NO. CD-5

SYMBOLS

ACCIDENT RECORD NO. PARKED VEHICLE

MOVING VEHICLE PP PEDESTRIAN

M- MOTORCYCLE B- BICYCLE

BACKING VEHICLE FIXED OBJECT

BEXIST. TRAFFIC SIGNAL UNAFFIXED OBJECT

EXIST. SIGN

FATALITY

MANNER OF COLLISION

HEAD ON

HEAD ON

RIGHT TURN

OUT OF

CONTROL

RIGHT ANGLE

SKIDDING

RIGHT ANGLE

OVERTURNED

SIDE SWIPE

Source of Aerial Image: NYS GIS Clearinghouse
Date of Aerial Imagery: Spring 2016
Date of Sign Inventory: November 14, 2017

		7 10 01						-		
ROUTE: NY 299		LC	CATION	: From Ne	w Paltz/G	ardiner	Town Li	ne to Libertyville R	Road	
MUNICIPALITY: Town	n of New Pa	ltz				COU	NTY: L	Jister		
TIME PERIOD COVERE	D: 1/1/2	2012 - 12/31	1/2016	REFEREN	CE MAR	KERS /	NODES	: 299 8601 1025	- 299 860	01 1050
REMARKS: All Acciden	nts								DATE: 10	/31/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC		%	DIRECTION	# ACC	%
6 AM - 10 AM	16	18.6%	North		18	15.4		Northeast	0	0.0%
10 AM - 4 PM	22	25.6%	South		7	6.0		Northwest	0	0.0%
4 PM - 7 PM	25	29.1%	East		50	42.7		Southeast	0	0.0%
7 PM - 12 AM	15	17.4%	West		42	35.9		Southwest	0	0.0%
12 AM - 6 AM	7	8.1%						Unspecified	0	0.0%
Unspecified	1	1.2%	Tota	al	117			onopodinod		0.070
Total	86		۸۵۵۱۲	DENT TYPE	# ACC		%	ACCIDENT TYPE	# ACC	%
	" 100	0,	Rear E		11	12.8		Pedestrian	0	0.0%
WEATHER	# ACC	%	Overta		2	2.3		Bicycle	2	2.3%
Clear	62	72.1%	Right		9	10.5		Parked Vehicle	0	0.0%
Cloudy	7	8.1%	Left Tu	-	1	1.2		Backing	0	0.0%
Rain	4	4.7%			-	2.3		васкіпу Run Off The Road		12.8%
Snow	8	9.3%	Right '		2	2.3 8.1		Run Oli The Road Animal	11 37	
Sleet/Hail/Freezing Rain	2	2.3%		Object	7				-	43.0%
Fog/Smog/Smoke	1	1.2%	Head		1	1.2		Other	2	2.3%
Unspecified	2	2.3%	Sides	wipe	1	1.2	.%	Unspecified	0	0.0%
Total	86					Total		86		
SURFACE	# ACC	9	6		ACCII	DENT SI	EVERIT	Y # ACC	%	
Dry	67	77.9	9%		Fatal			0	0.0%	
Wet	7	8.1	۱%		Injury			16	18.6%	
Mud/Slush	1	1.2	2%		Prope	rty Dam	age	41	47.7%	
Snow/Ice	9	10.5	5%		-	Reportab	-	29	33.7%	
Unspecified	2	2.3	3%			Total		86		
Total	86									
TIME OF YEAR	# ACC	9	/ 6		TYPE	OF VEH	HICLE	# ACC	%	
Winter (Dec-Feb)	22	25.6				enger Ca		117	100.0%	
Spring (Mar-May)	25	29.1				nercial V		0	0.0%	
Summer (Jun-Aug)	19	22.1			•				0.070	
Fall (Sep-Nov)	20	23.3				Total		117		
Total	86		,,,							
DAY OF WEEK	# ACC		6			COND	ITION	# ACC	%	
Sunday	13	15.1			Daylig			52	60.5%	
Monday	15	17.4			Dawn	/Dusk		4	4.7%	
Tuesday	12	14.0)%		Night			29	33.7%	
Wednesday	15	17.4	1%		Unspe	ecified		1	1.2%	
Thursday	11	12.8	3%			Total		86		
Friday	8	9.3	3%							
Saturday	12	14.0)%							
Total	86									
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2012	2014	2015	2016		
Fatal Accidents				2 012 0	2013 0	2 014 0	2015	2016 0		
				0	3	5	4	4		
Injury Accidents	onto			10	8	4	8	11		
Property Damage Accide Non-Reportable Acciden				4	7	4	8	6		
Total Accidents				14	18	13	20	21		
TOTAL ACCIDENTS					. •	. •				

ROUTE: NY 299		LC	CATION		w Paltz/G		Γown I ir	ne to Libertyville R	load	
·	n of New Pa						NTY: U			
TIME PERIOD COVERE		2012 - 12/31	1/2016	REFEREN	CE MAPI	_		: 299 8601 1025	- 200 860	1 1050
REMARKS: Rear End A		2012 - 12/5	172010	IXLI LIXLIN	OL WAN	KLIKO / I	NODE 3		ATE: 10/3	
NEWARKS. Near Linu A	-cciuerits								MIE. 10/	31/2011
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	Ç	% [DIRECTION	# ACC	%
6 AM - 10 AM	3	27.3%	North		14	58.3		Northeast	0	0.0%
10 AM - 4 PM	3	27.3%	South		0	0.0	-	Northwest	0	0.0%
4 PM - 7 PM	3	27.3%	East		2	8.3	•	Southeast	0	0.0%
7 PM - 12 AM	2	18.2%	West		8	33.3	% 5	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	Tota	al	24		ι	Jnspecified	0	0.0%
Unspecified	0	0.0%								
Total	11		ACCII	ENT TYPE	# ACC	c	% /	ACCIDENT TYPE	# ACC	%
WEATHER	# ^	%	Rear E		11	100.0		Pedestrian	0	0.0%
WEATHER	# ACC		Overta		0	0.0		Bicycle	0	0.0%
Clear	6	54.5%	Right /		0	0.0		Parked Vehicle	0	0.0%
Cloudy	3	27.3%	Left Tu	•	0	0.0		Backing	0	0.0%
Rain	0	0.0%	Right		0	0.0		Run Off The Road		0.0%
Snow	2	18.2%	Ū	Object	0	0.0		Animal	0	0.0%
Sleet/Hail/Freezing Rain		0.0%	Head (0	0.0		Other	0	0.0%
Fog/Smog/Smoke	0	0.0%	Sidesv		0	0.0		Jnspecified	0	0.0%
Unspecified	0	0.0%	Cidoo	vipo			70	·	O	0.070
Total	11			I		Total		11		
SURFACE	# AC	C %	6		ACCIE	ENT SE	VERIT	Y # ACC	%	
Dry	8	72.7	7%		Fatal			0	0.0%	
Wet	1	9.1	1 %		Injury			1	9.1%	
Mud/Slush	0	0.0)%		Proper	ty Dama	age	3	27.3%	
Snow/Ice	2	18.2	2%		Non-R	eportabl	е	7	63.6%	
Unspecified	0	0.0)%			Total		11		
Total	11									
TIME OF YEAR	# AC	C %	6		TYPE	OF VEH	IICLE	# ACC	%	
Winter (Dec-Feb)	3	27.3	3%		Passe	nger Cai	rs	24	100.0%	
Spring (Mar-May)	4	36.4	! %		Comm	ercial Ve	ehicles	0	0.0%	
Summer (Jun-Aug)	3	27.3	3%			Total		24		
Fall (Sep-Nov)	1	9.1	1 %			Total				
Total	11									
DAY OF WEEK	# AC	C %	%		LIGHT	CONDI	TION	# ACC	%	
Sunday	1	9.1			Dayligl	ht		8	72.7%	
Monday	3	27.3			Dawn/			0	0.0%	
Tuesday	2	18.2			Night			3	27.3%	
Wednesday	2	18.2			Unspe	cified		0	0.0%	
Thursday	1	9.1				Total		11		
Friday	0	0.0				i Ulai		11		
Saturday	2	18.2								
Total	11									
SUMMARY OF ACCIDE	NT SEVER	RITY BY YEA	AR:							
			**	2012		2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				0	0	0	0	1		
Property Damage Accide				1	0	1	0	1		
Non-Reportable Acciden	its			0	3	0	3	1		
Total Accidents				1	3	1	3	3		

DOUTE: AUCCOC		, , , ,	CATION		Dalt=/C		Farms !!) a a d	
ROUTE: NY 299	f N		CATION	: From Ne	w Paltz/G			ne to Libertyville R	coad	
	of New Pa					_	NTY: U			
TIME PERIOD COVERE		2012 - 12/31	1/2016	REFEREN	CE MAR	KERS / I	NODES:	299 8601 1025		
REMARKS: Run Off Th	e Road Ac	cidents							DATE: 10)/31/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	(% [DIRECTION	# ACC	%
6 AM - 10 AM	1	9.1%	North		0	0.0		Northeast	0	0.0%
10 AM - 4 PM	2	18.2%	South		0	0.0	% N	Northwest	0	0.0%
4 PM - 7 PM	3	27.3%	East		9	81.8	% 5	Southeast	0	0.0%
7 PM - 12 AM	3	27.3%	West		2	18.2	% 5	Southwest	0	0.0%
12 AM - 6 AM	2	18.2%	Tate	_1	44			Jnspecified	0	0.0%
Unspecified	0	0.0%	Tota	aı 	11					
Total	11		ACCII	DENT TYPE	# ACC	(% #	ACCIDENT TYPE	# ACC	%
		•	Rear E		0 0	0.0		Pedestrian	# ACC	0.0%
WEATHER	# ACC	%	Overta		0	0.0		Bicycle	0	0.0%
Clear	4	36.4%	Right		0	0.0		Parked Vehicle	0	0.0%
Cloudy	0	0.0%	Left Ti	•	0	0.0		Backing	0	0.0%
Rain	2	18.2%	Right		0	0.0		Run Off The Road		100.0%
Snow	-	27.3%	Ū	Object	0	0.0		∖nimal	0	0.0%
Sleet/Hail/Freezing Rain		18.2%	Head	-	0	0.0		Other	0	0.0%
Fog/Smog/Smoke Unspecified	0	0.0% 0.0%	Sides		0	0.0		Jnspecified	0	0.0%
Total	0 11	0.0%			· ·	Total		11	· ·	0.070
SURFACE	# AC		6			DENT SE	VERIT		%	
Dry	4	36.4			Fatal			0	0.0%	
Wet	2	18.2			Injury –			4	36.4%	
Mud/Slush	1	9.1				rty Dama		4	36.4%	
Snow/Ice	4	36.4			Non-R	eportabl	е	3	27.3%	
Unspecified	0	0.0)%			Total		11		
Total	11									
TIME OF YEAR	# AC		6			OF VEH		# ACC	%	
Winter (Dec-Feb)	4	36.4				nger Ca		11	100.0%	
Spring (Mar-May)	4	36.4			Comm	ercial V	ehicles	0	0.0%	
Summer (Jun-Aug)	3	27.3				Total		11		
Fall (Sep-Nov)	0	0.0)%							
Total	11									
DAY OF WEEK	# AC	c %	6		LIGHT	CONDI	TION	# ACC	%	
Sunday	3	27.3			Daylig	ht		7	63.6%	
Monday	2	18.2			Dawn/	Dusk		0	0.0%	
Tuesday	2	18.2			Night			4	36.4%	
Wednesday	2	18.2			Unspe	cified		0	0.0%	
Thursday	1	9.1				Total		11		
Friday	1	9.1								
Saturday	0	0.0)%							
Total	11									
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	2015	0		
Injury Accidents				0	1	1	1	1		
Property Damage Accide	ante			0	1	0	1	2		
Non-Reportable Acciden				0	1	0	2	0		
•	w									
Total Accidents				0	3	1	4	3		

									-		
ROUTE:	NY 299		L(CATION	: From Ne	w Paltz/G	Sardiner	Town Lir	ne to Libertyville F	Road	
MUNICIP	ALITY: Town	of New Pa	ltz				COU	NTY: U	llster		
TIME PE	RIOD COVERE	D : 1/1/2	012 - 12/3	1/2016	REFEREN	CE MAR	KERS /	NODES:	299 8601 1025	- 299 86	01 1050
REMARK	S: Accidents in	nvolving An	imals							DATE: 10	0/31/2017
TIME OF	DAY	# ACC	%	DIREC	CTION	# ACC		% [DIRECTION	# ACC	%
6 AM - 10		9	24.3%	North		0	0.0		Northeast	0	0.0%
10 AM - 4	4 PM	1	2.7%	South		0	0.0)% 1	Northwest	0	0.0%
4 PM - 7	'PM	11	29.7%	East		20	52.6		Southeast	0	0.0%
7 PM - 12	2 AM	10	27.0%	West		18	47.4		Southwest	0	0.0%
12 AM - 6	6 AM	5	13.5%						Jnspecified	0	0.0%
Unspecifi	ed	1	2.7%	Tota	al	38			Juspeemed		0.070
Tota	al	37		ACCII	SENT TYPE	# ACC		% 4	ACCIDENT TYPE	# ACC	%
			2,	Rear E	DENT TYPE	0 # ACC	0.0		Pedestrian	0 # ACC	0.0%
WEATHE	R	# ACC	%	Overta		0	0.0		Bicycle	0	0.0%
Clear		32	86.5%	Right		0	0.0		Parked Vehicle	0	0.0%
Cloudy		2	5.4%	•	•		0.0				0.0%
Rain		0	0.0%	Left Tu		0	0.0		Backing Run Off The Road	0	0.0%
Snow		0	0.0%	Right T		0	0.0		Run Oπ The Road Animal	d 0 37	100.0%
	I/Freezing Rain	0	0.0%		Object	0				-	
Fog/Smog	-	1	2.7%	Head		0	0.0		Other	0	0.0%
Unspecifi		2	5.4%	Sides	wipe	0	0.0)% (Jnspecified	0	0.0%
Tot	al	37			ı		Total		37		
SURFAC	E	# ACC	; g	%		ACCI	DENT SI	EVERIT	Y # ACC	%	
Dry		35	94.6	5%		Fatal			0	0.0%	
Wet		0	0.0	0%		Injury			0	0.0%	
Mud/Slus	h	0	0.0)%		Prope	rty Dam	age	23	62.2%	
Snow/Ice		0	0.0	0%		Non-F	Reportab	le	14	37.8%	
Unspecifi	ed	2	5.4	1%			Total		37		
	Total	37									
TIME OF	YEAR	# ACC	9	%		TYPE	OF VEH	HICLE	# ACC	%	
Winter	(Dec-Feb)	10	27.0)%		Passe	enger Ca	ars	38	100.0%	
Spring	(Mar-May)	11	29.7	7%		Comn	nercial V	ehicles	0	0.0%	
Summer	(Jun-Aug)	5	13.5	5%			Total		38		
Fall	(Sep-Nov)	11	29.7	7%			Total		00		
	Total	37									
DAY OF V	WEEK	# ACC	, 0	%		LIGH.	r cond	ITION	# ACC	%	
Sunday		5	13.5			Daylig			13	35.1%	
Monday		5	13.5			Dawn			3	8.1%	
Tuesday		5	13.5			Night			20	54.1%	
Wednesd	lav	6	16.2			•	ecified		1	2.7%	
Thursday	•	7	18.9			Onspe				∠.1 /0	
Friday		3		9% 1%			Total		37		
Saturday		3 6	o. 16.2								
•	tal	37									
	RY OF ACCIDE		TV RV VE	ΛD·	<u> </u>						
SOMINA	CI OI ACCIDE	INI SEVEINI	11 01 12	AIX.	2012	2013	2014	2015	2016		
Fatal Acc					0	0	0	0	0		
Injury Acc					0	0	0	0	0		
Property !	Damage Accide	ents			7	5	3	3	5		
	ortable Acciden				3	3	3	2	3		
	cidents				10	8	6	5	8		

		710011								
ROUTE: NY 299		LC	CATION	: From Ne	w Paltz/G	ardiner [*]	Town Lir	ne to Libertyville R	Road	
MUNICIPALITY: Town	n of New Pa	ltz				COU	NTY: L	llster		
TIME PERIOD COVERE	D: 1/1/2	2012 - 12/31	1/2016	REFEREN	CE MAR	KERS /	NODES	: 299 8601 1025	- 299 860	01 1050
REMARKS: Night Accid	dents								DATE: 10	/31/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC		% I	DIRECTION	# ACC	%
6 AM - 10 AM	1	3.4%	North		4	11.8		Northeast	0	0.0%
10 AM - 4 PM	1	3.4%	South		0	0.0		Northwest	0	0.0%
4 PM - 7 PM	8	27.6%	East		13	38.2		Southeast	0	0.0%
7 PM - 12 AM	12	41.4%	West		17	50.0		Southwest	0	0.0%
12 AM - 6 AM	7	24.1%	,,,,,,,			00.0	`			
Unspecified	0	0.0%	Tota	al	34		(Unspecified	0	0.0%
Total	29		4001				0/	4 001DENT TVDE	# 100	0/
			Rear E	DENT TYPE		10.3		ACCIDENT TYPE		%
WEATHER	# ACC	%			3			Pedestrian	0	0.0%
Clear	20	69.0%	Overta		0	0.0		Bicycle	0	0.0%
Cloudy	2	6.9%	Right /	-	0	0.0		Parked Vehicle	0	0.0%
Rain	0	0.0%	Left Tu		0	0.0		Backing	0	0.0%
Snow	4	13.8%	Right		0	0.0		Run Off The Road		13.8%
Sleet/Hail/Freezing Rain	2	6.9%		Object	2	6.9		Animal	20	69.0%
Fog/Smog/Smoke	1	3.4%	Head		0	0.0		Other	0	0.0%
Unspecified	0	0.0%	Sidesv	wipe	0	0.0	ا% ا	Unspecified	0	0.0%
Total	29					Total		29		
SURFACE	# ACC	9	6		ACCIE	DENT SI	EVERIT	Y # ACC	%	
Dry	23	79.3	3%		Fatal			0	0.0%	
Wet	1	3.4	! %		Injury			2	6.9%	
Mud/Slush	0	0.0)%		, ,	rty Dam	age	16	55.2%	
Snow/Ice	5	17.2			-	eportab	-	11	37.9%	
Unspecified	0	0.0				Total		29		
Total	29									
TIME OF YEAR	# ACC	5 %	6		TYPE	OF VEH	IICLE	# ACC	%	
Winter (Dec-Feb)	10	34.5				nger Ca		34	100.0%	
Spring (Mar-May)	7	24.1				nercial V		0	0.0%	
Summer (Jun-Aug)	1	3.4			•				0.070	
Fall (Sep-Nov)	11	37.9				Total		34		
Total	29									
DAY OF WEEK	# ACC	. 0	%		LIGHT	COND	ITION	# ACC	%	
Sunday	5	17.2			Daylig		111011	0	0.0%	
Monday	4	13.8			Daying Dawn/			0	0.0%	
Tuesday	5	17.2			Night	Dusit		29	100.0%	
Wednesday	5 5	17.2			Unspe	cified		29 0	0.0%	
Thursday	5 4				onspe				0.0%	
•	-	13.8				Total		29		
Friday Saturday	3 3	10.3 10.3								
Total	2 9	10.0	70							
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				0	0	1	1	0		
Property Damage Accide	ents			4	4	2	2	4		
Non-Reportable Acciden				2	5	2	0	2		
Total Accidents				6	9	5	3	6		

ROUTE:	NY 299		LC	CATION	: From Ne	ew Paltz/	Gardiner	Town Lir	ne to Libertyville F	Road	
MUNICIP	PALITY: Town	of New P	altz				COU	NTY: U	llster		
TIME PE	RIOD COVERE	D: 1/1/	/2012 - 12/3:	1/2016	REFEREN	ICE MAI	RKERS/	NODES	299 8601 1025	- 299 860	01 1050
REMARK	(S: Wet Paver	nent Accide	ents						[DATE: 1	1/1/2017
TIME OF	DAY	# ACC	%	DIREC	CTION	# AC		% [DIRECTION	# ACC	
6 AM - 10		1	14.3%	North	711011	2	2 2.2		Northeast	0	0.0%
10 AM - 4	-	4	57.1%	South		0	0.0		Vorthwest	0	0.0%
4 PM - 7		1	14.3%	East		2	22.2		Southeast	0	0.0%
7 PM - 1		0	0.0%	West		5	55.6		Southwest	0	0.0%
12 AM - (6 AM	1	14.3%					•	Jnspecified	0	0.0%
Unspecifi	ed	0	0.0%	Tota	al	9			onspecified	U	0.076
Tota	al	7					_				
					DENT TYPI	_	_		ACCIDENT TYPE		0.00/
WEATHE	R	# ACC	%	Rear E		1	14.3		Pedestrian	0	0.0%
Clear		0	0.0%	Overta		1	14.3		Bicycle	0	0.0%
Cloudy		3	42.9%	Right /	U	0	0.0		Parked Vehicle	0	0.0%
Rain		3	42.9%	Left Tu		0			Backing	0	
Snow		1	14.3%	Right 7		0	0.0		Run Off The Road		28.6%
	I/Freezing Rain	0	0.0%		Object	2	28.6		Animal	0	0.0%
Fog/Smog	g/Smoke	0	0.0%	Head		0	0.0		Other	1	14.3%
Unspecifi	ed	0	0.0%	Sidesv	vipe	0	0.0	ا% (Jnspecified	0	0.0%
Tot	al	7					Total		7		
SURFAC	Ε	# AC	c 9	6		ACC	IDENT S	EVERIT	r # ACC	%	
Dry		0	0.0)%		Fatal			0	0.0%	
Wet		7	100.0)%		Injury	/		1	14.3%	
Mud/Slus	h	0	0.0)%		Prop	erty Dam	age	1	14.3%	
Snow/Ice		0	0.0			-	Reportab	-	5	71.4%	
Unspecifi	ed	0	0.0)%			Total		7		
	Total	7							•		
TIME OF	YEAR	# AC	C 9	6		TYPI	E OF VEH	HICLE	# ACC	%	
	(Dec-Feb)	3	42.9			Pass	enger Ca	rs	9	100.0%	
	(Mar-May)	1	14.3	3%			mercial V		0	0.0%	
. •	(Jun-Aug)	1	14.3			-	Total		9		
Fall	(Sep-Nov)	2	28.6				TOTAL		9		
	Total	7									
DAY OF	WEEK	# AC	C 0	/		LICL	IT COND	ITION	# ACC	%	
_	VVEEN	_	-	6			IT COND	IIION			
Sunday		1	14.3			Dayli	•		6	85.7%	
Monday		0	0.0				n/Dusk		0	0.0%	
Tuesday	lov.	1	14.3			Night			1	14.3%	
Wednesd	•	3	42.9			Unsp	ecified		0	0.0%	
Thursday	,	0	0.0				Total		7		
Friday		0	0.0								
Saturday		2	28.6	070							
То	tal	7									
SUMMAF	RY OF ACCIDE	NT SEVER	RITY BY YE	AR:	2012	2013	2014	2015	2016		
Fatal Acc	idents				0	0	0	0	0		
Injury Acc					0	0	0	1	0		
	Damage Accide	ents			0	0	0	1	0		
	-				4	•		_	4		
	ortable Accident	ts			1	0	1	2	1		

ROUTE: NY 29	a		1 /	CATION	· From No	w Palta/C	ardiner 1	Town Lir	ne to Libertyville R	oad	
MUNICIPALITY:		of New Pa		JOATION	. HOIIINE	vv i aliz/C		NTY: U	•	Joau	
TIME PERIOD C			2012 - 12/3	1/2016	DEEEDENA	CE MAD			299 8601 1025	- 200 960	1 1050
REMARKS: Sno					NEFEREN	CE WAR	NEKO / I	NODES:		- 299 660 DATE: 10	
1121111 11 11 10 1 <u> </u>											
TIME OF DAY		# ACC	%	DIREC	CTION	# ACC			DIRECTION	# ACC	%
6 AM - 10 AM		0	0.0%	North		2	14.3		Northeast	0	0.0%
10 AM - 4 PM		4	44.4%	South		0	0.0		Northwest	0	0.0%
4 PM - 7 PM		0	0.0%	East		7	50.0	٠,	Southeast	0	0.0%
7 PM - 12 AM		4	44.4%	West		5	35.7	% 5	Southwest	0	0.0%
12 AM - 6 AM		1	11.1%	Tota	al	14		ι	Jnspecified	0	0.0%
Unspecified		0	0.0%								
Total		9		ACCIE	DENT TYPE	# ACC	;	% <i>F</i>	ACCIDENT TYPE	# ACC	%
WEATHER		# ACC	%	Rear E		2	22.2		Pedestrian	0	0.0%
Clear		# ACC	0.0%	Overta	ake	0	0.0		Bicycle	0	0.0%
Cloudy		0	0.0%	Right A	Angle	0	0.0		Parked Vehicle	0	0.0%
Rain		0	0.0%	Left Tu	•	0	0.0		Backing	0	0.0%
Snow		7	77.8%	Right		0	0.0		Run Off The Road	4	44.4%
Sleet/Hail/Freezi	na Pain	-	77.6% 22.2%	•	Object	1	11.1		Animal	0	0.0%
	-		0.0%	Head	,	1	11.1		Other	1	11.1%
Fog/Smog/Smok Unspecified	E	0	0.0%	Sides		0	0.0		Jnspecified	0	0.0%
Total		9	0.076				Total		9		
SURFACE		# ACC		%			DENT SE	EVERIT		%	
Dry		0		0%		Fatal			0	0.0%	
Wet		0		0%		Injury			4	44.4%	
Mud/Slush		0		0%		-	rty Dama	-	3	33.3%	
Snow/Ice		9	100.0			Non-F	Reportabl	le	2	22.2%	
Unspecified		0	0.0	0%			Total		9		
Total		9									
TIME OF YEAR		# ACC	9	%			OF VEH		# ACC	%	
Winter (Dec-Fe	eb)	7	77.8	3%			enger Ca		14	100.0%	
Spring (Mar-M	ay)	1	11.1	1%		Comn	nercial Ve	ehicles	0	0.0%	
Summer (Jun-Au	ug)	0)%			Total		14		
Fall (Sep-N	lov)	1	11.1	1%							
Total		9									
DAY OF WEEK		# ACC	5 9	%		LIGH [.]	T CONDI	TION	# ACC	%	
Sunday		1	11.			Daylig	ht		4	44.4%	
Monday		1	11.1				/ /Dusk		0	0.0%	
Tuesday		4	44.4			Night			5	55.6%	
Wednesday		2	22.2			-	ecified		0	0.0%	
Thursday		0		0%					-	0.070	
Friday		1	11.1				Total		9		
Saturday		0		0%							
Total		9									
	ACCIDE		ITV DV VE	AD.							
SUMMARY OF A	4CCIDE!	NI SEVEK	III DI IE	AK.	2012	2013	2014	2015	2016		
Fatal Accidents					0	0	0	0	0		
Injury Accidents					0	0	3	1	0		
Property Damage	e Accide	nts			1	1	0	0	1		
Non-Reportable	Accident	ts			0	2	0	0	0		
Total Accidents	5				1	3	3	1	1		

ACCIDENT SUMMARY SHEET

ROUTE : <i>NY</i> 299			CATION	: From Nev	w Paltz/G			ne to Libertyville R	load	
MUNICIPALITY: Town	of New Pa	ltz				COU	NTY: U	llster		
TIME PERIOD COVERE	D: 1/1/2	012 - 12/3	1/2016	REFEREN	CE MAR	KERS / I	NODES	: 299 8601 1025	- 299 860	1 1050
REMARKS: Intersection	n of NY299	and Albany	Post Roa	ad/Butterville	e Road				DATE: 10/	/31/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	;	% [DIRECTION	# ACC	%
6 AM - 10 AM	4	16.0%	North		10	24.4		Northeast	0	0.0%
10 AM - 4 PM	9	36.0%	South		7	17.1	% 1	Northwest	0	0.0%
4 PM - 7 PM	7	28.0%	East		15	36.6	% 5	Southeast	0	0.0%
7 PM - 12 AM	3	12.0%	West		9	22.0	• /	Southwest	0	0.0%
12 AM - 6 AM	2	8.0%						Jnspecified	0	0.0%
Unspecified	0	0.0%	Tota	al	41		`	Shapeomed	U	0.070
Total	25				"		0.4		" 400	0,1
			Rear E	DENT TYPE	# ACC 5	20.0		ACCIDENT TYPE Pedestrian	# ACC 0	% 0.0%
WEATHER	# ACC	%	Overta		0	0.0		Bicycle	0	0.0%
Clear	19	76.0%	_			36.0		•		0.0%
Cloudy	2	8.0%	Right A	Ū	9	36.0 0.0		Parked Vehicle	0	0.0%
Rain	1	4.0%	Left Tu		0			Backing	0	
Snow	2	8.0%	Right '		2	8.0		Run Off The Road		12.0%
Sleet/Hail/Freezing Rain	0	0.0%		Object	1	4.0		Animal	4	16.0%
Fog/Smog/Smoke	1	4.0%	Head		0	0.0		Other	1	4.0%
Unspecified	0	0.0%	Sides	wipe	0	0.0	% l	Jnspecified	0	0.0%
Total	25					Total		25		
SURFACE	# ACC	; 9	6		ACCII	DENT SE	EVERIT	Y # ACC	%	
Dry	21	84.0)%		Fatal			0	0.0%	
Wet	2	8.0)%		Injury			4	16.0%	
Mud/Slush	0	0.0			, ,	rty Dama	age	14	56.0%	
Snow/Ice	2	8.0			-	, Reportabl	-	7	28.0%	
Unspecified	0	0.0				Total		25		
Total	25					Total		20		
TIME OF YEAR	# ACC	9	%		TYPE	OF VEH	IICLE	# ACC	%	
Winter (Dec-Feb)	5	20.0				enger Ca		41	100.0%	
Spring (Mar-May)	4	16.0				nercial V		0	0.0%	
Summer (Jun-Aug)	10	40.0			0011111		01110100		0.070	
Fall (Sep-Nov)	6	24.0				Total		41		
Total	25	2	,,,							
DAY OF WEEK	# ACC		6			CONDI	TION	# ACC	%	
Sunday	6	24.0			Daylig			18	72.0%	
Monday	3	12.0)%		Dawn	/Dusk		0	0.0%	
Tuesday	2	8.0)%		Night			7	28.0%	
Wednesday	5	20.0)%		Unspe	ecified		0	0.0%	
Thursday	3	12.0)%			Total		25		
Friday	4	16.0)%							
Saturday	2	8.0)%							
Total	25									
SUMMARY OF ACCIDE	NT SEVER	TY BY YE	AR:	2012	2042	2044	2045	2016		
Fatal Accidents				2012 0	2013 0	2014 0	2015 0	2016 0		
				0	3	0	0	1		
Injury Accidents		2	3	1	3	5				
Property Damage Accide			2	3 3	1	ა 1	0			
Non-Reportable Acciden	เร					-	•			
Total Accidents				4	9	2	4	6		

ACCIDENT SUMMARY SHEET

ROUTE: NY 299		L(CATION	: From Ne	w Paltz/G	ardiner	Town Lir	ne to Libertyville R	Road	
MUNICIPALITY: Town	of New Pa	ltz				COU	NTY: U	llster		
TIME PERIOD COVERE	D: 1/1/2	2012 - 12/3	1/2016	REFEREN	CE MAR	KERS / I	NODES	: 299 8601 1025	- 299 860	1 1050
REMARKS: Intersection	of NY299	and Gate H	louse Roa	ad/Jacobs L	.ane/Rose	emary Co	ourt		DATE: 10/	31/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	;	% г	DIRECTION	# ACC	%
6 AM - 10 AM	2	28.6%	North		0	0.0	% 1	Northeast	0	0.0%
10 AM - 4 PM	3	42.9%	South		0	0.0	% 1	Northwest	0	0.0%
4 PM - 7 PM	1	14.3%	East		2	16.7	% 5	Southeast	0	0.0%
7 PM - 12 AM	1	14.3%	West		10	83.3	% 9	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	Tota	al .	12		ι	Jnspecified	0	0.0%
Unspecified	0	0.0%	100	aı	12			,		
Total	7		ACCII	DENT TYPE	# ACC		% /	ACCIDENT TYPE	# ACC	%
MEATHED	# 400	0/	Rear E		1	14.3		Pedestrian	0	0.0%
WEATHER	# ACC	% 71.4%	Overta		1	14.3		Bicycle	0	0.0%
Clear	5		Right		0	0.0		Parked Vehicle	0	0.0%
Cloudy	1	14.3% 0.0%	Left Tu	•	0	0.0		Backing	0	0.0%
Rain Snow	0	0.0% 14.3%	Right		0	0.0		Run Off The Road		0.0%
Sleet/Hail/Freezing Rain	•	0.0%		Object	0	0.0		Animal	3	42.9%
Fog/Smog/Smoke	0	0.0%	Head	•	1	14.3		Other	0	0.0%
Unspecified	0	0.0%	Sides		1	14.3		Jnspecified	0	0.0%
Total	7	0.070		•		Total		7		
CUDEACE	# ACC	• 0	∖ %		ACCU		VEDIT		%	
SURFACE Dry	# ACC	: 71.4			Fatal	DENT SE	EVERII	0 # ACC	0.0%	
Wet	1	14.3			Injury			2	28.6%	
Mud/Slush	0		0%		, ,	rty Dama	ane	2	28.6%	
Snow/Ice	1	14.3			-	Reportabl	_	3	42.9%	
Unspecified	0		0%		INOII-I	-	C		42.370	
Total	7	0	<i>,</i> , , ,			Total		7		
TIME OF YEAR	# ACC	• 0	/ ₆		TVDE	OF VEH	IICI E	# ACC	%	
Winter (Dec-Feb)	3	42.9				enger Ca		12	100.0%	
Spring (Mar-May)	2	28.6				nercial Ve		0	0.0%	
Summer (Jun-Aug)	1	14.3			0011111		01110100		0.070	
Fall (Sep-Nov)	1	14.3				Total		12		
Total	7		- / -							
DAY OF WEEK	# AC(-	/ 6		I ICH.	r condi	TION	# ACC	%	
Sunday	0		76 0%		Daylig		IION	# ACC 5	71.4%	
Monday	1	14.3			Dayng			0	0.0%	
Tuesday	1	14.3			Night	Вион		2	28.6%	
Wednesday	1	14.3			Unspe	cified		0	0.0%	
Thursday	2	28.6			Опор			·	0.070	
Friday	0		0%			Total		7		
Saturday	2	28.6								
Total	- 7									
SUMMARY OF ACCIDE	NT SEVER	ITV RV VE	Δ P ·	<u> </u>						
	JLVLK		-11.	2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				0	0	2	0	0		
Property Damage Accide				2 0	0 1	0 0	0	0 1		
Non-Reportable Acciden	ıs			•	•			•		
Total Accidents				2	1	2	1	1		

ACCIDENT SUMMARY SHEET

ROUTE : <i>NY 299</i>			CATION	: From Ne	w Paltz/G			ne to Libertyville R	load	
MUNICIPALITY: Town	of New Pa	ltz				COU	NTY: U	lster		
TIME PERIOD COVERE	D: 1/1/2	2012 - 12/3	1/2016	REFEREN	CE MAR	KERS /	NODES:	299 8601 1025	- 299 860	1 1050
REMARKS: Intersection	of NY299	and Liberty	ville Road	d/Red Barn	Road			С	DATE: 10/	31/2017
TIME OF DAY	# ACC	%	DIREC	CTION	# ACC	;	% [DIRECTION	# ACC	%
6 AM - 10 AM	1	16.7%	North		8	72.7	% 1	Northeast	0	0.0%
10 AM - 4 PM	2	33.3%	South		0	0.0	% N	Northwest	0	0.0%
4 PM - 7 PM	2	33.3%	East		1	9.1	% 5	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West		2	18.2	% 5	Southwest	0	0.0%
12 AM - 6 AM	1	16.7%	Total	- I	44			Jnspecified	0	0.0%
Unspecified	0	0.0%	Tota	4 1	11					
Total	6		ACCIT	DENT TYPE	# ACC		% #	ACCIDENT TYPE	# ACC	%
MEATUED	# 400	0/	Rear E		4	66.7		Pedestrian	# ACC	0.0%
WEATHER	# ACC	% 20.7%	Overta		0	0.0		Bicycle	0	0.0%
Clear	4	66.7%	Right		0	0.0		Parked Vehicle	0	0.0%
Cloudy	2	33.3%	Left Tu	Ū	1	16.7		Backing	0	0.0%
Rain	0	0.0%	Right		0	0.0		Run Off The Road		0.0%
Snow	0	0.0%		Object	0	0.0		Animal	1	16.7%
Sleet/Hail/Freezing Rain		0.0%	Head	•	0	0.0		Other	0	0.0%
Fog/Smog/Smoke Unspecified	0	0.0% 0.0%	Sides		0	0.0		Jnspecified	0	0.0%
Total	0 6	0.076		'	-	Total		6	-	
TOTAL						TOLAI		6		
SURFACE	# ACC		%			DENT SE	EVERIT		%	
Dry	5	83.3			Fatal			0	0.0%	
Wet	1	16.7			Injury			2	33.3%	
Mud/Slush	0		0%		-	rty Dama	-	1	16.7%	
Snow/Ice	0		0%		Non-F	Reportab	le	3	50.0%	
Unspecified	0	0.0)%			Total		6		
Total	6									
TIME OF YEAR	# ACC		%			OF VEH		# ACC	%	
Winter (Dec-Feb)	1	16.7				enger Ca		11	100.0%	
Spring (Mar-May)	3	50.0			Comn	nercial V	ehicles	0	0.0%	
Summer (Jun-Aug)	1	16.7				Total		11		
Fall (Sep-Nov)	1	16.7	7%							
Total	6									
DAY OF WEEK	# ACC	9	%		LIGH	CONDI	TION	# ACC	%	
Sunday	0	0.0	0%		Daylig	jht		5	83.3%	
Monday	3	50.0	0%		Dawn	/Dusk		0	0.0%	
Tuesday	1	16.7	7%		Night			1	16.7%	
Wednesday	1	16.7	7%		Unspe	ecified		0	0.0%	
Thursday	0	0.0)%			Total		6		
Friday	0	0.0	0%					· ·		
Saturday	1	16.7	7%							
Total	6									
SUMMARY OF ACCIDE	NT SEVER	ITY BY YE	AR:	2012	2013	2014	2015	2016		
Fatal Accidents				0	0	0	0	0		
Injury Accidents				0	0	0	1	1		
Property Damage Accide		0	0	0	0	1				
Non-Reportable Acciden				0	0	0	2	1		
Total Accidents	•			0	0	0	3	3		
TOTAL ACCIDENTS				U	U	U	3	J		

PE	RIOD STUDI	ED:	#		L I	R		LOCATION: From New Paltz/Gardiner Town Line to Libertyville Road		ET NAME: NY 299 CASE No		
FR	OM: <u>1/1/2</u> 0	012	V E	S E	G H	O A	s			v Paltz/Gardiner Town Line to Libertyville Road FILE: Net	v Paltz	
ТС): <u>12/31/2</u>	2016	H	V E	Т	Ď	U R	E A	MUNICIPALITY	: Town	of New Paltz COUNTY: Ulster BY:	JK
	60 MONT	HS	C	R	С	С	F	T H	REFERENCE N	/ARKER	S / NODES: 299 8601 1025 - 299 8601 1050 DATE: 10/3	31/2017
No.	DATE	TIME	E S	T Y	O N D	H A R	CE	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#
1	1/28/2012	17:15	1	PDO	3	1	1	1	61	Anml	W1 C/W SB deer 868' w/o Gate House Rd	5
2	2/12/2012	7:10	1	PDO	4	5	1	1	61	Anml	E1 C/W NB deer 0.5 miles e/o Yankee Folly Rd	3
3	2/29/2012	13:00	1	PDO	1	5	4	4	66	FixO	E1 slid off N.shoulder and C/W pole 414' e/o Gate House Rd	7
4	4/26/2012	6:55	1	PDO	1	4	1	1	61	Anml	W1 C/W deer 5' e/o Gate House Rd	6
5	5/19/2012	9:24	2	PDO	1	1	1	1	4 69	Rend	N1 RE N2 stopped at stop sign on Albany Post Rd at NY299	4
6	5/29/2012	10:02	1	N/R	1	1	1	1	61	Anml	E1 C/W deer 2258' w/o Albany Post Rd	3
7	8/16/2012	1:48	1	N/R	5	1	1	6	61	Anml	E1 avoided deer, drove onto 156 Butterville lawn at Albany Post	4
8	8/26/2012	18:45	1	PDO	1	2	1	1	61	Anml	E1 C/W SB deer 0.1 miles w/o Albany Post Rd	3
9	9/8/2012	17:05	1	N/R	1	1	2	3	66 69	FixO	E1 ran off road and hit mailbox 2000' w/o Albany Post Rd	3
10	10/11/2012	20:30	1	PDO	5	2	1	1	61 22	Anml	W1 C/W SB deer 50' e/o Jacobs Lane	6
11	11/13/2012	18:32	1	PDO	5	2	1	1	61	Anml	E1 C/W deer 950' w/o Jacobs Ln	5
12	12/13/2012	7:20	1	PDO	2	5	1	1	61	Anml	E1 C/W SB deer 399' e/o Jacobs Ln	7
13	1/6/2013	15:34	2	PDO	1	3	1	1	7	Rang	N1 failed to yield and C/W E2 at Albany Post Rd intersection	4
14	1/8/2013	17:36	1	N/R	5	1	1	1	61	Anml	W1 C/W deer 228' e/o Jacobs Ln	7
15	1/9/2013	17:37	1	N/R	4	2	1	1	61	Anml	W1 C/W deer 66' e/o Gate House Rd	6
16	3/8/2013	10:50	1	PDO	1	5	4	4	19 66	RORd	E1 LC, ROR, hit sign and embankment 1061' e/o Jenkins Rd	3
17	5/5/2013	17:00	2	INJ	1	2	1	1	17	Rang	S1 failed to stop and C/W W2 at Butterville Rd	4
18	5/27/2013	22:15	1	PDO	5	1	1	1	61	Anml	E1 C/W SB deer 500' e/o Albany Post Rd	5
19	5/18/2013	20:44	2	PDO	5	2	1	1	61 Anml E1 C/W deer, then W2 C/W deer 1189' e/o Jenkins Rd			3
20	6/12/2013	9:43	1	N/R	1	1	1	1	61 Anml E1 C/W deer 600' e/o Jenkins Rd			
21	6/12/2013	18:34	1	INJ	1	3	1	1	26 RORd E1 swerved to avoid NB veh failing to yield at Albany Post Rd			

PE	RIOD STUDI	ED:	#			R			ROUTE NU	JMBI	ER/STRE	ET NAME: NY 299 CASE No			
FR	ROM: 1/1/20	012	V	S E	G H	O	s	w	LOCATION	1: <u> </u>	From Nev	v Paltz/Gardiner Town Line to Libertyville Road FILE: New	Paltz		
ТО): <u>12/31/</u> 2	2016	H	V	Ť	Ď	U R	E	Wishing the first state of the f		of New Paltz COUNTY: Ulster BY:	κ			
	60 MONT	HS	c	R	С	С	F	T H	REFEREN	CE N	//ARKER	S / NODES: 299 8601 1025 - 299 8601 1050 DATE: 10/31	/2017		
No.	DATE	TIME	E S	T Y	O N D	A R	CE	E R	CONTRIB. FACTORS		ACC. TYPE	ACCIDENT DESCRIPTION	KEY#		
22	7/26/2013	19:09	1	PDO	1	1	1	1	61		Anml	E1 C/W NB deer 3000' w/o Albany Post Rd	3		
23	8/10/2013	12:00	2	INJ	1	3	1	1	4	7	Rang	E1 C/W S2 at Albany Post Rd	4		
24	8/12/2013	17:05	2	N/R	1	1	1	1	4	9	Rend	W2 RE W1 stopped waiting to make LT to Albany Post Rd	4		
25	10/13/2013	16:00	2	PDO	1	1	1	1	7		Rtrn	S2 making RT from Butterville Rd C/W W1 (MC)	4		
26	10/9/2013	20:01	1	PDO	5	1	1	1	61		Anml	E1 C/W SB deer 700' w/o Gate House Rd	5		
27	11/14/2013	18:20	2	N/R	4	1	1	2	4		Rend	N1 RE N2 stopped at stop sign on Albany Post Rd	4		
28	11/15/2013	19:28	1	PDO	5	1	1	1	61		Anml	W1 C/W deer at Albany Post Rd	4		
29	12/24/2013	22:53	1	N/R	5	1	4	4	26		RORd	E1 hit embankment when avoiding veh who went through stop sign	4		
30	12/24/2013	19:20	3	N/R	5	1	4	4	9 66 9	66	Rend	W2 RE W1 causing W1 to RE W3 250' w/o Jenkins Rd	1		
31	2/18/2014	12:15	2	INJ	1	5	4	4	66 27		HdOn	E1 slid into WB lane and C/W W2 at Rosemary Ct	6		
32	4/7/2014	7:40	1	N/R	1	1	1	2	61		Anml	E1 C/W deer 0.3 miles w/o Gate House Rd	5		
33	4/21/2014	0:14	1	N/R	5	1	1	1	61 19		Anml	W1 avoid deer, ROR, spun and hit tree 1758' e/o Albany Post Rd	5		
34	4/20/2014	3:45	1	N/R	5	4	1	1	61		Anml	W1 avoided deer and went into a ditch 738' e/o Jacobs Ln	7		
35	5/11/2014	20:45	1	PDO	5	1	1	2	61		Anml	W1 C/W 2 NB deer 0.5 miles w/o Butterville Rd	3		
36	6/28/2014	13:22	2	INJ	1	5	1	1	4	27	Side	E2 crossed into WB lane and C/W W1 at Rosemary Ct	6		
37	8/5/2014	9:49	1	INJ	1	2	1	1	4		Bike	E1 C/W EB bicycle 1074' w/o Albany Post Rd	3		
38	8/27/2014	12:49	2	PDO	1	2	1	1	4		Rend	E2 RE E1 making LT to Butterville Rd	4		
39	10/11/2014	18:52	1	PDO	4	1	1	1	61		Anml	W1 C/W a deer 2075' w/o Gate House Rd	5		
40	10/21/2014	15:29	1	N/R	1	1	2	2	50		Othr	W1 driver exited veh w/o brake; hit pole 200' w/o Albany Post	4		
41	11/26/2014	13:03	2	INJ	1	2	4	4	27	19	Othr	Othr E2 LC, C/W W1 then hit ditch off shoulder 0.3 mi e/o Jenkins Rd			
42	12/9/2014	5:23	1	INJ	5	1	4	5	66		RORd	E1 slid on ice, spun into ditch north of road 210' e/o Rosemary	7		

∥ PE	RIOD STUDI	ED:	#		L	R		LOCATION: From New Paltz/Gardiner Town Line to Libertyville Road		ET NAME: NY 299 CASE No			
FR	OM: <u>1/1/2</u> 0	012	V E	S E	G H	0 A	s	w	LOCATION: From New Paltz/Gardiner Town Line to Libertyville Road FILE:		v Paltz/Gardiner Town Line to Libertyville Road FILE: New	Paltz	
то	12/31/2	2016	Ĥ	V E	T	Ď	U R	E	MUNICIPALITY: Town of New Paltz COUNTY: Ulster BY:		of New Paltz COUNTY: Ulster BY:	IK	
	60 MONT	HS	C	R	С	С	FA	T H	REFERENCE	MARK	(ER	S / NODES: 299 8601 1025 - 299 8601 1050 DATE: 10/3	1/2017
No.	DATE	TIME	E S	T Y	O N D	H A R	CE	E R	CONTRIB. FACTORS	AC(ACCIDENT DESCRIPTION	KEY#
43	1/4/2015	11:59	1	N/R	1	4	5	3	66	ROF	Rd	E1 LC, spun into an embankment off shoulder 500' w/o Jacobs Ln	5
44	3/16/2015	19:05	1	N/R	3	1	1	1	61	Ann	nl	E1 C/W SB deer 1700' w/o Gate House Rd	5
45	3/16/2015	11:31	2	N/R	1	2	1	2	4	Ren	nd	N2 pulled forward & RE N1 stopped at Libertyville Rd stop sign	8
46	3/18/2015	5:00	1	PDO	5	6	2	4	19 66	ROF	Rd	W1 LC into wooded area on south side 100' w/o Libertyville Rd	7
47	4/13/2015	6:48	2	PDO	1	3	1	1	7 6	9 Ran	ng	S2 failed to yield and C/W E1 at Butterville Rd	4
48	4/18/2015	18:11	1	N/R	1	1	1	1	61	Ann	nl	W1 C/W deer 455' e/o Albany Post Rd	5
49	4/27/2015	18:51	1	PDO	3	1	1	1	4	FixC)	W1 was distracted and hit utility pole 65' e/o Rosemary Ct	7
50	5/11/2015	8:35	3	N/R	1	5	1	1	9 9	Ren	nd	W3 RE W2 then W2 RE stopped to make LT to Jacobs Ln	6
51	5/15/2015	13:48	2	PDO	1	2	1	1	7	Ran	ng	S1 thought Butterville intersection was a 4-way stop and C/W E2	4
52	5/25/2015	17:07	2	INJ	1	1	1	1	7	Ltrn	l	W1 failed to yield when making LT to Libertyville Rd and C/W E2	8
53	5/7/2015	13:43	1	INJ	1	4	1	1	4 27	FixC)	W1 eyes off road cross EB lane into tree 0.5 mi w/o Albany Post	3
54	6/21/2015	9:12	1	N/R	1	2	2	3		ROF	Rd	E1 avoided SB veh and ROR onto 156 Butteville Rd lawn	4
55	6/29/2015	12:38	2	N/R	1	1	1	1	13	Ovtl	k	E2 passing on right C/W E1 stopped for others at Red Barn Rd	10
56	8/26/2015	12:55	2	PDO	1	2	1	1	7	Ran	ng	S1 C/W E2 at Butterville Rd	4
57	10/15/2015	18:00	1	PDO	1	1	1	1	61	Ann	nl	E1 C/W deer 1245' e/o Albany Post Rd	5
58	12/2/2015	13:52	1	INJ	1	5	2	3	66	FixC)	W1 LC, hit #21 NY299 mailbox; into ditch 709' w/o Libertyville	7
59	12/30/2015	12:48	2	N/R	1	2	2	2	4	Ren	nd	N1 RE N2 stopped at stop sign on Libertyville Rd	8
60	1/6/2016	17:23	1	N/R	5	1	1	1	61	Ann	nl	W1 C/W deer 1008' e/o Albany Post Rd	5
61	12/28/2015	23:16	1	INJ	5	5	4	5	66	ROF	Rd	E1 LC and struck a ditch on north side 632' e/o Gate House Rd	7
62	1/16/2016	10:15	2	N/R	1	5	2	2	9	Ovtk W1 C/W W2 who was making LT to Jacobs Ln		6	
63	3/26/2016	16:29	2	N/R	1	1	1	1	9	Ren	nd	N1 RE N2 stopped at stop sign on Libertyville Rd	8

PE	RIOD STUDI	ED:	#		L	R			LOCATION: From New Paltz/Gardiner Town Line to Libertwille Road		EET NAME: NY 299 CASE No		
FR	OM: <u>1/1/2</u> 0	012	V E	S E	G H	0 A	s	w	LOCATION: From New Paltz/Gardiner Town Line to Libertyville Road MUNICIPALITY: Town of New Paltz COUNTY: Ulster		w Paltz/Gardiner Town Line to Libertyville Road FILE: New	Paltz	
ТО	12/31/2	2016	Ĥ	V E	T	Ď	U R	Е	A		of New Paltz COUNTY: Ulster BY:	K	
	60 MONT	HS	c	R	С	С	FA	T H	REFERENCE N	MARKER	S / NODES: 299 8601 1025 - 299 8601 1050 DATE: 10/31	/2017	
No.	DATE	TIME	E S	T Y	O N D	H A R	CE	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY#	
64	5/16/2016	19:32	1	PDO	1	2	1	1	26	RORd	E1(MC) avoid WB veh in lane, slid to grass 635' w/o Gate House	5	
65	5/19/2016	16:45	1	PDO	1	5	1	1	27	RORd	W1 didn't keep right, hit EB guard rail 500' w/o Libertyville	7	
66	6/10/2016	7:33	1	PDO	1	1	1	1	61	Anml	E1 C/W SB deer 0.5 miles e/o Albany Post Rd	5	
67	6/12/2016	16:09	1	INJ	1	1	1	1	18	RORd	E1 was too fast to make LT to Jenkins Rd and hit embankment	2	
68	6/21/2016	7:30	2	INJ	1	1	1	1	9	Rend	N1 RE N2 stopped at stop sign on Libertyville Rd	8	
69	8/5/2016	10:00	2	PDO	1	1	1	1	7	Rang	N2 failed to yield and C/W E1 at Albany Post Rd	4	
70	8/11/2016	16:58	2	INJ	1	1	1	1	60 17	Rang	S2 failed to yield and C/W E1 at Butterville Rd	4	
71	8/17/2016	13:31	2	PDO	1	1	1	1	7	Rtrn	N1 making RT from Albany Post Rd C/W E2	4	
72	9/13/2016	7:49	1	N/R	1	2	1	1	61	Anml	E1 C/W SB deer 600' e/o Albany Post Rd	5	
73	9/11/2016	18:27	1	INJ	1	2	1	1	4 13	Bike	W1 C/W WB bicycle 1427' w/o Albany Post Rd	3	
74	9/26/2016	9:08	2	PDO	1	3	1	1	7	Rang	N1 failed to yield and C/W E2 at Albany Post Rd	4	
75	10/5/2016	19:43	1	PDO	5	1	1	1	61	Anml	E1 C/W NB deer 1353' e/o Albany Post Rd	5	
76	10/18/2016	6:57	1	N/R	1	2	1	1	61	Anml	W1 C/W deer 732' e/o Albany Post Rd	5	
77	10/28/2016	17:55	1	N/R	5	1	1	1	4	FixO	E1 was distracted & hit tree south of road 789' e/o Jenkins Rd	3	
78	11/5/2016	18:55	1	PDO	5	2	1	1	61	Anml	E1 C/W NB deer 550' e/o Albany Post Rd	5	
79	11/7/2016	1:01	1	PDO	4	1	1	1	61	Anml	W1 C/W deer at Libertyville Rd then C/W a tree	8	
80	12/11/2016	19:07	2	PDO	5	1	4	4	9 4	Rend	N1 RE N2 stopped at stop sign on Albany Post Rd	4	
81	1/8/2012	1:20	1	N/R	5	1	1	1	61	Anml	W1 C/W deer at Butterville Rd	4	
82	11/30/2012	11:00	1	PDO	5	1	1	1	61 FixO W1 made LT to Albany Post Rd & hit mailbox after avoiding deer		4		
83	12/25/2014	8:30	1	PDO	1	4			61 Anml W1 C/W deer 0.25 miles w/o Gate House Rd				
84	2/7/2015		1	PDO	0	2			61	1 Anml E1 C/W a racoon 1 mile w/o Water Street Market			

PE	RIOD STUDII	ED:	#		Ļ	R			ROUTE NUMB	CASE No.					
FR	OM:1/1/20	012	V	S	G H	O A	s	w	LOCATION:	· · · · · · · · · · · · · · · · · · ·					
ТС	12/31/2	2016	H	V	Τ̈	D	U R	E	MUNICIPALITY	NICIPALITY: Town of New Paltz COUNTY: Ulster BY: JI					
	60 MONT	HS	Ċ	R	c	С Н	F	T	REFERENCE N	FERENCE MARKERS / NODES: 299 8601 1025 - 299 8601 1050 DATE: 10/31/2					
No.	DATE	TIME	E S	T Y	O N D	A R	C E	E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION		KEY#		
85	3/19/2015	23:25	1	PDO	5	1	1	1	61	Anml	E1 C/W deer 300' e/o Albany Post Rd				
											W1 C/W bird-like animal at Albany Post Rd				

ABBREVIATIONS:

INJ - Injury Skdg - Skidding CO - Cut Off DWI - Driving While Intoxicated dwy - Driveway Bike - Bicycle RM or Key # - Reference Marker FAT - Fatal Injury LC - Lost Control LT - Left Turn PDO - Property Damage Only Park - Parked Vehicle ChLn - Changed Lanes N# - Northbound Vehicle # RT - Right Turn N/R - Non-Reportable Anml - Animal STA - Swerved To Avoid S# - Southbound Vehicle # R/L - Right Lane Back - Backing GR - Guide Rail E# - Eastbound Vehicle # L/L - Left Lane Rend - Rear End Ped - Pedestrian W# - Westbound Vehicle # C/L - Center Lane Ovtk - Overtake JB - Jersev Barrier Rtrn - Right Turn Othr - Other CB - Concrete Barrier NB - Northbound R/C/L - Right Center Lane ROR - Run Off Roadway V - Vehicle IA - Impact Attenuator SB - Southbound L/C/L - Left Center Lane Ltrn - Left Turn CV - Construction Vehicle SB - Sand Barrel EB - Fastbound RS - Right Side Rang - Right Angle EV - Emergency Vehicle UP - Utility Pole WB - Westbound RSh - Right Shoulder Side - Sideswipe UV - Uninvolved Vehicle LP - Light Pole n/o - North of LS - Left Side HdOn - Head On GT - General Traffic ROW - Right of Way s/o - South of LSh - Left Shoulder Ovrt - Overturned HT - Heavy Traffic LSA - Left Scene of Accident e/o - Fast of CM - Center Median FixO - Fixed Object MC - Motorcycle RTOR - Right Turn on Red w/o - West of c/w - Collided with

APPARENT CONTRIBUTING FACTORS: HUMAN

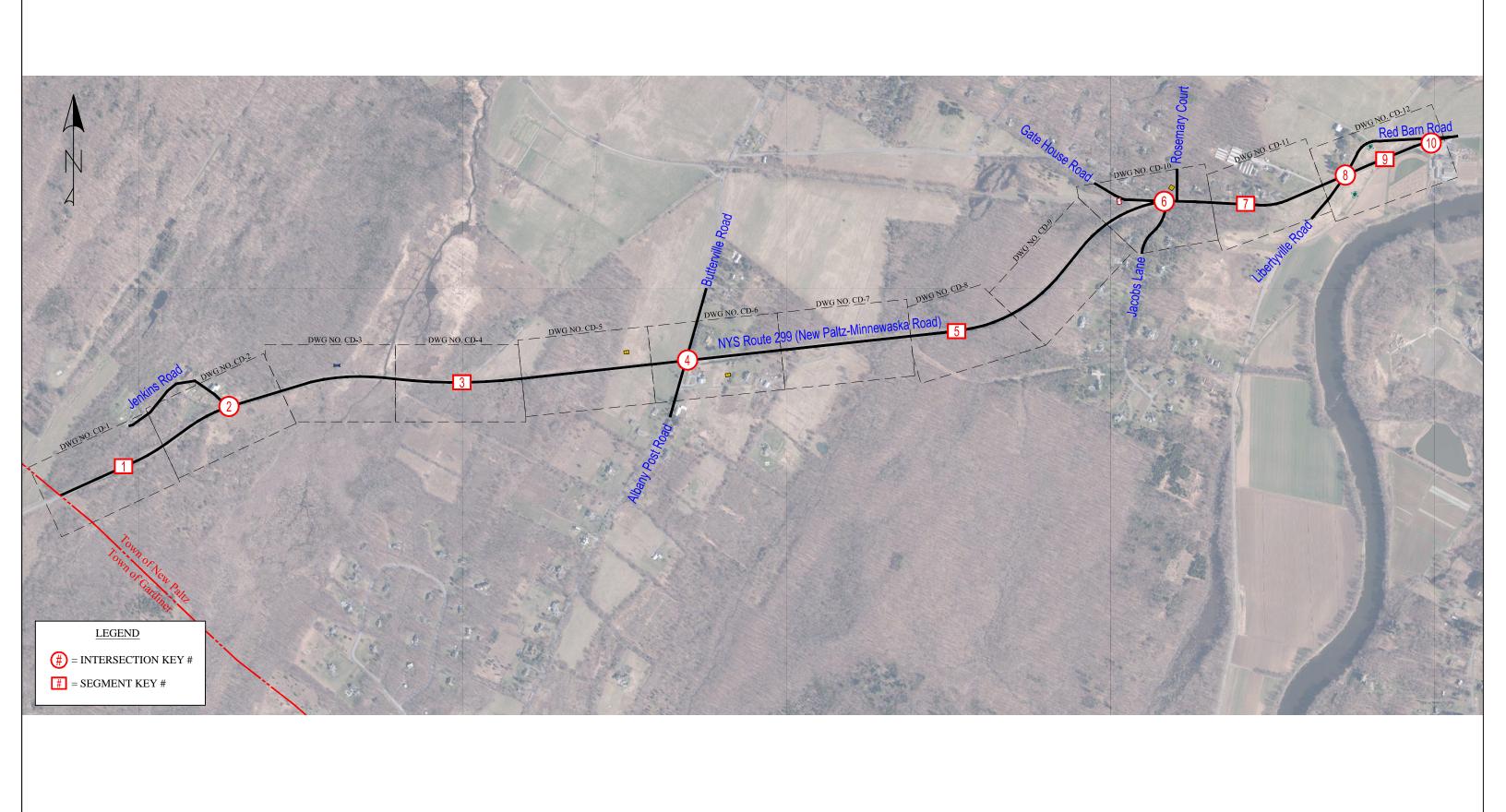
2 - Alcohol Involved 9 - Following Too Closely 16 - Prescription Medication 23 - Cell Phone (hands free) 3 - Backing Unsafely 17 - Traffic Control Disregarded 24 - Other Electronic Device 10 - Illness 4 - Driver Inattention 11 - Lost Consciousness 18 - Turning Improperly 25 - Outside Car Distraction 5 - Driver Inexperience 12 - Passenger Distraction 19 - Unsafe Speed 26 - Reation to Other Uninvolved Vehicle 13 - Passing or Lane Usage Improper 6 - Drugs (illegal) 20 - Unsafe Lane Changing 27 - Failure to Keep Right 14 - Pedestrian's/Bicyclist's Error/Confusion 21 - Fatiqued/Drowsv 28 - Aggressive Driving/Road Rage 7 - Failure to Yield Right of Way 8 - Fell Asleep 15 - Physical Disability 22 - Cell Phone (hand held) 40 - Other Human

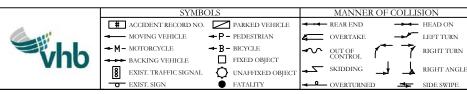
VEHICULAR

41 - Acceleration Defective 47 - Tire Failure/Inadequate 62 - Glare 42 - Brakes Defective 48 - Tow Hitch Defective 63 - Lane Marking Improper/Inadequate 43 - Headsignals Defective 65 - Pavement Defective 49 - Windshield Inadequate 44 - Other signals Defective 50 - Driverless/Runaway Vehicle 66 - Pavement Slippery 45 - Oversized Vehicle 60 - Other Vehicular 67 - Shoulders Improper/Non-Working 46 - Steering Failure 69 - View Obstructed/Limited 61 - Animal's Action

ENVIRONMENTAL

- 64 Obstruction/Debris Defective/Improper
- 68 Traffic Control Device

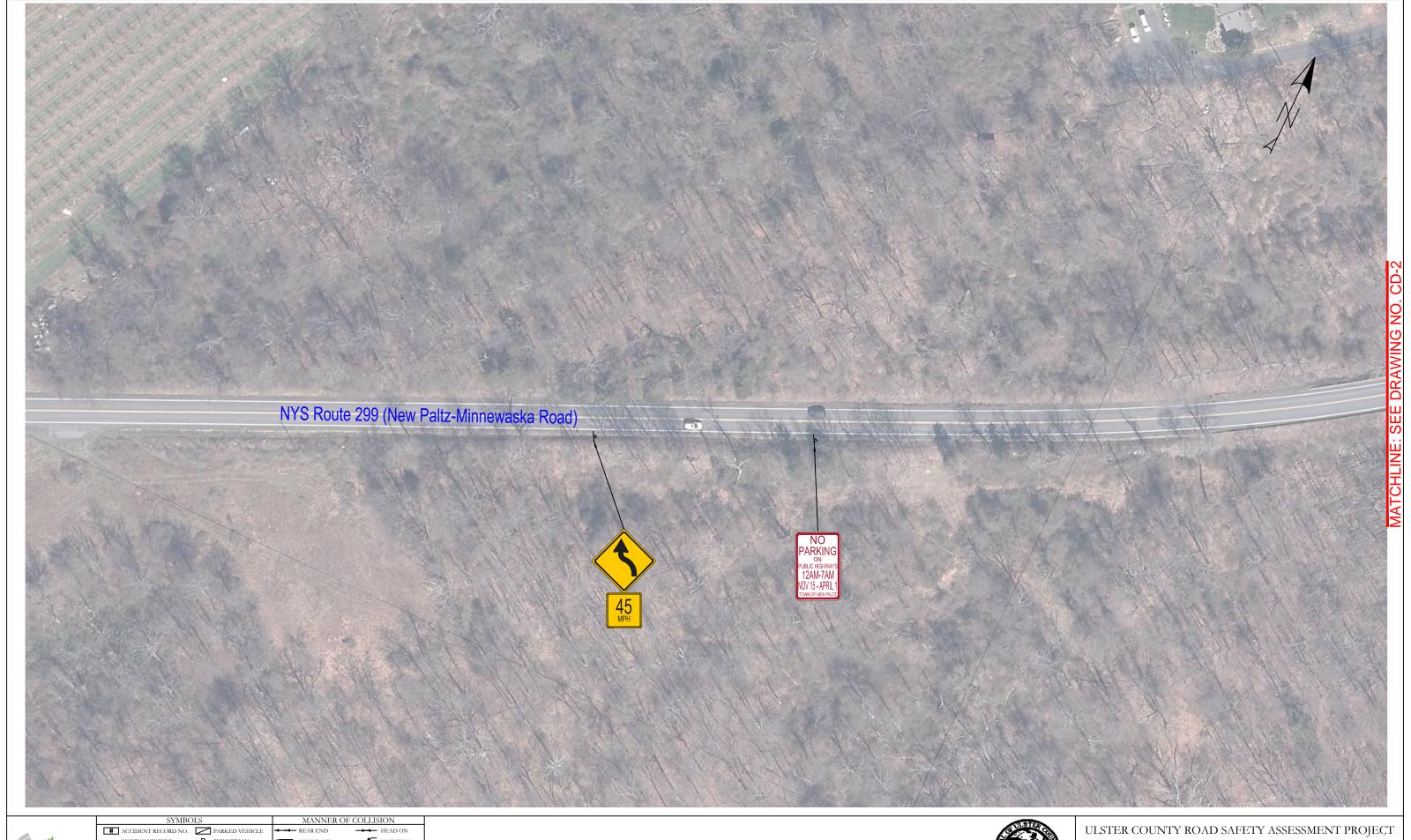




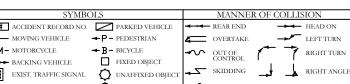


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OCATION:	NYS Route 299 fro	m New Paltz/Gar	diner Town Lin	e to Libertyville	Road
eriod: 5 y	EARS 0 MONTHS	BY: JK	SHEET NO	TOTAL SHEETS	DRAWING NO.
ROM: 1/1/12	2 _{TO:} 12/31/16	DATE: 11/2017	1	13	KM-1

Source of Aerial Image: NYS GIS Clearinghouse Date of Aerial Imagery: Spring 2016









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MUNICIPALITY:	Town of New	Paltz C	OUNTY: Ulst	terFILE:	26229.00
LOCATION:	NYS Route 299 fro	m New Paltz/Gar	diner Town Lin	e to Libertyville	Road
PERIOD: 5	YEARS 0 MONTHS	BY: JK	SHEET NO.	TOTAL SHEETS	I DRAWING NO.
FROM: 1/1/1	2 _{TO:} 12/31/16	DATE: 11/2017	SHEET NO.	13	CD-1

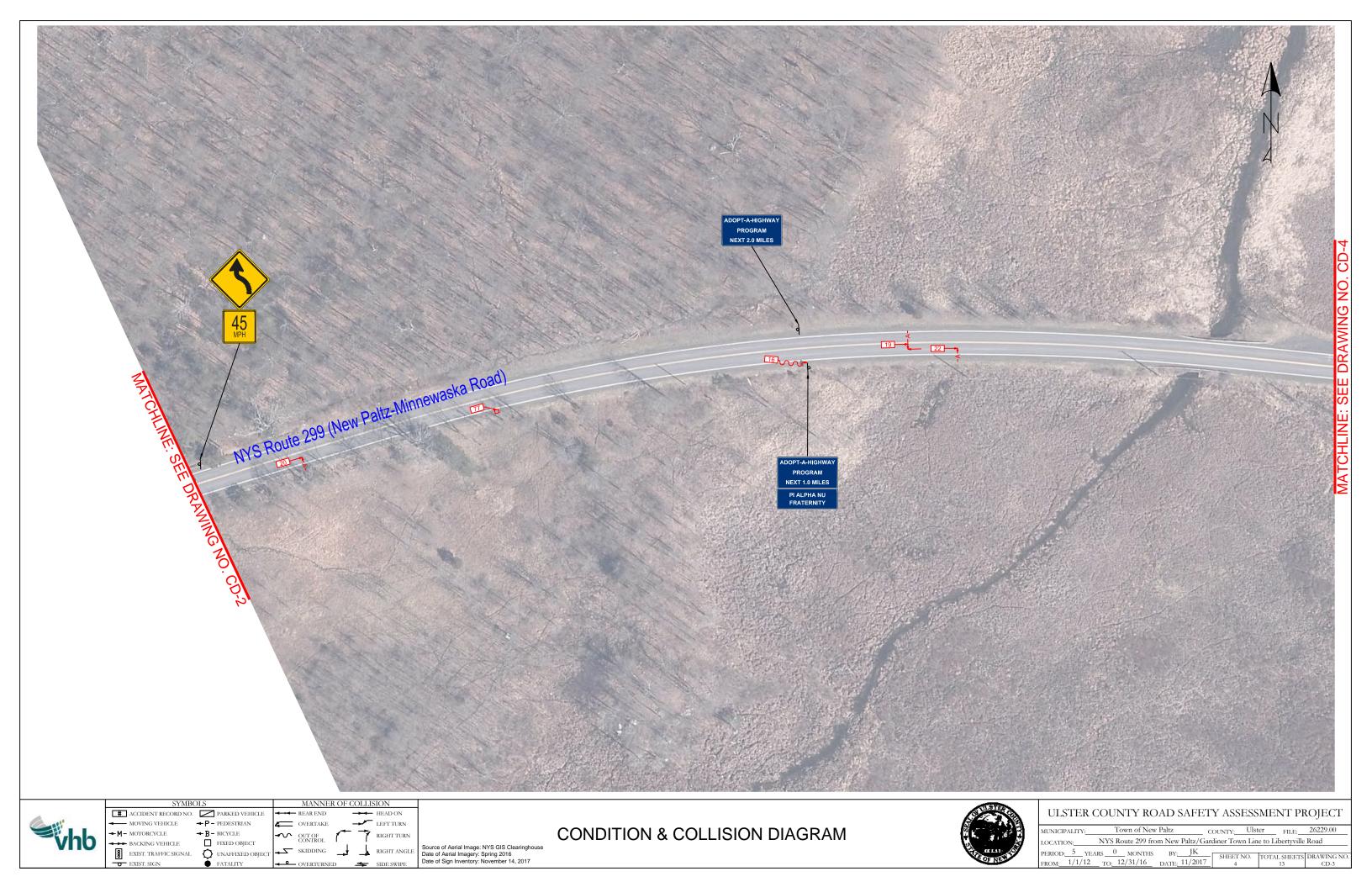


→ B - BICYCLE

☐ FIXED OBJECT

☐ UNAFFIXED OBJECT

OUT OF CONTROL







 PERIOD:
 5
 YEARS
 0
 MONTHS
 BY:
 JK
 SHEET NO.
 TOTAL SHEETS
 DRAWING NO.

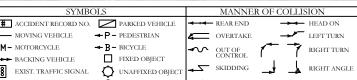
 FROM:
 1/1/12
 TO:
 12/31/16
 DATE:
 11/2017
 5
 TOTAL SHEETS
 DRAWING NO.

SKIDDING

EXIST. TRAFFIC SIGNAL UNAFFIXED OBJECT



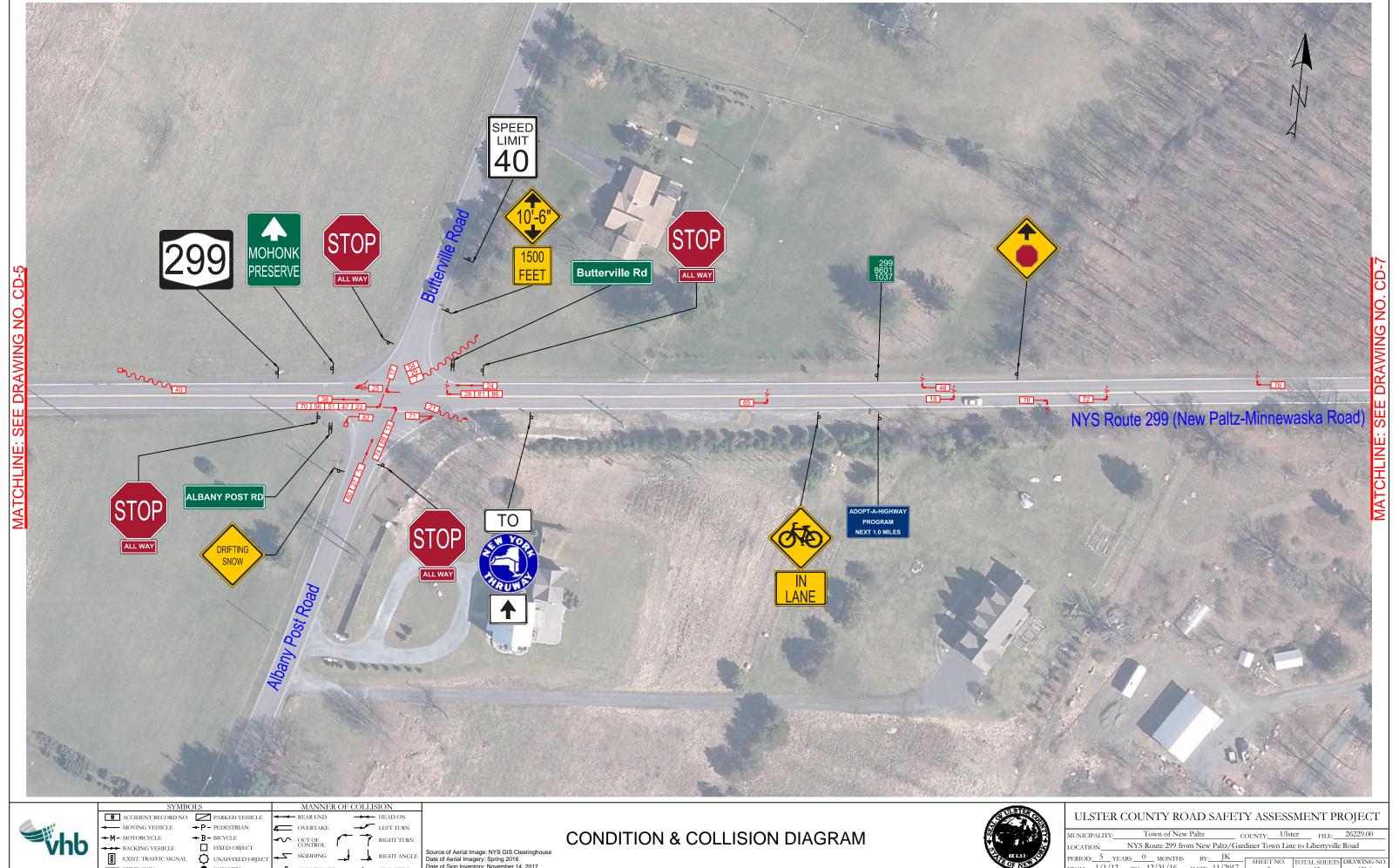




CONDITION & COLLISION DIAGRAM



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MUNICIPALITY:		Town of New	Paltz	COUNTY:_	Ulster	_ FILE:	26229.00
LOCATION:	NY	S Route 299 fro	om New Pal	z/Gardiner To	wn Line to l	Libertyville	Road
PERIOD: 5	YEARS_	0 MONTHS	BY:	K SHEET	NO. TOT.	AL SHEETS	DRAWING NO.



CONDITION & COLLISION DIAGRAM

OUT OF CONTROL



MUNICIPALITY:	Town of New	Paltz C	OUNTY: Ulst	er FILE:	26229.00
LOCATION:	NYS Route 299 fro	om New Paltz/Gar	diner Town Lin	e to Libertyville	Road
PERIOD: 5	YEARS 0 MONTHS	BY:JK	SHEET NO.	TOTAL SHEETS	DP AWING NO
EROM: 1/1/1	12 TO. 12/31/16	DATE: 11/2017	7	12	CD 6











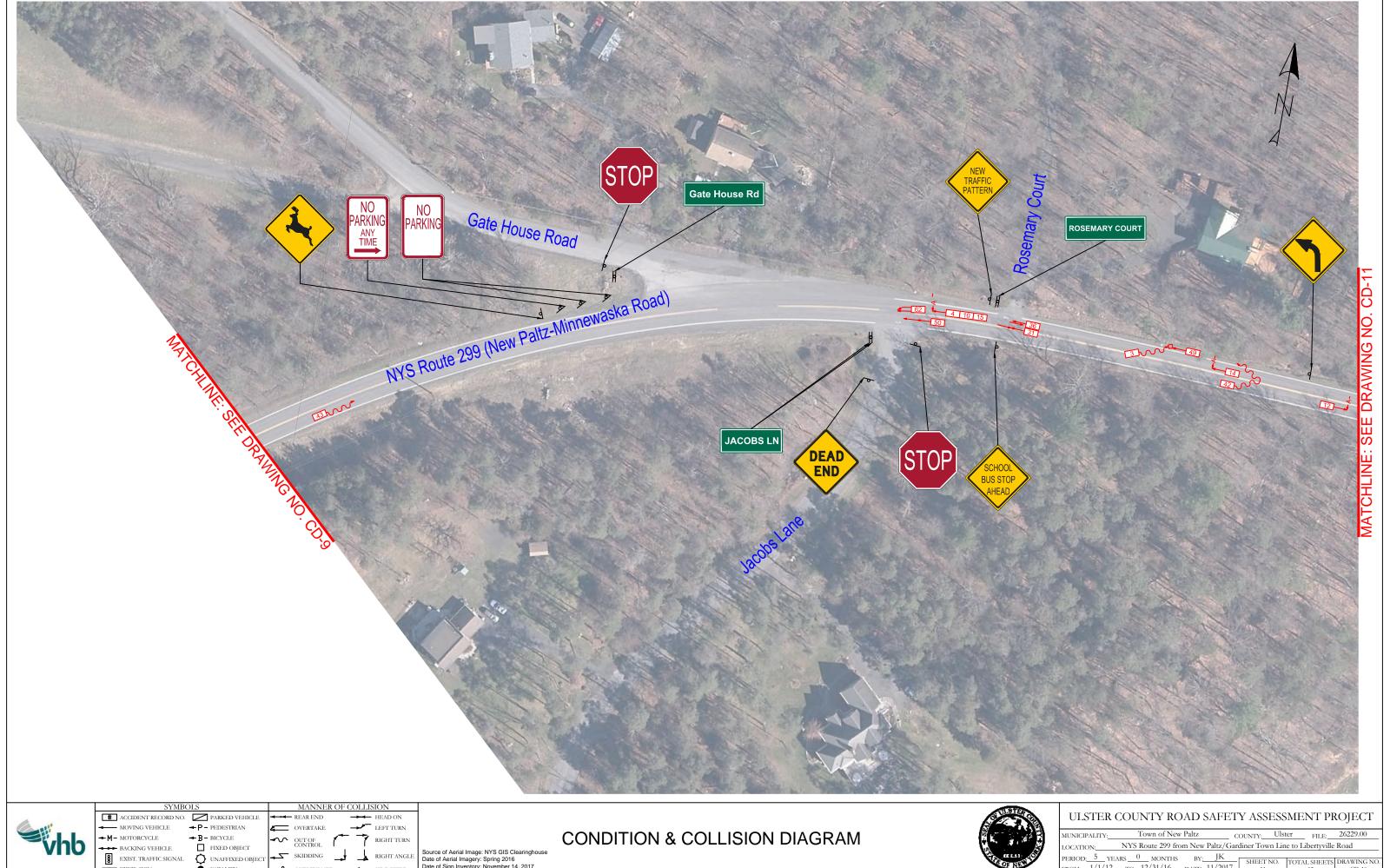




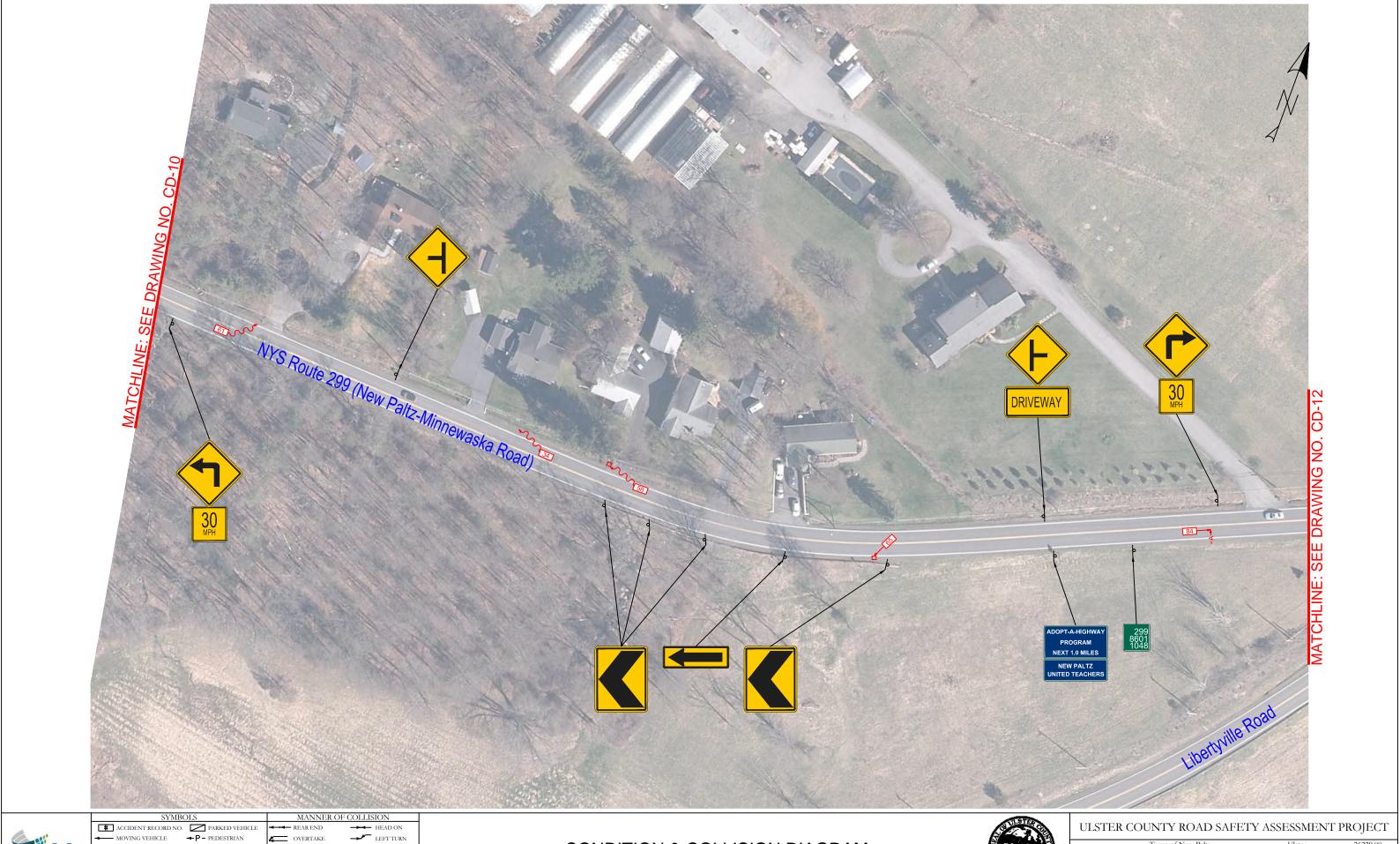
CONDITION & COLLISION DIAGRAM



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ſ	MUNICIPALITY:	Town of New	Paltz	COUNTY: Uls	ter	26229.00
	LOCATION:	NYS Route 299 fro	m New Paltz/Gar	diner Town Lir	e to Libertyville	Road
	PERIOD: 5	ZEARS 0 MONTHS	BY: JK	0.0000000000000000000000000000000000000	1	I
	FROM: 1/1/1		DATE: 11/2017	SHEET NO.	TOTAL SHEETS	CD-9
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MUNICIPALITY:	Town of New	Paltz	COUNTY: Ulst	ter FILE:	26229.00
LOCATION:	NYS Route 299 fro	om New Paltz/Gar	diner Town Lin	e to Libertyville	Road
PERIOD: 5	YEARS 0 MONTHS	BY: JK	0.0000000000000000000000000000000000000		
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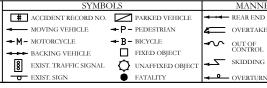


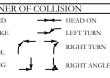








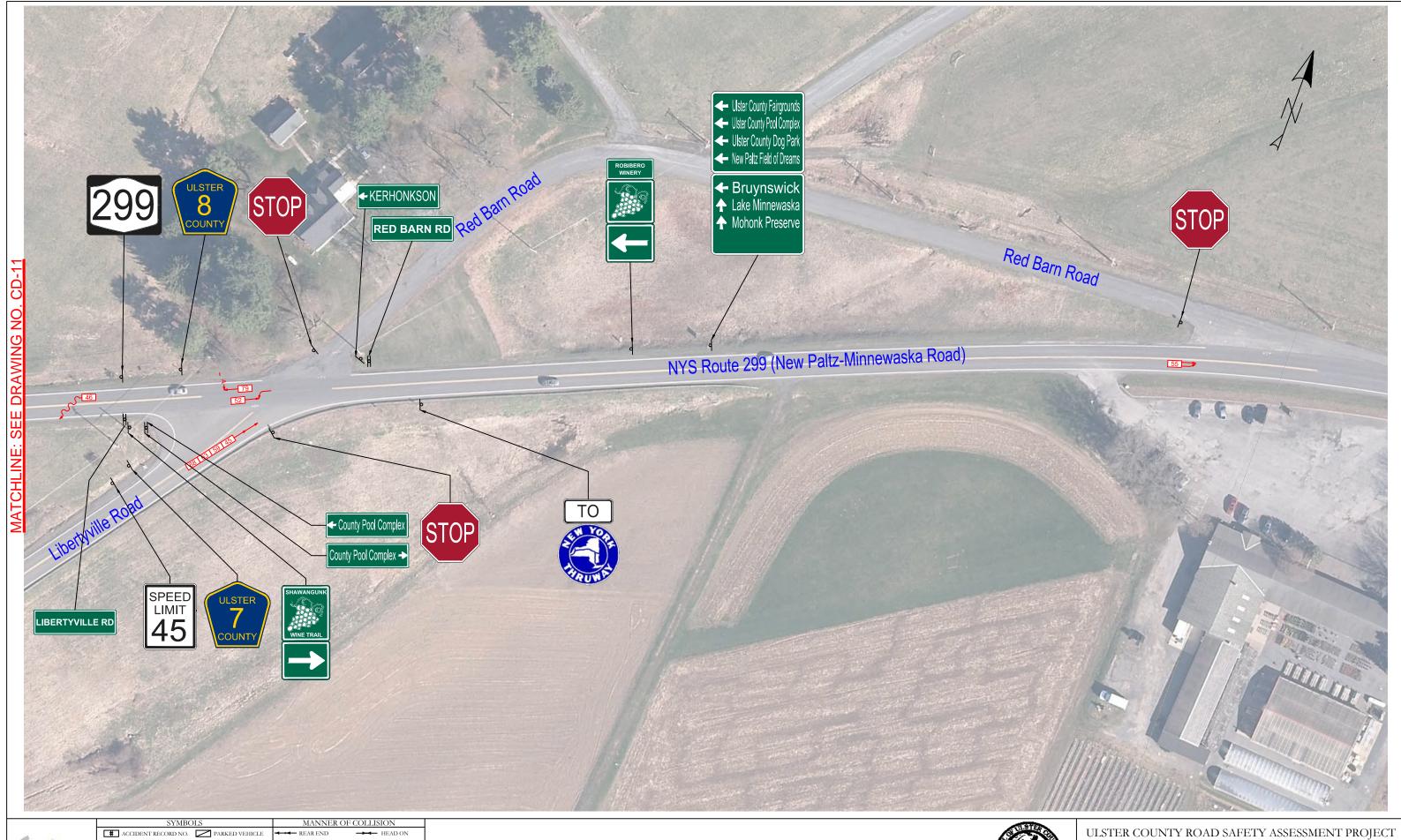




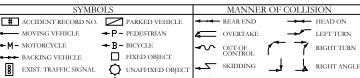




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MUNICIPALITY:	Town of New	Paltz	COUNTY: Ul	sterFILE:	26229.00
LOCATION:	NYS Route 299 fro	m New Paltz/Ga	diner Town Li	ne to Libertyville	Road
DEDICO: 5 V	ZEARS 0 MONTHS	RV. IK			
	2 12/31/16		SHEET NO.	TOTAL SHEETS	



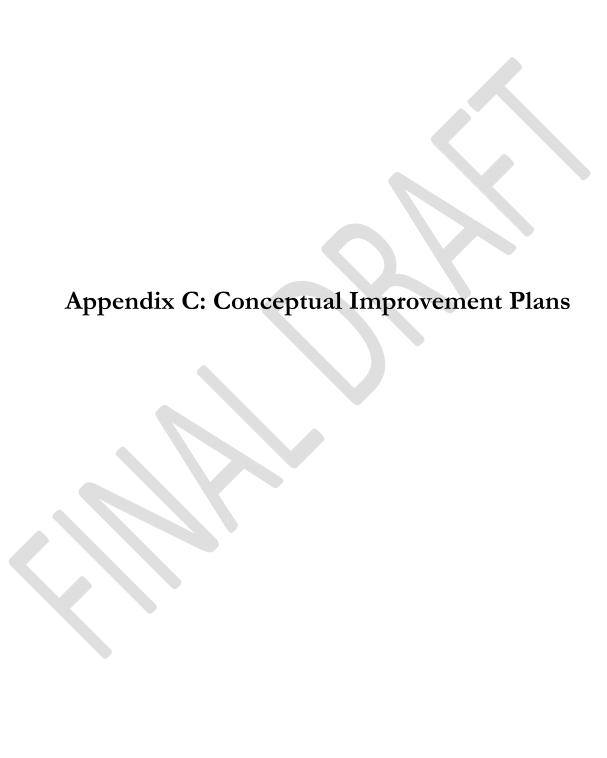




CONDITION & COLLISION DIAGRAM



MUNICIPALITY:	Town of New	Paltz	OUNTY: Ulst	er FILE:	26229.00
LOCATION:	NYS Route 299 fro	m New Paltz/Gard	diner Town Lin	e to Libertyville	Road
PERIOD: 5	YEARS 0 MONTHS	BY: JK	SHEET NO.	TOTAL SHEETS	DRAWING NO
FROM: 1/1/1	2 TO: 12/31/16	DATE: 11/2017	13	13	CD-12



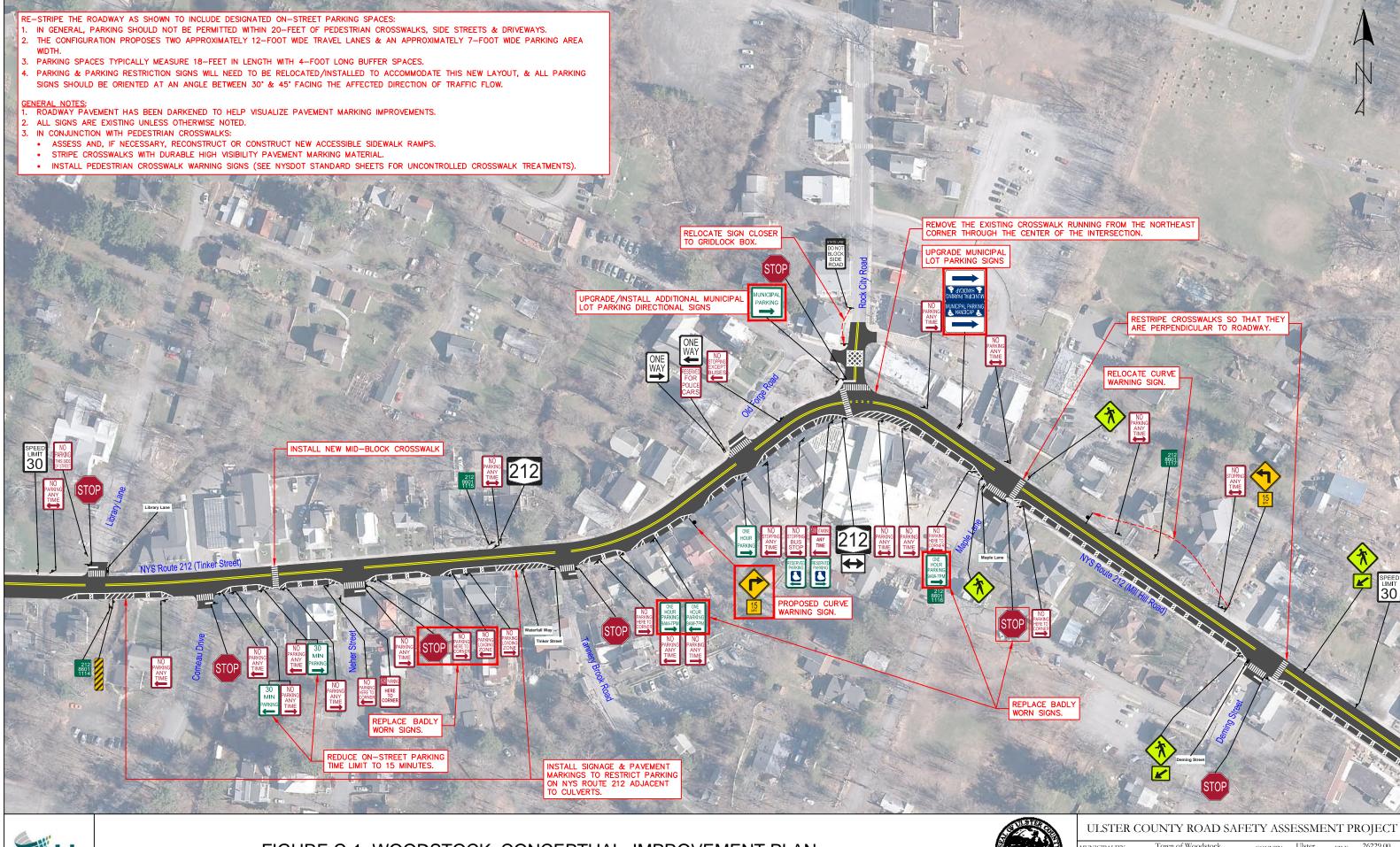
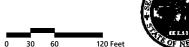


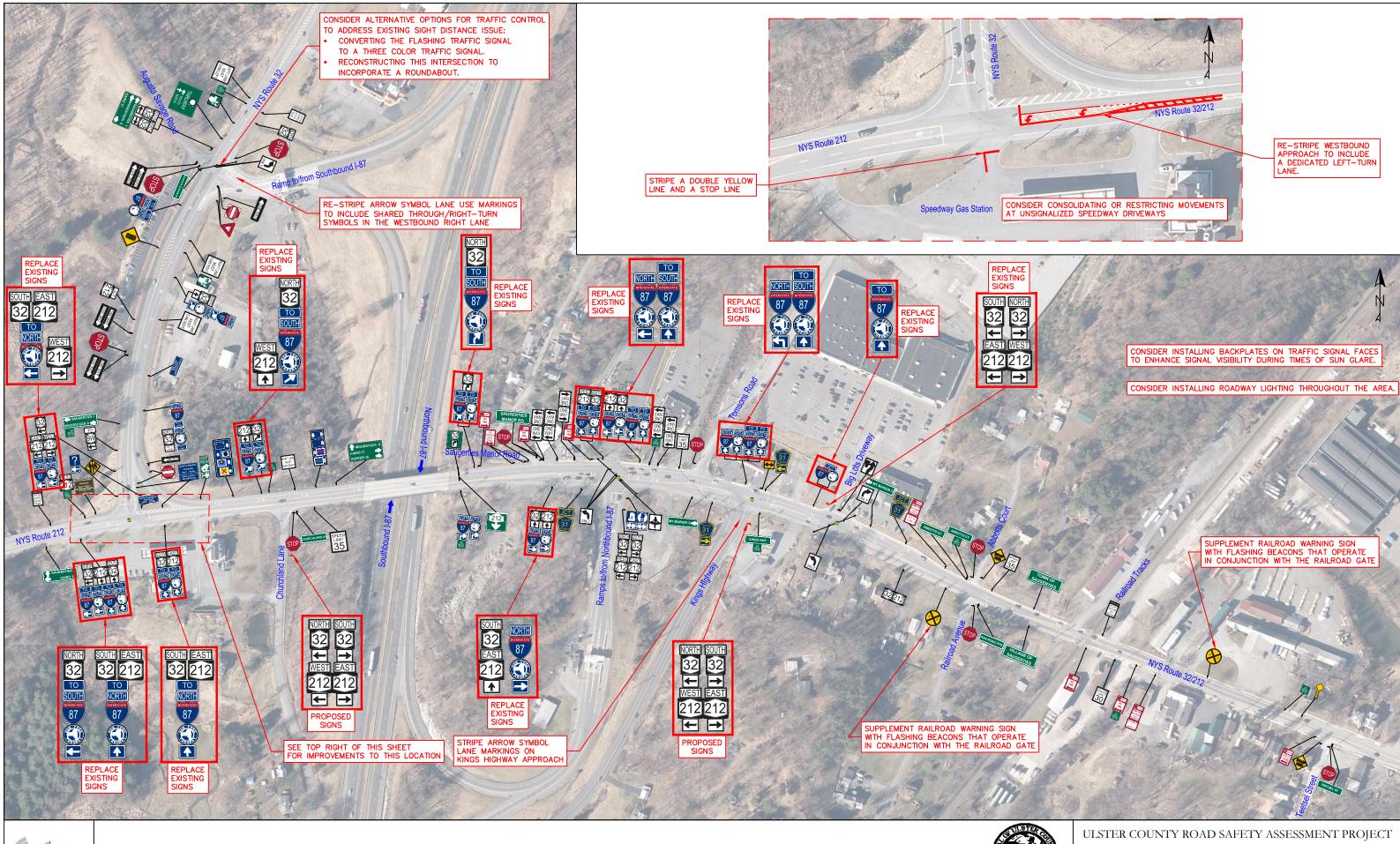


FIGURE C-1: WOODSTOCK CONCEPTUAL IMPROVEMENT PLAN



ULSTER	COUNTY ROAD SAI	FETY ASS	ESSMI	ENT PE	COJEC.
MUNICIPALITY:	Town of Woodstock	COUNTY:	Ulster	FILE:	26229.00

BY: VHB SHEET NO. TOTAL SHEETS DRAWING NO. DATE: 3/2018



JNICIPALI	Ty: Town of Saugerties	COUNTY:	Ulste	erFILE:	26229.00
CATION:	NYS Route 32 / 212 from SB NYS Thru	way Exit 20	to the	At-Grade Railro	ad Crossing
	BY: VHB				
	171	— SHEE	T NO.	TOTAL SHEETS	DRAWING NO.
	DATE: 3/201	<u>8</u> 1		1	C-2

DATE: 3/2018







UNICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00

OCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

BY: VHB
DATE: 3/2018

1 TOTAL SHEETS DRAWING NO. C-3-1









FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN

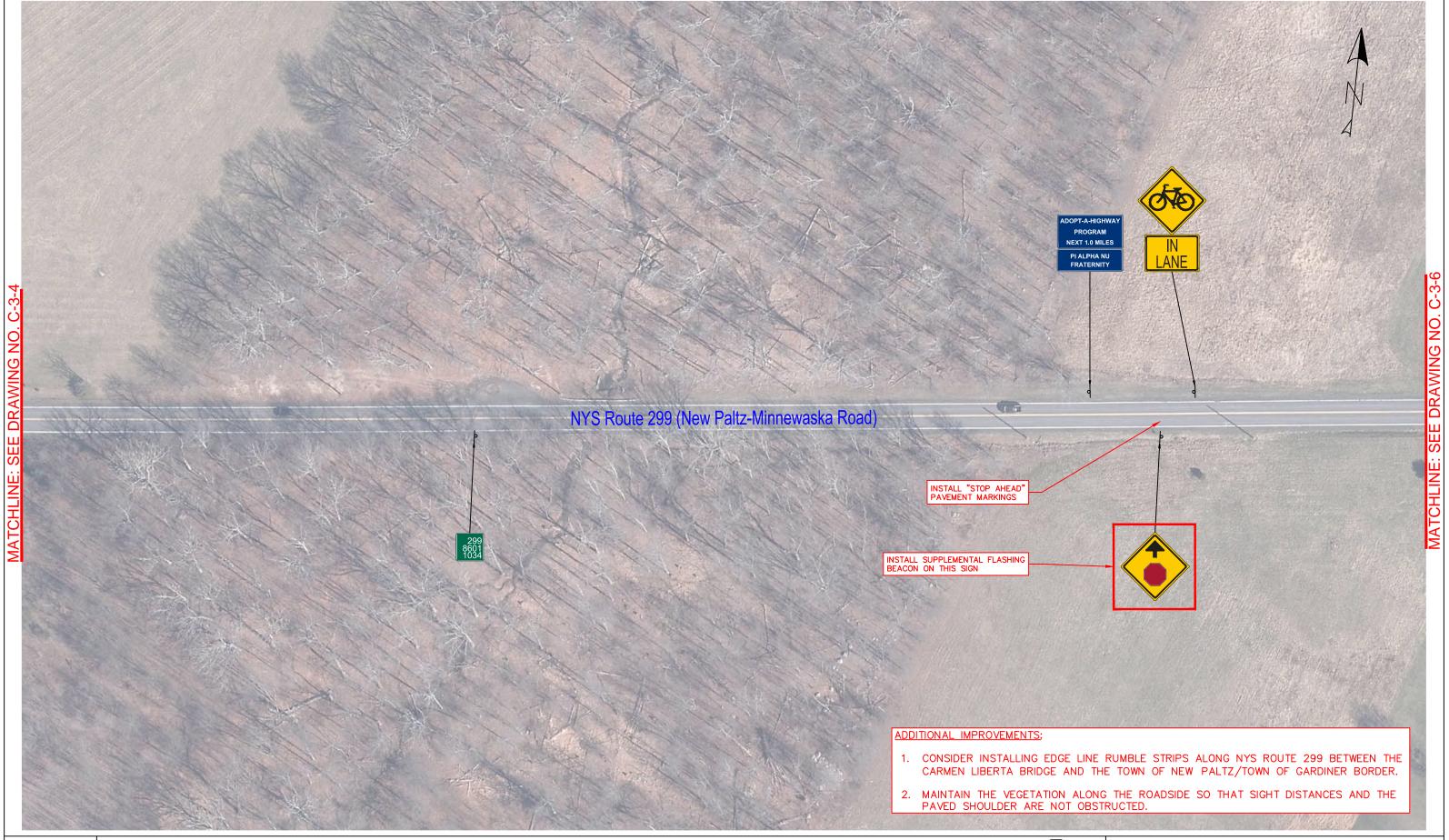






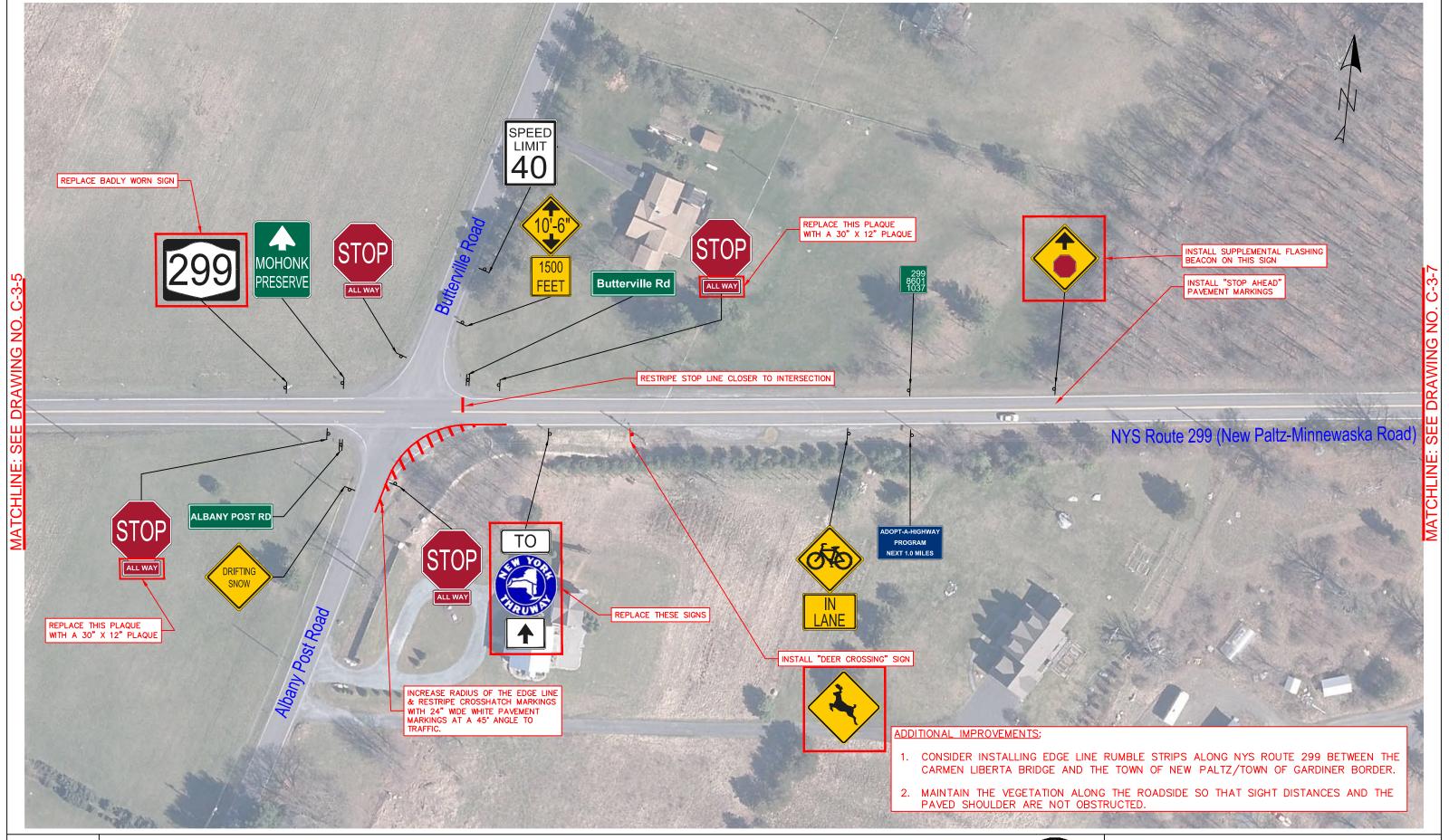






















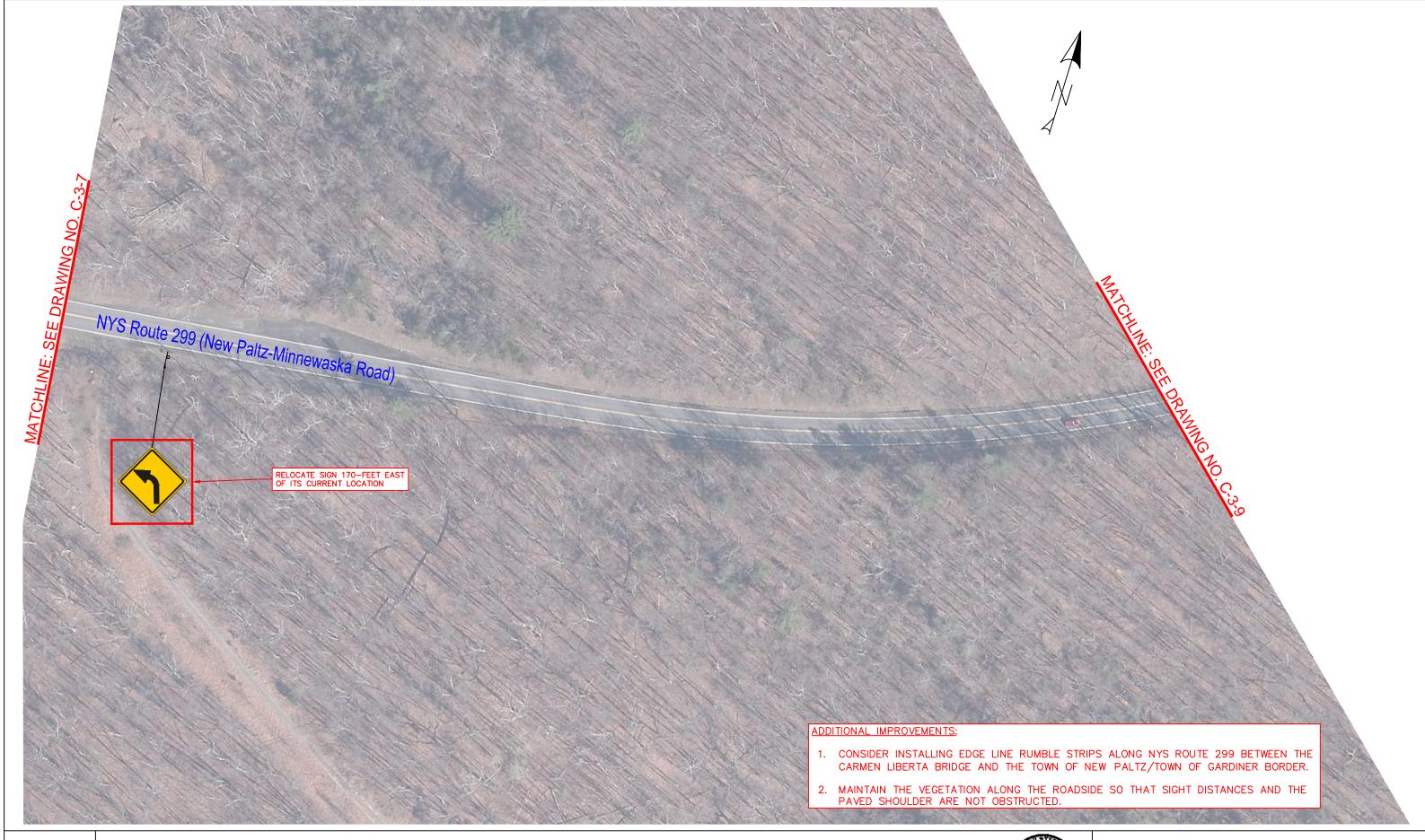


FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN







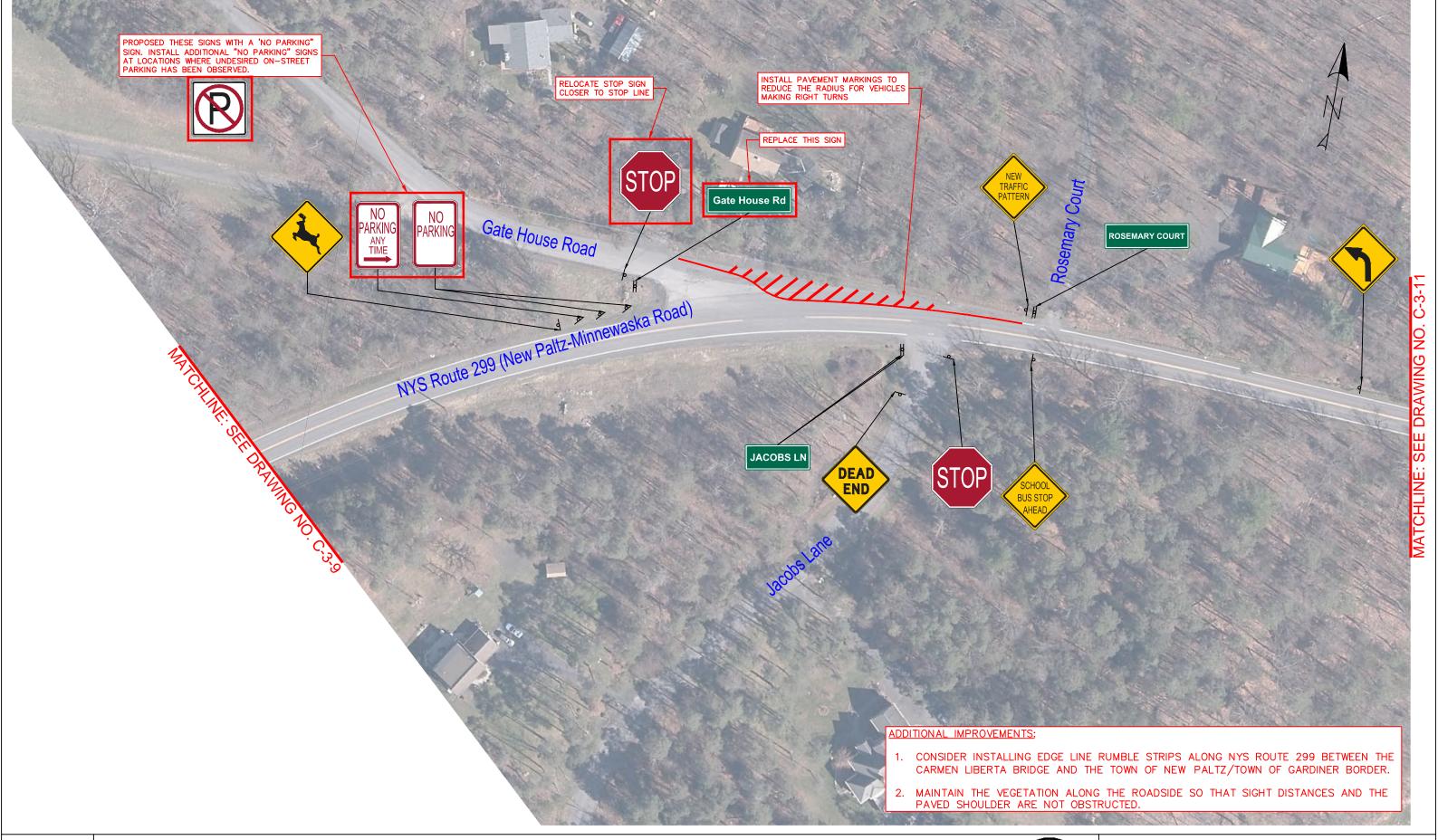




NICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00

ATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

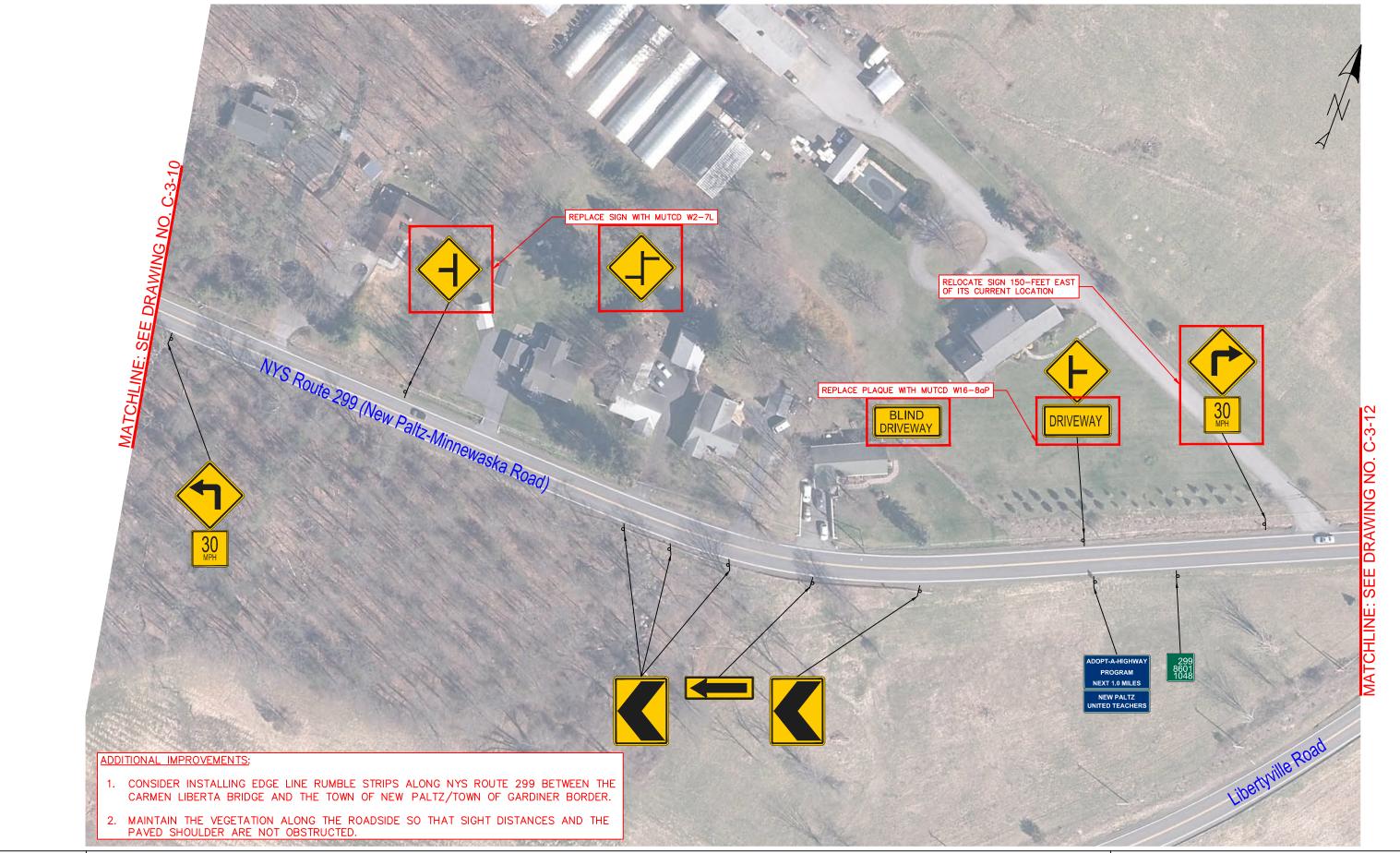
BY: VHB
DATE: 3/2018 9 TOTAL SHEETS DRAWING NO.
C-3-9







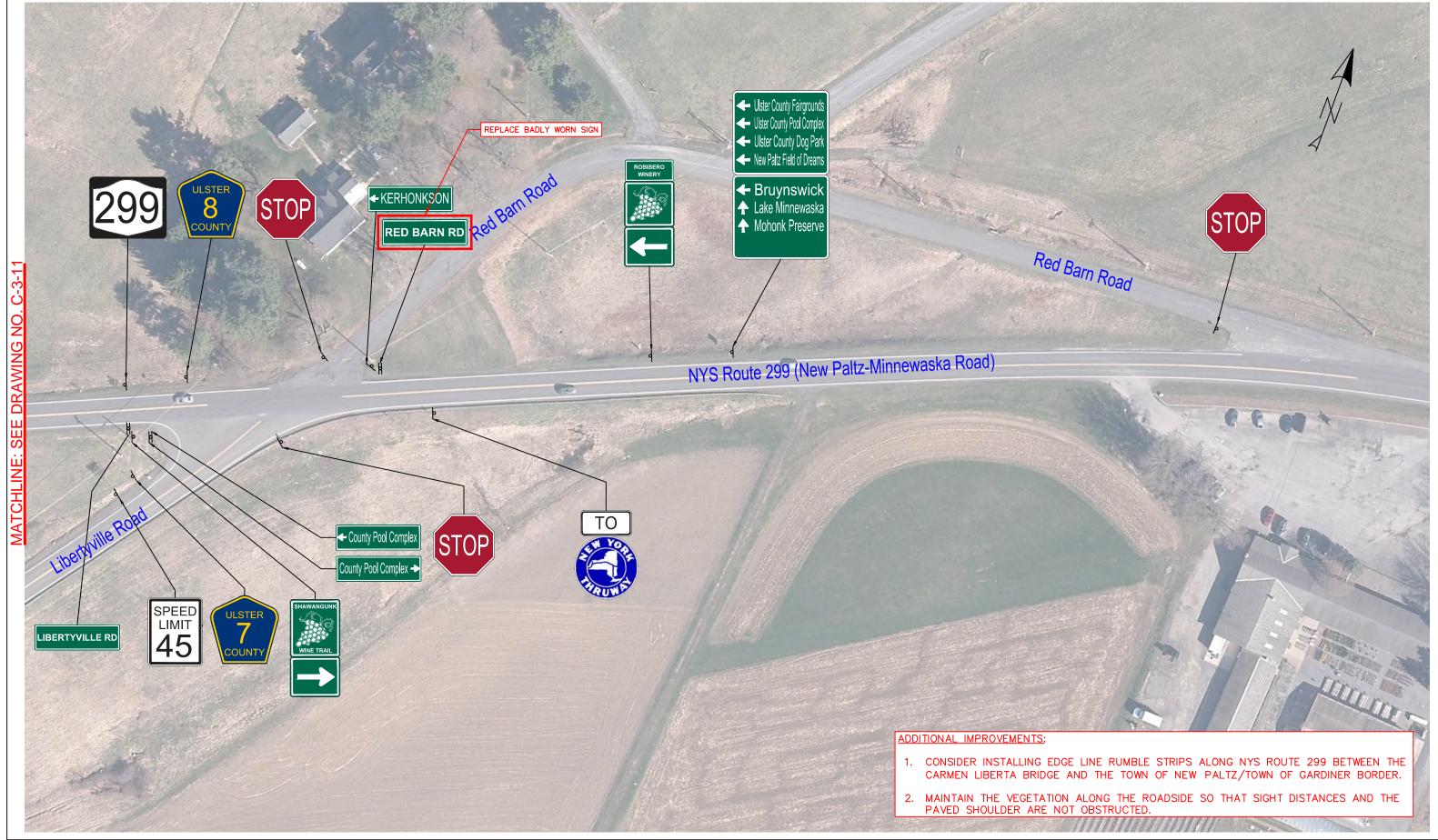
JNICIPALITY:	Town of New Paltz	COUNTY: Ulst	terFILE:	26229.00
CATION:	NYS Route 299 from New Paltz/Ga	ardiner Town Lin	e to Libertyville	Road
	BY: VHB			
	D1	 SHEET NO. 	TOTAL SHEETS	DRAWING NO.
	DATE: 3/2018	10	13	C-3-10





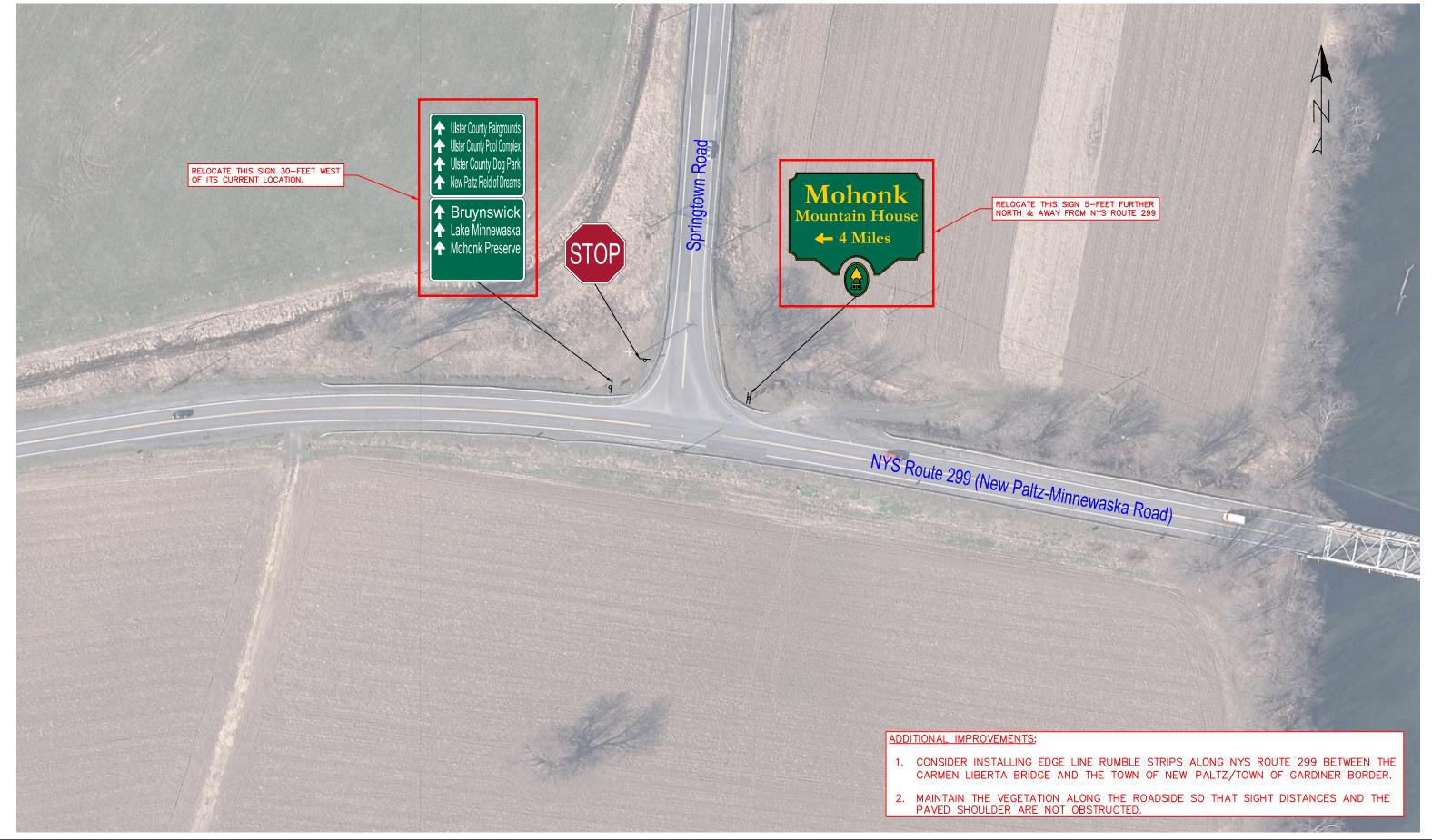


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MUNICIPALITY:	Town of New Paltz	COUNTY: Ulst	er FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gar	diner Town Lin	e to Libertyville	Road
	BY: VHB			
	D1	SHEET NO.	TOTAL SHEETS	DRAWING NO.
	DATE: 3/2018	11	13	C-3-11















Location 1: NYS Route 212 – Town of Woodstock – Safety Implementation Plan

		Local		Co	unty State		Implementation	Approximate
Improvement	Mayor/ Supervisor	Police Dept.	Emergency Response	DPW	истс	NYSDOT	Term (Short, Medium, Long)	Estimated Construction Cost
Roadway Pavement/Pavement Markings:								
1) Realign/upgrade skewed pedestrian crossings.	0					•	Short	\$ 1K - \$ 5K
2) Restripe roadway using durable, high visibility pavement marking materials.	0					•	Short	\$ 1K - \$ 5K
3) Incorporate new mid-block pedestrian crosswalk in vicinity of Town Hall.	0					•	Short	\$ 5K - \$ 10K
4) Incorporate time restrictions for loading zones within on-street parking area limits.	0					•	Medium	\$ 1K - \$ 5K
5) Delineate on-street parking spaces.	0					•	Medium	\$ 10K - \$ 15K
Signage:								
1) Replace worn out, faded, and/or damaged signs.	0					•	Short	\$ 5K - \$ 10K
2) Re-orient parking related signage to the proper angle (between 30° and 45° facing the affected direction of traffic flow).	0					•	Short	\$ 5K - \$ 10K
3) Upgrade pedestrian crossing warning signage in accordance with NYSDOT PSAP guidelines and NYSDOT Standards.	0					•	Short	\$ 5K - \$ 10K
4) Relocate the existing curve warning sign east of Rock City Road to a more appropriate distance from the curve based on the MUTCD, and install a new curve warning sign west of Rock City Road for eastbound traffic.	0					•	Short	\$ 1K - \$ 5K
5) Install new municipal parking signs.	0					•	Short	\$ 1K - \$ 5K
6) Remove "No Parking" signs along north side of NYS Route 212.	0					•	Short	\$ 1K - \$ 5K
7) Continue to upgrade street name signs.	0					•	Short	\$ 5K - \$ 10K
User Behavior:								
1) Delineate "No Parking" areas using pavement markings in addition to signs.	0					•	Medium	\$ 5 K – 10 K
2) Relocate the "Do Not Block Side Road" sign on Rock City Road closer to Old Forge Road and restripe the gridlock box.	0					•	Short	\$ 1K – 5K
Traffic/Roadway/Roadside Characteristics:								
1) Restrict parking within 20-feet of pedestrian crosswalks, intersections and driveways.	0					•	Medium	\$ 5K - \$ 10K
2) Reduce the parking duration along the west end of the corridor from 30 minutes to 10 or 15 minutes to encourage higher parking turnover.	0					•	Short	\$ 1K - \$ 5K
3) Explore metered parking alternatives.	0					•	Medium	\$ 50K - \$ 100K
4) Clean out drainage structures as necessary.	0					•	Short	\$ 1K - 5K
5) Upgrade the lighting in the area to LED, and provide additional lighting near crosswalks.	0					•	Medium	\$ 100K - \$ 200K

Short Term: 1-2 years Medium Term: 3-9 years Long Term: 10 or more years D - 1

[•] Lead agency responsible for coordinating implementation

O Agency responsible for providing support with implementation

Location 2: NYS Route 32/212 – Town of Saugerties – Safety Implementation Plan

		Local		Cor	unty	St	ate	Implementation	Approximate
Improvement	Mayor/ Supervisor	Police Dept.	Emergency Response	DPW	истс	NYSDOT	Thruway Authority	Term (Short, Medium, Long)	Estimated Construction Cost
Roadway Pavement/Pavement Markings:									
1) Stripe arrow symbol lane use markings at the Kings Hwy approach to NYS Route 32/212.	0					•		Short	\$ 1K - \$ 5K
2) Change the arrow symbol lane use markings on the westbound I-87 southbound ramp approach to NYS Route 32 to reflect the current intersection geometry.	0					•		Short	\$ 1K - \$ 5K
3) Stripe double yellow and stop line markings at the signalized Speedway Gas Station access driveway.	0					•		Short	\$ 1K - \$ 5K
Signage:									
1) Assess replacing/updating attraction and business district directory sign assemblies.	0				0	•		Medium	\$ 5K - \$ 10K
2) Notify the business chamber of commerce that they should review and update current signs, as appropriate.	•					0		Short	\$ 1K - \$ 5K
3) Assess the existing Adopt-A-Highway signs, as many appear outdated.	0					•		Medium	\$ 5K - \$ 10K
4) Consolidate redundant messaging of Throughway/I-87 route sign assemblies.	0					•		Medium	\$ 20K - \$ 30K
5) Upgrade the I-87 route sign and trailblazer assemblies approaching junction points so that they all are the appropriate size and have consistent messaging.	0					•		Medium	\$ 5K - \$ 10K
User Behavior:									
1) Restripe the westbound NYS Route 32/212 approach to the signalized Speedway Gas Station access driveway to include a dedicated left-turn lane.	0					•		Medium	\$ 5K - \$ 10K
2) Perform a speed study along northbound NYS Route 32 approaching the I-87 southbound ramps.	0					•		Short	\$ 1K - \$ 5K
Traffic/Roadway/Roadside Characteristics:									
1) Regarding improvements to address the sight distance issue involving motorists turning onto and off of the I-87 Southbound ramps at NYS Route 32:	0								
 Rebuild the traffic signal at the NYS Route 32 and Southbound I-87 on/off ramp intersection to have a red/yellow/green operation. 	0					•		Medium	\$ 50K - \$ 75K
b. Reconstruct the NYS Route 32 and Southbound I-87 on/off ramp intersection to incorporate a roundabout.	0					•		Long	\$ 150K - \$ 200K
2) Regarding improvements to address sight distance for eastbound NYS Route 32/212 motorists approaching the at-grade railroad crossing:									
 Supplement the railroad crossing signs with flashing beacons that are coordinated to work in conjunction with the railroad crossing gates. 	0					•		Short	\$ 5K - \$ 10K
b. Add advanced grade crossing warning signs.	0					•		Short	\$ 1K - \$ 5K
3) Install backplates on the existing traffic signal displays to improve their target value and help address existing sun glare conditions.	0					•		Short	\$ 20K - \$ 30K
4) Install roadway lighting.	•					0		Medium	\$ 100K - \$ 200K
5) Consolidate and/or restrict movements at the unsignalized driveways at the Speedway Gas Station.									
 Incorporate on-site signage to restrict certain movements at the unsignalized driveways and encourage motorists to use the signalized driveway to make left turns to go west on NYS Route 212 or go straight to head north on NYS Route 32. 	•					0		Short	\$ 1K - \$ 5K

• Lead agency responsible for coordinating implementation

O Agency responsible for providing support with implementation

Short Term: 1-2 years Medium Term: 3-9 years Long Term: 10 or more years D - 2

Location 3: NYS Route 299 – Town of New Paltz – Safety Implementation Plan

		Local		Cou	ınty	State	Implementation	Approximate
Improvement	Mayor/ Supervisor	Police Dept.	Emergency Response	DPW	истс	NYSDOT	Term (Short, Medium, Long)	Estimated Construction Cost
Roadway Pavement/Pavement Markings:								
1) Replace the yellow channelizing crosshatch markings at southeast corner of the NYS Route 299 and Butterville Road/Albany Post Road intersection with 24" wide white durable pavement markings, and increase the radius of the edge line to better guide vehicles that are making a right turn.				0		•	Short	\$ 1K - \$ 5K
2) Consider improving the radius at the northeast corner of the intersection of NYS Route 299 and Gate House Road by adding pavement and striping to improve driver maneuverability.				0		•	Short	\$ 5K - \$ 10K
3) Consider installing edge line rumble strips along NYS Route 299 between the Carmen Liberta Bridge and the Town of New Paltz/Town of Gardiner border.				0		•	Short	\$ 25K - \$ 30K
Signage:								
Replace the badly worn thruway sign and NYS Route 299 sign near Butterville Road/Albany Post Road.				0		•	Short	\$ 1K - \$ 5K
2) Replace the badly worn "Red Barn Rd" and "Gate House Rd" street signs.				0		•	Short	\$ 1K - \$ 5K
3) The "All Way" stop plaques below the 48"x48" stop signs on NYS Route 299 at the Butterville Road/Albany Post Road intersection should be replaced with the standard size for that sign size (30"x12").				0		•	Short	\$ 1K - \$ 5K
4) Install an additional "Deer Crossing" sign for eastbound traffic just to the east of the Butterville Road/ Albany Post Road intersection.				0		•	Short	\$ 1K - \$ 5K
5) Move the stop sign at Gate House Road so that it is in line with the stop line.				0		•	Short	\$ 1K - \$ 5K
6) The advance intersection warning sign for Gate House Road/Jacobs Lane in the westbound direction should show a road to the left and right (MUTCD W2-7L) sign panel instead of only a street to the left (MUTCD W2-2L) sign panel.				0		•	Short	\$ 1K - \$ 5K
7) The "Driveway" plaque below the intersection warning sign on westbound NYS Route 299 just west of Libertyville Road could be changed to include "Blind Driveways" (MUTCD W16-8aP) sign panel.				0		•	Short	\$ 1K - \$ 5K
8) Relocate the curve warning signs that are not at the recommended advance warning distances.				0		•	Short	\$ 1K - \$ 5K
9) Relocate the "Mohonk Mountain House" sign on the southeast corner of the Springtown Road intersection approximately 5-feet further north and away from the roadway edge. Relocate the guide sign on the northeast corner of the intersection approximately 30-feet to the west.				0		•	Short	\$ 1K - \$ 5K
User Behavior:								
1) Consider installing flashing signal beacon indications to supplement the "Stop Ahead" signs that are present in advance of the intersection.				0		•	Short	\$ 5K - \$ 10K
2) Consider installing "Stop Ahead" pavement markings in the travel lane along both NYS Route 299 approaches to Butterville Road/ Albany Post Road if, after a review of crash data in the future, it is found that this additional warning treatment is warranted.				0		•	Short	\$ 1K - \$ 5K
3) Move the stop sign and stop line on the westbound NYS Route 299 approach to Butterville Road/ Albany Post Road closer to the intersection (approximately 20-feet) to a location where drivers seem to naturally stop and which would provide adequate traffic control.				0		•	Short	\$ 1K - \$ 5K
4) Continue dialog with NYSDOT on possibly reducing the speed limit due to other factors besides the 85-percentile traveling speed. Consider a temporary reduction of the speed limit and a corresponding study to determine if animal-vehicle crashes are reduced by the reduced speed limit.				0		•	Medium	N/A
5) Consider extending the 30-mph village speed limit which exists along NYS Route 299 to the east of the study limits to extend further west and include the intersection of Springtown Road.				0		•	Medium	N/A
6) Consider using Variable Message Signs (VMS) to warn drivers of the potential for deer in the area during the times of the year when deer migration is active.				0		•	Short	\$ 10K - \$ 20K
7) Add solar powered yellow flashing beacon signal indications to supplement the "Deer Crossing" signs where crashes are most prevalent.				0		•	Short	\$ 5K - \$ 10K
8) Consider a public announcement campaign to notify the public of how many deer-vehicle crashes there have been in the area and/or alert the public of the potential for deer in the area during the times of the year when deer migration is active.				0		•	Medium	\$ 10K - \$ 20K
9) Install "No Parking" signs at areas where undesired parking along the NYS Route 299 roadside has been observed.				0		•	Short	\$ 1K - \$ 5K
Traffic/Roadway/Roadside Characteristics:								
1) Trim the tree that blocks the westbound curve warning sign just east of Jenkins Road.				0		•	Short	\$ 1K - \$ 5K
2) Maintain the vegetation along the roadside so that sight distances and the paved shoulder are not obstructed.				0		•	Short	\$ 1K - \$ 5K

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O Agency responsible for providing support with implementation

Short Term: 1-2 years Medium Term: 3-9 years Long Term: 10 or more years D - 3