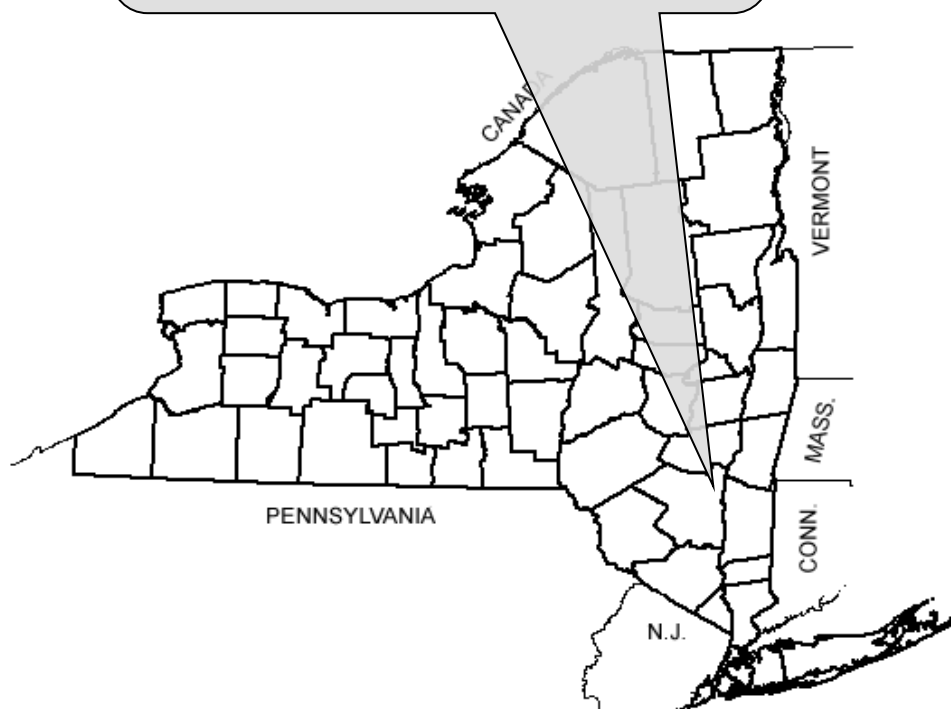


TRANSPORTATION

PROJECT SCOPING REPORT/ FINAL DESIGN REPORT

March 2019

Highway Project
PIN 8761.94
Hurley Avenue Paving and Complete Streets
City of Kingston
Ulster County, New York



PROJECT REPORT



ANDREW M. CUOMO
Governor

Department of
Transportation

PAUL A. KARAS
Acting Commissioner



U.S. Department of Transportation
Federal Highway Administration

PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

Milestones**Signatures****Dates****A. IPP Approval:**

The project cost and schedule are consistent with the Regional Capital Program.
The IPP was signed by:

IPP Signed by Todd Westhuis
Regional Director

6/21/17

**B. Recommendation for
Scoping & Design
Approval:**

The project cost and schedule are consistent with the Regional Capital Program.

IPP Signed by Thomas Weiner
Regional Program Manager

6/21/17

**C. Recommendation for
Scoping, Design, &
Nonstandard Feature
Approval:**

All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained.

[Signature]
Barton & Loguidice, D.P.C.

1/11/19

**D. Nonstandard Feature
Approval:**

The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project.

[Signature]
Responsible Local Official, City of Kingston

1/23/19

**E. Scoping & Design
Approval:**

The project cost and schedule are consistent with the Regional Capital Program.

[Signature]
Responsible Local Official, City of Kingston

1/23/19

The required environmental determinations have been made and the preferred alternative for this project is ready for final design.

LIST OF PREPARERS

Group Director Responsible for Production of the Design Approval Document:

Thomas C. Baird, PE, Associate, Barton & Loguidice, D.P.C.

Description of Work Performed: Directed the preparation of the Design Approval Document in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.



Note: It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.

TABLE OF CONTENTS

COVER (Title / PIN / Location)	
PROJECT APPROVAL SHEET	ii
LIST OF PREPARERS	iii
TABLE OF CONTENTS AND APPENDICES	iv
CHAPTER 1 - EXECUTIVE SUMMARY	1-1
1.1. Introduction.....	1-1
1.2. Purpose, Need and Objective.....	1-2
1.2.1. Project Need	1-23
1.2.2. Project Purpose	1-3
1.2.3. Project Objective.....	1-3
1.3. Project Alternative(s)	1-4
1.4 Project Effects.....	1-4
1.5 Preferred Alternative.....	1-5
1.6 Project Schedule and Cost	1-5
1.7 Public Involvement.....	1-7
CHAPTER 2 – PROJECT INFORMATION	2-1
2.1 Local Plans for the Project Area	2-1
2.2. Abutting Highway Segments and Future Plans for Abutting Highway Segments	2-1
2.3 Transportation Conditions, Deficiencies and Engineering Considerations	2-1
2.3.1 Traffic and Safety and Maintenance Operations	2-1
2.3.2 Complete Streets	2-6
2.3.3 Infrastructure	2-7
2.4 Miscellaneous.....	2-16
2.4.1 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)	2-16
CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	3-1
3.1 National Environmental Policy Act (NEPA)	3-1
3.2 State Environmental Quality Review Act (SEQRA)	3-1
3.3 Environmental Information	3-1

APPENDICES	
A.	Plans and Typical Sections
B.	Environmental Information
C.	Traffic Information
D.	Pavement Information
E.	Structures Information
F.	Non-Standard Features Justification
G.	Stakeholders and Public Input
H.	Right-of-Way Information
I.	Misc.
J.	Other

CHAPTER 1 - EXECUTIVE SUMMARY

1.1. Introduction

This report assesses the existing conditions, identifies the project needs and objectives, analyzes potential solutions, and discusses the social, economic and environmental effects on the community resulting from the implementation of the feasible alternatives. This report was prepared in accordance with the NYSDOT Project Development Manual and 17 NYCRR (New York Codes, Rules and Regulations) Part 15, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.2), objectives established (1.2.3) to address the needs, and cost effective alternatives developed (1.3). The project is being administered by the City of Kingston, with oversight review by NYSDOT Region 8 Local Projects Unit (LPU) and in coordination with the Federal Highway Administration (FHWA).

The project is identified as PIN 8761.94 Hurley Avenue Paving and Complete Streets Project. The project is located in the City of Kingston, Ulster County, New York and includes approximately 5,100 ft. of Hurley Avenue milling and repaving, installation of ADA compliant sidewalk curb ramps, pavement striping, and pedestrian/bicycle improvements between the City of Kingston municipal boundary and Washington Avenue. Due to the scope of work, which includes pavement overlay with additional sidewalk/curb ramp and pedestrian/bicycle improvements; the project would be considered a 2R project type.

This Locally Administered Federal Aid Project has received Surface Transportation Program (STP) FLEX funding, which is 80% reimbursable, with the additional 20% contributed by the City of Kingston. A breakdown of the funds and share is shown below:

Funds Programmed:

Federal Funds (80%):	\$ 452,000
<u>Local and Source Matching Funds (20%):</u>	<u>\$ 113,000</u>
Total:	\$ 565,000

The funding is currently allocated to the following phases:

Engineering	\$ 25,000
ROW Acquisition and Incidentals	\$ 2,000
<u>Construction and Construction Inspection</u>	<u>\$ 538,000</u>
Total:	\$ 565,000

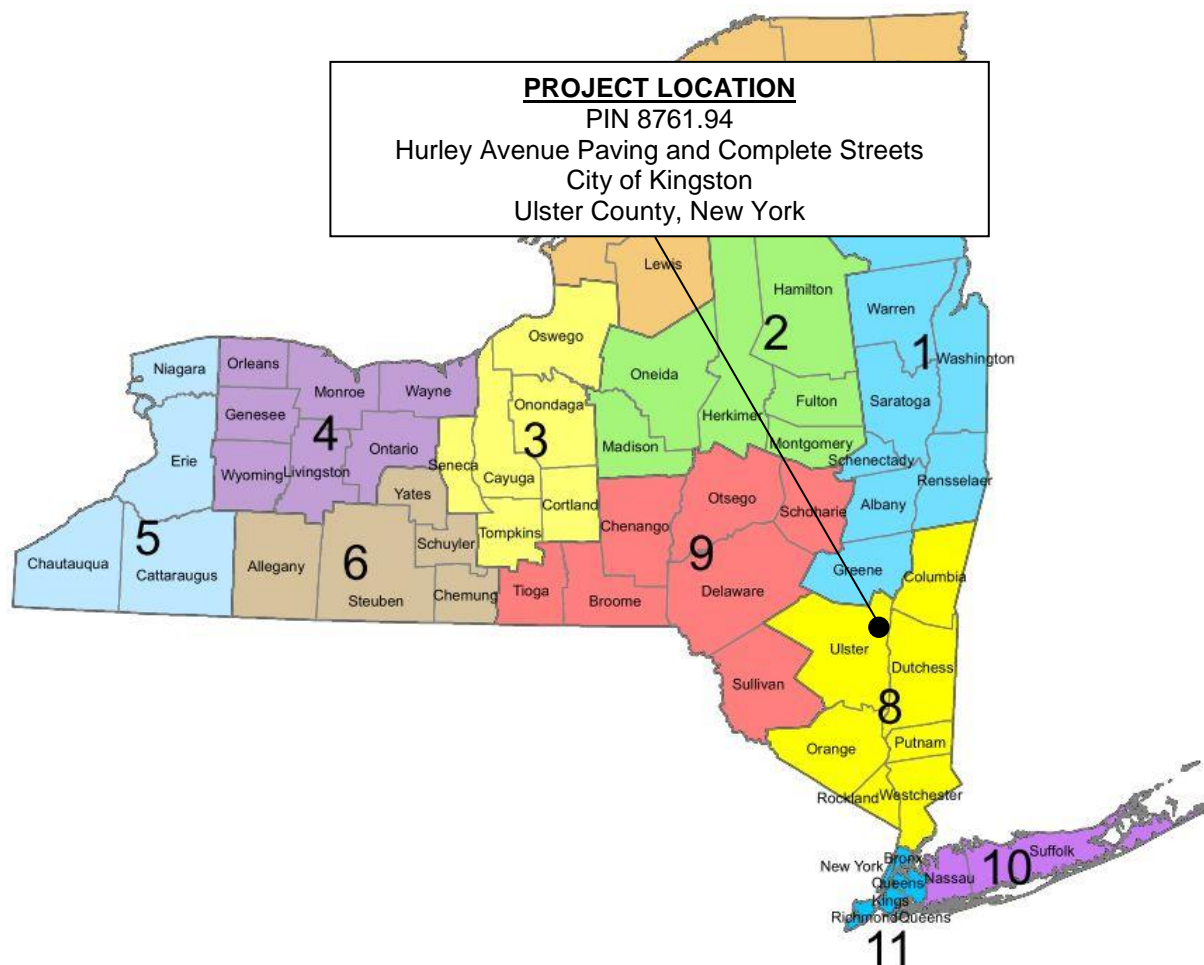
Preliminary cost estimates indicated an additional need for funding to meet the project objectives within the identified project limits. The City provided a TIP amendment request, for additional funding, to the Ulster County Transportation Council (UCTC). At this time a response from UCTC has not been received.

The project is being progressed as a National Environmental Policy Act (NEPA) Automatic Categorical Exclusion (C List) in accordance with the FHWA's regulations 23 CFR 771.117(c). The FHWA will serve as Lead Agency for NEPA.

In accordance with 6 NYCRR Part 617 (c)(4) "repaving of existing highways not involving the addition of new travel lanes", the proposed project is Type II, and not subject to further review. The City of Kingston is Lead Agency and on July 5, 2017 finalized the SEQR Short Environmental Assessment Form. No further action is necessary.

1.1.1. Where is the Project Located?

- A. Route Number: N/A
- B. Route Name: Hurley Avenue
- C. SH Number and Official Highway Description: N/A
- D. BIN and feature crossed: N/A
- E. City/Village/Township: City of Kingston
- F. County: Ulster
- G. Length: 0.97 mile (5,100 ft.)
- H. Termini: Washington Avenue to the City of Kingston municipal boundary
- I. Map: New York State and Project Location Maps are shown on Figures 1 and 2 respectively.

**Figure 1 – New York State Map**

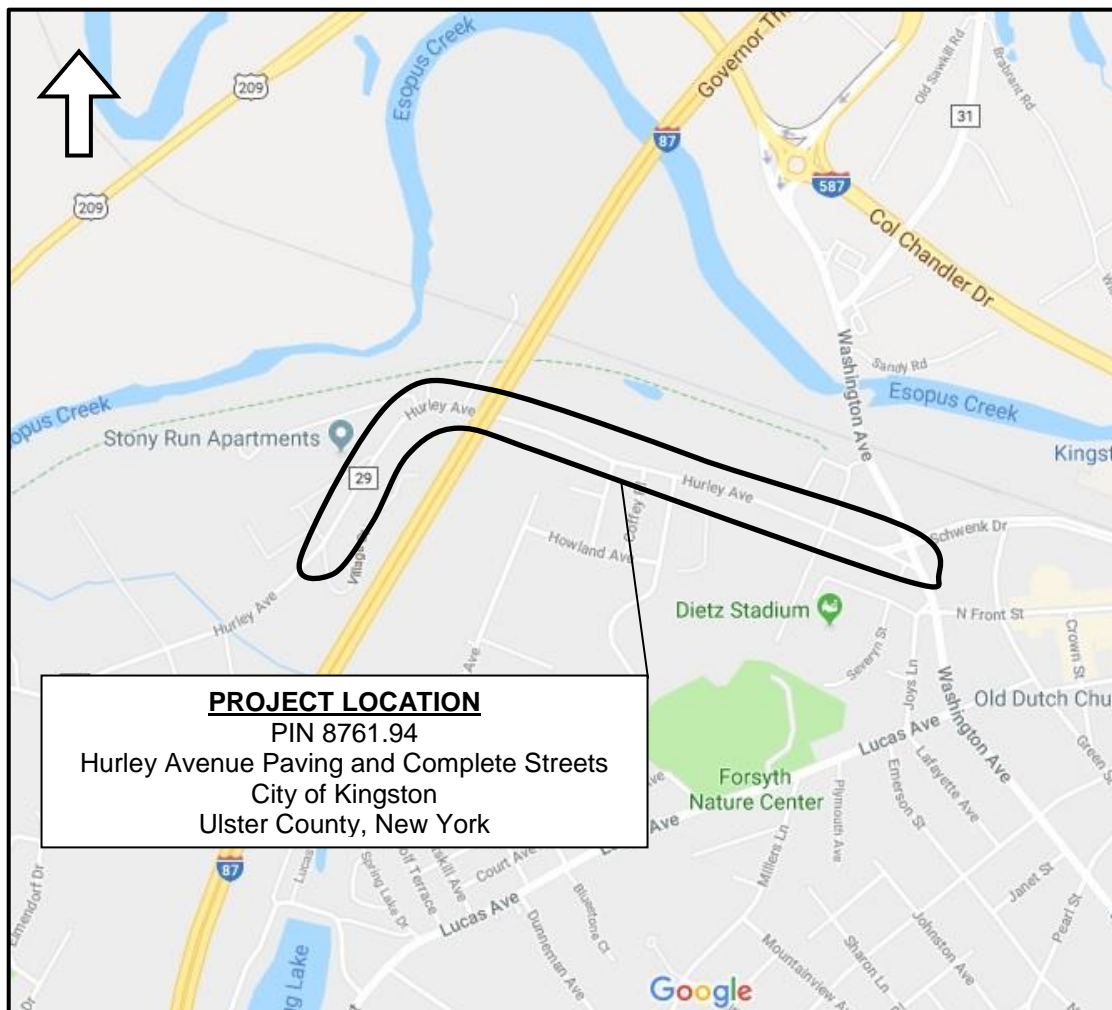


Figure 2 – Project Location Map
(Source: Google Maps)

1.2. Purpose, Need and Objective

1.2.1. Project Need

The project is needed to address pavement deterioration on Hurley Avenue in the City of Kingston. The existing pavement surface is approaching the end of its service life, exhibiting wheel path cracking and deflection, longitudinal and transverse cracking, and smoothing aggregate. The City wide initiative to provide mobility for all users includes Hurley Avenue where ADA compliant sidewalk ramps, signing, and pavement striping are needed to better accommodate pedestrian and bicycle travel.

1.2.2. Project Purpose

The purpose of this project is to rehabilitate approximately 5,100 ft. of Hurley Avenue by milling and repaving, installing ADA compliant sidewalk curb ramps, pavement striping, and pedestrian/bicycle

improvements between the City of Kingston municipal boundary and Washington Avenue. The completion of the project will improve safety for pedestrians and all other users of the corridor.

1.2.3. Project Objective

The following objectives have been established for this project:

- (1) Restore the pavement condition using cost effective treatments to extend the pavement service life.
- (2) Provide ADA compliant sidewalk ramps at intersecting streets and crosswalk locations
- (3) Improve safety at street crossings
- (4) Provide MUTCD compliant retro-reflective signing and striping
- (5) Provide amenities for bicyclists that include wider shoulders between the City line and the Thruway overpass, and bike lanes between the Thruway overpass and Washington Avenue

1.3. Project Alternative(s)

Three (3) alternatives, including the null, were considered for this project. The following is a summary of the alternatives considered:

- **Alternative 1: No Build “Null”** – Under this alternative, no improvements would take place and the pavement will continue to deteriorate requiring an increased maintenance effort and capital expenditure in the future. This alternative does not meet the project objectives and is removed from further consideration.
- **Alternative 2: Rehabilitation** – Under this alternative, the existing pavement structure of Hurley Avenue will undergo cold milling of bituminous asphalt concrete with a single course overlay. This pavement strategy would rehabilitate the poor top course that has a sound underlying pavement and base structure. Additional improvements included with this alternative would be curb ramp reconstruction to meet ADA guidelines, pavement striping, and pedestrian signage. The rehabilitation alternative meets the project objectives and is considered reasonable and feasible given the project scope and total combined federal and local funding amount.
- **Alternative 3: Reconstruction** – This alternative would reconstruct the existing pavement structure, including removal of existing pavement and subbase, installation of subbase stone and three layers of new asphalt pavement. Additional work included with the reconstruction operations would consist of curb and drainage installation. Reconstruction of the entire pavement structure is beyond the fiscal constraints of the project, therefore, it is not considered feasible and is eliminated from consideration.

For a more in-depth discussion of the design criteria and nonstandard features, see Chapter 2 of this report.

1.4 Project Effects

1.4.1. Environmental Classification

NEPA (National Environmental Policy Act):

The project is a NEPA Class II action (Categorical Exclusion) and is excluded from the requirement to prepare an Environmental Assessment or Environmental Impact Statement. The project type is one of those listed in 23 CFR 771.117(c) and the project does not involve any of the unusual circumstances identified in 23 CFR 771.117(b). Specifically, the project falls under type (26) – *“Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes.”* Additional information is included in the Federal Environmental Approvals Worksheet (FEAW) in Appendix B.

SEQRA (State Environmental Quality Review Act):

The project is classified as a SEQRA Type II Action in accordance with 6 NYCRR Part 617, State Environmental Quality Review Act (SEQRA). No further action is necessary.

1.4.2 Comparison of Considered Alternatives

Exhibit 1.1 Comparison of Alternatives			
Category	Alternatives		
	Null	2	3
Wetland impacts	None	None	None
100 year floodplain impact	None	None	None
Archeological Sites Impacted	None	None Anticipated	None Anticipated
Section 106/Section 4(f) Impacts	None	No potential to cause effect	No potential to cause effect
Impact to forested areas	None	5 trees	5 trees
Noise Impacts	None	Temporary Construction Noise 13 businesses 50 residences 3 apartment complexes	Temporary Construction Noise 13 businesses 50 residences 3 apartment complexes
Property Impacts	None	0.0 acres	0.0 acres
Construction Cost	None	\$1.117M	\$3.378M

1.4.3 Anticipated Permits/Certifications/Coordination**Permits:**

- City of Kingston Department of Public Works Street/Sidewalk/Excavation Permit

Coordination

- Federal Highway Administration (FHWA)
- New York State Historic Preservation Officer (SHPO)
- US Fish and Wildlife Service
- New York Natural Heritage Program
- City of Kingston

Certifications

- None

1.5 Preferred Alternative

One reasonable alternative has been identified that meets the project objectives. The preferred alternative for this project is Alternative 2 which includes pavement milling and overlay along Hurley Avenue. Additional improvements include reconstruction of sidewalk curb ramps, pavement striping, and signage where applicable for the improved sidewalk ramps. Striping and signage improvements will be designed and constructed in accordance with the 2009 MUTCD and NYS Supplement.

A decision to enter final design will not be made until after the environmental determination and evaluation of the comments on the draft design approval document and comments received from the public informational meeting.

1.6 Project Schedule and Cost

Design approval is scheduled for March 2019 with construction scheduled to begin in August 2019 and last four (4) months.

Exhibit 1.2 - Project Schedule	
Activity	Date Occurred/Tentative
Design Approval	March 2019
PS&E	April 2019
Authorization to Advertise	May 2019
Letting	June 2019
Construction Start	August 2019
Construction Complete	November 2019

Exhibit 1.3 – Project Costs		
Activities	Alternative 2 Rehabilitation	Alternative 3 Reconstruction
Construction Costs	\$ 809,000	\$ 2,449,000
Incidentals (10%)	\$ 81,000	\$ 245,000
Subtotal 1	\$ 890,000	\$ 2,694,000
Contingency (15% at Design Approval) ¹	\$ 134,000	\$ 405,000
Subtotal 2	\$ 1,024,000	\$ 3,099,000
Field Change Order (5%) ²	\$ 52,000	\$ 155,000
Subtotal 3	\$ 1,076,000	\$ 3,254,000
Mobilization (4%)	\$ 41,000	\$ 124,000
Subtotal 4	\$ 1,117,000	\$ 3,378,000
Expected Award Amount (Inflated @ 0.5% to midpoint of construction (2019 Dollars)) ³	\$6,000	\$ 17,000
Engineering & Survey	\$ 70,580	\$ 70,580
Construction Inspection (10%)	\$ 112,000	\$ 338,000
ROW Costs	\$ 2,000	\$ 2,000
Total Project Costs	\$ 1,308,000	\$ 3,789,000
Total Available Funding	\$ 565,000	\$ 565,000

1. A standard contingency of the following for quantity and design changes is applied:
 - a. 15% Design Approval Stage
2. The escalation rate of 0.5% to account for the potential future increases on labor, material, equipment, and other costs associated with the project.
3. In accordance with the NYSDOT Highway Design Manual, Chapter 21, Section 21.3.9.4, EB 03-029, and EB06-057.

For more detail on costs for each alternative refer to Appendix J.

1.7 Public Involvement

This project will involve ongoing correspondence with all of the following:

- Applicable State & Federal agencies (e.g., NYSDEC, NYSDOT, SHPO, NHP, FHWA)
- City residents
- Local elected officials
- Local property owners

Exhibit 1.8	
Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred
Public Information Meeting	June 7, 2018

- One (1) Public Informational Meeting (PIM) was held on June 7, 2018. At the PIM, residents were able to talk to City representatives and discuss comments, ask questions, or leave written comments on the potential options for the project. Additional information related to the PIM has been included in Appendix G.

The provide input on the project please contact the City's Contract Administrator:

Mr. John M. Schultheis, P.E.
City Engineer
City of Kingston
City Hall – City Engineering Office
420 Broadway
Kingston, New York 12401
Telephone: (845) 334-3967

The remainder of this report is a detailed technical evaluation of the existing conditions, the proposed alternatives, the impacts of the alternatives, copies of technical reports and plans and other supporting information.

CHAPTER 2 – PROJECT INFORMATION

2.1 Local Plans for the Project Area

This project is on the approved Transportation Improvement Program (TIP) as PIN 8761.94. A sub PIN from the UCTC Block Repaving Program is PIN 8T0715.

A review of the City's March 15, 2016 Comprehensive Plan has confirmed that this project is consistent with the contents therein, specifically, the approach to "complete the streets" by providing safer access for all users, regardless of age, ability, or mode of transportation. The City of Kingston is looking promoting multi-modal transportation and increased use of public transportation.

There are four approved developments planned within the project area that have the potential to impact traffic operations, they are as follows:

- Kingston Meadows at 192 Hurley Avenue;
- Hurley Drainage at 135 Hurley Avenue;
- Hurley Drainage at 204 Hurley Avenue in conjunction with an existing subdivision; and
- Safe Routes to School project along Quarry Street.

An electronic mail message from the City stating that there are future planned developments along and adjacent to Hurley Avenue is included in Appendix I.

2.2. Abutting Highway Segments and Future Plans for Abutting Highway Segments

Abutting highway segments match the typical section of the existing highway with the project limits.

Adjacent roads that intersect with Hurley Street include Snyder Avenue, Coffey Place, Quarry Street, Shamrock Lane, Taylor Street, Severyn Street, and Washington Avenue. Snyder Avenue, Coffey Place, Quarry Street, and Severyn Street are all "T-type" intersections with stop control on the minor legs. The intersection of Shamrock Lane and Taylor Street is slightly offset with two-way stop control on the minor legs while the intersection of Hurley Street and Washington Avenue is controlled with a span wire traffic signal.

With exception to the spur leg approach to the Washington Avenue intersection all side street approaches intersect Hurley Avenue at approximately 90 degrees. Additionally, the terrain within the project limits, including the side street approaches, is considered to be level. Pavement conditions for side streets are consistent with those of Hurley Avenue (see Section 2.3.3.6 for additional discussion on pavement conditions).

There are no known plans to reconstruct or widen the highway segment or the adjacent roadway segments within the next 20 years. There is a potential Safe Routes to School project along Quarry Street that may narrow the existing pavement of Quarry Street to allow for sidewalk installation. In the event that sidewalk is installed along Quarry Street it would connect to the existing/improved sidewalk on Hurley Avenue. An electronic mail message from the City stating such is included in Appendix I.

2.3 Transportation Conditions, Deficiencies and Engineering Considerations

2.3.1 Traffic and Safety and Maintenance Operations

2.3.1.1 Functional Classification and National Highway System (NHS) –

Exhibit 2.1 Classification Data	
Route(s)	Hurley Avenue
Functional Classification	Urban Minor Arterial
National Highway System (NHS)	No ¹
Designated Truck Access Route	No ²
Qualifying Highway	No
Within 1 mile of a Qualifying Highway	Yes (I-587)
Within the 16 ft. vertical clearance network	No

1. Washington Avenue is a NHS Intermodal Connector between the Kingston Bus Terminal at 400 Washington Avenue and the I-587/NY 28 roundabout. No work is proposed on Washington Avenue.
2. Washington Avenue is an Access highway between Boulevard (NY 32) and the I-587/NY 28 roundabout. No work is proposed on Washington Avenue.

2.3.1.2 Control of Access – Hurley Avenue is not access controlled. Hurley Avenue does not have any direct connection to ramp intersections that are access controlled. The existing control of access will remain unchanged as a result of this project.

2.3.1.3 Traffic Control Devices – Within the project corridor there are various advisory, guide, regulatory and warning traffic signs used to convey information to motorists, including no U-Turn, no parking, crosswalk locations, state route, street name, one-way, driveway, hydrant location, curve warning, and City speed limit.

At the intersection of Hurley Avenue and Washington Avenue there is an existing traffic signal that is maintained by the City of Kingston. In 2014 the Hurley Avenue leg and existing span wire traffic signal was improved. The intersection is signal controlled and the Hurley Avenue leg employs a wireless vehicle detection system. It is not known if the other three intersection legs employ this same technology. The controller at this signal is a Peek Model 3000E TS/2 Type 2 and it includes a Garmin time-based coordination unit for future use by the City. There are eight (8) phases associated with this signal.

New crosswalk signs will be installed where applicable, however, all other signs are expected to remain after construction completion.

No improvements are proposed to the existing traffic signal. Pavement striping will be reinstalled at the intersection which will match existing layouts. The existing wireless vehicle detection systems are cored into the pavement and sealed in place with an epoxy. Milling and overlay operations will no impact these existing units or their operation.

2.3.1.4 Traffic Volumes –

Exhibit 2.2 Existing and Future Traffic Volumes – Fairfield Drive		
	Hurley Avenue	
Year	ADT	DHV
Existing (2013)	9,730	969
ETC (2019)	10,329	1,029
ETC+10 (2029)	11,409	1,136

Note: ETC is the Estimated Time of Completion

Existing traffic count data for Hurley Avenue was obtained from the NYSDOT Traffic Data Viewer website and was collected in 2013. The data from the NYSDOT was compared to the data found in the UCTC 2013 Traffic Monitoring Report. The UCTC report revealed an AADT that was lower (AADT = 9,352 veh/day) than the AADT from the NYSDOT data viewer (AADT = 9,730 veh/day). The larger AADT has been used for comparison purposes in this report. The Design Hour Volume (DHV) was taken as the highest hourly traffic volume during the time of the NYSDOT traffic count.

Forecasted traffic volumes were derived for the estimated time of completion (ETC) of the project (2019) and the ETC+10 design year (2029). The design year of ETC+10 was selected per PDM Appendix 5 for highway work projects (3R – Resurfacing, Restoration, and Rehabilitation). Table 3 from the UCTC 2013 Traffic Monitoring Report shows an overall decrease in AADT (-4%) on Hurley Avenue over the time period between 2010 and 2013. However, over that same time period there has been an increase in traffic during the 4-5 PM time frame (+1%), therefore, the forecasted traffic volumes in Exhibit 2.2 are based on a growth rate of 1.0% per year.

No truck traffic data was provided on the NYSDOT Traffic Data Viewer website or in the UCTC 2013 Traffic Monitoring Report. However, it is estimated that Hurley Avenue experiences heavy truck traffic frequently due to the proximity of the Ulster County Department of Public Works and the NYSDOT Residency. Both facilities are on side streets that intersect with Hurley Avenue. Washington Avenue has classification data, between the Hurley Avenue intersection and the Town of Ulster line (which is approximately at the Esopus Creek), from 2007 showing a heavy truck percentage of 5.21% and 6.44% in the southbound and northbound directions, respectively. Between the Town of Ulster line and the roundabout at I-587 the classification data from 2010 shows a heavy truck percentage of 5.91% and 6.11% in the southbound and northbound directions, respectively. Due to the proximity of Hurley Avenue to Washington Avenue and the heavy truck generators on Hurley Avenue, a heavy truck percentage of 6.5% has been assumed for Hurley Avenue.

Refer to Appendix C of this report for traffic volume information.

2.3.1.5 Speeds – The posted speed limit for Hurley Avenue is 30 mph. No existing speed data is available on the NYSDOT's Traffic Data Viewer website for comparison. Per the HDM Section 2.6.1, the design speed selected is based off the anticipated off-peak 85th percentile speed or maximum design speed within the range of functional class speeds for the terrain and volume. A 40 mph anticipated (post-construction) off-peak 85th percentile speed has been used based on site visits and testimony from residents along Hurley Avenue.

2.3.1.6 Level of Service – This project is not a capacity improvement project; capacity improvements are not anticipated within 10 years. There are no known congestion or delay issues within the project limits. A Level of Service analysis is not applicable for this project and has not been included.

2.3.1.7 Work Zone Safety & Mobility –

A. Work Zone Traffic Control Plan – Traffic will be maintained throughout the length and duration of construction in accordance with the requirements of Section 619 of the New York State Standard Specifications, The National Manual of Uniform Traffic Control Devices (MUTCD), and the NYS Supplement to the MUTCD. Two-way traffic will be during operations that improve sidewalks and/or shoulders. Alternating one-way traffic will be maintained during operations that include pavement rehabilitation and overlay work. No off site vehicle detours will be required or proposed. Routes for emergency vehicles will be maintained and open during construction. The details for the work zone traffic control will be prepared and evaluated during final design.

Prior to construction, coordination will occur with the local emergency service providers and local schools to inform each party of the projected duration of construction. Pedestrians and bicyclists will be shifted to the opposite side of the road or around the work area in accordance with NYSDOT work zone traffic control details.

Access for all local residents on Hurley Avenue and access to all private driveways in the vicinity of the project location will be maintained throughout the duration of construction.

B. Special Provisions - Due to the close proximity to residences and the ability to maintain traffic with acceptable delays during the daylight hours, night time construction will not be utilized. The use of time related provisions will be evaluated during final design. The work zone traffic control will be coordinated with local officials and residents, first responders, and other emergency services.

C. Significant Projects (per 23 CFR 630.1010) - The project is not significant per 23 CFR 630.1010. The project is not anticipated to cause sustained work zone impacts and is not considered to be an interstate project.

2.3.1.8 Safety Considerations, Accident History and Analysis –

A crash analysis was performed for the project area, in accordance with the NYSDOT Highway Design Manual (HDM) Chapter 5, for a 2 year period from May 1, 2016 to April 30, 2018. The original FOIL request included crash data for a 3 year period, which resulted in a total of 131 crashes reported in the study area along Hurley Avenue between Washington Avenue and the municipal boundary, and along Washington Avenue between Patroon Drive and North Front Street. Due to the large number of crashes, a two year period was analyzed as suggested in Chapter 5.3.4 of the HDM. During the 2 year period mentioned above a total of 76 crashes were reported in the study area.

The accident rate at six intersections within the study area are shown in Exhibit 2.3.1.8.1 below. Their accident rates were compared to accident rates of similar type facilities in New York State. Additional information is also provided in Appendix C of this report.

Exhibit 2.3.1.8.1 – Intersection Accident Rates			
Hurley Avenue Intersections	Number of Accidents	Accident Rate (Acc/MEV)	NYS Average Accident Rate (Acc/MEV)
1.) Snyder Avenue	1	0.13	0.18
2.) Coffey Place	1	0.13	0.18
3.) Quarry Street	6	0.67	0.18
4.) Shamrock Lane / Taylor Street	3	0.40	0.29
5.) Severyn Street	1	0.13	0.18
6.) Washington Avenue / Schwenk Drive	29	1.06	0.25

The intersections of Snyder Avenue, Coffey Place, and Severyn Street, at Hurley Avenue, have intersection accident rates lower than the statewide average for similar type highways. None of the roadways involved are state highways.

The intersections of Quarry Street, Shamrock Lane/Taylor Street, and Washington Avenue/Schwenk Drive, at Hurley Avenue, all have intersection accident rates higher than the statewide average for similar type highways. None of the roadways involved are state highways.

The severity of accidents at the intersections within the study limits is summarized in Exhibit 2.3.1.8.2 while the types of accidents are summarized in Exhibit 2.3.1.8.3. None of the reported accidents involved pedestrians or bicyclists.

Exhibit 2.3.1.8.2 – Intersection Accident Severity

Hurley Avenue Intersections	Personal Injury	Property Damage Only	Property Damage & Injury	Non-Reportable	Total
1.) Snyder Avenue	0	0	0	1	1
2.) Coffey Place	0	0	0	1	1
3.) Quarry Street	0	5	1	0	6
4.) Shamrock Lane / Taylor Street	0	1	1	1	3
5.) Severyn Street	0	1	0	0	1
6.) Washington Avenue / Schwenk Drive	1	10	3	15	29
Totals	1	17	5	18	41

Exhibit 2.3.1.8.3 – Intersection Accident Types

Hurley Avenue Intersections	Rear End	Left Turn	Right angle	Right Turn	Overtaking	Other	Total
1.) Snyder Avenue	1	0	0	0	0	0	1
2.) Coffey Place	1	0	0	0	0	0	1
3.) Quarry Street	2	2	0	1	1	0	6
4.) Shamrock Lane / Taylor Street	1	0	0	0	2	0	3
5.) Severyn Street	0	0	0	0	1	0	1
6.) Washington Avenue / Schwenk Dr.	15	1	5	2	2	4	29
Totals	20	3	5	3	6	4	41

The predominant accident type at all intersections studied are rear end type. A large percentage (approximately 52%) of the accidents at the Washington Avenue intersection are rear end type accidents. Six (6) of the fifteen (15) rear end type accidents at this intersection occurred on the Hurley Avenue leg. Potential countermeasures for rear end type crashes at signalized intersections include modification to the signal timing that could consist of adjusting the phase-change interval and/or providing a red clearance interval. Current timing information is unknown but a new spanwire signal and wireless detection equipment was installed in 2014 (PIN 8760.29).

A second study was completed for the same time period to determine the accident rate along the Hurley Avenue project corridor including accidents attributed to side roads and private driveways. Twenty-five (25) accidents occurred along the segment of Hurley Avenue between the municipal boundary and Washington Avenue. This segment had an accident rate of 3.45 accidents per million vehicle miles (acc/MVM) during the study period, which is lower than the statewide average of 3.50 acc/MVM for similar urban facilities located in New York State.

The results of the segment accident study shows accidents dispersed along Hurley Avenue between Snyder Avenue and Washington Avenue but nothing that identifies issues associated with geometry, pedestrians, bicyclists, or sight distance.

Testimonial from sidewalk users have indicated a high vehicle speed along Hurley Avenue and a disregard for the flashing pedestrian signage at a mid-block crossing east of Quarry Street.

Countermeasures for making motorists aware of pedestrian crossings include advance warning school zone pavement striping, cross walk striping, and additional pedestrian signage. Existing pedestrian crossing signs that employ LEDs will be retained.

A Resurfacing ADA and Safety Assessment Form has been completed and included in Appendix D. The project will address signing, pavement marking, and ADA deficiencies. Fixed objects within reconstruction limits for the curb ramps will be evaluated for compliance with design guidelines. Other locations with fixed objects within the prevailing clear area will remain in their current location.

2.3.1.9 Ownership and Maintenance Jurisdiction – Hurley Avenue is owned and maintained by the City of Kingston. Ownership and maintenance jurisdiction will not change as a result of this project. Existing utility infrastructure will be maintained by the current owners.

2.3.2 Complete Streets –

2.3.2.1 Pedestrians – Pedestrian travel is frequent on the existing sidewalks within the project corridor including children using the sidewalks to travel to school and patrons who frequent the various businesses within the corridor. The Complete Streets Checklist provided in Appendix C has indicated the continued need for sidewalks. Pedestrians will be accommodated on the existing sidewalk.

Quarry Street (a minor street that intersects Hurley Avenue) does not have sidewalks on either side, however, it is a primary access point to the J. Watson Baily Middle School and the Harry L. Edson Elementary School. Children who walk to school are required to walk adjacent to the vehicle travel lane that passes the existing NYSDOT Maintenance Residency on Quarry Street. Two written complaints concerning the existing (or lack of) pedestrian accommodations at the intersection of Quarry Street and Hurley Avenue, and the lack of sidewalks on Quarry Street have been received by the City of Kingston. Concerned parents have expressed the desire for improved safety for those children who walk to school along this route. The City of Kingston has expressed their desire to improve the conditions in this area by potentially making Quarry Street one-way so a sidewalk could be installed within the existing highway boundary.



View looking from Hurley Avenue to Quarry Street

2.3.2.2 Bicyclists – The existing shoulder width is approximately 4 to 5 ft. wide within the project limits. Bicyclists may legally use the paved shoulder. This route is not a signed bicycle route. There are generators of infrequent bicycle traffic within and adjacent to the project limits, such as the J. Watson Baily Middle School, the Harry L. Edson Elementary School, Dietz Stadium, and an assortment of businesses. The Complete Streets Checklist provided in Appendix C indicates the existing shoulder is adequate for bicycling.

2.3.2.3 Transit – There are three (3) transit services that operate on or within close proximity to Hurley Avenue, including Citibus, Pine Hill Trailways, and Greyhound. Citibus provides local transportation services while Adirondack Transit Lines, and Greyhound provides accommodations to destinations beyond the City of Kingston. Adirondack Transit Lines operates their facility at the end of a

long driveway (officially identified as 289 Hurley Avenue) immediately west of the I-87 overpass. Greyhound has a bus station located at 400 Washington Avenue, just east of the project limits, and primarily uses Washington Avenue between the bus station and the roundabout just south of the NYS Thruway toll plaza.

The Citibus B-Bus route provides public transit service 6 days a week and includes a stop and shelter on Hurley Avenue, at the southeast corner of Shamrock Lane.

2.3.3 Infrastructure –

2.3.3.1 Design Standards – Design criteria has been established based on the:

- NYSDOT *Highway Design Manual* (HDM),
- AASHTO *Policy on Geometric Design of Highways and Streets 6th ed.* (2011),
- FHWA *Manual on Uniform Traffic Control Devices* (MUTCD), 2009 including Revision 1 dated May 2012 and Revision 2 dated May 2012,
- NYS Supplement to the MUTCD,
- Public Right-of-Way Accessibility Guidelines (PROWAG) (2011),
- AASHTO *Guidance for the Development of Bicycle Facilities*, and
- NACTO Urban Bikeway Design Guide

2.3.3.2 Critical Design Elements –

Exhibit 2.3.3.2 Critical Design Elements for Hurley Avenue				
PIN:	8761.94	NHS (Y/N):	No	
Route No. & Name:	Hurley Avenue	Functional Classification:	Urban Minor Arterial	
Project Type:	Highway Project	Design Classification:	Arterial	
% Trucks:	6.5%	Terrain:	Level	
ADT:	11,409 vpd (ETC+10)	Truck Access/Qualifying Hwy.	Access-No; Qualifying-No	
Element		Standard	Existing Condition	Proposed Condition
1	Design Speed	40 mph ⁽¹⁾ HDM Section 2.7.2.3 A	Posted 30 mph	40 mph
2	Lane Width	11 ft. HDM 2.7.2.3 B, Exhibit 2-4	12 ft.	11 ft.
3	Shoulder Width	5 ft. Min. HDM 2.7.2.3 C, Exhibit 2-4 (curbed) ⁽²⁾ Right shoulder for bicycling, lateral offset, etc. 4 ft. ⁽³⁾ HDM 7.5.2.2 C, Exhibit 7-4 (uncurbed)	5 ft. (curbed) 2 ft.* (uncurbed)	5 ft. (curbed) 3 ft.* (uncurbed)
4	Horizontal Curve Radius	357 ft. Min. (at $e_{max}=4\%$) HDM Section 2.7.2.3 D, Exhibit 2-4	150 ft.*	150 ft.*
5	Superelevation	4% Max. HDM Section 2.7.2.3 E	1.0%	1.0%* ⁽⁴⁾
6	Stopping Sight Distance (Horizontal and Vertical)	271 ft. Min. HDM Section 2.7.2.3 F, Exhibit 2-4	140 ft.* (SSD)	140.0 ft.* (SSD)
7	Maximum Grade	7% HDM Section 2.7.2.3 G, Exhibit 2-4	Less than 7%	Match existing
8	Cross Slope	Normal Crown Sections = 1.5% Min., 3.0% Max. HDM Section 2.7.2.3.H	Varies	2.0% Normal crown ⁽⁴⁾
9	Vertical Clearance (above traveled way)	14 ft. Min. BM Section 2.4	14.38 ft. ⁽⁵⁾	14.38 ft.
10	Design Loading Structural Capacity	N.A.	N.A.	N.A.
11	ADA Compliance	HDM Section 2.7.2.3.K & HDM Chapter 18	2 ft. shoulders and sidewalk	3 ft. shoulders and sidewalk
<p>(1) Per the HDM Section 2.6.1, the design speed shall be the anticipated off-peak 85th percentile speed or maximum design speed within the range of functional class speeds for the terrain and volume. The anticipated (post-construction) off-peak 85th percentile speed has been used.</p> <p>(2) HDM 7.5.2.2 C – Accident rate is below statewide average, therefore, the minimum curb offset or shoulder is equal to the existing width. The existing width is 5 ft.</p> <p>(3) HDM 7.5.2.2 C – Accident rate is below statewide average, therefore the shoulder shall be the greater of the existing width or the width determined from Exhibit 7-4. The existing shoulder width is 2 ft. and Exhibit 7-4 has the minimum shoulder width as 4 ft.</p> <p>(4) The existing pavement cross slope will be maintained as this project is a rehabilitation project. There are no known accidents or safety issues as a result of non-standard superelevation in the corridor. Modifying cross slopes is not feasible based on the objectives or funding of the project.</p> <p>(5) Information obtained from TAA-14-34B plan set provided by NYS Thruway Authority.</p>				
*Denotes non-standard feature.				

2.3.3.3 Other Design Parameters

Exhibit 2.3.3.3.1 Other Design Parameters			
Element	Standard	Existing Conditions	Proposed Condition
Level of Service	N/A	N/A	N/A
Drainage Design Storm	10 Year	10 Year	10 Year

Exhibit 2.3.3.3.2 Other Design Parameters		
Location	Design Vehicle (HDM Ch. 5)	Vehicle Accommodated
Municipal Boundary to Washington Avenue	CITY-BUS	CITY-BUS

2.3.3.4 Existing and Proposed Highway Plan and Section – General plans, profiles and sections have been included in Appendix A.

1. Lanes and Shoulders: Hurley Avenue is comprised of two (2) – 12 foot wide striped asphalt travel lanes with two (2) – 2 foot wide asphalt shoulders between the City municipal boundary and approximately the Thruway overpass. Between the Thruway overpass and Washington Avenue, Hurley Avenue is comprised of two (2) – travel lane/shoulder sections that vary in width between 16 ft. and 25 ft. (total width of 32 ft. and 50 ft.). Within this section there are no edge line stripes that define a shoulder.



**Hurley Avenue Travel Lane and Shoulder Area
West of the Thruway overpass**



**Hurley Avenue Travel Lane and Shoulder Area
East of the Thruway overpass**

The proposed section west of the Thruway overpass will consist of two (2) – 11 ft. wide asphalt travel lanes and two (2) – 3 ft. asphalt shoulders. Approximately between Sta. H 33+50 and Sta. H 34+75 the shoulder width transitions from 3 ft. shoulders to 5 ft. wide bike lanes. The proposed section east of the Thruway overpass (Sta. H 34+75) will consist of two (2) - 11 ft. wide asphalt travel lanes and two (2) – 5 ft. wide striped bicycle lanes. In locations where the road width is wider than 32 ft., the extra existing pavement will be removed (Sta. H 35+00 to Sta. H 38+00 in existing uncurbed section) or maintained with wider travel lanes (Sta. H 41+25 to Sta. H 46+00 in existing curbed section). Between Sta. H 55+75 and Sta. H 62+50 the road is wider to accommodate parking and bus lanes.

2. Curbed/uncurbed: Hurley Avenue between the City municipal boundary and approximately 400 ft. east of the I-87 overpass is uncurbed. The remaining section of Hurley Avenue (to the intersection of Washington Avenue) has curb on both sides of the road. Surface water from the paved travel lanes and shoulders, in uncurbed and curbed sections, flows off the roadway into closed drainage adjacent to the shoulders.
3. Median: There is one existing median within the project limits at the intersection of Hurley Avenue and Washington Avenue. The median separates the east and westbound travel lanes at the intersection for approximately 110 ft.

The existing median will be retained. There are no proposed medians within the project limits.

4. Grades and Curves: There are no non-standard vertical grades, however, two (2) non-standard horizontal curves exist within the project limits. They are below the standard of 357 ft. and have curve lengths of approximately 290 ft. and 150 ft., respectively.

The scope of the project is to preserve and rehabilitate the roadway system and not to correct existing horizontal curvature that is not related to any accident history. For this reason, no vertical or horizontal curvature improvements are proposed. Plan sheets have been provided in Appendix A.

5. Parking: Parking on the roadway is restricted west of the I-87 overpass, as shown on a sign at the Municipal boundary. Parking is restricted on all City streets between November and April to allow for snow removal. Given the location of the project site west of the I-87 overpass which includes curving roadway and narrow shoulders, parking along the roadway is not expected, nor are parking accommodations warranted.

Although a wide shoulder exists east of the I-87 overpass parking on the Hurley Avenue is restricted and posted.

No provisions for parking are proposed as a result of this project.

6. Traffic Control Features: Existing traffic control devices within the project limits include roadway signs, centerline and edge line pavement stripes, and pedestrian crossing signs that employ flashing LEDs. One traffic signal exists within the project site, which has been previously described in Section 2.3.1.3, but will remain unchanged as a result of this project.



Mid-block crossing east of Quarry Street with LED pedestrian crossing equipment

The project proposes to install roadway signs and pavement striping, in accordance with the National Manual on Uniform Traffic Control Devices (MUTCD) and the NYS Supplement to the MUTCD. The existing pedestrian crossing signs that employ LEDs will remain. No other traffic control features are proposed.

7. Intersection Geometry and Conditions: There are seven (7) intersections within the project limits, which include Snyder Avenue, Coffey Place, Quarry Street, Shamrock Lane, Taylor Street, and two at Washington Avenue. Additionally, there are multiple residential and commercial driveways within the project corridor. The intersections of Snyder Avenue, Coffey Place, Quarry Street, and Shamrock Lane are “T-type” intersection with stop sign control on the minor approach. Each are approximately perpendicular to Hurley Avenue.

Shamrock Lane and Taylor Street intersect Hurley Avenue and are both stop controlled and approximately perpendicular to Hurley Avenue.

The two intersections of Hurley Avenue at Washington Avenue, include one that is traffic signal controlled and the other that is stop sign controlled. The stop sign controlled intersection forms a skew of approximately 45 degrees from normal.

**Coffey Pl. at Hurley Ave. (looking north)****Taylor St. (rt.) at Hurley Ave. (looking southwest)****Hurley Ave. at Washington Ave. (looking southeast)**

The proposed construction will not provide improvements to intersections or driveway layouts within the project limits. The scope of the project does not include intersection realignments.

Improvements to the existing driveways will include new aprons, where necessary, that will provide smooth transitions between the proposed roadway and existing portion of the driveways to remain. Existing surface materials will be maintained.

8. **Horizontal Clearance:** Within the project limits, the existing horizontal clearance west of the I-87 overpass is approximately 4 feet as measured from the edge of the travel way to the face of the typical obstruction. East of the overpass the horizontal clearance is approximately 6 feet as measured from the edge of the travel way to the face of the typical obstruction. The existing objects defining the horizontal clearance area are trees, utility poles, street signs, mail boxes, and historical wagon hitching posts and steps. The horizontal clearance will remain unchanged as a result of this project.



Not typical for the Corridor, this existing tree limits horizontal clearance in this one location

9. Guiderail, Impact Attenuators, and Median Barrier: There are two locations within the project limits that have existing rustic box beam and W-beam guiderail. No impact attenuators or median barriers exist within the project limits.

The run of rustic box beam guiderail is approximately 300 ft. in length, is offset from the edge of the white edge line by approximately 10 ft., and has two end pieces at the termination points. The existing condition appears to be good with no noticeable rust holes or damage from errant vehicles.

The run of W-beam guiderail is approximately 65 ft. in length, is offset from the edge of the white edge line by approximately 3 ft., and does not have any end pieces or turn down sections at the termination points. The ends of the rail are flared away from the white edge line by approximately 7 ft. The existing condition appears to be fair with minor indications of rust and damage from errant vehicles. This section of rail is positioned in front of a dead utility pole that contains a guy wire, two mailboxes, and a ground mounted business sign. It should be noted that the sign is not fastened to the ground with a foundation.

Both types of guiderail are located west of the I-87 overpass on the north side of Hurley Avenue.



Existing box beam guide rail



Existing W-beam guide rail

There are no proposed changes to the two types of guiderail that exist in the project area.

10. **Clear Zone:** Based on the HDM, the Basic Recovery Width (BRW) for Hurley Avenue is 15 ft. (Fill $\leq 1:6$, AADT over 6,000, Design Speed of 40 mph). A BRW of 15 ft. is also applicable for cut slopes steeper than 1:6. Currently, fixed objects within the design clear zone include utility poles, vegetation, trees, wooden fences, mail boxes, and historical wagon hitching posts and steps. The closest fixed object from the edge of the travel lane are trees and utility poles which have an offset of five (5) ft. Right-of-way limitations within this heavily developed area, and project scope limit the feasible design clear zone width to five (5) ft.

2.3.3.5 Non-Standard/Non-Conforming Features – The following non-standard features will be retained as part of the preferred alternative;

- **Shoulder Width** – the existing non-standard shoulder width of 2 ft. will be improved to 3 ft. between the municipal boundary and approximately the east side of the Thruway overpass. The standard width of 4 ft. is not feasible as it does not meet the project objectives and is not economically feasible. The additional width (1 ft.) will be acquired within the existing pavement area by reducing the travel lane from 12 ft. to 11 ft. in width. Pavement striping will be tapered at the project limit to match existing widths.
- **Horizontal Curvature** – The existing non-standard horizontal curve radii of 290 ft. (Sta. H 27+05) and 150 ft. (Sta. H 61+57) will be retained because horizontal curvature improvements are not included in the scope of this project or the cause of any known accident patterns. Implementation of standard curvature (357 ft. curve radius) would require private property acquisitions and considerable additional project costs.
- **Stopping Sight Distance (Horizontal Sight Distance)** – The existing non-standard horizontal sight distance of 140 ft. (at Sta. H 27+05) will be retained because curvature improvements are not included with the scope of this project. Incremental improvements and or elimination of this non-standard feature is not feasible without acquisition of right-of-way to increase the curve radii or to remove existing vegetation.

Non-standard feature justifications are included in Appendix F.

2.3.3.6 Pavement and Shoulder Conditions – Existing pavement and shoulder conditions were investigated during a site visit by Barton & Loguidice staff and was determined to be approaching the end of its service life, exhibiting wheel path cracking and deflection, longitudinal and transverse cracking, smoothing aggregate, and other typical wear patterns are present.

Cold milling and an asphalt pavement overlay are proposed treatments for the roadway travel lanes and shoulders. See typical roadway sections in Appendix A for additional detail of milling and overlay materials.

2.3.3.7 Drainage Systems –

Type – Within the project limits there are closed and open drainage systems that collect and convey stormwater.

On the western side of the I-87 overpass there is closed drainage on the south side of Hurley Avenue that collects and conveys stormwater to an outfall in a drainage ditch along the west side of I-87. The drainage ditch flows north where it crosses beneath the abandoned Ontario and Western rail grade and connects to the Esopus Creek.

Immediately east of the I-87 overpass there is a drainage ditch to the south and north of Hurley Avenue, connected by a blue-stone box culvert structure. Stormwater between the I-87 overpass and Snyder Avenue is conveyed by this drainage ditch. Along Hurley Avenue in this area there are no existing closed drainage systems to collect surface flow. Surface stormwater is collected along the edge of the existing pavement and conveyed to the previously mentioned drainage ditches.

Between Snyder Avenue and approximately 130 ft. east of Quarry Street there is a closed drainage system that collects stormwater. The closed drainage system conveys stormwater north, beginning at approximately 130 ft. east of Quarry Street into a wetland area located between the County owned D&H rail grade and the businesses/residences on Hurley Avenue.

Lastly, there is closed drainage located from 150 ft. west of Shamrock Lane to Washington Avenue. This closed drainage system flows east along Hurley Avenue and then connects into the Washington Avenue closed drainage system that conveys stormwater north. The outfall for this closed drainage system is the Esopus Creek.

Condition/Deterioration – The only issue or condition deficiencies known for the above mentioned drainage is the closed drainage immediately east of Quarry Street. The City has plans to replace the closed drainage that is directed approximately north of Hurley Avenue, under a separate unrelated project, to occur prior to the Hurley Avenue Paving and Complete Streets Project. The existing closed drainage outside of the highway boundary is undersized and varies in positive flow, which causes stormwater ponding on Hurley Avenue at approximately Sta. H 47+75.

Minor drainage improvements are proposed for this project which include frame and grate adjustments at locations within the proposed bicycle lanes, new drainage structures to replace existing crumbling structures in the location of Sta. H 47+75, and a new drainage pipe in the same location as the previously mentioned structures. Larger type drainage improvements are not proposed or within the scope of this project.

2.3.3.8 Geotechnical – There are no known special geotechnical concerns with the soils or rock slopes within the project area. No soil borings or infiltration tests are proposed for this project.

2.3.3.9 Structures – There is one existing bridge within the project limits. The I-87 (Thruway) overpass over Hurley Avenue carries four travel lanes, shoulders, and a median. Bridge piers and girders are outside of the reconstruction limits for this project. No work will take place to the existing structure. The existing vertical clearance under the bridge is 14.38 ft., as obtained from NYS Thruway Authority record plans (TAA-14-34B).

No bridges or culverts are proposed.

2.3.3.10 Hydraulics of Bridges and Culverts – There are no bridges or culverts within the project limits.

2.3.3.11 Constructability Review – The City of Kingston and NYSDOT Region 8 LPU will review the Draft Design Report and the preliminary design. All comments provided by the City and the Region will be addresses in the Final Design Report.

2.3.3.12 Utilities – There are several existing utilities within the project area and contact with each respective utility owner has been initiated. Overhead electric, telephone, fiber optic, and cable TV are present as well as underground utilities, such as water, sewer, gas, and telephone.

Electric:	Central Hudson Gas & Electric
Gas:	Central Hudson Gas & Electric
Telephone:	Verizon
Cable TV:	Time Warner Cable/Spectrum
Fiber Optic:	G4S Secure Integration LLC, NYS Thruway Authority
Water:	City of Kingston, Rolling Meadows Water Corporation
Sewer:	City of Kingston

Utility pole relocations are anticipated in select areas that are to receive sidewalk ramp improvements. Coordination with the utility owners is underway and will progress into Final Design so that utility agreements are in place for the proposed relocations prior to the project going out to bid. All utility poles that require relocation are within the existing City highway boundary. Any relocation work required would be the responsibility of the owner/utility company.

2.3.3.13 Right of Way – The ROW width varies and includes the existing roadway, shoulders, and sidewalk (where applicable). The ROW boundaries are shown on the plans included in Appendix A. No private property impacts are proposed, which would require easements or acquisitions, for this project.

2.3.3.14 Landscaping/Environmental Enhancement –The project area terrain can be described as somewhat level. Landscaping adjacent to Hurley Avenue includes manicured grass, fencing, rock outcropping, retaining walls, trees, and scrub brush/grass.

No new plantings or vegetation management methods are proposed with this project with the exception of grass/turf reestablishment. Disturbed areas that are not new impervious surface will be reestablished with topsoil and grass. Limited areas where sidewalk ramps are reconstructed are proposed to receive topsoil and grass.

2.4 Miscellaneous

2.4.1 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA) – Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act (SGPIPA) by:

- Improving existing infrastructure,
 - promotes sustainability and has the potential to reduce greenhouse gasses,
 - being in a developed, municipal area that could benefit from improved pedestrian and bicyclist mobility,
 - providing improved infrastructure for pedestrian and bicycle use,
 - being consistent with local, county, and state plans, and
 - protecting, preserving, and/or enhancing air quality and recreation.

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project's consistency and alignment

with relevant Smart Growth criteria; the tool was completed by B&L on 3/26/18 and reflects the current project scope. The Smart Growth Screening Tool has been included in Appendix I of this report.

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

Refer to the Environmental Checklist included in Appendix B for information on all environmental issues for which the project was screened.

3.1 National Environmental Policy Act (NEPA)

This project is being progressed as a NEPA Class II action (Categorical Exclusion) because it does not individually or cumulatively have a significant environmental impact and is excluded from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) as documented in the Federal Environmental Approvals Worksheet (FEAW) and following discussion in this chapter.

Specifically, in accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this project is one of the project types described in the 'C' list as primarily a "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes." Refer to Appendix B for the FEAW.

3.2 State Environmental Quality Review Act (SEQRA)

In accordance with 6 NYCRR Part 617, it has been determined that this project is a SEQRA Type II Action. No further SEQRA processing is required. The project does not meet or exceed any threshold contained in the Type I list in section 617.4, or one that is on an agency's locally adopted Type I list. The project has been identified as a Type II Action per 6 NYCRR Part 617.5, subdivision (c), items (1), (3) and (16). The proposed project is of a scale and scope that is summarized by the following:

6 NYCRR Part 617

- (1) maintenance or repair involving no substantial changes in an existing structure or facility;
- (1) Repaving of existing highways not involving the addition of new travel lanes.
- (16) installation of traffic control devices on existing streets, roads and highways;

3.3 Environmental Documentation

For topics checked yes on the Social, Economic, and Environmental Resources Checklist or applicable on the FEAW (See Appendix B), resolution is as follows: There are no significant environmental impacts identified in conjunction with this project. The following information explains some of the relevant environmental issues:

Neighborhoods and Community Cohesion:

This project is not expected to change neighborhoods, impact property values, or isolate a portion of a neighborhood or ethnic group. No homes or businesses will be relocated as a result of this project. It is expected that this project will enhance the neighborhood and access to local businesses.

There is a potential to temporarily impact transportation options. Pedestrians may be temporarily re-routed during construction. Practices in accordance with Section 619 of the NYSDOT Standard Specifications will be implemented to maintain safe access to businesses for commuting pedestrians. No long-term or permanent adverse impacts to transportation options within the corridor are expected.

General Social Groups:

This project would not have a disproportionately high or adverse health and environmental effect on the elderly, persons with disabilities, minorities, ethnic groups, low income populations, or any other social group. Alterations to pedestrian facilities will affect all pedestrians, including the elderly and disabled. However, this impact will be beneficial. The construction of a safe, ADA compliant and operationally efficient sidewalk would be beneficial, irrespective of age, income, or ethnicity.

Potential adverse effects to the ability of transit dependent, elderly, or disabled populations to access local businesses will be limited to the construction period. Pedestrians may be temporarily re-routed during construction. Practices will be implemented to maintain safe access to businesses for commuting pedestrians. Long term, pedestrian access within the transportation corridor will be greatly improved.

Business Districts and Specific Business Impacts:

Overall, it is expected that this project will enhance the neighborhood and improve access to local businesses. However, sidewalks, transit opportunities, and parking may be disrupted temporarily during construction. Efforts will be made to temporarily re-route deliveries and parking may be limited during this period.

Pedestrians may be temporarily re-routed around active construction work, and parking may be limited in certain areas of the corridor during active work periods. Practices will be implemented to maintain safe access to businesses for commuting pedestrians. No adverse effect to business within the corridor is anticipated.

The goal of the project is to enhance the sidewalks and parking throughout the corridor. Therefore, the impact to the business district will be beneficial once construction is completed.

General Ecology and Wildlife Resources:

The proposed project does not involve work in, or adjacent to, a wildlife or waterfowl refuge. No further consideration is required. A site walkover was conducted by B&L environmental staff on April 17, 2018 to confirm that no rare or unique habitat areas were present within the project site.

To aid the project's involved federal agencies with their threatened/endangered species review/determinations and potential Section 7 (of the Endangered Species Act) consultation process, an assessment was completed to determine the extent of impacts that the proposed project may have on federal and/or state-listed protected species and/or their habitats.

To obtain information regarding state-listed protected species that may utilize the proposed project area, a general query letter was submitted for the project location to the NY Natural Heritage Program (NHP). A response was received from the NHP on April 4, 2018 and reported a breeding bald eagle (*Haliaeetus leucocephalus*) pair within 0.5 miles and a northern long-eared bat (*Myotis septentrionalis*) hibernaculum within 5 miles of the project site.

A review of the United States Department of the Interior's U.S. Fish and Wildlife Service's (USFWS) website was completed to determine if any federally listed endangered, threatened, or candidate species are reported in/near the project site. The USFWS' Information, Planning, and Consultation (IPaC) System reported three federally listed species as having the potential to utilize the proposed project area: the Indiana bat (*Myotis sodalis* – endangered), the northern long-eared bat (*Myotis septentrionalis* – threatened), and the bog turtle (*Clemmys muhlenbergii* – threatened). Suitable roosting and foraging habitat for the two bat species include mixed age stands of trees greater than 3 inches in diameter at breast height (DBH), with foraging habitat containing areas of open water. These habitat requirements were observed within and adjacent to the project area. In accordance with and the 2017 Range-wide Indiana Bat Summer Survey Guidelines (this document applies to both Indiana bat and northern long-eared bats) most trees greater than 3 inches DBH are considered potential habitat for the northern long-eared bats. The project corridor contains primarily landscape trees and shrubs, including various maple

species (*Acer* spp.), Norway spruce (*Picea abies*), and shagbark hickory (*Carya ovata*). Under the current project design, approximately five large diameter (12-20" DBH) trees will be removed for this project. The IPaC Species Determination Key tool was utilized to determine potential project effects on the IBAT and NLEB and generated a Consistency Letter to inform FHWA's effect determination. Based on the potential removal of up to five trees, the Determination Key concluded a determination of "May Affect, Not Likely to Adversely Affect" for the Indiana and northern long-eared bats for this project (FHWA concurred with this determination on November 13, 2018). The tree removal will occur within the USFWS recommended Conservation Cutting Window for the protection of bats of between October 1 – March 31 of any given year. The trees to be removed occur adjacent to the roadway (less than 100 feet) and will be clearly demarcated prior to removal in accordance with Best Management Practices (BMPs). BMPs will be utilized for the duration of the project to limit impacts to freshwater resources adjacent to the project areas. Additionally, to result in a determination of "Take Not Likely" from the NYSDEC, it is recommended the winter tree cutting window be further restricted using NYSDEC's recommended tree cutting window for this project to be between November 1 and March 31 to disturb habitat during the bat hibernation season.

Due to lack of suitable wetlands within or adjacent to the project area, a determination of "No Effect, No Suitable Habitat", is recommended for this threatened Bog Turtle species. FHWA concurred on November 13, 2018 that the project activities will have "No Effect" on the Bog Turtle.

Bald eagles prefer habitat along large bodies of water and shoreline area. Esopus Creek is northwest of the project corridor with the closest point approximately 300 feet away. While review of the BBA did not indicate eagle observations, the NHP response indicated the presence of bald eagles within 0.5 miles of the project corridor. While this project does not require a BGEPA permit as it is not within 660 ft. of a known nest, bald eagles will travel within 1 mile of known nest locations. Some noise disturbance may result during the project construction period in the corridor that would disturb bald eagle foraging, but this project is unlikely to disturb nesting bald eagles. Therefore, this project is concluded not to impact bald eagles.

See Appendix B for a copy of the Threatened and Endangered Species Assessment and additional documentation prepared for the project site.

Historic and Cultural Resources:

The project is located within an archeologically sensitive area. No adjacent structures are listed on the National or State Registers of Historic Places. B&L prepared and submitted a Project Submittal Package (PSP) to NYSDOT on April 18, 2018, for assessment of obligations under Section 106 of the National Historic Preservation Act (36 CFR Part 800).

In accordance with the National Historic Preservation Act and the Department's Section 106 procedures, NYSDOT has evaluated the subject project for compliance with the regulations. The Federal Highway Administration is participating in the funding of this project.

Based on review of the project scope, on April 27, 2018 the NYSDOT determined that the proposed undertaking has no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1). There are no further obligations for compliance with Section 106 of the National Historic Preservation Act.

Asbestos:

B&L conducted an asbestos survey on April 17, 2018, within the corridor. The asbestos survey was not destructive and hidden materials may not have been visible during the site investigation. During the on-site visual survey, no Potential ACMs (PACMs) were identified for sampling.

Contaminated & Hazardous Materials:

B&L has performed a Phase I ESA in conformance with the general scope and limitations of Chapter 5 of the NYSDOT's "The Environmental Manual" (TEM) for the Hurley Avenue Paving and Complete Streets Project in Ulster County. This assessment has revealed no evidence of recognized environmental conditions (RECs), historic recognized environmental conditions (HRECs), or controlled recognized environmental conditions (CRECs) in connection with the project site except for the following:

- HRECs: 400-411 Washington Avenue (Adirondack Bus Terminal) due to contamination being encountered during installation of a roadway signal (HREC), 79 Hurley Avenue (Daily Freeman site) due to a Phase II investigation revealing petroleum and printing press related contamination (reported in Spills and the State Hazardous Waste Sites), and 416 Washington Avenue (the Utility Platers Brownfield site).

Given the limited depth of excavation, it is unlikely residual contamination may be encountered. However, excavation depth may go to approximately 50" in locations of the minor drainage improvement mentioned in Chapter 2 of this PSR/FDR but these areas do not correlate with the sites listed above.

The Hazardous Waste Screening Request form has been included in Appendix B.

Cumulative Effects:

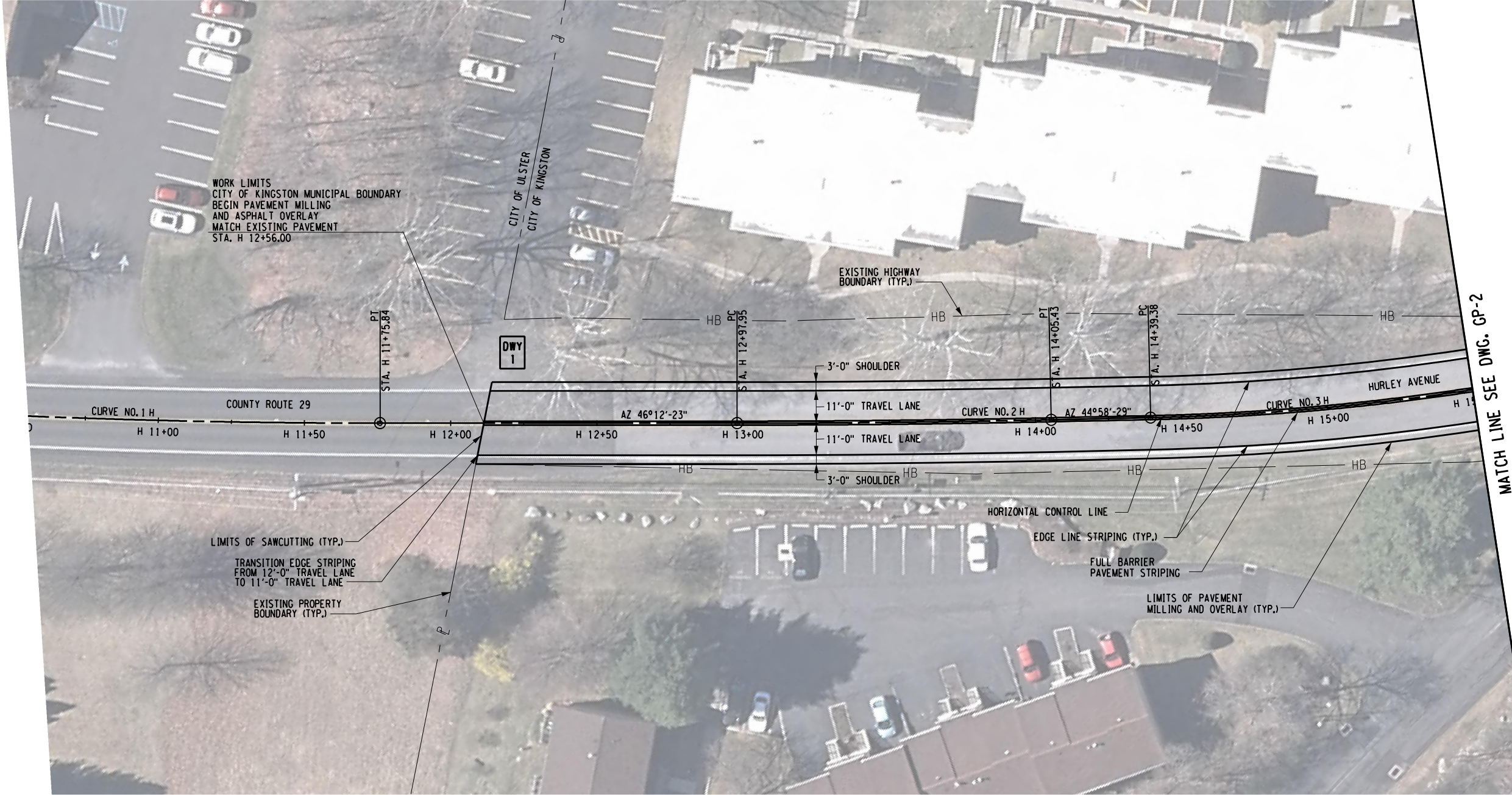
The proposed Hurley Avenue Complete Streets project is not anticipated to have any significant negative cumulative impacts on the surrounding area or on the environment. The proposed project will increase the safety and ease of use of the project corridor for all users. The cumulative effects of this project are anticipated to be beneficial to the community as a whole.

APPENDICES

Appendix A
Plans and Typical Sections

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____

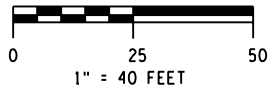
CURVE NO. 1 H	CURVE NO. 2 H	CURVE NO. 3 H
$\Delta = 2^{\circ}-54'-52''$ $R = 3,000.00'$ $L = 152.60'$ $T = 76.32'$ $E = 0.97'$	$\Delta = 1^{\circ}-13'-54''$ $R = 5,000.00'$ $L = 107.48'$ $T = 53.74'$ $E = 0.29'$	$\Delta = 10^{\circ}-13'-12''$ $R = 850.00'$ $L = 151.62'$ $T = 76.01'$ $E = 3.38'$



GENERAL NOTES:

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

- SEE PLANS FOR LOCATION OF TREES, BUSHES, AND SHRUBS TO BE REMOVED.
- REFER TO DWG. TYP-1 FOR LOCATIONS, WIDTHS, AND MATERIALS.
- REFERENCE NYSDOT STANDARD SHEET 685-01 (SHEETS 1 THRU 5) FOR PAVEMENT MARKING DETAILS, APPLICATIONS, AND LAYOUTS.
- ALL EXISTING SIGNS SHALL REMAIN UNLESS OTHERWISE INDICATED ON THE PLANS.
- THE LOCATIONS OF STOP BARS ARE APPROXIMATE, FINAL LOCATION TO BE DETERMINED BASED ON FIELD CONDITIONS AND PREVAILING TRAFFIC CONDITIONS.
- ALL STOP BARS SHALL BE 18" WIDE, UNLESS OTHERWISE SPECIFIED.
- ALL CROSSWALKS SHALL BE TYPE LS WITH 12" WIDE LINES, UNLESS OTHERWISE SPECIFIED.
- ALL EDGE, LANE, AND FULL BARRIER LINES SHALL BE 4" WIDE.
- ALL WORK TO BE PERFORMED UNDER THIS CONTRACT WILL BE WITHIN THE PUBLIC RIGHT-OF-WAY (ROW) IN ACCORDANCE WITH SECTION 105-15 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR IS TO ASSURE HIMSELF THAT ALL WORK IS BEING PERFORMED WITHIN THE ROW, INCLUDING BUT NOT LIMITED TO VEHICLE ACCESS; STORAGE OF EQUIPMENT, MATERIALS, DEBRIS, WASTE; LANDSCAPING; VEGETATION REMOVAL AND MANAGEMENT; GRADING, SEEDING AND THE INSTALLATION OF TURF; AND THE INSTALLATION OF ANY FENCES OR PROTECTIVE BARRIER.
- IF THE CONTRACTOR IS UNABLE TO IDENTIFY THE LIMITS OF THE RIGHTS-OF-WAY WHEN THE CONTRACT CALLS FOR WORK IN THOSE VICINITIES, THE CONTRACTOR MUST CONTACT THE PROJECT ENGINEER FOR DEFINITIVE BOUNDARY DETERMINATIONS BEFORE ANY WORK MAY BE INITIATED AT THOSE LOCATIONS (STANDARD SPECIFICATIONS SECTION 105-10 AND 625).
- IN ACCORDANCE WITH SECTION 105-15 OF THE STANDARD SPECIFICATIONS, RELEASES FOR ANY NON-ESSENTIAL CONTRACT WORK OUTSIDE OF THE EXISTING RIGHTS-OF-WAY, INCLUDING PLANTINGS, LANDSCAPING OR DRIVEWAY ENHANCEMENT, WILL BE PROVIDED BY THE PROJECT ENGINEER AND IN NO INSTANCE ARE TO BE SECURED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT INVADE UPON PRIVATE PROPERTIES, LANDS OR BUILDINGS OUTSIDE OF THE RIGHTS-OF-WAY FOR ANY REASON WITHOUT FIRST SECURING WRITTEN PERMISSION FROM THE PROPERTY OWNER (STANDARD SPECIFICATIONS SECTION 105-15).
- THE CONTRACTOR WILL BE HELD LIABLE FOR ANY DAMAGES DONE. ANY SUCH INJURIES OR DAMAGES SHALL BE SATISFACTORILY REPAIRED OR ITEMS REPLACED AT THE CONTRACTOR'S EXPENSE (STANDARD SPECIFICATIONS SECTION 107-08).



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HURLEY AVENUE PAVING
AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

GENERAL PLAN

SCALE: 1" = 40'-0"

DATE ISSUED: 12/2018

DRAWING

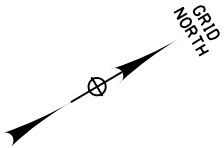
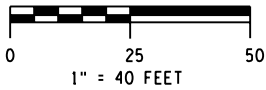
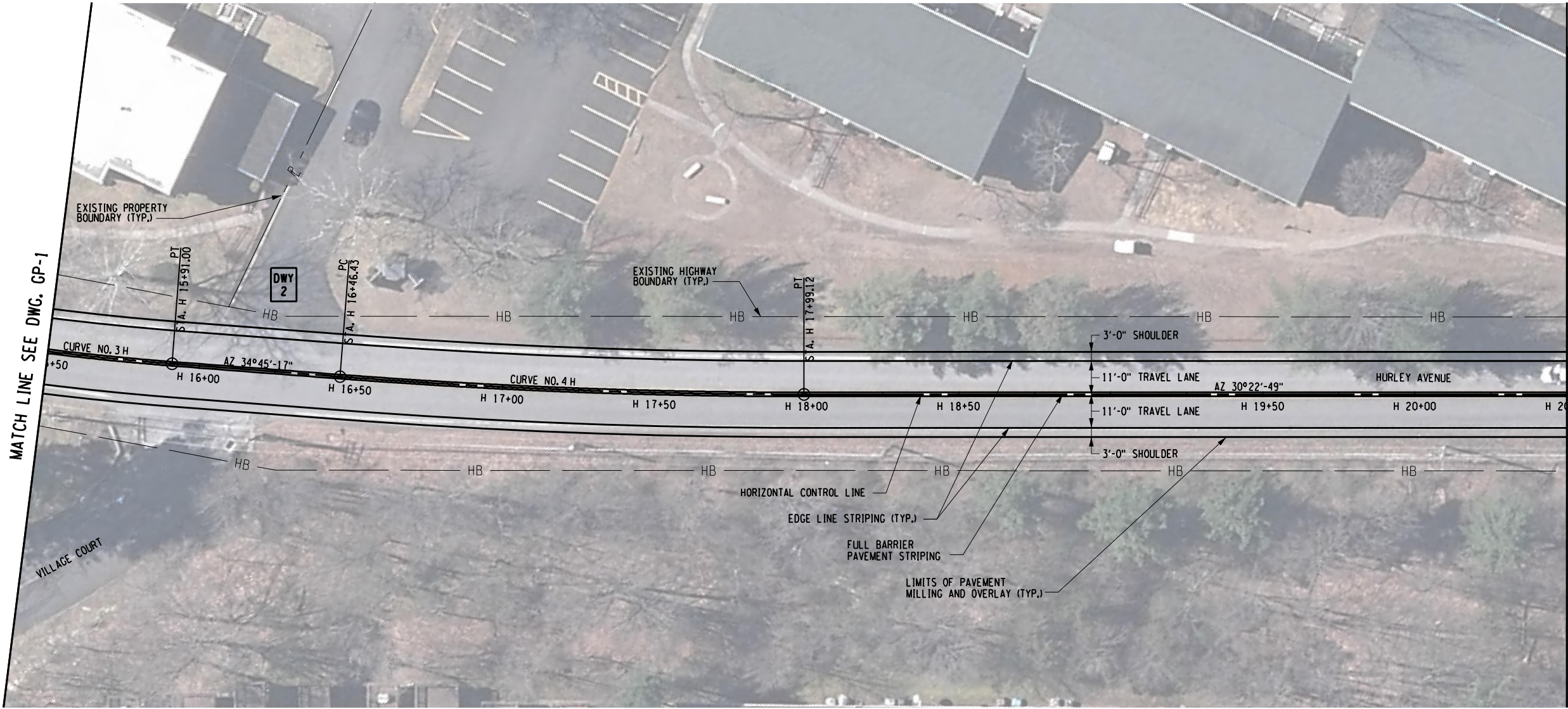
GP-1

NO. DATE BY REVISION

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____

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$T = 76.01'$
$E = 3.38'$

CURVE NO. 4 H
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$R = 2,000.00'$
$L = 152.69'$
$T = 76.38'$
$E = 1.46'$



PREPARED BY: BARTON & LOGUIDICE, D.P.C. ON:

SEE DWG. GP-1 FOR NOTES



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EDUCATION LAW ARTICLE 145 SECTION 7209

HURLEY AVENUE PAVING
AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

GENERAL PLAN

SCALE: 1" = 40'-0"

DATE ISSUED: 12/2018

DRAWING
GP-2

NO. DATE BY REVISION

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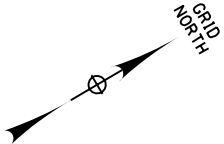
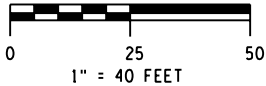
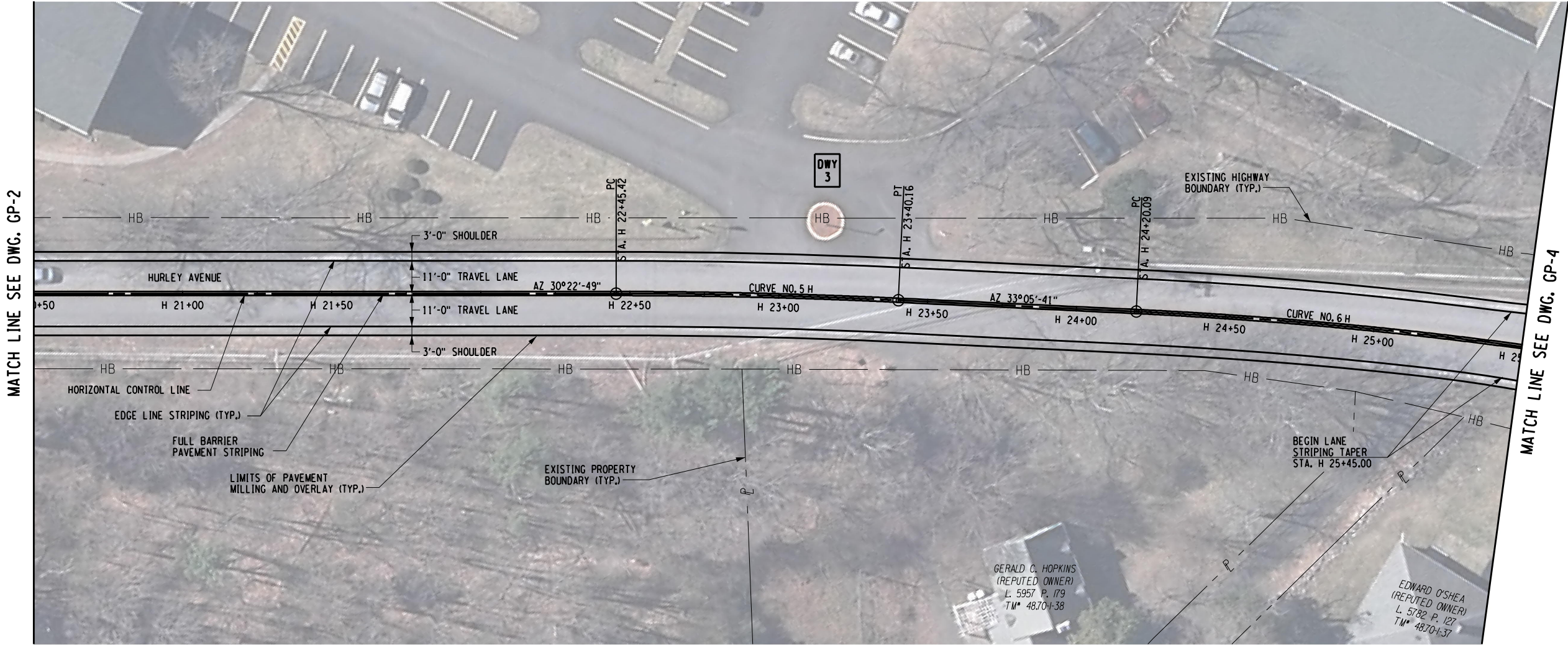
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON :

SEE DWG. GP-1 FOR NOTES

CURVE NO. 5 H
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$R = 2,000.00'$
$L = 94.74'$
$T = 47.38'$
$E = 0.56'$

CURVE NO. 6 H
$\Delta = 5^{\circ}-40'-42''$
$R = 1,500.00'$
$L = 148.66'$
$T = 74.39'$
$E = 1.84'$



HURLEY AVENUE PAVING AND COMPLETE STREETS
CITY OF KINGSTON
ULSTER COUNTY
PIN 8761.94

Barton & Loguidice

The City of Kingston, NY

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EDUCATION LAW ARTICLE 145 SECTION 7209

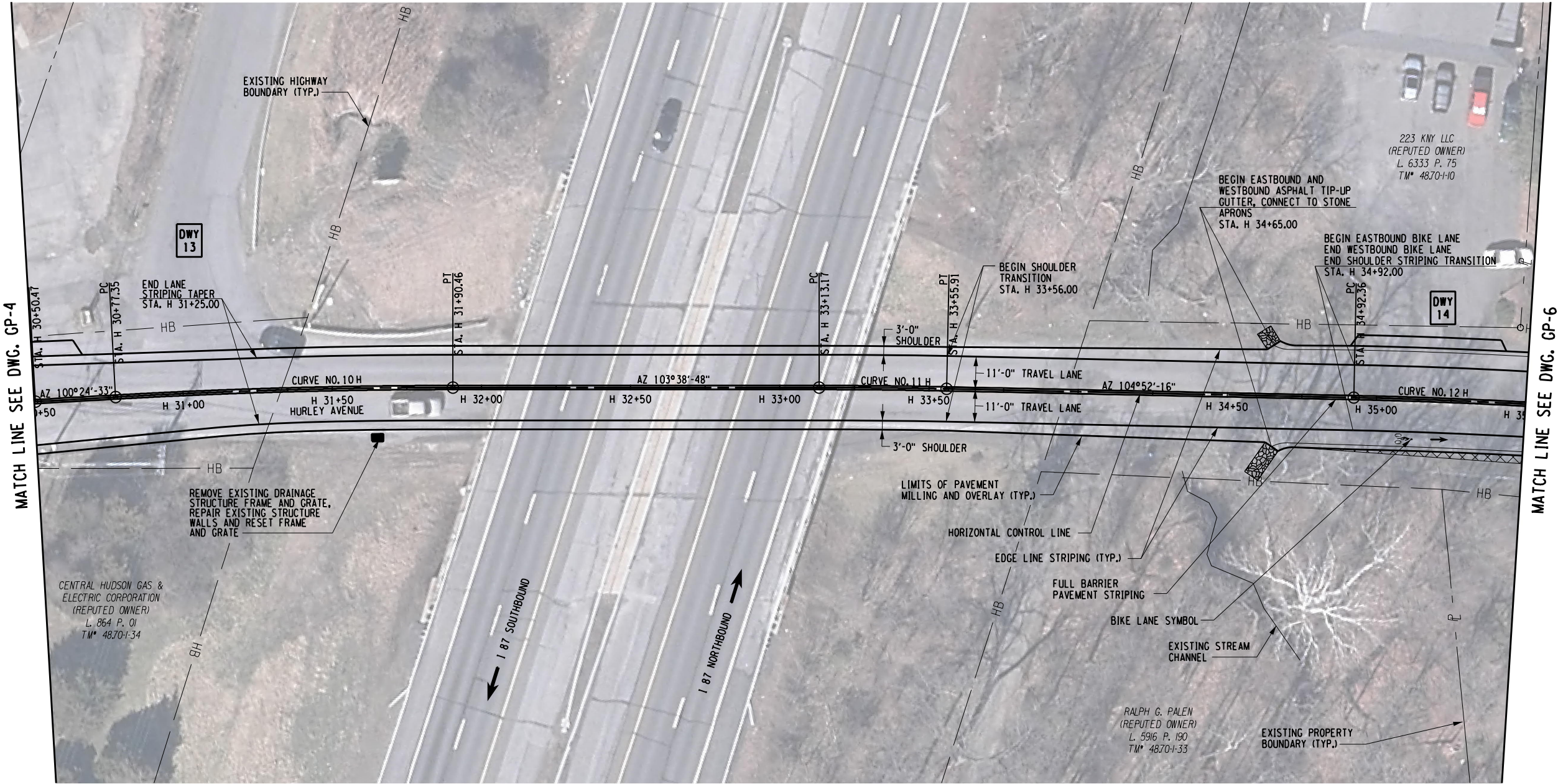
NO.	DATE	BY	REVISION

GENERAL PLAN
SCALE: 1" = 40'-0"
DATE ISSUED: 12/2018
DRAWING GP-3

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON :

CURVE NO. 10 H	CURVE NO. 11 H	CURVE NO. 12 H
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Barton & Loguidice

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HURLEY AVENUE PAVING AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

GENERAL PLAN

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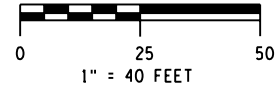
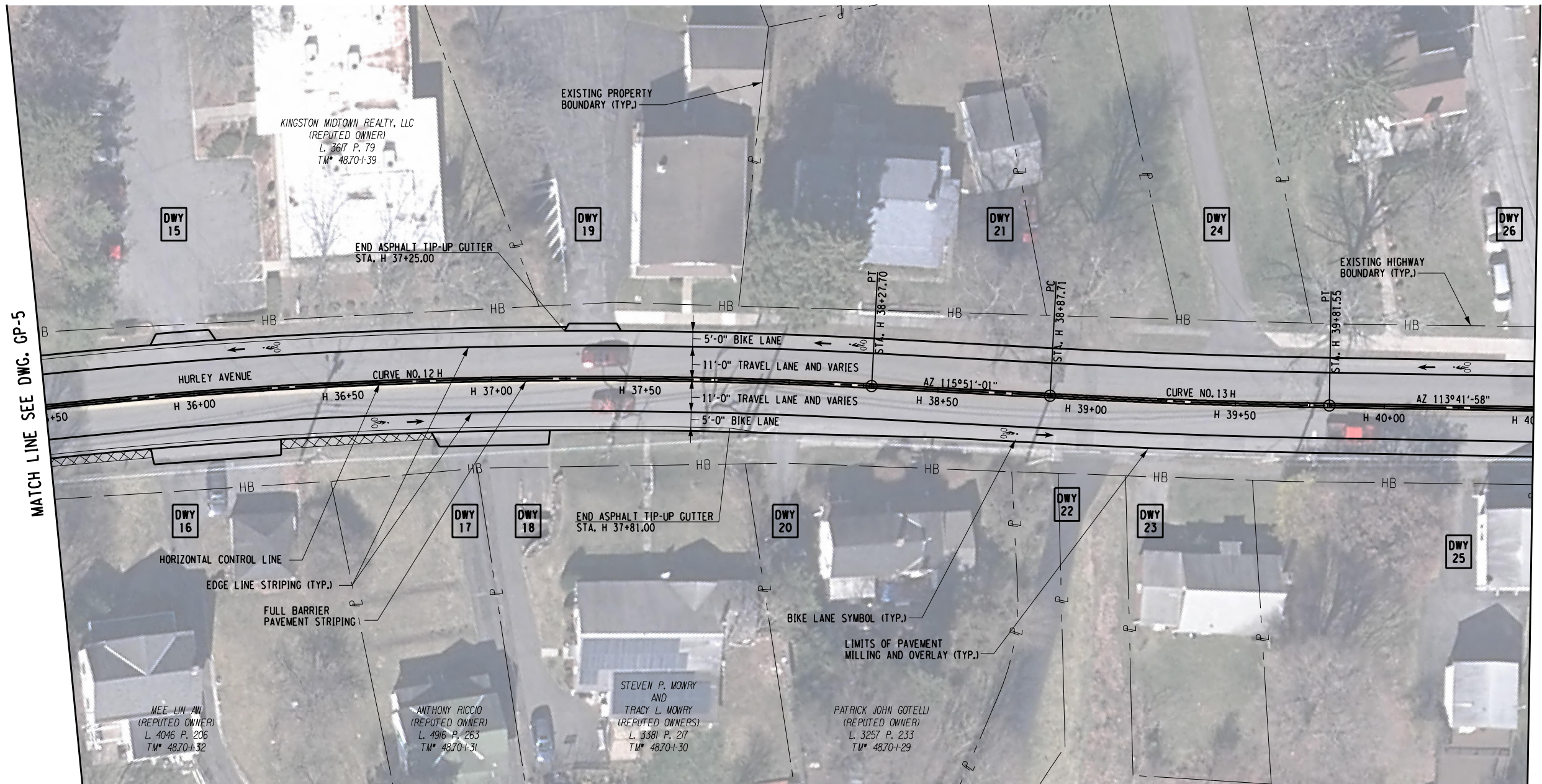
DATE ISSUED: 12/2018

DRAWING GP-5

CHECKED BY _____

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CURVE NO. 13 H
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$L = 93.84'$
$T = 46.93'$
$E = 0.44'$



SEE DWG. GP-1 FOR NOTES

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON :



The City of
Kingston, NY

Barton & Toguidice

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HURLEY AVENUE PAVING AND COMPLETE STREETS
CITY OF KINGSTON
ULSTER COUNTY
PIN 8761.94

GENERAL PLAN


SCALE: 1" = 40'-0"
DATE ISSUED: 12/2018
DRAWING
GP-6

CHECKED BY:

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 $E = 4.21'$



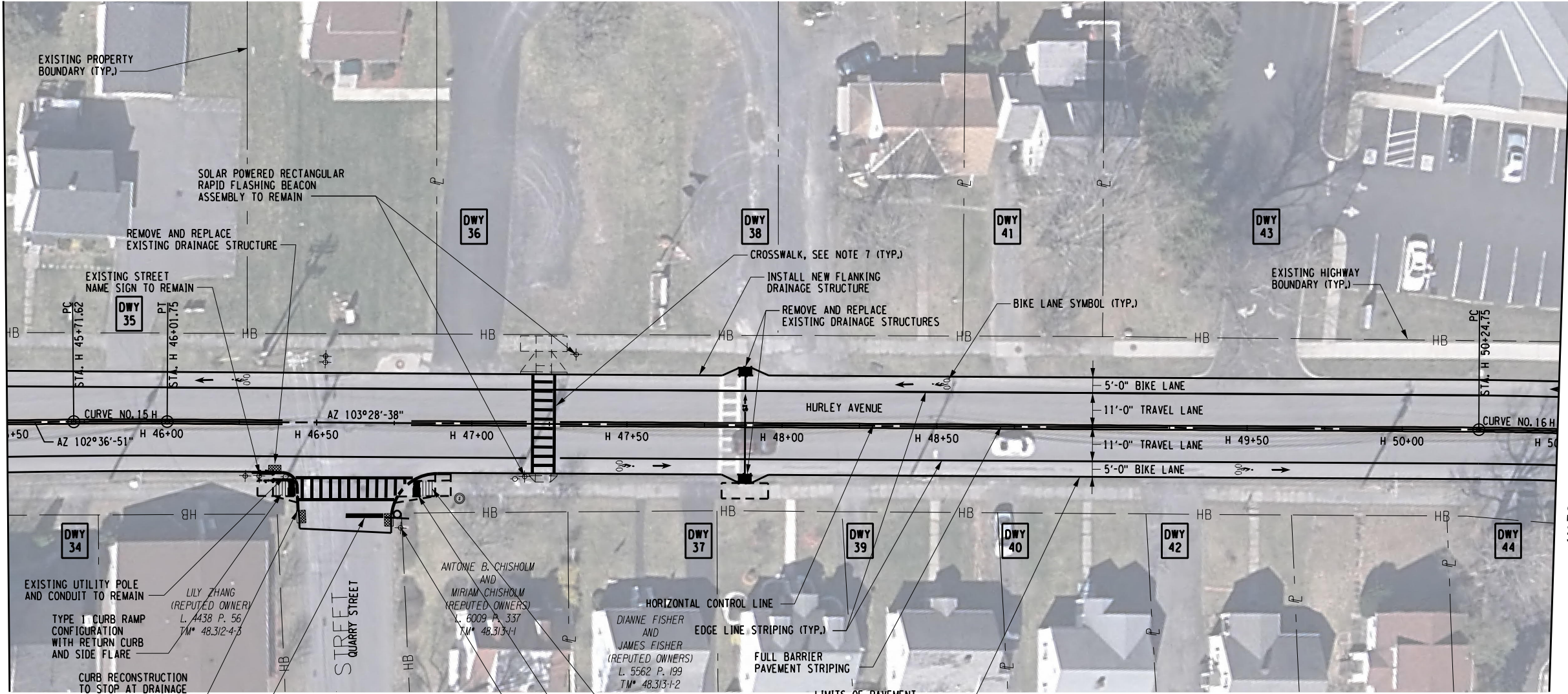
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1" = 40 FEET

GENERAL PLAN		HURLEY AVENUE PAVING AND COMPLETE STREETS		<div><h1>Barton & Loguidice</h1><p>UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209</p></div>		<div><p>The City of Kingston, NY</p></div>		NO. DATE BY REVISION			
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DATE ISSUED: 12/2018		ULSTER COUNTY									
DRAWING		PIN 8761.94									
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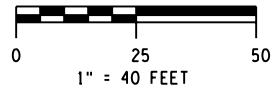
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$L = 30.13'$	$L = 157.53'$
$T = 15.06'$	$T = 78.93'$
$E = 0.06'$	$E = 3.10'$

MATCH LINE SEE DWG. GP-7



MATCH LINE SEE DWG. GP-9



SEE DWG. GP-1 FOR NOTES

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ON:



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HURLEY AVENUE PAVING AND COMPLETE STREETS
CITY OF KINGSTON
ULSTER COUNTY
PIN 8761.94

GENERAL PLAN
SCALE: 1" = 40'-0"
DATE ISSUED: 12/2018
DRAWING GP-8

NO.	DATE	BY	REVISION

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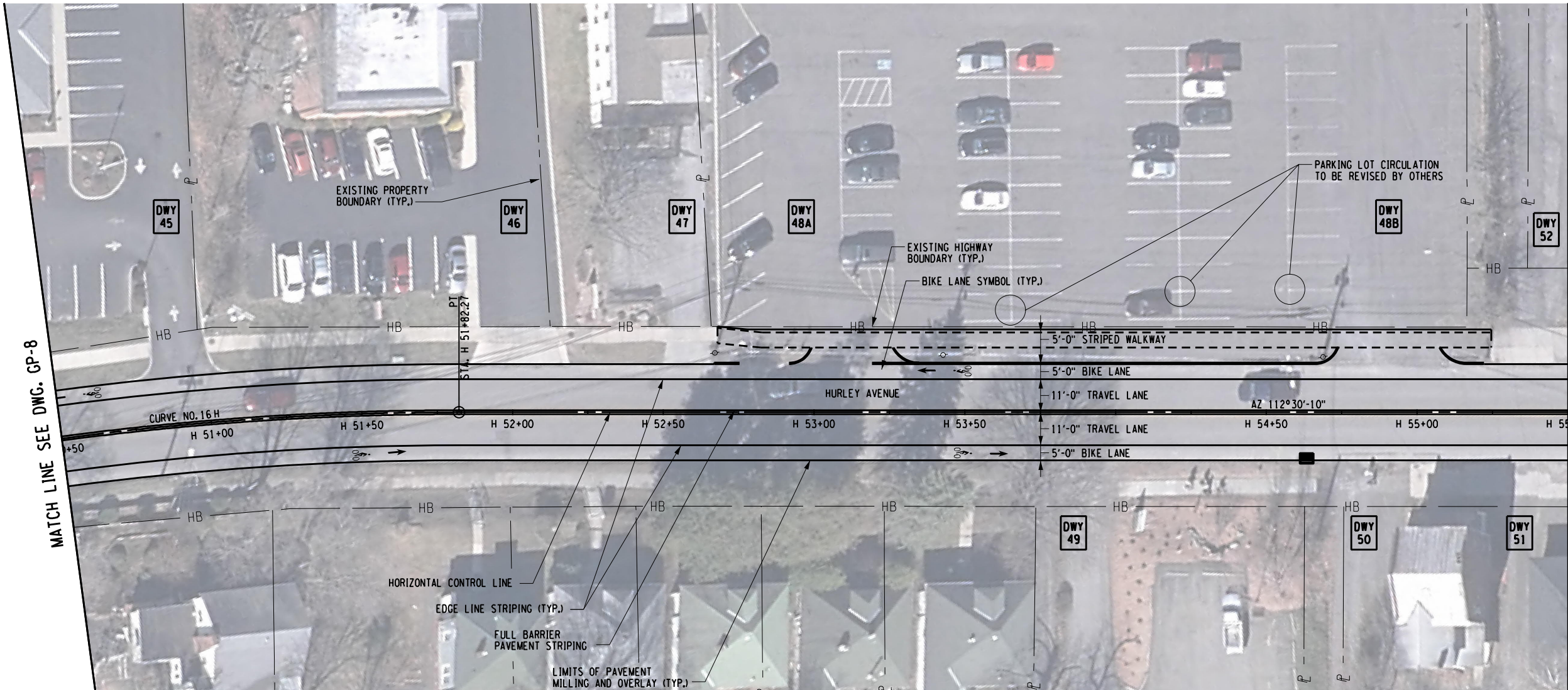
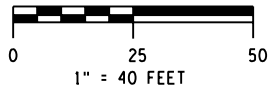
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$T = 78.93'$
$E = 3.10'$

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

SEE DWG. GP-1 FOR NOTES



MATCH LINE SEE DWG. GP-10

HURLEY AVENUE PAVING AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNT

PIN 8761.94

**Barton
& Loguidice**

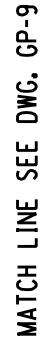
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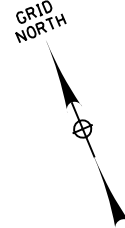
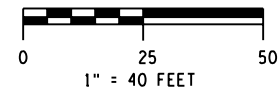
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$E = 1.53'$

CURVE NO. 18 H
$\Delta = 5^{\circ}-24'-22''$
$R = 1,000.00'$
$L = 94.35'$
$T = 47.21'$
$E = 1.11'$



MATCH LINE SEE DWG. GP-11



HURLEY AVENUE PAVING AND COMPLETE STREETS	CITY OF KINGSTON	ULSTER COUNTY	PIN 8761.94
GENERAL PLAN			
SCALE: 1" = 40'-0"			
DATE ISSUED: 12/2018			
DRAWING GP-10			

Barton & Toguidice

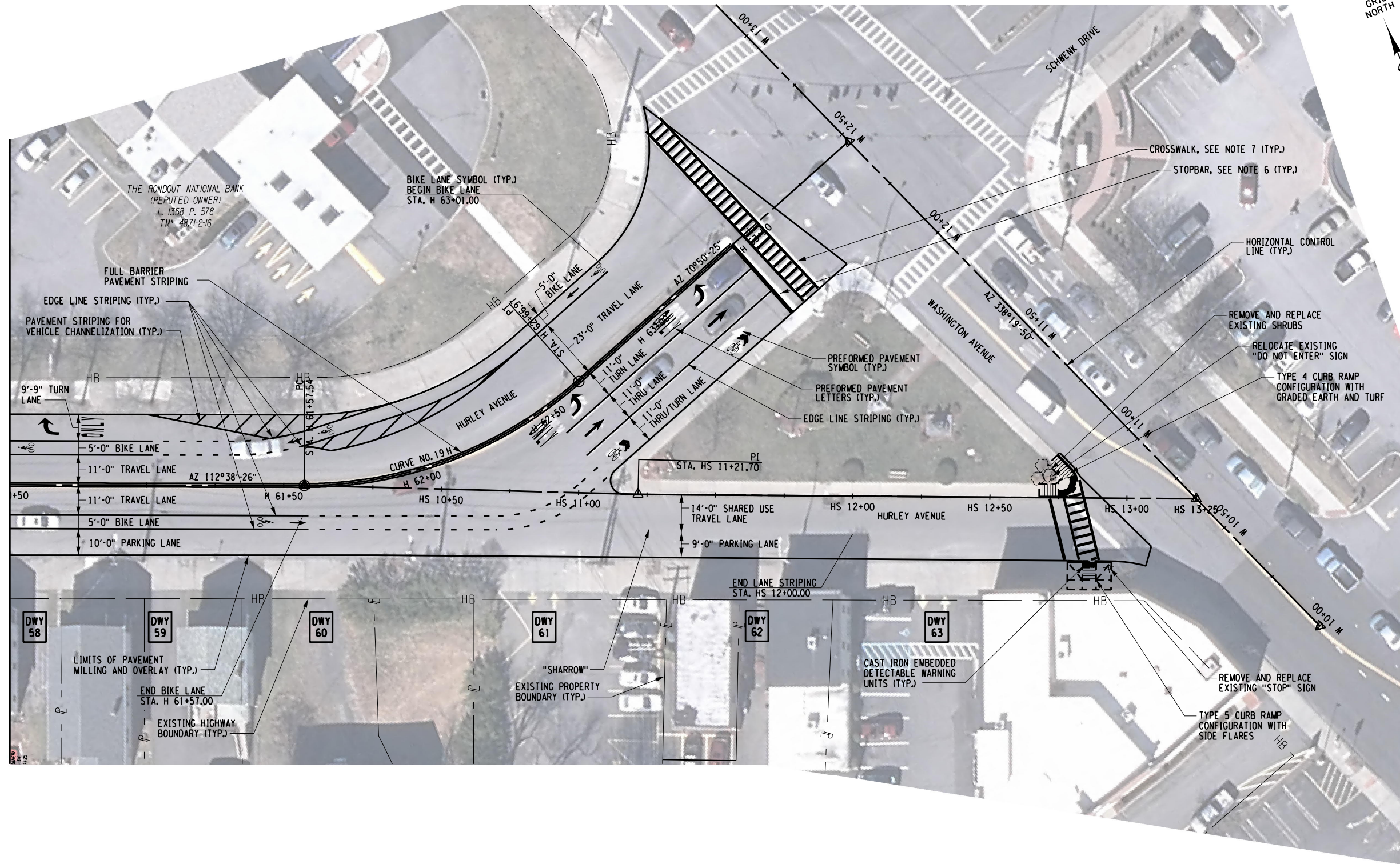
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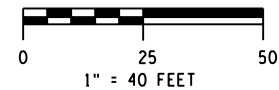
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 $L = 135.59'$
 $T = 67.84'$
 $E = 1.53'$

MATCH LINE SEE DWG. GP-10



GRID
NORTH



SEE DWG. GP-1 FOR NOTES

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON :

**HURLEY AVENUE PAVING
AND COMPLETE STREETS**

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

Barton & Toguidice

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The City of
Kingston, NY

NO.	DATE	BY	REVISION
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REVISION

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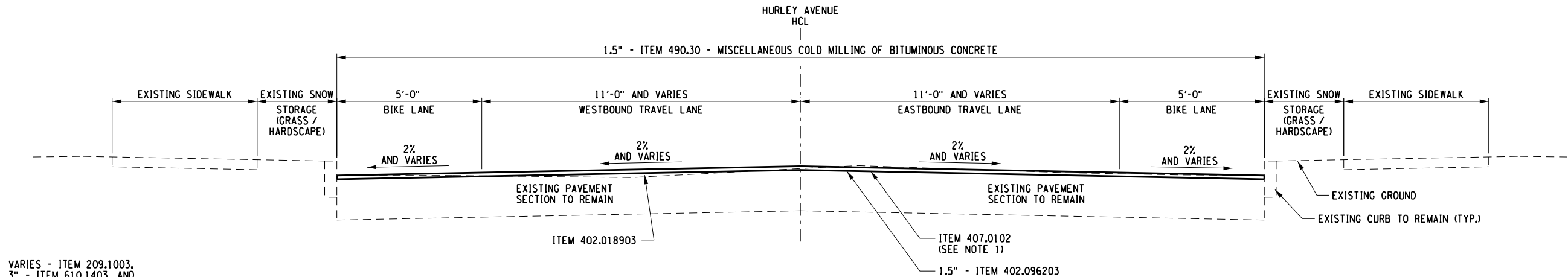
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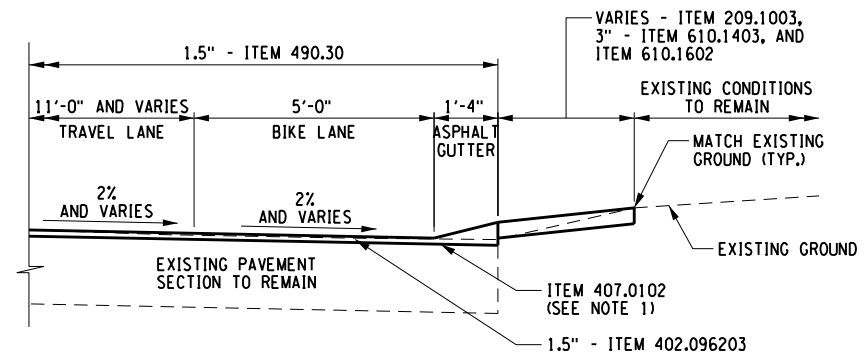
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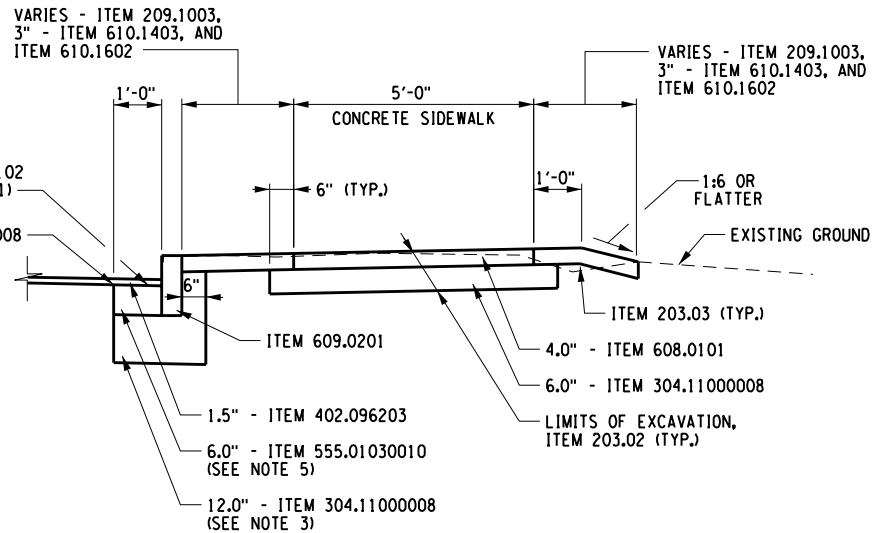
TYPICAL SECTION NO. 2

N.T.S.



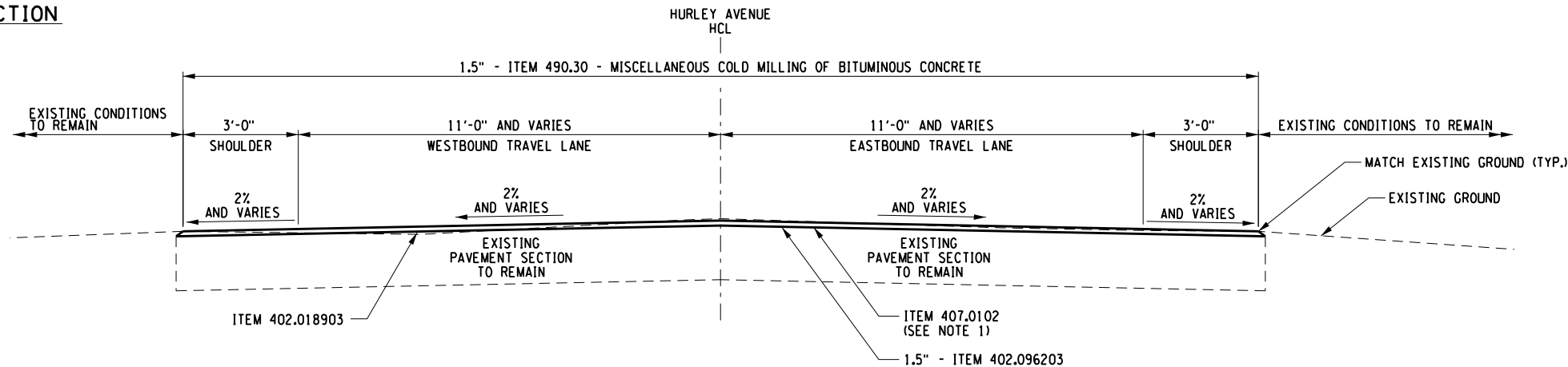
ASPHALT TIP-UP GUTTER SECTION

N.T.S.



SIDEWALK SECTION

N.T.S.



TYPICAL SECTION NO. 1

N.T.S.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

ITEM NO.	DESCRIPTION	UNITS	ITEM NO.	DESCRIPTION	UNITS	NOTES
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	610.1602	TURF ESTABLISHMENT - LAWNS (SEE NOTE 2)	SY	1. PLACE TACK COAT BETWEEN ALL LIFTS OF ASPHALT. 2. CONTRACTOR TO USE LAWN SEED MIX AS DESCRIBED IN THE SPECIFICATIONS SPECIAL NOTE FOR SEEDING LAWN AREAS. 3. LIMITS FOR THE DEPTH OF SUBBASE COURSE SHALL BE THE GREATER OF 12" OR THE EXISTING SUBBASE DEPTH. 4. LIMITS FOR ESTABLISHING TURF AND TOPSOIL SHALL BE FROM THE OUTSIDE EDGE OF SIDEWALK OR SHOULDER TO THE POINT WHERE THE PROPOSED WORK MEETS THE EXISTING GROUND. 5. MINIMUM OF 6" CLASS C CONCRETE OR MATCH EXISTING PAVEMENT THICKNESS.
203.03	EMBANKMENT-IN-PLACE	CY	627.50140008	CUTTING PAVEMENT	LF	
209.1003	SEED AND MULCH TEMPORARY	SY				
304.11000008	SUBBASE COURSE (MODIFIED)	CY				
402.018903	TRUING & LEVELING F9, SUPERPAVE HMA, 80 SERIES COMPACTION	TON				
402.096203	9.5 F2 TOP COURSE HMA, 60 SERIES COMPACTION	TON				
407.0102	DILUTED TACK COAT	GAL				
490.30	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	SY				
503.01030010	CEMENT CONCRETE FOUNDATION FOR PAVEMENT, UNREINFORCED, CLASS C (SPECIAL AREAS)	CY				
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY				
609.0201	STONE CURB, GRANITE (TYPE A)	LF				
610.1403	TOPSOIL - LAWNS	CY				

8

NO. DATE BY REVISION

HURLEY AVENUE PAVING AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

TYPICAL SECTIONS - 1

SCALE: NONE

DATE ISSUED: 12/2018

DRAWING TYP-1


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Appendix B
Environmental Information



MEMORANDUM

TO: File

FROM: Michael Schaefer, Region 8 

SUBJECT: **NEPA CE Determination**
PIN 8761.94
Hurley Avenue Paving and Complete Streets
City of Kingston, Ulster County

DATE: 3/5/2019

The Federal Environmental Approval Worksheet (FEAW) has been completed using the FEAW Thresholds document (3.1) and includes the conclusions that:

- No unusual circumstances exist per 23 CFR 771.117(b)
- The project meets the description of 23 CFR 771.117 c(26) "Modernization of a highway."

The project will not cause any significant environmental impacts.

The project is subject to the Programmatic Agreement between the Federal Highway Administration (FHWA) New York Division and the New York State Department of Transportation (NYSDOT) regarding the processing of actions classified as categorical exclusions (CE) for federal-aid highway projects (PARCE 2017) and meets the conditions under which the NYSDOT may make the CE Determination.

The completed, signed FEAW is attached to this memo and both documents will be retained in the Design Approval Document (DAD). The DAD also addresses and documents the applicable environmental requirements identified in the FEAW. The CE Determination signature on the Project Approval Sheet of the DAD indicates the NYSDOT's determination that the project qualifies as a CE (Class II) under the National Environmental Policy Act (NEPA). No separate review of the CE by the FHWA is required.

For questions or additional information, please contact Jodeci Brown at (845) 431-5817, or by email at Jodeci.brown@dot.ny.gov.

Federal Environmental Approval Worksheet

PIN: 8761.94	Completed by: Barton & Loguidice, D.P.C.	Date Completed: 11/16/18	FUNDING TYPE: Federal
DESCRIPTION: The project includes repaving of Hurley Avenue, installation of ADA curb ramps, pavement striping, shoulder widening, and pedestrian/bicycle improvements between Washington Avenue and the City of Kingston municipal boundary.			NEPA CLASS: Class II: CE
			SEQR TYPE: Type II
LOCALITY (Village, Town, City): City of Kingston			COUNTY: Ulster

Purpose of this Worksheet:

- Implement the Programmatic Agreement Between the Federal Highway Administration, New York Division (FHWA), and the New York State Department of Transportation (NYSDOT) Regarding the Processing of Actions Classified as Categorical Exclusions (CEs) for Federal-Aid Highway Projects (PARCE), executed September 2017.
- Communicate the project National Environmental Policy Act (NEPA) classification and identify whether the FHWA or the NYSDOT (titles identified per Project Development Manual (PDM) Chapter 4, Exhibit 4-2) is making the CE determination.
- Identify any FHWA independent determinations, approvals and/or concurrences required before the CE determination can be made.
- To be included within the Design Approval Document (DAD) in accordance with the documentation requirements in the PARCE.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 771.115(b)).

Instructions:

Initial review of the Federal Environmental Approval Worksheet (FEAW) should occur in scoping or early in Design Phase to identify potential risks. Complete new review of the FEAW periodically, particularly if project parameters or site condition changes result in potential resource impacts. Completion of the FEAW with signature in Step 4 is required prior to Design Approval. See PDM Chapter 4 for additional details.

Step 1A: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)

Do any, or the potential for any, unusual circumstances exist¹?

- | | |
|---|---|
| • Significant environmental impacts | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Substantial controversy on environmental grounds | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |

If **yes to any** of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). Any project which would normally be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with the Office of Environment (OOE) and subsequently with the FHWA to determine if CE classification is still warranted. If, after consultation with the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can be progressed as a CE, **proceed to step 1B**.

If **no to all** the above, then this project qualifies as a CE; **proceed to step 1B**.

Step 1B: Identification of CE action

Is the project an action listed in 23 CFR 771.117 (c) - (d) (or as identified in FHWA's additional flexibilities memo)?
 YES ☒ NO ☐

If **Yes**, proceed to step 2.

If **No**, contact the MOPL (see PDM Exhibit 4-1). If, after consultation with the OOE and the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III

¹ See definitions and examples of unusual circumstances in FEAW_Instructions.doc

Federal Environmental Approval Worksheet

(EA) processing. If, after consultation with the FHWA, it is determined that the project can continue as a CE, **proceed to step 2.**

Federal Environmental Approval Worksheet

Project ID Number: 8761.94

Step 2: FHWA environmental actions required prior to CE determination²

The Step 2 table identifies certain issues that require: the FHWA to make the CE determination (Column A and 2.4); independent FHWA determinations (2.1); FHWA approvals, compliance or concurrence (2.2); or notification to the FHWA (2.3). Review **the FEAW Thresholds document** to determine how to fill out each column of Step 2.

2.1	Required FHWA Independent environmental determinations	PARCE threshold exceeded ³	FHWA independent determination/ concurrence required	Date determination/ concurrence issued	Resource not present, or present but threshold not exceeded
		A	B	B1	C
	Executive Order (EO) 11990 Protection of Wetlands Individual Finding		<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
	ESA Section 7 Threatened and Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11/13/2018	<input type="checkbox"/>
	Section 106 of National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4/27/2018	<input type="checkbox"/>
	Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)	<input type="checkbox"/>	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
2.2	Other FHWA environmental approvals, compliance and/or concurrence required	PARCE threshold exceeded ³	Threshold exceeded; FHWA approval, compliance or concurrence required		Resource not present, or present but threshold not exceeded
	EO 11988 Floodplains	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 13112 Invasive Species		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 12898 Environmental Justice		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Safe Drinking Water Act Section 1424(e)		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	US Army Corps of Engineers, Section 404/10 NWP #23		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Section 6(f) Land and Water Conservation Funds		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Migratory Bird Treaty Act		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	23CFR772 Type I Noise abatement		<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.3	Other Environmental Issues requiring FHWA notification	PARCE threshold exceeded ³	FHWA notification threshold exceeded		Resource not present, or present but threshold not exceeded
	US Army Corps of Engineers, Section 404/10 Individual Permit	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	National Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	US Coast Guard Bridge Permit	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Known hazardous waste site (only EPA National Priority list)		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Project on or affecting Native American Lands		<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.4	Other Issues Triggering FHWA Approval of Categorical Exclusion	PARCE threshold exceeded ³			Resource not present, or present but threshold not exceeded
	Property Acquisition	<input type="checkbox"/>			<input checked="" type="checkbox"/>
	Major Traffic Disruptions	<input type="checkbox"/>			<input checked="" type="checkbox"/>
	Changes in Access Control	<input type="checkbox"/>			<input checked="" type="checkbox"/>

² This table does not represent all environmental issues and actions that a project is subject to. Classification as a CE does not exempt the project from further environmental review. Refer to the PDM and The Environmental Manual (TEM) to determine review requirements.

³ When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds are contained within **the FEAW Thresholds document**.

Federal Environmental Approval Worksheet

Project ID Number: 8761.94

Step 3: Who makes the NEPA CE Determination?

To identify which party, either the FHWA or the NYSDOT, makes the CE determination in accordance with the PARCE, follow the instructions found in the table below, beginning in Step 3A. This step also identifies which correspondence shell to use to distribute the FEA and other environmental notifications or approvals.

3	Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required.
3A	<p>Is the project an action listed in 23 CFR 771.117 (c) - (d) (Answered yes in Step 1B)?</p> <p>YES <input checked="" type="checkbox"/> If Yes, proceed to 3B.</p> <p>NO <input type="checkbox"/> If No, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using Shell 4. For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4.
3B	<p>Are any of the CE Thresholds from the PARCE not met (Are there any checks in Column A of Step 2)?</p> <p>YES <input type="checkbox"/> If Yes, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using Shell 4. For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4. <p>NO <input checked="" type="checkbox"/> If No, proceed to 3C.</p>
3C	<p>Are there outstanding independent environmental approvals or concurrences? (Are there checks in column B of Step 2.1 without dates in column B1)?</p> <p>YES <input type="checkbox"/> If Yes, then the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using Shell 4. For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4. <p>NO <input checked="" type="checkbox"/> If No, the NYSDOT makes the NEPA CE determination. Proceed to 3D.</p>
3D	<p>Are there</p> <p><input type="checkbox"/> any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or</p> <p><input type="checkbox"/> any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)?</p> <p>YES <input type="checkbox"/> If either box is checked, once all required approvals and concurrences have been secured, the NYSDOT makes the CE determination but the information must be forwarded to FHWA for notification or action prior to Design Approval using Shell 1. Proceed to step 5.</p> <p>NO <input checked="" type="checkbox"/> If neither box is checked, once all required approvals and concurrences have been secured the NYSDOT makes the CE determination without notification to the FHWA. The project will use Shell 2. Proceed to step 4.</p>

Federal Environmental Approval Worksheet


Project ID Number: 8761.94

Step 4: Summary and Recommendation

- The project **is not** located within an area subject to transportation air quality conformity.
 - If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met⁴. Transportation conformity requirements **Select** been met at the time of this signature.
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by NYSDOT
- Project is c(26) "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e)..."⁴
- All outstanding FHWA environmental approvals will be obtained and are listed here:
None
- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

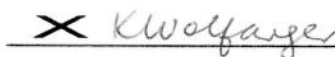
Project Manager/Designer
(or Responsible Local Official)

X  Date 11/26/18 JB

Print Name and Title:

Steven T. Noble, Mayor

Regional Environmental Unit
Supervisor

X  Date 3/8/19

Print Name and Title:

Kathryn Wolfanger, Regional Envir. Contact.

Regional Local Project Liaison
(Locally Administered Projects Only)

X  Date 3/5/19

Print Name and Title:

Orietta Trocard, RLPL

Changes that may have occurred since the preparation of the FEA which would create the need to go through the FEA again include, but are not limited to: a change in the scope of the proposed project; a change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment); a change in the federal statutory environmental standards; discovering new information not considered in the original process; and a significant amount of time has passed (equal or greater than three years).

⁴ See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) in FEAW_Instructions.doc

RESOLUTION 37 of 2017

RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, AUTHORIZING THE MAYOR TO SUBMIT AN APPLICATION TO THE ULSTER COUNTY TRANSPORTATION COUNCIL FOR A PAVEMENT REHABILITATION AND COMPLETE STREETS TIP PROJECT IN THE AMOUNT OF \$451,639 FOR THE HURLEY AVENUE PAVING AND COMPLETE STREETS PROJECT TO EXECUTE ANY AND ALL RELATED DOCUMENTS.

Sponsored by: Finance and Audit Committee Aldermen: Koop, Schabot, Brown, Scott-Childress, Davis

WHEREAS, the City of Kingston is eligible to apply to the Ulster County Transportation Council for a Pavement Rehabilitation and Complete Streets TIP Project for funds in an amount of \$451,639 for the Hurley Avenue Paving and Complete Streets Project; and

WHEREAS, this application, should the grant be awarded, requires a match in the amount of \$112,910 to be provided by force account, bond, or other grants for the Hurley Avenue Paving and Complete Streets Project; and

WHEREAS, there are specific requirements and regulations governing the expenditure of these funds; and

WHEREAS, the action is categorized under 6 NYCRR, Part 617.5 as Type II.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, AS FOLLOWS:

SECTION 1. Administration of all funds under this grant will be in accordance with all terms and conditions contained in guidelines provided by the Ulster County Transportation Council.

SECTION 2. The Mayor of the City of Kingston is hereby authorized and directed to file an application for funds from the Ulster County Transportation Council for a Pavement Rehabilitation and Complete Streets TIP Project in the amount of \$451,639 for the Hurley Avenue Paving and Complete Streets Project and upon approval of said request to enter into and execute an agreement, and any and all related documents.

SECTION 3. This resolution shall take effect immediately.

Submitted to the Mayor this 8th day

of February 2017



Carly Winnie, City Clerk

Approved by the Mayor this 8th day

of February 2017



Steven T. Noble, Mayor

Adopted by Council on February 7, 2017



CITY OF KINGSTON
OFFICE OF ECONOMIC AND COMMUNITY DEVELOPMENT

Steven T. Noble, Mayor

Brenna L. Robinson, Director

January 5, 2017

Mr. James L. Noble, Jr.
Alderman-At-Large
President of the Common Council
420 Broadway
Kingston, NY 12401

Re: Authorization to Apply For a Grant and Execute Documents

Dear President Noble,

This is a request for placement on the agenda of the next appropriate Committee to consider the recommendation for approval of resolutions to be presented to the Common Council at the February 2017 Common Council meeting for authorization of the Mayor to apply for and execute documents for the following grants:

- **Transportation Alternatives Program Grants** – Two grants were submitted to the New York State Department of Transportation in October 2016. One grant application requested \$580,464 for the Kingston Point Rail Trail Streetscape Connections Project to construct ADA accessible sidewalks on Jansen and East Strand Streets to fill gaps in pedestrian connections on the Kingston Point Rail Trail. It requires a non-federal match of \$145,117. The other grant application requested \$1,348,524 for the Midtown Safe Routes to School Project to reconstruct ADA accessible sidewalks and bicycle facilities on Henry Street from Broadway to the George Washington School. It requires a non-federal match of \$337,132.
- **People for Bikes** – A grant application for “The Big Jump” technical assistance to achieve the doubling or tripling of people riding bicycles in Kingston by improving infrastructure and engaging the community valued at \$750,000 over three years was submitted in October 2016. The grant does not require match funding, however, a total of \$83,000 in match was committed through letters of support by partner organizations in the form of grants, in-kind donations, and volunteer labor to the project if it is awarded.
- **Assistance to Firefighters Grant** – This grant application for a new fire engine was submitted in November 2016 for \$409,091 to the Department of Homeland Security. It requires a non-federal match of \$40,909.
- **Ulster County Transportation Council Transportation (UCTC) Improvement Program (TIP) Project**- Four grant applications were submitted to the UCTC in December 2016 for four potential paving projects. The match for each of these project may vary, but The following



CITY OF KINGSTON
OFFICE OF ECONOMIC AND COMMUNITY DEVELOPMENT

Steven T. Noble, Mayor

Brenna L. Robinson, Director

is a list of project names along with the amounts applied for and the matches required if awarded:

- Broadway Streetscape Project – Amount: \$359,000, Match Required: \$89,750
 - Hurley Avenue Paving and Complete Streets Project – Amount: \$451,639, Match Required: \$112,910
 - Prince Street Paving and Kingston Greenline Connection Project – Amount: \$146,772, Match Required: \$36,693
 - Wilbur Avenue Paving Project – Amount: \$372,485, Match Required: \$93,121
- Hudson River Estuary Program – This grant was submitted in June 2016 and it was awarded to develop an Open Space Plan for Kingston. The award amount is \$24,500, and the match required is \$10,770.

If applications are successful and once the confirmed levels of funds are known, we will return for approvals to the Common Council if there are any fiscal implications such as the need for bonding, use of Community Development Block Grant funds, or for authorization for other grant requests.

Thank you for your consideration.

Sincerely,

Brenna Robinson
Director

City of Kingston, New York Common Council

Honorable James Noble, Presiding

01/01/2017-12/31/2017

Roll Call

Committee Finance/Audit

Date February 7, 2017

Resolution Title: *RESOLUTION #37 of 2017 Authorizing the Mayor to submit an application to the Ulster County Transportation Council for a Pavement Rehabilitation and Complete Street Tip Project in the amount of \$451,639 for the Hurley Avenue Paving and Complete Streets Project to execute any and all related documents*

Offered By: Alderman _____

Seconded By: Alderman _____

Record Of Vote

<u>Alderman</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>	<u>Reason</u>
<u>1. Lynn Eckert</u> (D)				
<u>2. Douglas Koop</u> (D)				
<u>3. Reynolds Scott-Childress</u> (D)				
<u>4. Nina Dawson</u> (D)				
<u>5. William Carey</u> (D)				
<u>6. Tony Davis</u> (D)				
<u>7. Mary Ann Mills</u> (D)				
<u>8. Steven Schabot</u> (D)				
<u>9. Deborah Brown</u> (R)				

Totals: Carried 9 Defeated 0

Carly Winnie, City Clerk

THE CITY OF KINGSTON COMMON COUNCIL

32-40

FINANCE AND AUDIT COMMITTEE REPORT

REQUEST DESCRIPTION

INTERNAL TRANSFER _____
AUTHORIZATION _____
CLAIMS _____

CONTINGENCY TRANSFER _____
BUDGET MODIFICATION _____
ZONING _____

TRANSFER _____
BONDING REQUEST _____
OTHER _____

DEPARTMENT _____

DATE 1/23/17

Description Authn for Mayor to apply for grants
per attached letter of 1/5/17

Estimated Financial Impact _____ Signature _____

Motion by AD

Seconded by SS

Action Required:

SEQRA Decision:

Type I Action _____

Type II Action _____

Unlisted Action _____

Negative Declaration of Environmental Significance: _____

Conditioned Negative Declaration: _____

Seek Lead Agency Status: _____

Positive Declaration of Environmental Significance: _____

Committee Vote	YES	NO
<u>DAK</u> Douglas Koop, Chairman	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Reynolds Scott-Childress</u> Reynolds Scott-Childress Ward 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Anthony Davis</u> Anthony Davis, Ward 6	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Steven Schabot</u> Steven Schabot, Ward 8	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Deborah Brown</u> Deborah Brown, Ward 9	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Resolution 152 of 2017

**RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK,
AUTHORIZING THE IMPLEMENTATION AND FUNDING IN THE FIRST INSTANCE 100%
OF THE FEDERAL AID AND STATE MARCHISELLI PROGRAM AID ELIGIBLE COSTS OF
A TRANSPORTATION FEDERAL AID PROJECT AND APPROPRIATING FUNDS
THEREFORE**

**Sponsored By: Finance and Audit Committee: Aldermen: Koioop,
Scott-Childress, J. Noble, Schabot, Brown**

**WHEREAS, a project for the Hurley Avenue Paving and Complete Streets, City of
Kingston, Ulster County identified as PIN 8761.94 (the Project) is eligible for funding under Title
23 U.S. Code, as amended, that calls for the apportionment of the costs for such program to be
borne at the ratio of 80% Federal funds and 20% non-federal funds; and**

**WHEREAS, the City of Kingston desires to advance the Project by making a commitment
of 100% of the non-federal share of the costs of preliminary engineering and right of way
incidentals; and**

**WHEREAS, the action is categorized under 6 NYCRR, Part 617 (c) (4), Type II, "repaving
of existing travel lanes not involving the addition of new travel lanes".**

**NOW THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE
CITY OF KINGSTON, NEW YORK, AS FOLLOWS:**

**SECTION 1. That the Common Council of the City of Kingston hereby approves the
above Project.**

**SECTION-2. That the Common Council of the City of Kingston hereby authorizes the
City of Kingston to pay in the first instance 100% of the non-federal share of the costs of
preliminary engineering and right of way incidental work for the Project or portions thereof.**

**SECTION-3. That the sum of \$26,000.00 is hereby appropriated from General Fund
and made available to cover the cost of participation in the above phases of the Project.**

**SECTION-4. That in the event the full federal and non-federal share costs of the
Project exceeds the amount appropriated above, the Common Council of the City of Kingston shall
convene as soon as possible to appropriate said excess amount immediately upon the notification by
the Mayor thereof.**

**SECTION-5. That the Mayor of the City of Kingston be and hereby is authorized to
execute all necessary agreements, certifications or reimbursement requests for federal aid and/or
applicable Marchiselli Aid on behalf of the City of Kingston with the New York State Department
of Transportation in connection with the advancement or approval of the Project and providing for
the administration of the Project and the municipality's first instance funding of project costs and
permanent funding of the local share of federal aid and state aid eligible Project costs and all Project
costs within appropriations therefore that are not so eligible.**

**SECTION-6. That a certified copy of this resolution be filed with the New York State
Commissioner of Transportation by attaching it to any necessary agreement in connection with the
Project.**

THE CITY OF KINGSTON COMMON COUNCIL

FINANCE AND AUDIT COMMITTEE REPORT

REQUEST DESCRIPTION

INTERNAL TRANSFER _____
AUTHORIZATION x _____
CLAIMS _____

CONTINGENCY TRANSFER _____
BUDGET MODIFICATION _____
ZONING _____

TRANSFER _____
BONDING REQUEST x _____
OTHER _____

DEPARTMENT Engineering

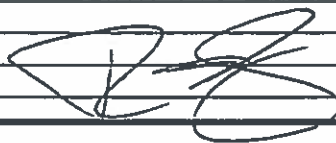
DATE July 19, 2017

Description: The City of Kingston is the recipient of a Federal Highway Improvement Grant for the purposes of a Hurley Avenue Repaving and Complete Streets Project in the amount of \$451,639 with a Local Match of \$112,910 for a total project cost of \$564,549. We have received a NYSDOT Project Agreement covering Design and ROW Incidentals for a sum of \$26,000.

I request that funding in the amount of \$26,000, in the first place, be provided to initiate the design and ROW work.

I request that authorization to enter into the Project Agreement with NYSDOT be given, including the execution of all related and necessary forms and agreements.

I also request that the Kingston Common Council designate themselves Lead Agent, and affirm my Type II SEOR determination under 6 NYCRR, Part 617 (c) (4) "repaving of existing travel lanes not involving the addition of new travel lanes".



Motion by JN

Seconded by SS

Action Required:

SEQRA Decision:

Type I Action _____

Type II Action _____




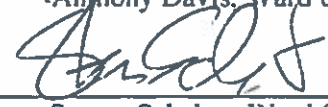

Unlisted Action _____

Negative Declaration of Environmental Significance: _____

Conditioned Negative Declaration: _____

Seek Lead Agency Status: _____

Positive Declaration of Environmental Significance: _____

Committee Vote	YES	NO
 Douglas Koop, Chairman	✓	
 Reynolds Scott-Childress Ward 3	✓	
 James Fable Anthony Davis, Ward 6	✓	
 Steven Schabot, Ward 8	✓	
 Deborah Brown, Ward 9	✓	

CITY OF KINGSTON
Office of the City Engineer
rswenson@kingston-ny.gov

Ralph E. Swenson, P.E., City Engineer



Steven T. Noble, Mayor

July 5, 2017

Mr. James L. Noble, Jr.
Alderman-At-Large
President of the Common Council
420 Broadway
Kingston, NY 12401

Re: Hurley Avenue Paving and Complete Streets
PIN 8761.94
Master Agreement

Dear President Noble,

The City of Kingston is the recipient of Federal Highway Funding through the Ulster County Transportation Council (UCTC) Transportation Improvement Program (TIP) – Block Program Bridge and Paving Program for the Hurley Avenue Paving and Complete Streets Project in the amount of \$451,639, the local match required for the entire project is \$112,910.

I request funding authorization in the amount of \$26,000 for the purposes of Design and ROW Incidentals for the above referenced project in the form of the sample resolution provided by NYSDOT, see attached Federal Aid Project Agreement.

In addition, I request authorization for the Mayor to enter into said project agreement by executing any and all necessary forms and agreements associated with this Federal-Aid Local Project Agreement.

Also, I am also attaching a completed Short Environmental Assessment Form, and a project area map. In accordance with 6 NYCRR, Part 617 (c) (4) "repaving of existing highways not involving the addition of new travel lanes", the proposed project is Type II, and therefore not subject to further review. Please identify the City of Kingston as Lead Agent, and affirm my Type II SEQR determination.

Please forward this communication to the next regularly scheduled Finance Committee for further discussion.

Should you have any questions, do not hesitate to contact me.

Respectfully,

Ralph Swenson
City Engineer

Cc: Steven T. Noble, Mayor
Kevin Bryant, Corporation Counsel
Douglas Koop, Chair, Kingston Common Council Finance Committee



617.20
Appendix B
Short Environmental Assessment Form


Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information			
City of Kingston			
Name of Action or Project: Hurley Avenue Paving and Complete Streets			
Project Location (describe, and attach a location map): Hurley Avenue from Washington Avenue to the City Line			
Brief Description of Proposed Action: The purpose of the project is system renewal utilizing mill and fill of flexible pavement. Truing and leveling of milled surface will be done as needed. The project is rated at 5-6, poor to fair. The rehabilitation pavement treatment will be to mill 2.5" of existing asphalt, then pave 1.0" truing and leveling course, and then pave 1.5" top course. The project proposes to install 16 ADA accessible curb ramps along sidewalks that travel over cross streets along Hurley Ave a widening of the shoulder from the Thruway to the City line by about 1.5 feet if possible for improved safety of bicyclists. The City has a 60 foot right-of-way for Hurley Ave, but in this section the road is approximately only 30 to 35 feet wide. It also includes funds for striping a fog line and yellow center lines for the entire way.			
Name of Applicant or Sponsor: Ralph Swenson		Telephone: 845-334-3967 E-Mail: rswenson@kingston-ny.gov	
Address: City Hall, 420 Broadway			
City/PO: Kingston		State: NY	Zip Code: 12401
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval:		NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
3.a. Total acreage of the site of the proposed action?		5 acres	
b. Total acreage to be physically disturbed?		5 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		5 acres	
4. Check all land uses that occur on, adjoining and near the proposed action. <input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban) <input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input checked="" type="checkbox"/> Other (specify): Highway <input type="checkbox"/> Parkland			

5. Is the proposed action, a. A permitted use under the zoning regulations?	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
b. Are public transportation service(s) available at or near the site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: <u>Not applicable</u>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
b. Is the proposed action located in an archeological sensitive area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
16. Is the project site located in the 100 year flood plain?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <u>The Street is currently serviced by existing stormwater collection and conveyance systems</u>	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	

18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor name: <u>Ralph Swenson</u> Date: <u>July 3, 2017</u> Signature: <u></u>		

Part 2 - Impact Assessment. The Lead Agency is responsible for the completion of Part 2. Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	No, or small impact may occur	Moderate to large impact may occur
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part 3 - Determination of significance. The Lead Agency is responsible for the completion of Part 3. For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

The proposed project will rehabilitate paved surfaces for the purpose of vehicular traffic, and provide for enhanced non-motorized and pedestrian traffic through the establishment of bicycle paths and improved sidewalk and street crossing surfaces.

The improvements incorporated will improve vehicular traffic flow, and access and safety of pedestrians and bicyclists.

<input type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.
<input checked="" type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

City of Kingston

Name of Lead Agency	Date
<u>Steven T. Noble</u>	<u>May 2011</u>
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
<u>[Signature]</u>	<u>[Signature]</u>
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT

City of Kingston, New York Common Council

Honorable James Noble, Presiding

01/01/2017-12/31/2017

Roll Call

Committee Finance

Date August 1, 2017

Resolution Title: *Resolution #152 of 2017 authorizing the implementation and funding in the first instance 100% of the federal aid and state "Marchiselli" program and eligible costs of transportation federal aid project and appropriating funds therefore*

Offered By: Alderman _____

Seconded By: Alderman _____

Record Of Vote

<u>Alderman</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>	<u>Reason</u>
<u>1. Lynn Eckert</u> (D)				
<u>2. Douglas Koop</u> (D)				
<u>3. Reynolds Scott-Childress</u> (D)				
<u>4. Nina Dawson</u> (D)				
<u>5. William Carey</u> (D)				
<u>6. Tony Davis</u> (D)				
<u>7. Mary Ann Mills</u> (D)				
<u>8. Steven Schabot</u> (D)				
<u>9. Deborah Brown</u> (R)				

Totals: Carried 8 Defeated 0

Carly Winnie, City Clerk



MEMORANDUM

TO: L. Gorney, Local Projects Unit, Region 8

FROM: K. Wolfanger, Regional Cultural Resources Coordinator, Region 8 *kw*

SUBJECT: SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT
PIN 8761.94
HURLEY AVENUE PAVING AND COMPLETE STREETS
CITY OF KINGSTON, ULSTER COUNTY

DATE: April 27, 2018

The Department has reviewed the Project Submittal Package (PSP) prepared for the above referenced Locally Administered Federal Aid project for assessment of obligations under Section 106 of the National Historic Preservation Act (36 CFR part 800). The PSP was submitted to our office on April 18, 2018.

The project involves milling and repaving, installation of ADA compliant sidewalk curb ramps, pavement striping, pedestrian/bicycle improvements, and minor drainage improvements along Hurley Avenue from the City line and Washington Avenue. The PSP mentions potential sidewalk work along Quarry Street, this work has since been removed from the project.

The project meets the following conditions: the work will occur within existing highway right-of-way; earth work will occur in previously disturbed soils; removal of trees or vegetation will not occur on the property of buildings over 50 years old, and the work is not within a known or potential historic district. Therefore, we conclude the project activities have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1). Therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project environmental documentation.

With regards to the discussion of the I-87 overpass (BIN 5515479), the terminology "not applicable for historic review" is a misinterpretation of SHPO's CRIS data. The following language can be used moving forward: "The structure is subject to the Program Comment on Common Post-1945 Concrete and Steel Bridges, as Certified 4/26/2018 and is exempt from consideration as part of the Section 106 process." The certification worksheet is attached.

If the project scope or limits change, this project needs to be resubmitted for review.

If you or the project sponsor have any questions, please contact me at (845) 431-2317 or Kathleen.Wolfanger@dot.ny.gov.

Attachment

KW:kw

Certification Worksheet for Program Comment for Common Post-1945 Concrete and Steel Bridges and Culverts associated with PIN 8761.94

BIN or CIN	Consideration 1 Year Built	Consideration 2 (Part 1) Type	Consideration 2 (Part 2) Sub type	Consideration 3 Bridge Eligible or Listed or adjacent an Eligible or listed resource?	Consideration 4 Spans of: Arch bridges, truss bridges, bridges with movable spans, suspension bridges, cable-stayed bridges, or covered bridges?	Consideration 5 On Excepted Bridges List?	Summary
5515479 Hurley Ave/ I-87	1953	Steel Multi- Beam or Multi- Girder bridges	Steel-rolled multi-beams	No	No	No	Meets all Considerations of Program Comment?
		--	--	--	--	--	--
		--	--	--	--	--	--
		--	--	--	--	--	--
		--	--	--	--	--	--
		--	--	--	--	--	--

Completed by: Kaitlin A. Larson Region 8 CRC Kathleen Wolfanger Date 04/26/2018

Consideration 2: The Program Comment is only applicable to the following bridge and culvert Types and Subtypes:

Type: Reinforced concrete slab bridges Subtype (i) Reinforced concrete cast-in-place slabs (ii) Reinforced concrete pre-cast slabs (iii) Pre-stressed concrete slabs	Type: Steel Multi-Beam or Multi-Girder bridges Subtype (i) Steel-rolled multi-beams (ii) Steel fabricated (built up) girders
Type: Reinforced concrete beam and girder bridges Subtype (i) Reinforced concrete Tee Beams (ii) Reinforced concrete channel beams (iii) Pre-stressed concrete I-Beams and BulbTees (iv) Pre-stressed concrete box beams	Type: Culverts and reinforced concrete boxes Subtype (i) Reinforced concrete boxes (ii) Concrete box culverts (iii) Concrete pipe culverts (iv) Steel pipe culvert

April 18, 2018

Mr. Lance Gorney, P.E.
Regional Local Projects Design Liaison
NYS Department of Transportation, Hudson Valley
4 Burnett Boulevard
Poughkeepsie, New York 12603

Subject: Project Submittal Package

Re: PIN 8761.94 – Hurley Avenue Paving and Complete Streets
City of Kingston, Ulster County, New York

File: 1696.007.121

Dear Mr. Gorney:

Barton & Loguidice, D.P.C. (B&L) has been retained by the City of Kingston to perform preliminary and final design services for the analysis and construction of approximately 5,100 ft. of milling and repaving, installation of ADA compliant sidewalk curb ramps, pavement striping, pedestrian/bicycle improvements, and minor drainage improvements along Hurley Avenue between the City of Kingston municipal boundary and Washington Avenue. Hurley Avenue is located in the City of Kingston, Ulster County, New York (see the attached location maps). There is a potential that impacts could extend approximately 700 ft. south of Hurley Avenue along Quarry Street and include the addition of a sidewalk.

The Area of Potential Effect (APE) will extend along Hurley Avenue and consist of new sidewalk curb ramps, minor drainage improvements, and asphalt milling and pavement. The limits of disturbance will be approximately 10 in. deep to accommodate existing sidewalk ramp removal and reinstallation, approximately 20 in. deep to accommodate new curb installation at locations of new ramps, approximately 50 in. deep to accommodate new drainage pipe installation, and approximately 1.5 in. deep for milling operations. With exception to pavement reconstruction over the drainage pipe, no other full depth pavement work is proposed. See the attached APE Maps, plan sheets, and typical sections detailing the limits of disturbance.

The enclosed Project Submittal Package (PSP) is being provided to the New York State Department of Transportation to initiate the Section 106 Review for this federal aid transportation project, in accordance with the National Historic Preservation Act and the *Procedures for Locally Administered Federal Aid Manual*. In addition, the project area is within the identified area of interest for the Delaware Tribe, Delaware Nation, the Saint Regis Mohawk Tribe, and the Stockbridge-Munsee Community Band of Mohican Indians. B&L would like the NYSDOT to initiate consultation with each Tribe/Nation to determine whether they have any religious and/or cultural significant areas within the project area site.

B&L has consulted the New York State Historic Preservation Office (NYSHPO) Cultural Resource Information System (CRIS) website (<https://cris.parks.ny.gov>) to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area. Using the online tools available, a search concluded that there are eight (8) buildings located along Hurley Avenue, or within close proximity on adjacent side streets, that have “Undetermined” or “Not Eligible” statuses. The entire project area is located within an archeologically sensitive area and is approximately 550 ft. from the Kingston Stockade Historic District (USN 11140.001843) that has a “Listed” status. A printout of the GIS map obtained from the NYSHPO CRIS website is included within this submission.





The three (3) buildings with “Undetermined” statuses and approximate distances between the buildings and the work limits are as follows:

- The Betsy Dewitt House (USN 111118.000003) located approximately 675 ft. from proposed work limits;
- The John A. Coleman Catholic High School (USN 11105.000080) located at 430 Hurley Avenue is approximately 950 ft. from proposed work limits; and
- 111 North Front Street (USN 11140.002504) located approximately 475 ft. from proposed work limits.

No construction operations will take place immediately adjacent to any of these three (3) properties.

The five (5) buildings with “Not Eligible” statuses and approximate distances between the buildings and the work limits are as follows:

- 16 Apple Street (USN 11140.002104) located approximately 175 ft. from proposed work limits;
- 192 Hurley Avenue (USN 11140.001677) located approximately 25 ft. from proposed work limits;
- 24 Coffey Place (USN 11140.001655) located approximately 300 ft. from proposed work limits;
- 48 Howland Avenue (USN 11140.001542) located approximately 640 ft. from proposed work limits; and
- 207 Front Street (USN 11140.001553) located approximately 350 ft. from proposed work limits.

Of these buildings, only 192 Hurley Avenue is immediately adjacent to the project limits. The operations that are proposed in front of this structure, will be contained within the existing curb line, but include asphalt milling and overlay, and pavement striping. No sidewalk or curb ramp reconstruction operations will take place adjacent to this property.

Additionally, the I-87 overpass structure (BIN 5515479) crosses Hurley Avenue within the project limits. The structure was built in 1953 but has not been evaluated as part of the Historic Bridge Inventory because it is not applicable for historic review according to the NYSHPO CRIS website.

B&L concludes that the project site would not be considered to have an impact to historic resources, based on the following:

- Based on the findings of CRIS, there are no Cultural Resources identified within the project limits that have eligible statuses;
- The Area of Potential Effect (APE) will be limited to the existing roadway and sidewalk ramp areas; and
- The project location is within a corridor which has previously been disturbed during the original roadway construction/settlement of the City.

Pursuant to Section 106 of the National Historic Preservation Act, as well as the State Environmental Quality Review Act (SEQRA), we are requesting a determination of no potential to affect any eligible or listed properties for the above referenced scope of work. We are providing this document to the New York State Department of Transportation for the assessment of Section 106 compliance, submission to the NYSHPO, and concurrence of a final determination of effect.



Please call us at (518) 218-1801 with any comments or if you need any further information.

Sincerely,

BARTON & LOGUIDICE, D.P.C.

A handwritten signature in blue ink, appearing to read 'Peter J. Christiano', is written over the company name.

Peter J. Christiano, P.E.
Senior Project Engineer

PJC/

Enclosures: Project Review Cover Form
 Project Description
 Project Location Maps (4 pages total)
 Project Site Photographs (7 pages total)
 NYSHPO CRIS Maps (2 pages total)
 Plan Sheets and Typical Section (12 pages total)



Department of Transportation

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE (PSP)

Section 106 of the National Historic Preservation Act For Locally-Administered Federal-Aid Projects

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations. The Sponsor sends the package to the Regional Local Project Liaison for Regional Cultural Resource Coordinator (RCRC) review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE : 04/12/2018 PIN: 8761.94 BIN(s) (include original construction date(s)): 5515479 (1953)

IDENTIFICATION

Project Name (if any): Hurley Avenue Paving and Complete Streets

Project Area Boundaries: Along Hurley Avenue between the City of Kingston municipal boundary and Washington Avenue and approximately 700 ft. south of Hurley Avenue along the eastern side of Quarry Street

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County: Ulster

Town/City: Kingston

Village/Hamlet: N/A

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION

- ☒ **Project Description** – Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.
- ☒ **Location Maps** - Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.
- ☒ **Photos** - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:
 - Buildings/structures more than 50 years old that are located along the property or on adjoining property
 - Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

LOCAL SPONSOR CONTACT

Firm/Agency: City of Kingston

Name: Ralph Swenson, P.E. Title: City Engineer

Address: City Hall – City Engineering Office, 420 Broadway City: Kingston

State: NY Zip: 12401 Phone: E-Mail: rswenson@kingston-ny.gov

Consultant: Barton & Loguidice, D.P.C.

Name: Peter J. Christiano, P.E., Title: Senior Project Engineer

Address: 10 Airline Drive, Suite 200 City: Albany

State: NY Zip: 12205 Phone: (518) 218-1801 E-Mail: pchristiano@bartonandloguidice.com

NYSDOT Project Submittal Package

PIN: 8761.94

Project: Hurley Avenue Paving and Complete Streets

Project Location: City of Kingston, Ulster County, New York

Project Description:

Overview

The project, identified as PIN 8761.91 Hurley Avenue Paving and Complete Streets, proposes to provide approximately 5,100 ft. of Hurley Avenue milling and repaving, installation of ADA compliant sidewalk curb ramps, pavement striping, and pedestrian/bicycle improvements between the City of Kingston municipal boundary and Washington Avenue. Hurley Avenue is located in the City of Kingston, Ulster County, New York. The completion of the project will improve safety for pedestrians and non-motorized users of the corridor.

Work Limits (Area of Potential Effect): See the attached Area of Potential Effect (APE) Maps, plan sheets, and typical sections detailing the limits of disturbance. The area of potential effect (APE) will extend along Hurley Avenue for approximately 5,100 ft. (0.97 miles) from the City of Kingston Municipal Boundary to Washington Avenue. Additionally, there is the potential that the project will include approximately 700 ft. of sidewalk installation on the eastern side of Quarry Street, beginning at the intersection with Hurley Avenue. The preferred design alternative will consist of new sidewalk curb ramps, and asphalt milling and paving. The limits of disturbance will be approximately 10 in. deep to accommodate existing sidewalk ramp removal and reinstallation, approximately 22 in. deep to accommodate new curb installation at locations of new ramps, approximately 50 in. deep to accommodate new drainage pipe installation, and approximately 2 in. deep for milling operations.

The width of disturbance along Hurley Avenue will remain within the existing paved roadway. It is not anticipated that any pavement work will extend beyond the curb or pavement edge.

Drainage work, between Sta. H 34+00 and Sta. H 39+00, consisting of pipe installation is being investigated further and may be proposed. Excavation operations would be contained to within the curb line of the road that has been previously disturbed. No utility work is anticipated for this project.

One (1) location of tree removal may be proposed (due to drainage work near Sta. H 34+00) and two (2) locations of shrub/bush trimming and removal are proposed by the project. At Sta. H 34+00 there are four trees with diameters at breast height (DBH) greater than 3 inches. Shrub/bush trimming and removal operations will not impact any vegetation that has a DBH greater than 3 inches.

Buildings/Structures

There are eight (8) buildings located along Hurley Avenue or within close proximity on side streets that have “Undetermined” or “Not Eligible” statuses. Only one (1) building, 192 Hurley Avenue is immediately adjacent to the project limits, but it has a “Not Eligible” status. The operations that are proposed in front of this structure include asphalt milling and overlay, and pavement striping. No sidewalk curb ramp reconstruction operations will take place in front of or adjacent to this property.

Additionally, the I-87 overpass structure (BIN 5515479) crosses Hurley Avenue within the project limits. The structure was built in 1953 but has not been evaluated as part of the Historic Bridge Inventory because it is not applicable for historic review according to the NYSHPO CRIS website.

Work Zone Traffic Control (WZTC)

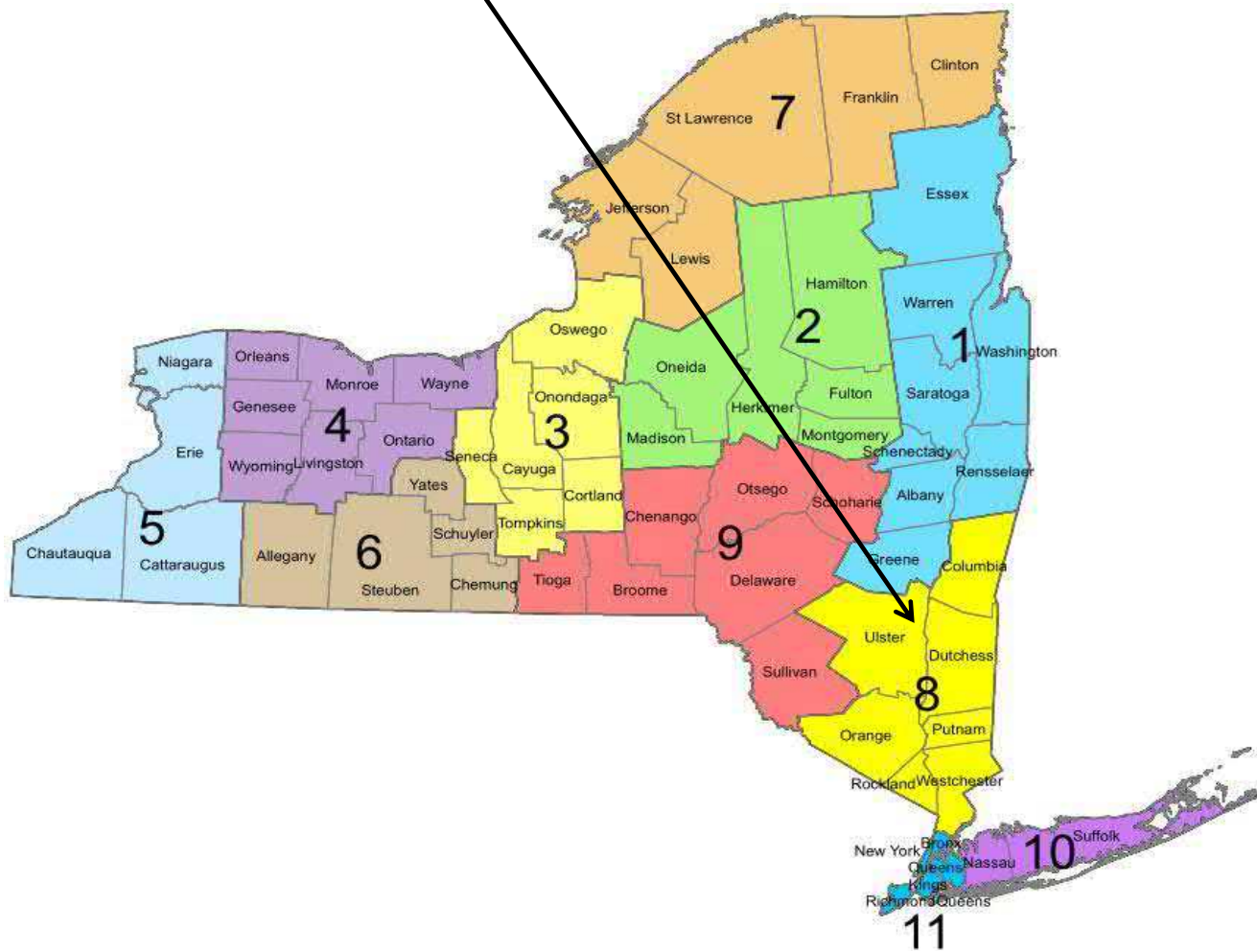
A work zone traffic control plan will be established for the duration of the construction operations which is anticipated to last five (5) weeks. The work zone traffic control plan implemented will be in conformance with Section 619 of the New York State Standard Specifications, National Manual of Uniform Traffic Control Devices (MUTCD) and the NYS Supplement to MUTCD. Access will be

maintained to all adjacent properties throughout the duration of the construction schedule. Provisions for safe pedestrian access and maneuverability will be maintained throughout the duration of the construction.

Right of Way (ROW)

Right-of-way acquisitions and easements are not anticipated for this project. However, in the event construction operations would impact private property a temporary easement would be obtained prior to letting. ROW boundary lines are in the process of being determined but the impact limits shown on the plans is not expected to change.

Project Location
 Hurley Avenue Paving and
 Complete Streets
 PIN 8761.94
 City of Kingston
 Ulster County, New York



City of Kingston, Ulster County, New York

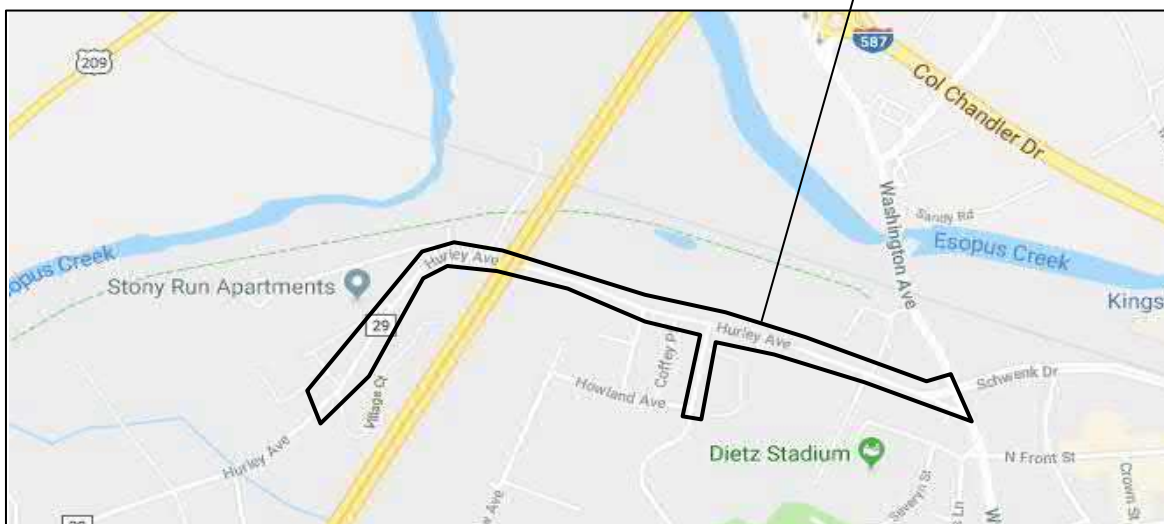
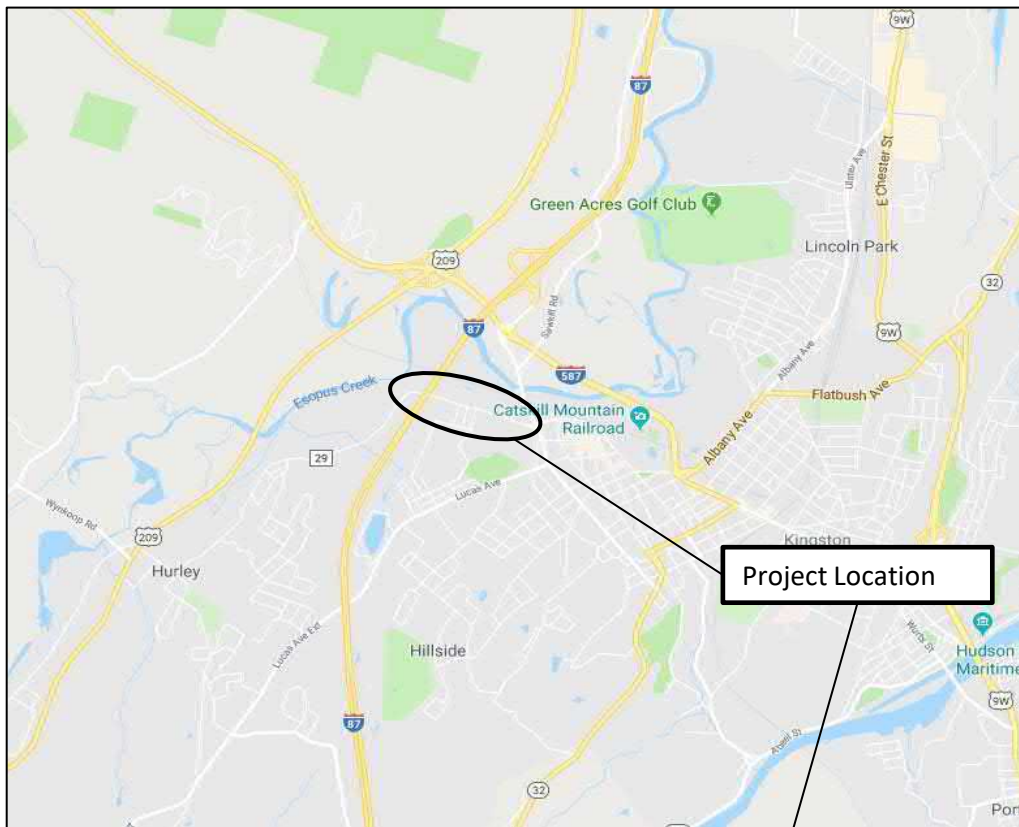
PIN 8761.94

**Hurley Avenue Paving and Complete Streets
 State Location Map**

Source: Bing Maps

April 2018





City of Kingston, Ulster County, New York

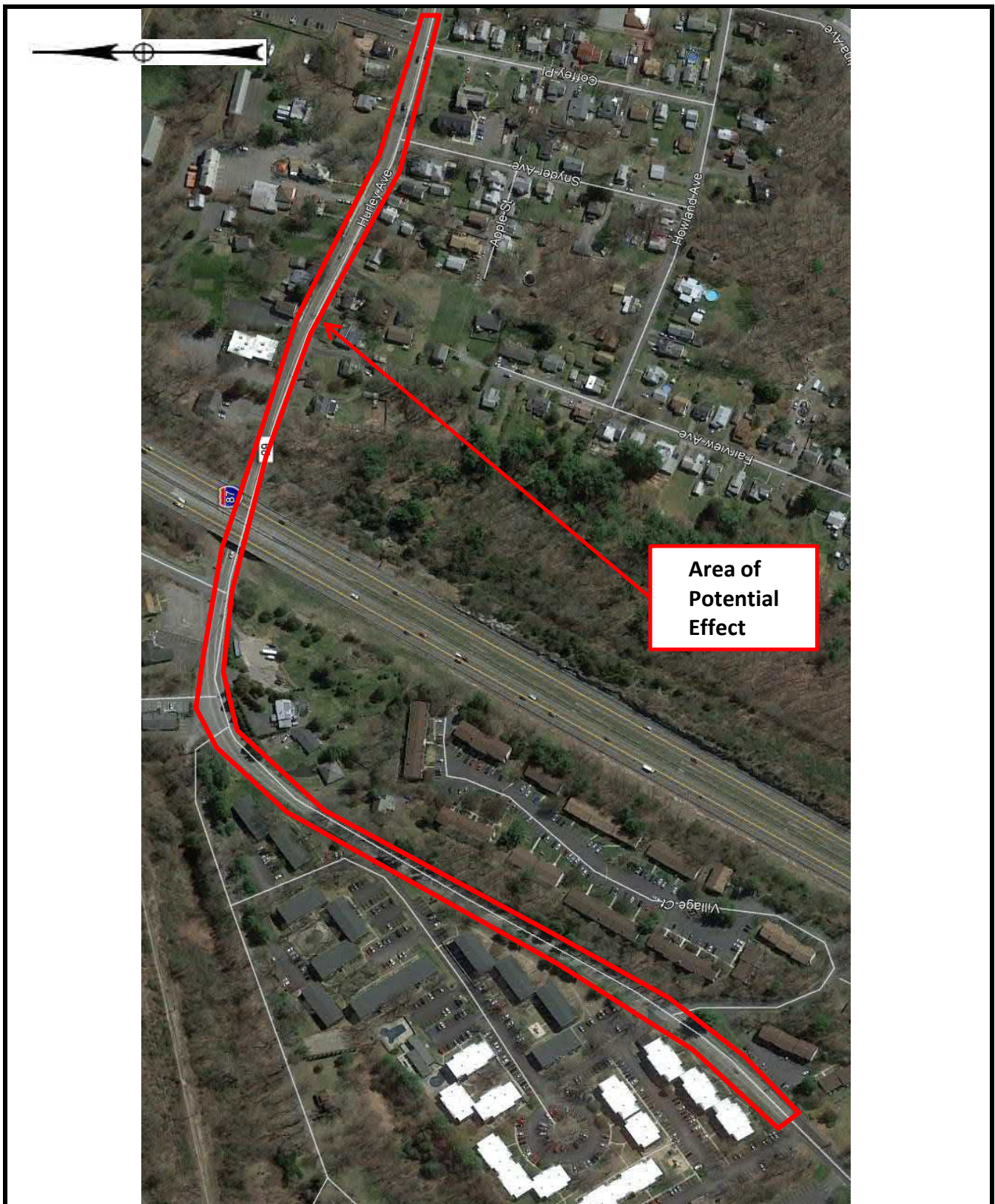
PIN 8761.94

Hurley Avenue Paving and Complete Streets Site Location Map



Source: Bing Maps

April 2018



City of Kingston, Ulster County, New York

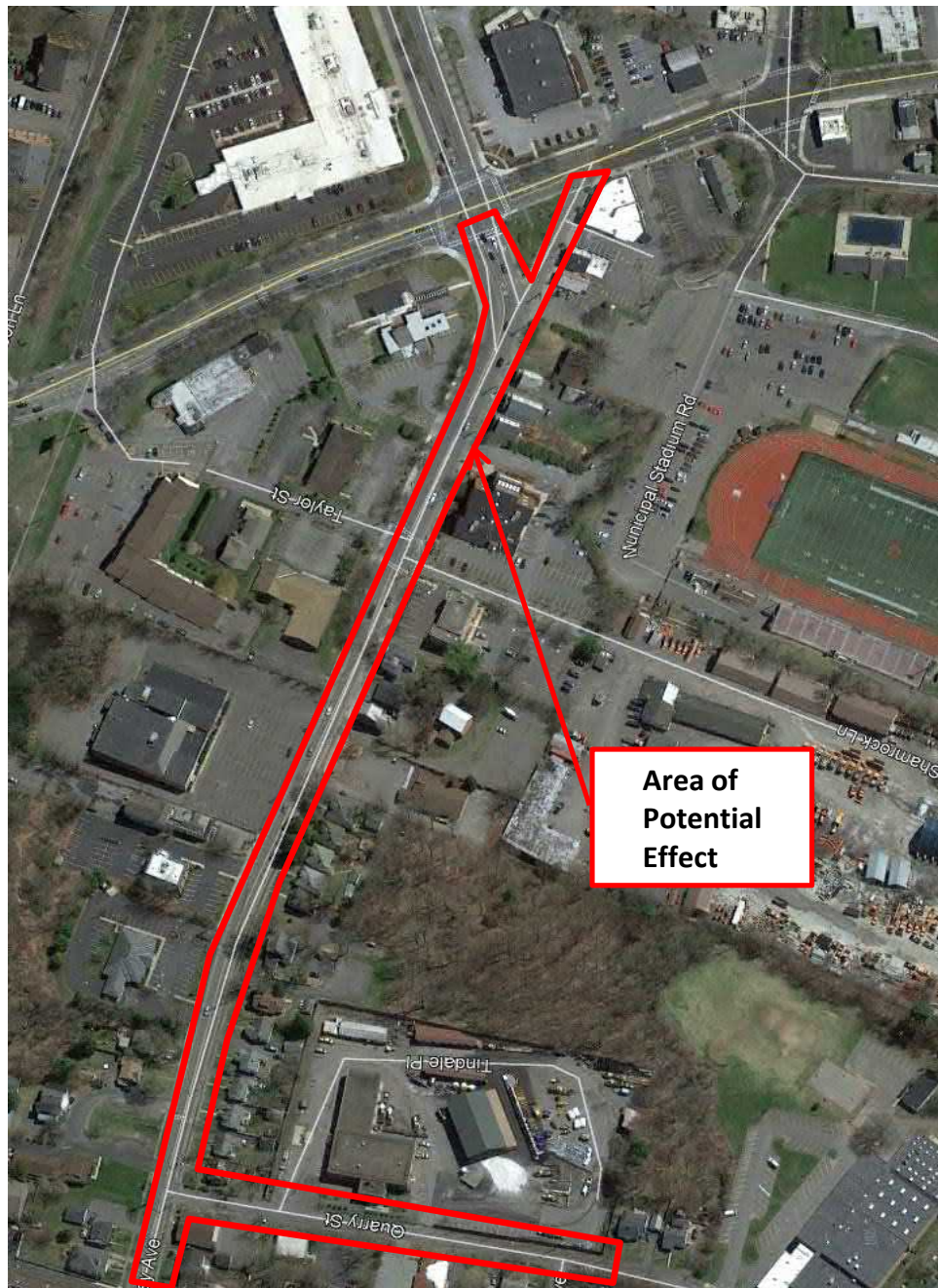
PIN 8761.94

Hurley Avenue Paving and Complete Streets Area of Potential Effect (APE) Map

Source: Google Earth

April 2018

Barton
& Loguidice, D.P.C.
Engineers • Environmental Scientists • Planners • Landscape Architects



City of Kingston, Ulster County, New York

PIN 8761.94

**Hurley Avenue Paving and Complete Streets
Area of Potential Effect (APE) Map**

Source: Google Earth

April 2018

**Barton
& Loguidice, D.P.C.**

Engineers • Environmental Scientists • Planners • Landscape Architects



Looking west toward Taylor Street



Looking west at Taylor Street curb ramps

City of Kingston, Ulster County, New York

PIN 8761.94

Hurley Avenue Paving and Complete Streets

April 2018

Barton & Loguidice, D.P.C.

Engineers • Environmental Scientists • Planners • Landscape Architects



Looking east at Quarry Street curb ramp



Looking south from Hurley Avenue toward Quarry Street

City of Kingston, Ulster County, New York

PIN 8761.94

Hurley Avenue Paving and Complete Streets

April 2018





Looking east from Quarry Street toward existing mid-block crossing



Looking southwest from mid-block crossing (Quarry Street in background)



Looking east toward Snyder Avenue from southern side of Hurley Avenue



Looking east toward Snyder Avenue from northern side of Hurley Avenue



Looking east from I-87 overpass along southern side of Hurley Avenue



Looking east from I-87 overpass along northern side of Hurley Avenue

City of Kingston, Ulster County, New York

PIN 8761.94

Hurley Avenue Paving and Complete Streets

April 2018





**Looking west from approximately 200 ft. west of Snyder Avenue
along northern side of Hurley Avenue**



Looking west underneath I-87 overpass along northern side of Hurley Avenue

City of Kingston, Ulster County, New York

PIN 8761.94

Hurley Avenue Paving and Complete Streets

April 2018





192 Hurley Avenue (USN 11140.001677)
c. 1900/2

City of Kingston, Ulster County, New York

PIN 8761.94

Hurley Avenue Paving and Complete Streets

April 2018



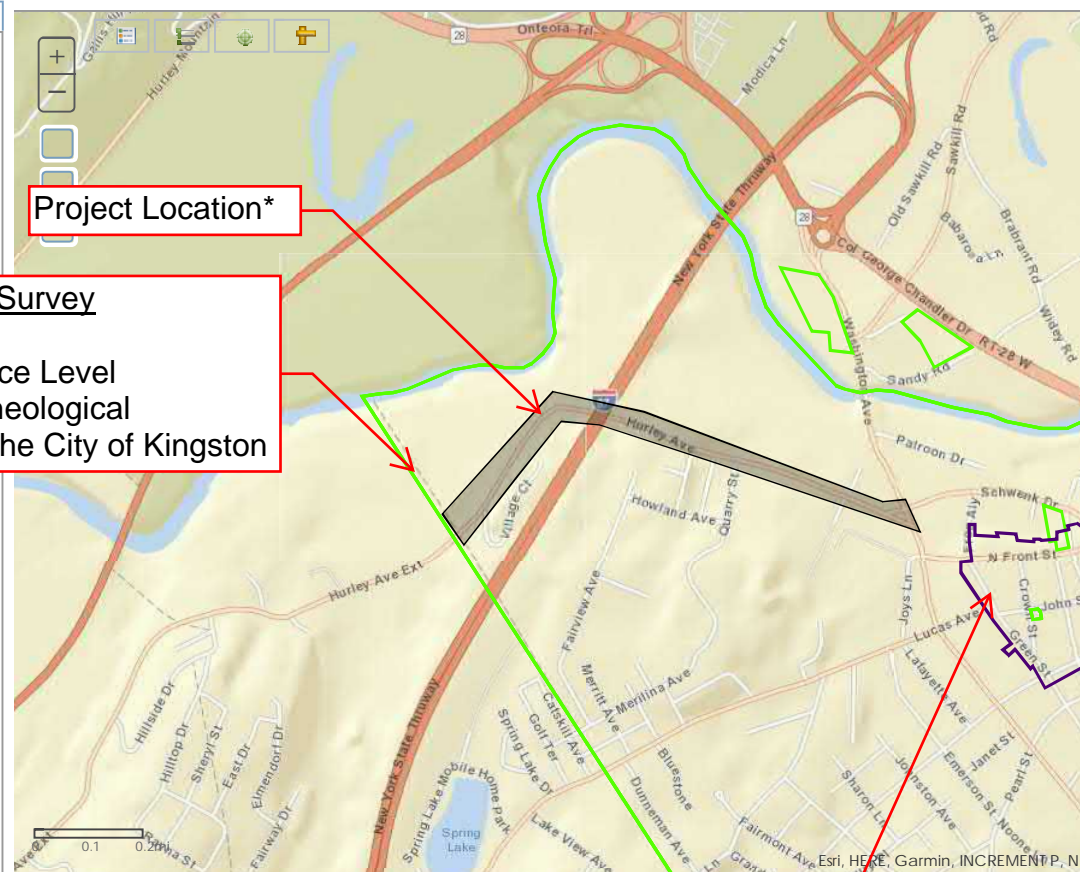

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Search Reset



Archeological Survey
 # 17SR00800
 Reconnaissance Level
 Survey of Archeological
 Resources in the City of Kingston

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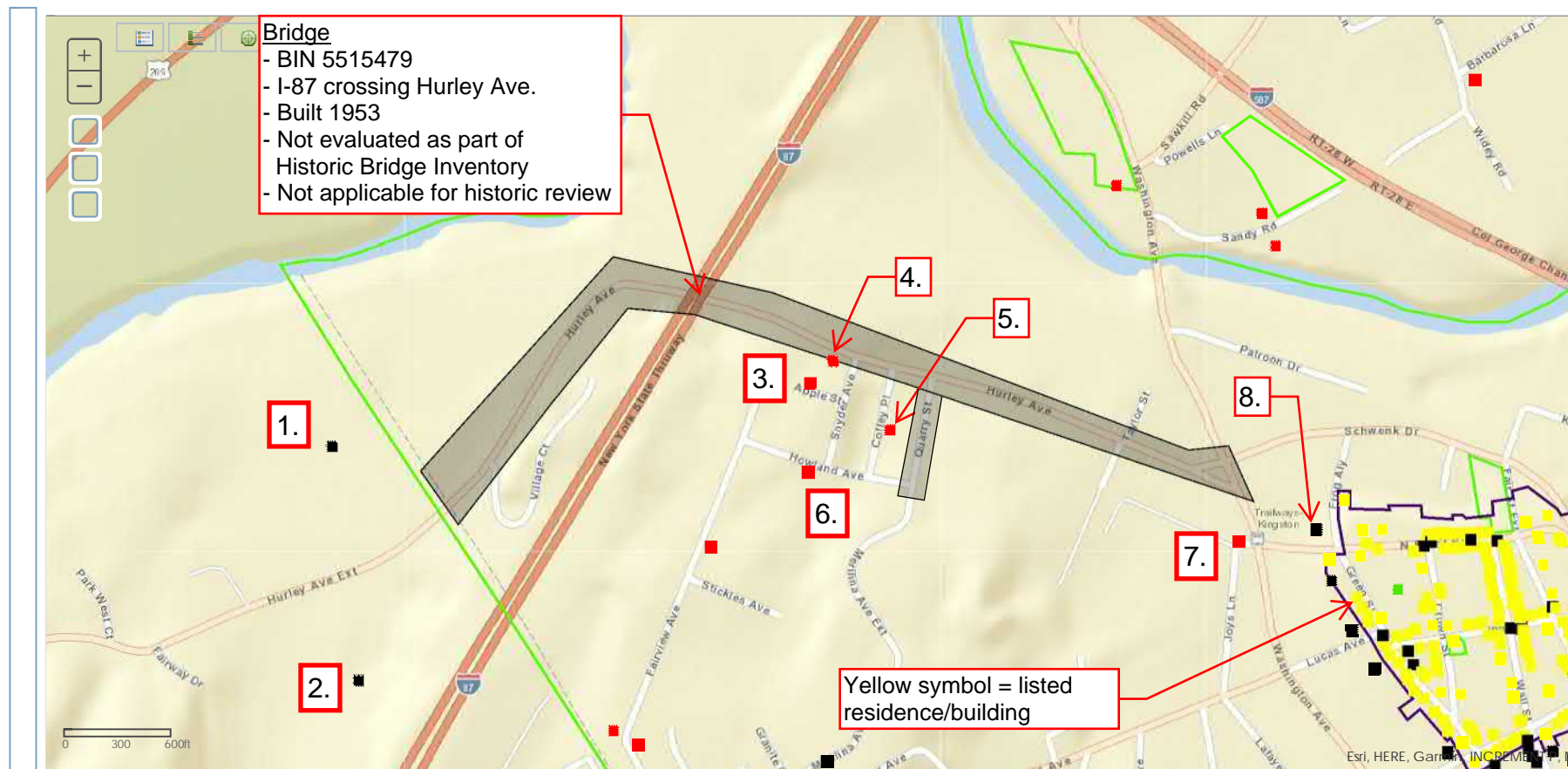
- * Entire project and surrounding area is in an Archeologically Sensitive Area
- ** State Park Land exists within the Stockade District (90NR01102) but not in any other locations in or near the project limits

Building District **
 USN #11140.001843
 Kingston Stockade
 Historic District
 Listed Status



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Ve

1. Building

- USN # 11118.000003
- Betsy Dewitt House
- Undetermined Status

2. Building

- USN #11105.000080
- John A. Coleman Catholic High School
- 430 Hurley Avenue
- Undetermined Status

3. Building

- USN # 11140.002104
- 16 Apple Street
- Not Eligible Status

4. Building

- USN #11140.001677
- c. 1900/2 - 1/2 story/front gabled residence
- 192 Hurley Avenue
- Not Eligible Status

5. Building

- USN # 11140.001655
- c. 1950 cape-style w/ front cross-gable residence
- 24 Coffey Place
- Not Eligible Status

6. Building

- USN #11140.001542
- 48 Howland Avenue
- Not Eligible Status

7. Building

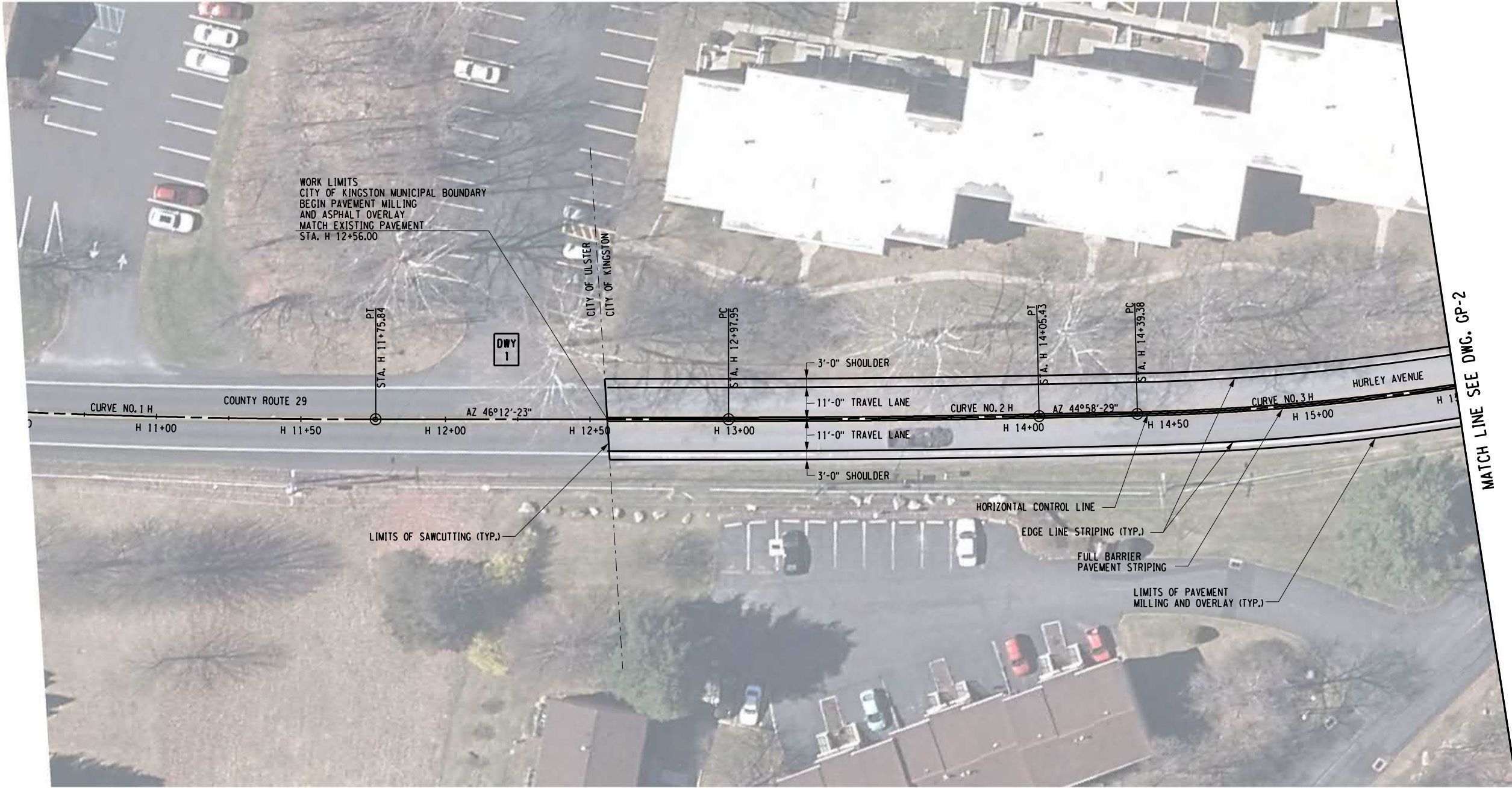
- USN # 11140.001553
- 207 Front Street
- Not Eligible Status

8. Building

- USN #11140.002504
- 111 North Front Street
- Undetermined Status

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____

CURVE NO. 1 H	CURVE NO. 2 H	CURVE NO. 3 H
$\Delta = 2^{\circ}-54'-52''$ $R = 3,000.00'$ $L = 152.60'$ $T = 76.32'$ $E = 0.97'$	$\Delta = 1^{\circ}-13'-54''$ $R = 5,000.00'$ $L = 107.48'$ $T = 53.74'$ $E = 0.29'$	$\Delta = 10^{\circ}-13'-12''$ $R = 850.00'$ $L = 151.62'$ $T = 76.01'$ $E = 3.38'$



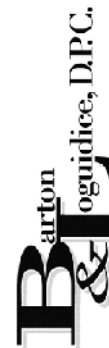
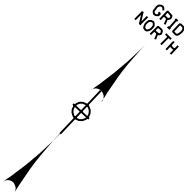
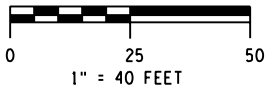
GENERAL NOTES:

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

- SEE PLANS FOR LOCATION OF TREES, BUSHES, AND SHRUBS TO BE REMOVED.
- REFER TO DWG. TYP-1 FOR LOCATIONS, WIDTHS, AND MATERIALS.
- REFERENCE NYSDOT STANDARD SHEET 685-01 (SHEETS 1 THRU 5) FOR PAVEMENT MARKING DETAILS, APPLICATIONS, AND LAYOUTS.
- ALL EXISTING SIGNS SHALL REMAIN UNLESS OTHERWISE INDICATED ON THE PLANS.
- THE LOCATIONS OF STOP BARS ARE APPROXIMATE, FINAL LOCATION TO BE DETERMINED BASED ON FIELD CONDITIONS AND PREVAILING TRAFFIC CONDITIONS.
- ALL STOP BARS SHALL BE 18" WIDE, UNLESS OTHERWISE SPECIFIED.
- ALL CROSSWALKS SHALL BE TYPE LS WITH 12" WIDE LINES, UNLESS OTHERWISE SPECIFIED.
- ALL EDGE, LANE, AND FULL BARRIER LINES SHALL BE 4" WIDE.

- ALL WORK TO BE PERFORMED UNDER THIS CONTRACT WILL BE WITHIN THE PUBLIC RIGHT-OF-WAY (ROW) IN ACCORDANCE WITH SECTION 105-15 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR IS TO ASSURE HIMSELF THAT ALL WORK IS BEING PERFORMED WITHIN THE ROW, INCLUDING BUT NOT LIMITED TO VEHICLE ACCESS; STORAGE OF EQUIPMENT, MATERIALS, DEBRIS, WASTE; LANDSCAPING; VEGETATION REMOVAL AND MANAGEMENT; GRADING, SEEDING AND THE INSTALLATION OF TURF; AND THE INSTALLATION OF ANY FENCES OR PROTECTIVE BARRIER.
- IF THE CONTRACTOR IS UNABLE TO IDENTIFY THE LIMITS OF THE RIGHTS-OF-WAY WHEN THE CONTRACT CALLS FOR WORK IN THOSE VICINITIES, THE CONTRACTOR MUST CONTACT THE PROJECT ENGINEER FOR DEFINITIVE BOUNDARY DETERMINATIONS BEFORE ANY WORK MAY BE INITIATED AT THOSE LOCATIONS (STANDARD SPECIFICATIONS SECTION 105-10 AND 625).
- IN ACCORDANCE WITH SECTION 105-15 OF THE STANDARD SPECIFICATIONS, RELEASES FOR ANY NON-ESSENTIAL CONTRACT WORK OUTSIDE OF THE EXISTING RIGHTS-OF-WAY, INCLUDING PLANTINGS, LANDSCAPING OR DRIVEWAY ENHANCEMENT, WILL BE PROVIDED BY THE PROJECT ENGINEER AND IN NO INSTANCE ARE TO BE SECURED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT INVADE UPON PRIVATE PROPERTIES, LANDS OR BUILDINGS OUTSIDE OF THE RIGHTS-OF-WAY FOR ANY REASON WITHOUT FIRST SECURING WRITTEN PERMISSION FROM THE PROPERTY OWNER (STANDARD SPECIFICATIONS SECTION 105-15).

- THE CONTRACTOR WILL BE HELD LIABLE FOR ANY DAMAGES DONE. ANY SUCH INJURIES OR DAMAGES SHALL BE SATISFACTORILY REPAIRED OR ITEMS REPLACED AT THE CONTRACTOR'S EXPENSE (STANDARD SPECIFICATIONS SECTION 107-08).



HURLEY AVENUE PAVING
AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

GENERAL PLAN

SCALE: 1" = 40'-0"

DATE ISSUED: 04/2018

DRAWING

GP-1

NO. DATE BY REVISION

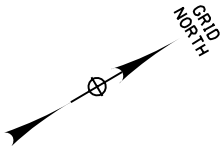
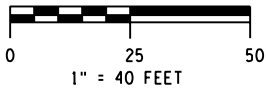
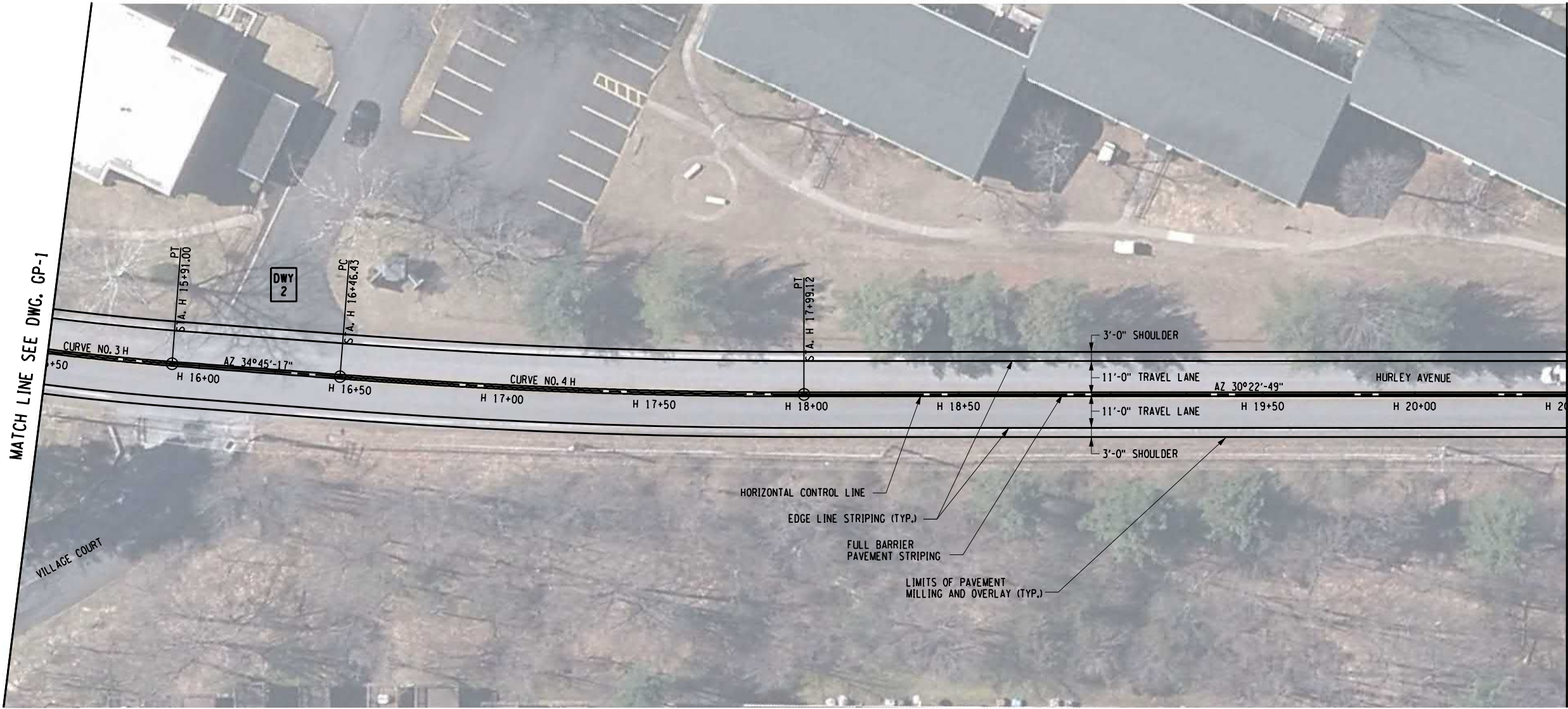
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____

PREPARED BY: BARTON & LOGUIDICE, D.P.C. ON :

SEE DWG. GP-1 FOR NOTES

CURVE NO. 3 H
$\Delta = 10^{\circ}-13'-12''$
$R = 850.00'$
$L = 151.62'$
$T = 76.01'$
$E = 3.38'$

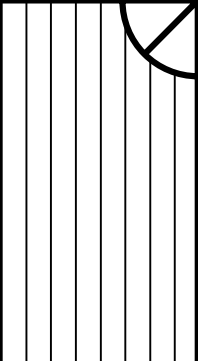
CURVE NO. 4 H
$\Delta = 4^{\circ}-22'-27''$
$R = 2,000.00'$
$L = 152.69'$
$T = 76.38'$
$E = 1.46'$



HURLEY AVENUE PAVING AND COMPLETE STREETS
CITY OF KINGSTON
ULSTER COUNTY
PIN 8761.94

UNAUTHORIZED ALTERATION OR ADDITION TO THIS
DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145 SECTION 7209

NO.	DATE	BY	REVISION



GENERAL PLAN
SCALE: 1" = 40'-0"
DATE ISSUED: 04/2018
DRAWING GP-2

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____

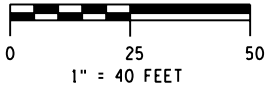
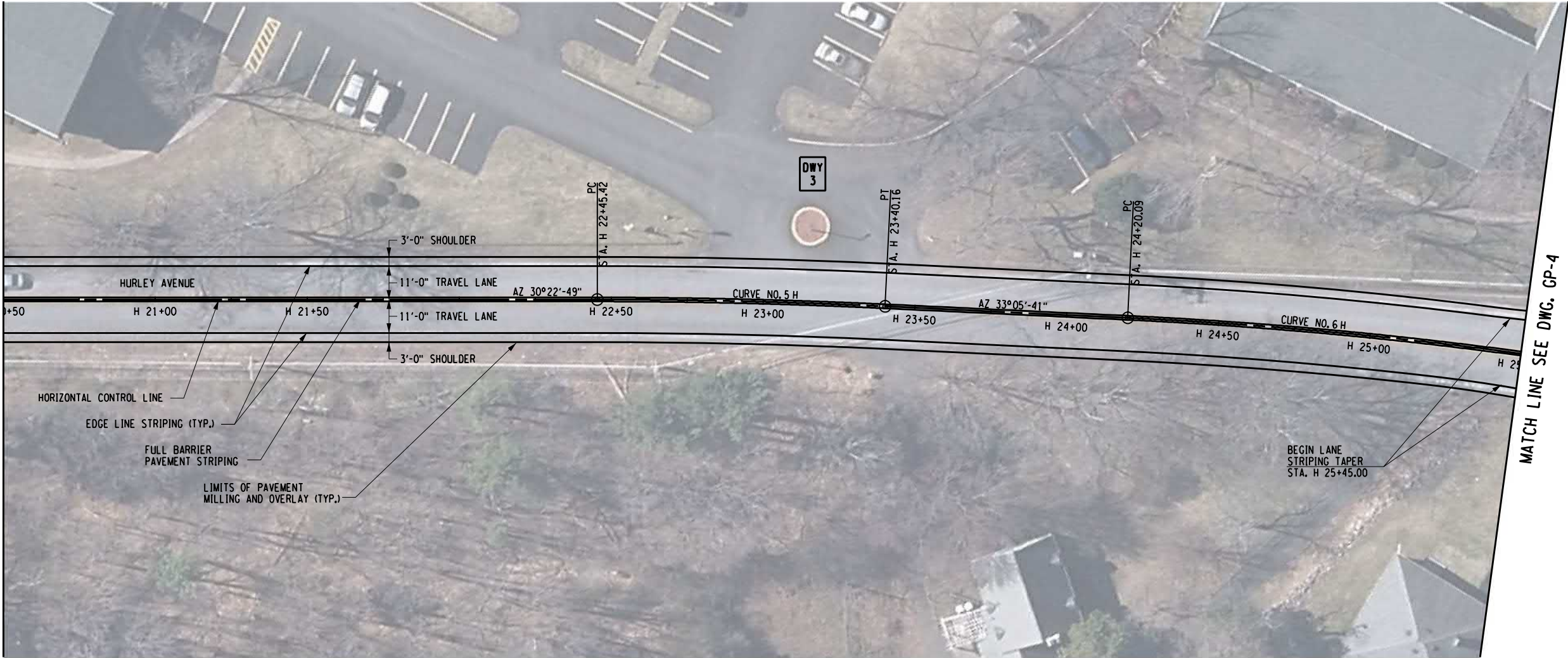
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON :

SEE DWG. GP-1 FOR NOTES

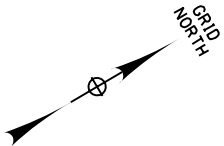
CURVE NO. 5 H
$\Delta = 2^{\circ}-42'-51''$
$R = 2,000.00'$
$L = 94.74'$
$T = 47.38'$
$E = 0.56'$

CURVE NO. 6 H
$\Delta = 5^{\circ}-40'-42''$
$R = 1,500.00'$
$L = 148.66'$
$T = 74.39'$
$E = 1.84'$

MATCH LINE SEE DWG. GP-2



MATCH LINE SEE DWG. GP-4



HURLEY AVENUE PAVING AND COMPLETE STREETS
CITY OF KINGSTON
ULSTER COUNTY
PIN 8761.94

Barton & Loguidice, D.P.C.

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NO.	DATE	BY	REVISION

GENERAL PLAN
SCALE: 1" = 40'-0"
DATE ISSUED: 04/2018
DRAWING GP-3

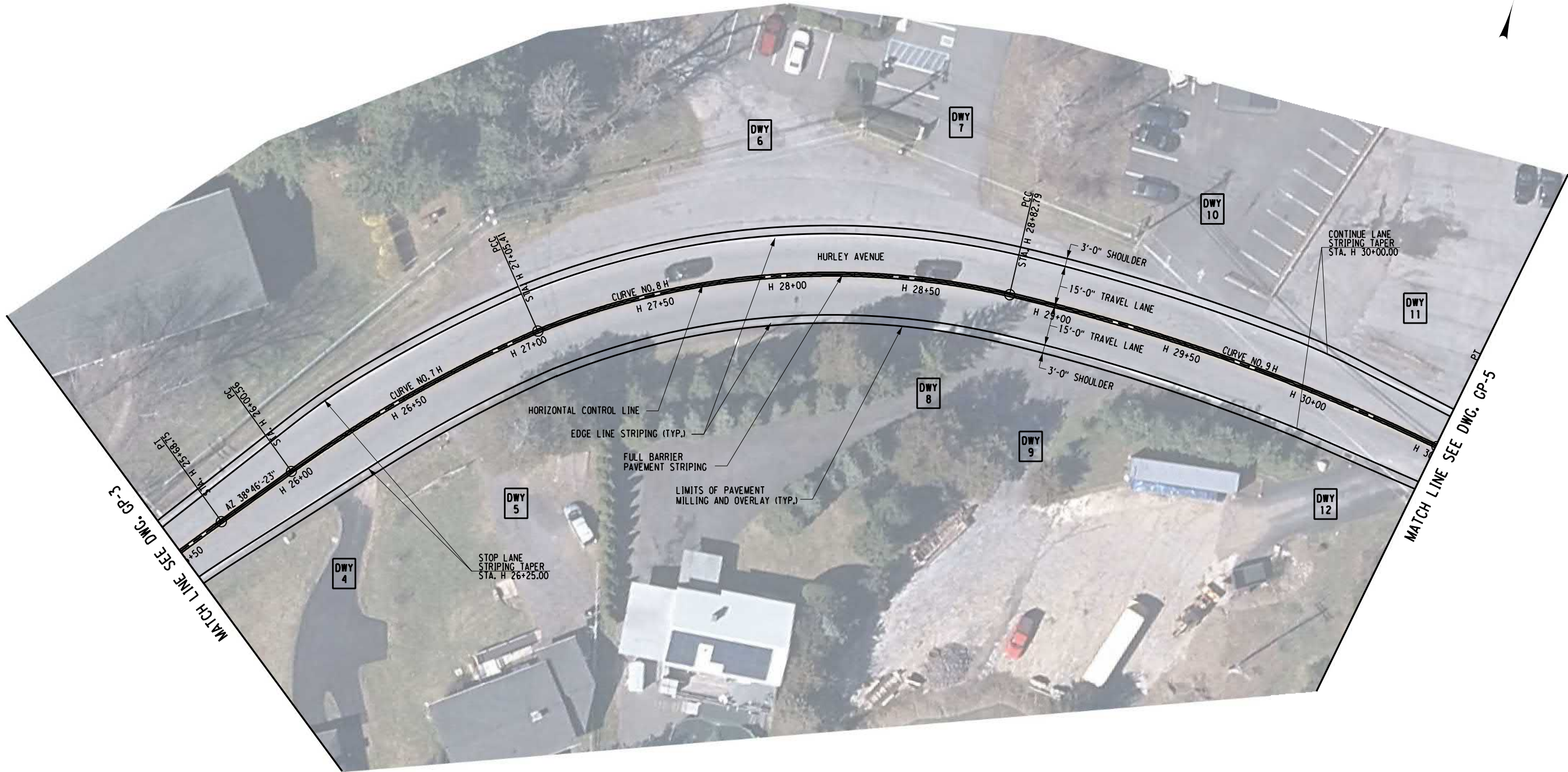
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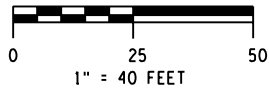
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: _____

CURVE NO. 6 H	CURVE NO. 7 H	CURVE NO. 8 H	CURVE NO. 9 H
$\Delta = 5^{\circ}-40'-42''$ $R = 1,500.00'$ $L = 148.66'$ $T = 74.39'$ $E = 1.84'$	$\Delta = 12^{\circ}-00'-54''$ $R = 500.00'$ $L = 104.85'$ $T = 52.62'$ $E = 2.75'$	$\Delta = 35^{\circ}-02'-43''$ $R = 290.00'$ $L = 177.38'$ $T = 91.56'$ $E = 13.46'$	$\Delta = 12^{\circ}-48'-34''$ $R = 750.00'$ $L = 167.68'$ $T = 84.19'$ $E = 4.68'$



SEE DWG. GP-1 FOR NOTES

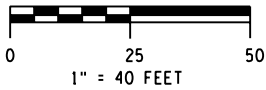
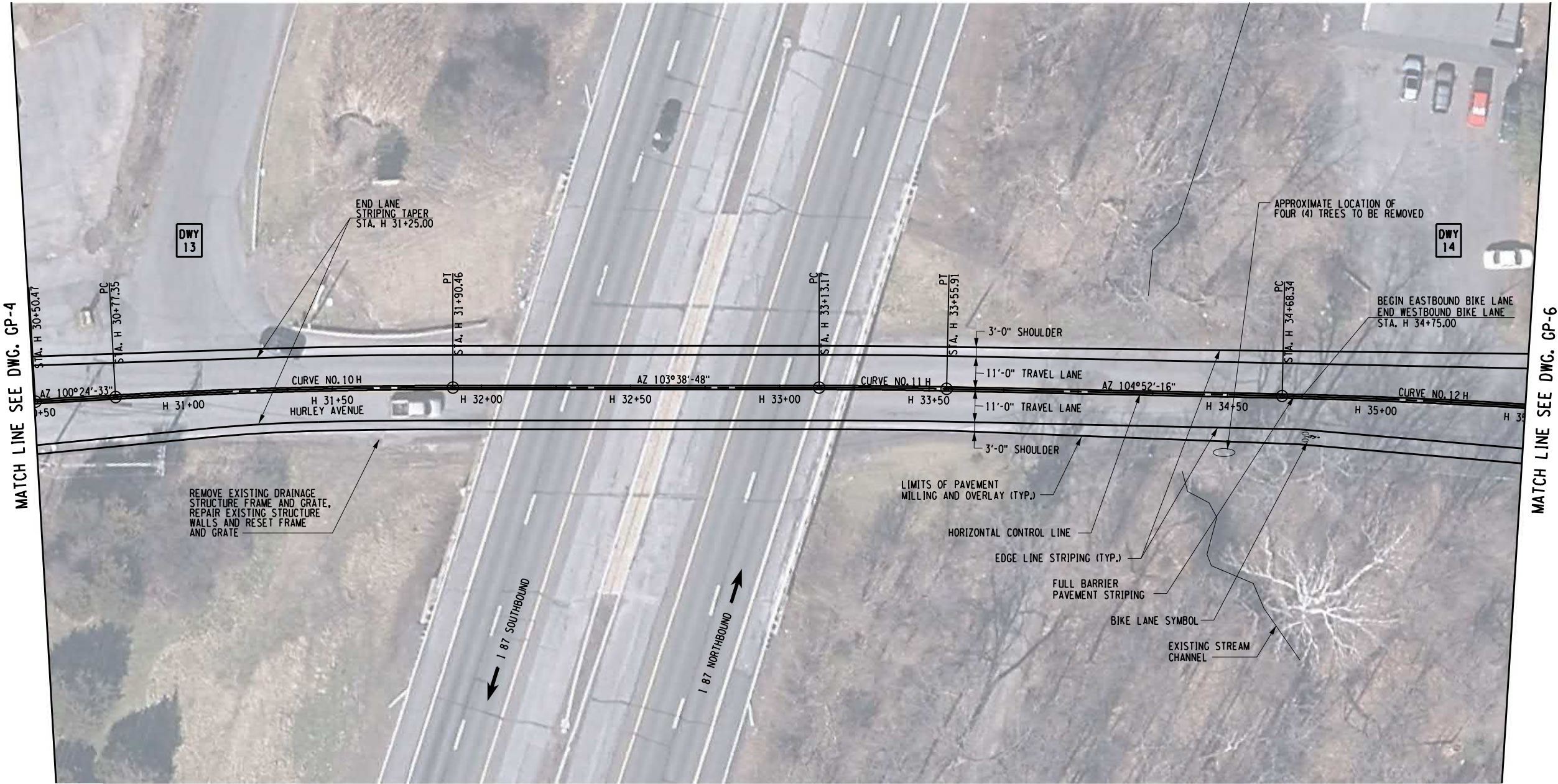


HURLEY AVENUE PAVING AND COMPLETE STREETS		CITY OF KINGSTON		ULSTER COUNTY		PIN 8761.94	
GENERAL PLAN							
SCALE: 1" = 40'-0"							
DATE ISSUED: 04/2018							
DRAWING GP-4							
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209							
Barton & Loguidice, D.P.C.							
The City of Kingston, NY							
NO. DATE BY REVISION							

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON :

CURVE NO. 10 H	CURVE NO. 11 H	CURVE NO. 12 H
$\Delta = 3^{\circ}-14'-25''$ $R = 2,000.00'$ $L = 113.11'$ $T = 56.57'$ $E = 0.80'$	$\Delta = 1^{\circ}-13'-28''$ $R = 2,000.00'$ $L = 42.74'$ $T = 21.37'$ $E = 0.11'$	$\Delta = 10^{\circ}-58'-44''$ $R = 2,000.00'$ $L = 383.24'$ $T = 192.21'$ $E = 9.17'$



SEE DWG. GP-1 FOR NOTES

HURLEY AVENUE PAVING AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

GENERAL PLAN

SCALE: 1" = 40'-0"

DATE ISSUED: 04/2018

DRAWING GP-5

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NO.	DATE	BY	REVISION

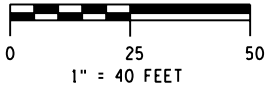
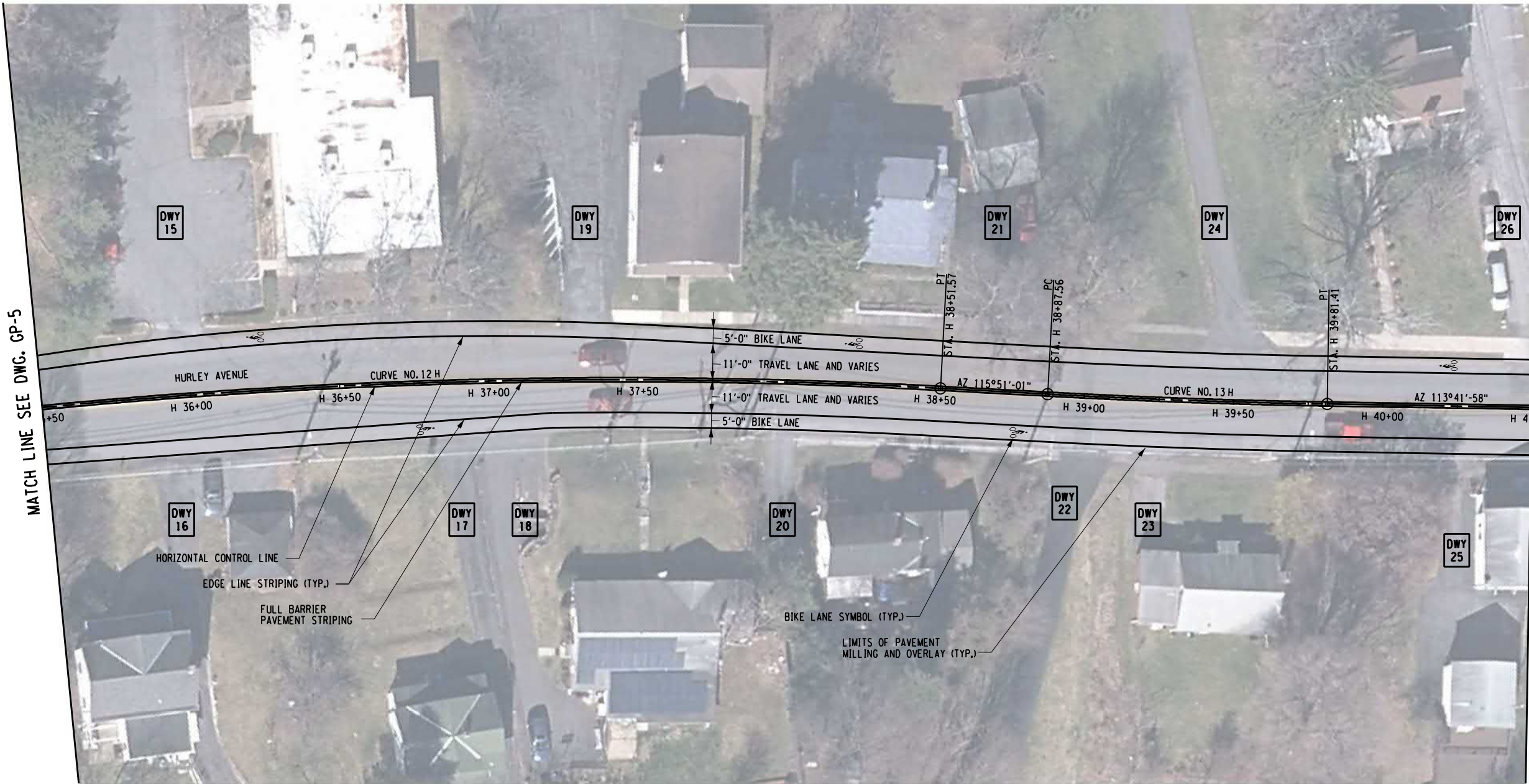
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____

CURVE NO. 12 H
$\Delta = 10^{\circ}-58'-44''$
$R = 2,000.00'$
$L = 383.24'$
$T = 192.21'$
$E = 9.17'$

CURVE NO. 13 H
$\Delta = 2^{\circ}-03'-03''$
$R = 2,500.00'$
$L = 93.84'$
$T = 46.93'$
$E = 0.44'$

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

SEE DWG. GP-1 FOR NOTES



HURLEY AVENUE PAVING AND COMPLETE STREETS
CITY OF KINGSTON
ULSTER COUNTY
PIN 8761.94

Barton & Loguidice, D.P.C.

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EDUCATION LAW ARTICLE 145 SECTION 7209



NO.	DATE	BY	REVISION

GENERAL PLAN

SCALE: 1" = 40'-0"
DATE ISSUED: 04/2018
DRAWING
GP-6

CHECKED BY _____

$\Delta = 11^{\circ}-05'-07''$
 $R = 900.00'$
 $L = 174.13'$
 $T = 87.34'$
 $E = 4.21'$

[illegible]

The City of
Kingston, NY

Barton
Loguidice, D.P.C.

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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW, ARTICLE 145, SECTION 7209

HURLEY AVENUE PAVING AND COMPLETE STREETS

CITY OF KINGSTON

WULSTER COUNTY

PIN 8761.94

GENERAL PLAN

SCALE: 1" = 40'-0"

DATE ISSUED: 04/2018

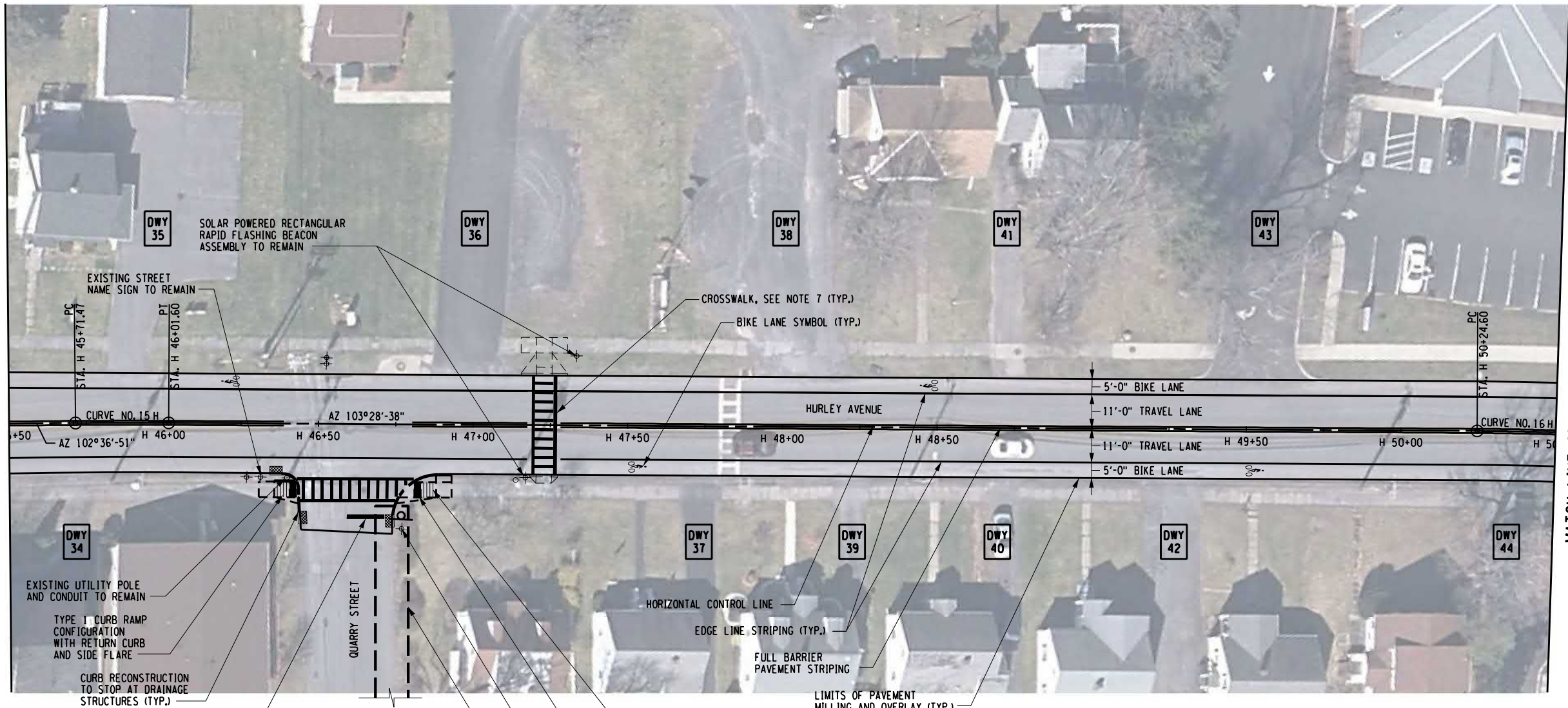
DRAWING

GP-7

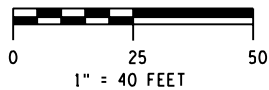
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____

CURVE NO. 15 H	CURVE NO. 16 H
$\Delta = 0^{\circ}-51'-47''$	$\Delta = 9^{\circ}-01'-32''$
$R = 2,000.00'$	$R = 1,000.00'$
$L = 30.13'$	$L = 157.53'$
$T = 15.06'$	$T = 78.93'$
$E = 0.06'$	$E = 3.10'$

MATCH LINE SEE DWG. GP-7





MATCH LINE SEE DWG. GP-9



PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

SEE DWG. GP-1 FOR NOTES

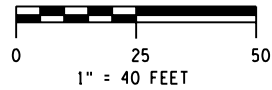
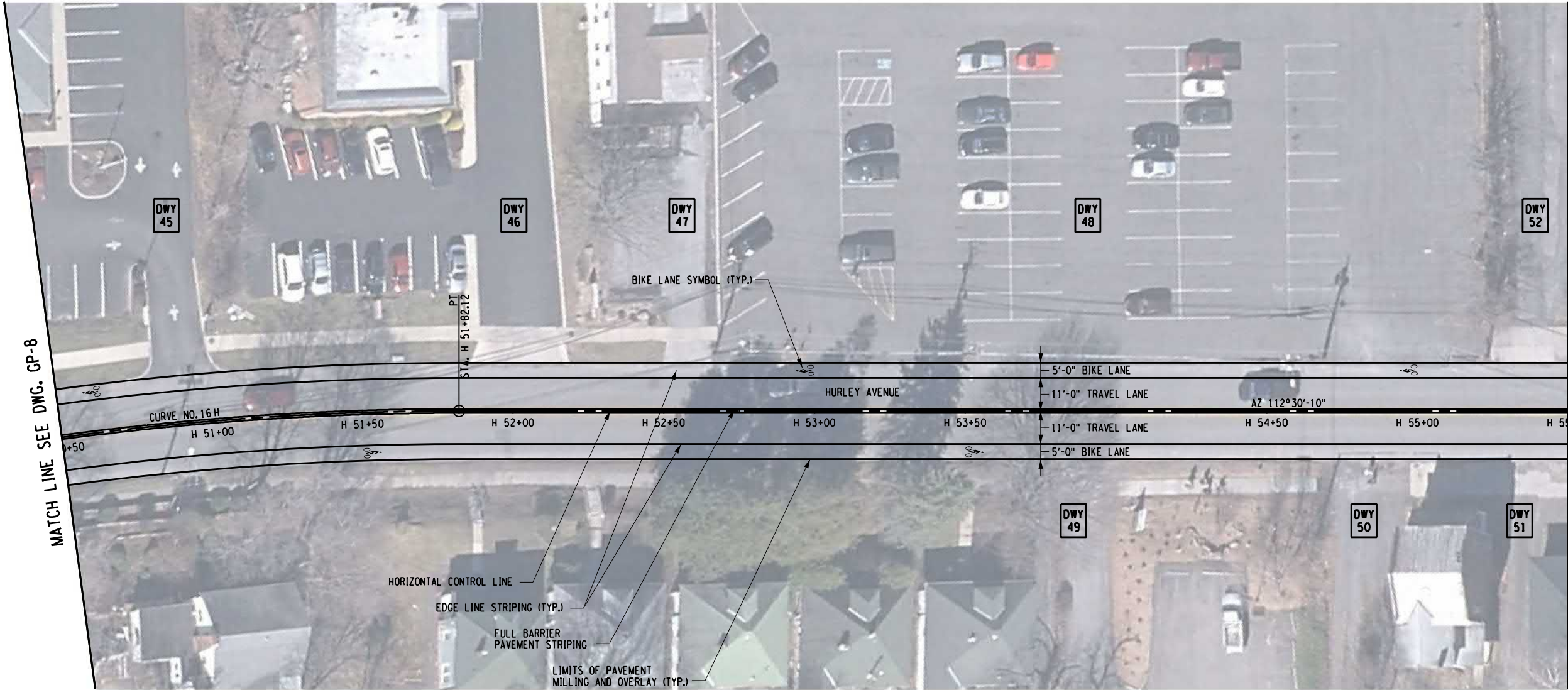
HURLEY AVENUE PAVING AND COMPLETE STREETS	CITY OF KINGSTON	ULSTER COUNTY	PIN 8761.94	GENERAL PLAN	SCALE: 1" = 40'-0"
					DATE ISSUED: 04/2018
					DRAWING
					GP-8
 UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209					
NO. DATE BY REVISION					

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____



PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON :

CURVE NO. 16 H
$\Delta = 9^{\circ}-01'-32''$
$R = 1,000.00'$
$L = 157.53'$
$T = 78.93'$
$E = 3.10'$

CURVE NO. 16 H
$\Delta = 9^{\circ}-01'-32''$
$R = 1,000.00'$
$L = 157.53'$
$T = 78.93'$
$E = 3.10'$



SEE DWG. GP-1 FOR NOTES

HURLEY AVENUE PAVING AND COMPLETE STREETS		 UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209	
CITY OF KINGSTON			
ULSTER COUNTY			
GENERAL PLAN		PIN 8761.94	
SCALE: 1" = 40'-0"			
DATE ISSUED: 04/2018			
DRAWING GP-9			
NO. DATE BY REVISION			

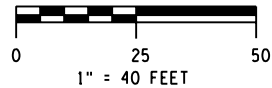
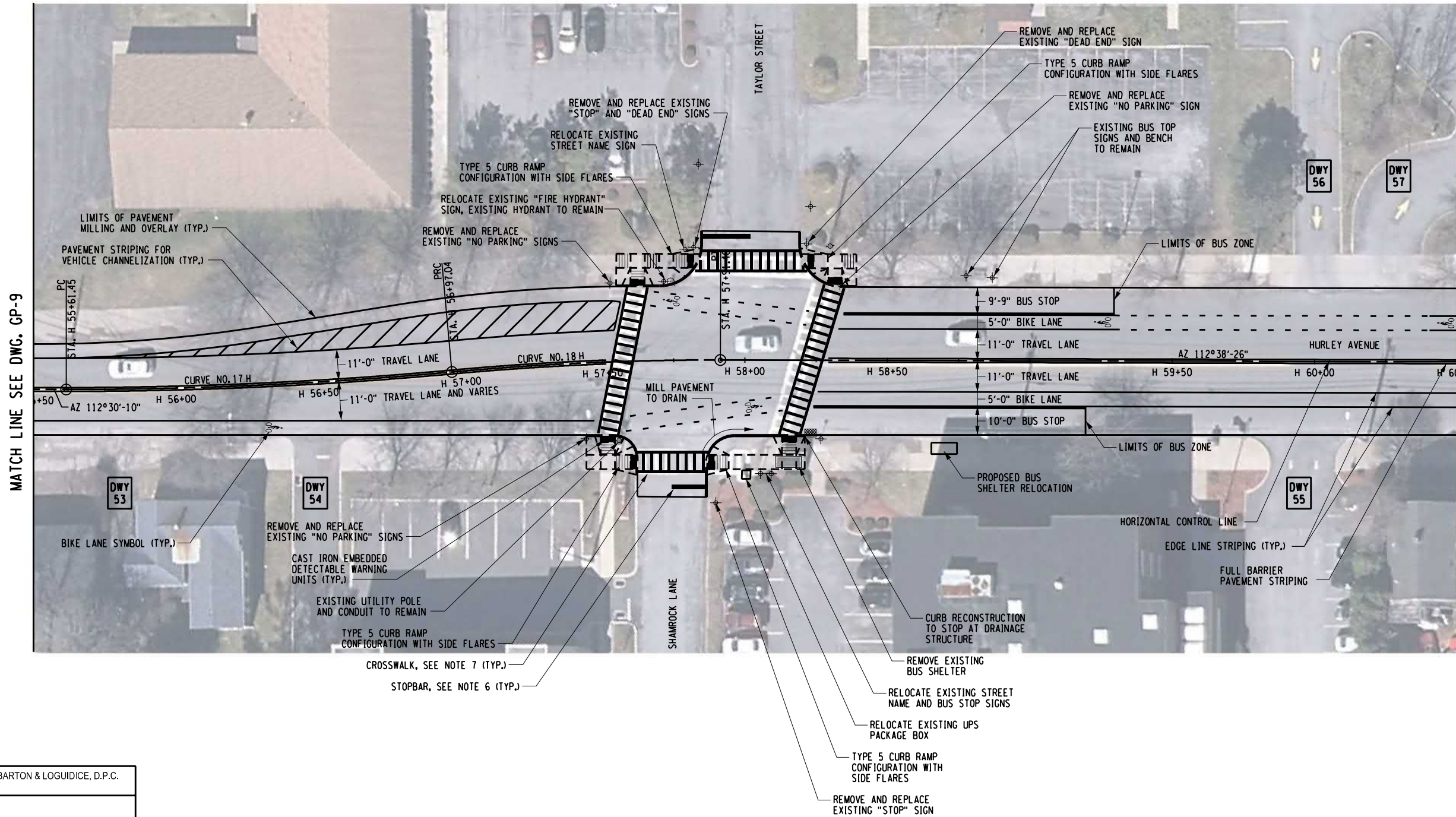
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____

CURVE NO. 17 H
$\Delta = 5^{\circ}-10'-45''$
$R = 1,500.00'$
$L = 135.59'$
$T = 67.84'$
$E = 1.53'$

CURVE NO. 18 H
$\Delta = 5^{\circ}-24'-22''$
$R = 1,000.00'$
$L = 94.35'$
$T = 47.21'$
$E = 1.11'$

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

SEE DWG. GP-1 FOR NOTES



HURLEY AVENUE PAVING AND COMPLETE STREETS		CITY OF KINGSTON		ULSTER COUNTY		PIN 8761.94	
GENERAL PLAN							
SCALE: 1" = 40'-0"							
DATE ISSUED: 04/2018							
DRAWING GP-10							
Barton & Loguidice, D.P.C.				The City of Kingston, NY			
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209							
NO. DATE		BY		REVISION			

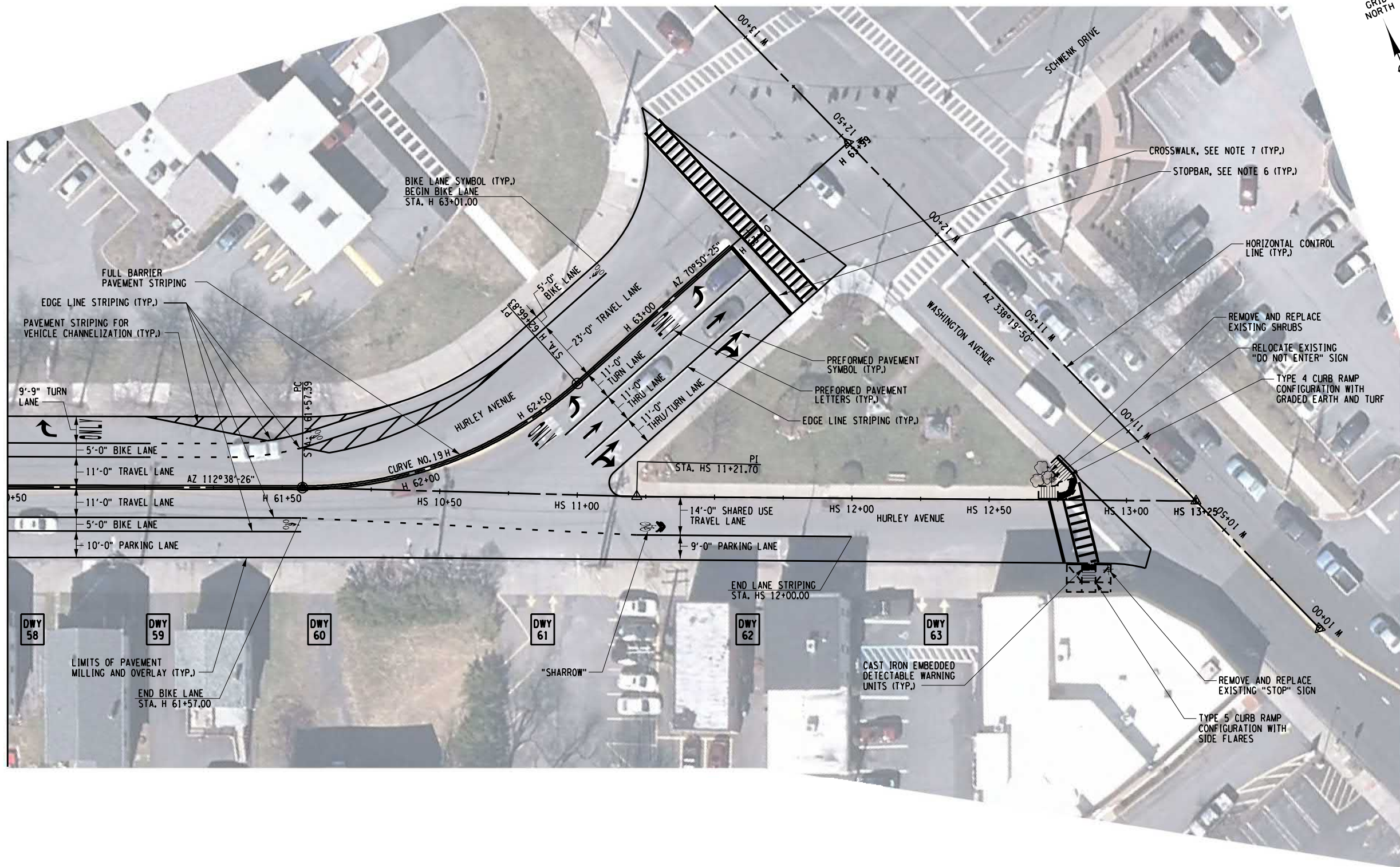
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IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____

$\Delta = 5^{\circ}-10'-45''$
 $R = 1,500.00'$
 $L = 135.59'$
 $T = 67.84'$
 $E = 1.53'$

MATCH LINE SEE DWG. CP-10

SEE DWG. GP-1 FOR NOTES



**HURLEY AVENUE PAVING
AND COMPLETE STREETS**

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

GENERAL PLAN

SCALE: 1" = 40'-0"
DATE ISSUED: 04/2018
DRAWING
GP-11



The City of
Kingston, NY

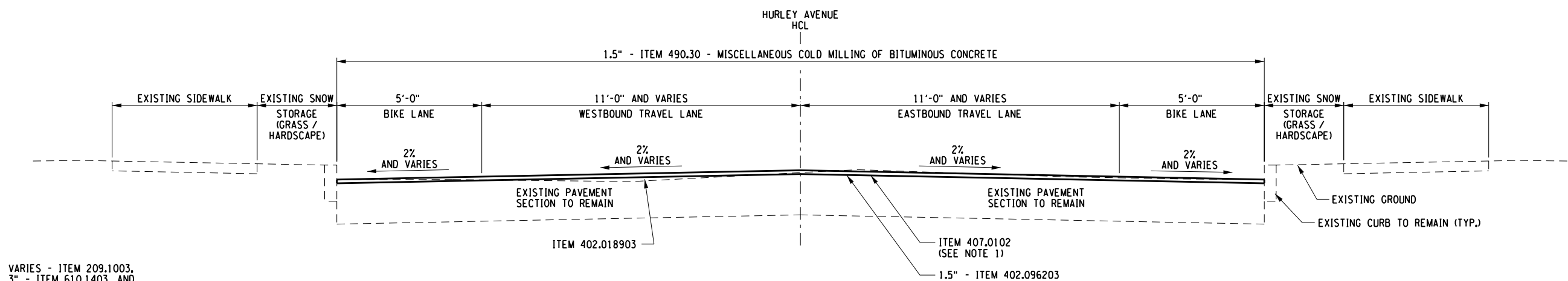
Barton
& Loguidice, D.P.C.

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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145 SECTION 7209

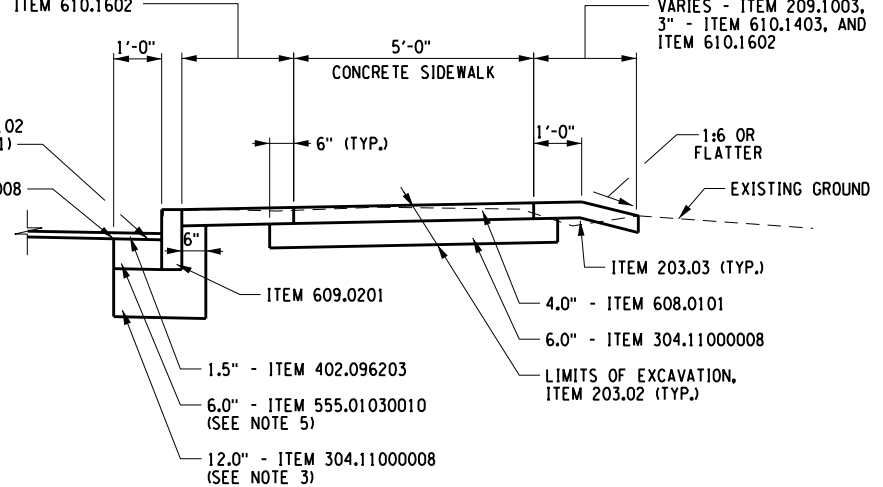
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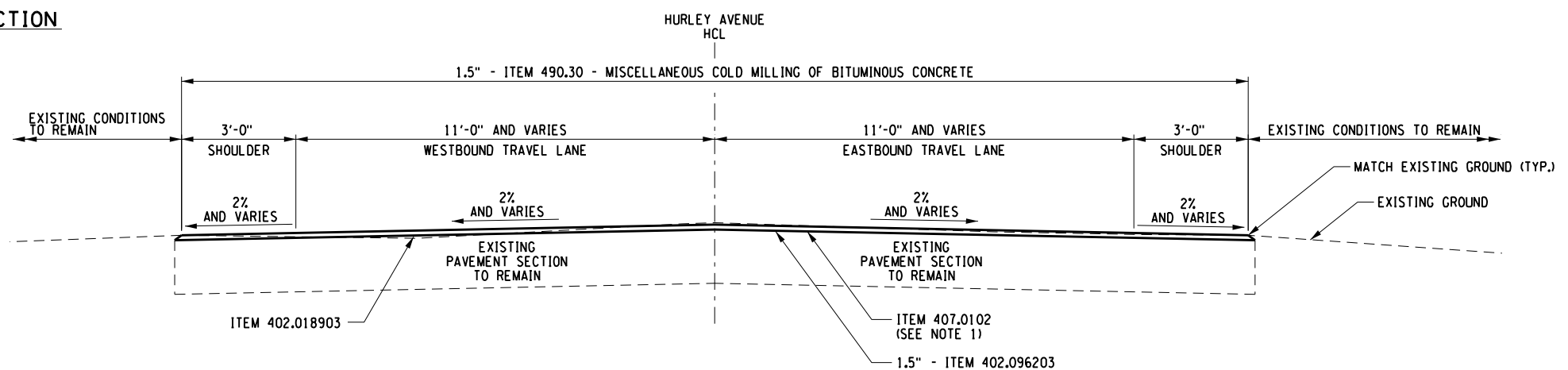
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____



TYPICAL SECTION NO. 2
N.T.S.



SIDEWALK SECTION
N.T.S.



TYPICAL SECTION NO. 1
N.T.S.

PREPARED BY: BARTON & LOGUIDICE, D.P.C. ON:							
ITEM NO.	DESCRIPTION	UNITS	ITEM NO.	DESCRIPTION	UNITS	NOTES	
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	610.1602	TURF ESTABLISHMENT - LAWNS (SEE NOTE 2)	SY	1. PLACE TACK COAT BETWEEN ALL LIFTS OF ASPHALT. 2. CONTRACTOR TO USE LAWN SEED MIX AS DESCRIBED IN THE SPECIFICATIONS SPECIAL NOTE FOR SEEDING LAWN AREAS. 3. LIMITS FOR THE DEPTH OF SUBBASE COURSE SHALL BE THE GREATER OF 12" OR THE EXISTING SUBBASE DEPTH. 4. LIMITS FOR ESTABLISHING TURF AND TOPSOIL SHALL BE FROM THE OUTSIDE EDGE OF SIDEWALK OR SHOULDER TO THE POINT WHERE THE PROPOSED WORK MEETS THE EXISTING GROUND. 5. MINIMUM OF 6" CLASS C CONCRETE OR MATCH EXISTING PAVEMENT THICKNESS.	
203.03	EMBANKMENT-IN-PLACE	CY	627.50140008	CUTTING PAVEMENT	LF		
209.1003	SEED AND MULCH TEMPORARY	SY					
304.11000008	SUBBASE COURSE (MODIFIED)	CY					
402.018903	TRUING & LEVELING F9, SUPERPAVE HMA, 80 SERIES COMPACTION	TON					
402.096203	9.5 F2 TOP COURSE HMA, 60 SERIES COMPACTION	TON					
407.0102	DILUTED TACK COAT	GAL					
490.30	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	SY					
503.01030010	CEMENT CONCRETE FOUNDATION FOR PAVEMENT, UNREINFORCED, CLASS C (SPECIAL AREAS)	CY					
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY					
609.0201	STONE CURB, GRANITE (TYPE A)	LF					
610.1403	TOPSOIL - LAWNS	CY					

8

NO. DATE BY REVISION

Kingston, NY

Barton & Loguidice, D.P.C.

HURLEY AVENUE PAVING AND COMPLETE STREETS

CITY OF KINGSTON

ULSTER COUNTY

PIN 8761.94

TYPICAL SECTIONS - 1

SCALE: NONE

DATE ISSUED: 04/2018

DRAWING TYP-1

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

Social, Economic and Environmental Resources Checklist				
PIN: 8761.94		FUNDING TYPE: STP-FLEX		
DESCRIPTION: This project will seek to improve the existing pavement and sidewalks to enhance the corridor for the traveling public.		DATE: May 2018		
		REVISION DATE:		
MUNICIPALITY: City of Kingston		NEPA CLASS: Class II – C-list CE		
COUNTY: Ulster		SEQRA TYPE: Type II		
SCOPE: Complete Streets				
SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS		IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT ¹ OR ISSUE?	
		NO	YES	NO
Social				
A. Land Use				
1. Is there potential to affect current land use/zoning?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there a lack of consistency with community's comprehensive plan and/or other local or regional planning goals?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the project affect any planned or future development?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Neighborhoods and Community Cohesion				
1. Are relocations of homes or businesses proposed or acquisition of community resources anticipated?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there potential for changes to neighborhood character?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is there a potential to impact transportation options (e.g., transit, walking, bicycling)?		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Are there potential changes to travel patterns that could affect neighborhood quality of life?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Will the project divide or isolate portions of the community or generate new development that could affect the current community structure?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. General Social Groups				
1. Are there potential effects to the ability of transit dependent, elderly, or disabled populations to access destinations (particularly local businesses and health care facilities)?		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project have the potential to disproportionately impact low income or minority populations (Environmental Justice)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there alterations to pedestrian facilities that would affect the elderly or disabled such as lengthening pedestrian crossings or providing median refuge?		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Community Services				

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT ¹ OR ISSUE?	
	NO	YES	NO
1. Is there potential to affect access to or use of Schools, Recreation Areas or Places of Worship (e.g., detours, sidewalk removal, addition of curb ramps, crosswalks, pedestrian signals, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there potential to affect emergency service response?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic			
A. Regional and Local Economies			
1. Is there potential to affect local economic viability (e.g., development potential, tax revenues, employment opportunities, retail sales or public expenditures)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there a potential to divert traffic away from businesses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Business Districts			
1. Are there potential effects on the viability or character of Business Districts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project affect transportation options available for patrons getting into or out of the District?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will sidewalks, bicycling opportunities or transit opportunities to or within the district be affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will parking within the district be affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Specific Business Impacts			
1. Are effects to specific businesses anticipated? (e.g., sidewalks, bicycling opportunities, or handicapped access to and from businesses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project affect available transportation options for patrons to businesses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the project affect the ability of businesses to receive deliveries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will parking for businesses be affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental			
1. Are there wetlands within or immediately adjacent to the project limits? <i>See Environmental Procedures Manual (EPM) 4.A.R, Executive Order (EO) 11990 may apply.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there Surface Waters (other than wetlands) within or immediately adjacent to the project limits? <i>lakes, ponds streams or wetlands of any jurisdiction</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is there a designated Wild or Scenic River within or immediately adjacent to the project limits? <i>(See The Environmental Manual (TEM) 4.4.3)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will the project require a U.S. Coast Guard Bridge Permit? <i>Project area includes a bridge over navigable waters of U.S.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Does the project area contain waters regulated as Navigable by U. S. Army Corps of Engineers? <i>Section 404/10 Individual Permit or NWP 23 may be required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the project in a mapped Flood Zone? <i>TEM section 4.?, EO 11988</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT ¹ OR ISSUE?	
	NO	YES	NO
7. Is the project in or could it affect a designated coastal area? <i>FAN and/or Consistency determination may be required. See TEM 4.6</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Is the project area above a Sole Source Aquifer? <i>See TEM 4.4 Coordination with FHWA and/or EPA may be required.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Will the project involve one (1) acre of ground disturbance (or 5,000 sf in the East of Hudson watershed)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Are federally/state listed endangered species or designated critical habitat indicated for the project county? <i>Coordination with DEC and/or a FHWA determination may be required. See TEM 4.4.9.3</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Is the project in a designated Critical Environmental Area? <i>TEM 4.4.11(SEQR issue)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Are there any resources protected by Section 106 (or Section 1409) within the project limits or immediate area? <i>See TEM 4.4.12 Appendix G</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Is Native American coordination required outside of Section 106 consultation? <i>The project on or affecting Native American Lands or other areas of interest</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Is there a use, constructive use or temporary occupancy of a 4(f) resource? <i>See SECTION 4(f) POLICY PAPER and contact Area Engineer.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Will the project involve conversion of a 6(f) resource? <i>listed as having Land and Water Conservation funds spent on the resource</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Is there any potential to affect the character of important and possibly significant the visual resources of the project area and its environs? <i>(See PDM Chapter 3.2.2.2)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the project convert land protected by the Federal Farmland Protection Act? <i>See TEM 4.4.15</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Will the project acquire active farmland from an Agricultural District? <i>(SEQR issue)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Is the project in a non-attainment area and exceed the CO screening criteria? <i>see EPM Chapter 1 1.1-19 an Air Quality Analysis required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Is the project in a non-attainment area and exceed the PM screening criteria? <i>see EPM Chapter 1 1.1-19? A hot spot analysis is required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Is the project a Type I Noise project as per 23 CFR 772? <i>See TEM 4.4.18</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Will the project require the removal of Asbestos Containing Materials? <i>See TEM 4.4.19</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Does the project area contain Contaminated and Hazardous Materials? <i>EPA National Priority List</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
24. Will the project increase the height of towers, construct new towers or other obstructions in a known migratory bird flyway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTES:

¹ The term "impacts" means both positive and negative effects. Both types of effects should be discussed in the body of the report as appropriate.

PREPARED BY (Print Name and Title): Corinne Steinmuller, Environmental Scientist
Peter Christiano, Senior Project Engineer

CERTIFICATION:

I certify that the information provided above is true and accurate.



Date 10/15/18

CERTIFICATION:

I certify that the information provided above is true and accurate.

Regional/Main Office Environmental Unit Supervisor _____ Date _____

Print Name and Title: _____



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

November 13, 2018

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
New York.FHWA@dot.gov

In Reply Refer To:
HED-NY

Ms. Kaitlin Larson
Environmental Specialist
New York State Department of Transportation, Region 8
4 Burnett Boulevard
Poughkeepsie, NY 12603

Subject: PIN 8761.94 – Threatened and Endangered Species Concurrence
Hurley Avenue Paving and Complete Streets
City of Kingston, Ulster County

Dear Ms. Larson:

We have reviewed the documentation dated November 13 regarding ESA consultation for the subject project. The Federal Highway Administration (FHWA) has determined that the project, as proposed by New York State Department of Transportation (NYSDOT), "*May Affect, but is Not Likely to Adversely Affect*" the federally listed Indiana Bat and Northern long-eared Bat.

Concurrence was sought from the United States Fish and Wildlife Service (USFWS) on October 29 through the Information for Planning and Consultation (IPaC) website. The system provided a "*Not Likely to Adversely Affect*" determination for the project and USFWS did not provide additional information within the 14 days they are allotted under the current consultation procedures, resulting in their concurrence. Section 7 consultation for the bat species is complete under the rangewide programmatic informal consultation process.

FHWA also concurs that the project activities will have "*No Effect*" on the Bog Turtle.

If at any time during construction the presence of these federally listed species, or their habitat, is discovered or suspected, construction activities must be halted. Activities cannot resume until FHWA and the USFWS are consulted.

If you have any questions, please feel free to contact me at (518) 431-8892.

Sincerely,

Sara J. Gross, P.E.
Senior Area Engineer

cc: O. Trocard, Regional Local Project Liaison, NYSDOT, Region 8
L. Gorney, Local Project Unit, NYSDOT, Region 8



October 25, 2018

Lance Gorney, P.E.
NYS Department of Transportation, Hudson Valley
Region 8, Regional Local Project Design Liaison
4 Burnett Boulevard
Poughkeepsie, New York 12603

Subj: Hurley Avenue Paving and Complete Streets
PIN 8761.94

Re: Protected Species Habitat Evaluation

File: 1696.007.121

Dear Mr. Gorney:

This letter serves to aid in the issuance of an effect determination for the state and federal protected species reported to be located within or adjacent the location of the proposed Hurley Avenue Paving and Complete Streets project, located in the City of Kingston, Ulster County, New York.

The U.S. Fish and Wildlife Service's (USFWS) IPaC system, the New York State Department of Environmental Conservation's (NYSDEC) Nature Explorer, and the New York Natural Heritage Program (NYNHP) database were reviewed to determine which state and federal protected species' ranges overlap with the proposed Hurley Avenue Paving and Complete Streets project's limits of disturbance. A habitat assessment was completed by Barton & Loguidice, D.P.C. on April 17, 2018. The USFWS New York Field Office's website was reviewed to determine whether any federally listed endangered, threatened, or candidate species are reported to inhabit the Project Area. The USFWS' Information for Planning and Consultation (IPaC) System (USFWS, 2018) reported three (3) federally protected species, the Indiana bat (*Myotis Sodalis* – Endangered), the northern long-eared bat (*Myotis septentrionalis* - Threatened), and the bog turtle (*Clemmys muhlenbergii* – Threatened).

Additionally, the New York Natural Heritage Program was contacted for information regarding the reported presence of any state-listed endangered species, threatened species, species of special concern, or significant natural communities within or adjacent to the Project Area. A response received on April 4, 2018 that indicated the bald eagle (*Haliaeetus leucocephalus* – Threatened) has been documented within 0.5 mile of the project site. Additionally, a northern long-eared bat hibernacula is located within 5 miles. In regards to the response received for the bald eagle, the 2000-2005 New York State Breeding Bird Atlas Survey (BBA) was reviewed, resulting in two (2) NYS species of special concern, the Cooper's hawk (*Accipiter cooperii*) and Red-shouldered hawk (*Buteo lineatus*), and one NYS threatened species, the Least Bittern (*Ixobrychus exilis*).

Lastly, the New York State Department of Environmental Conservation's (NYSDEC) Nature Explorer website was queried for records of any rare species or rare natural communities reported within the project area. No rare species or communities were identified from the query.



Discussion and Effect Determinations

The IPaC Species Determination Key tool was utilized to determine potential project effects on the Indiana bat (IBAT) and northern long-eared bat (NLEB) and generated a Consistency Letter to inform FHWA's effect determination. Based on the potential removal of up to five trees, the Determination Key concluded a determination of "May Affect, Not Likely to Adversely Affect" for the IBAT and NLEB for this project (see Attachment G of the Threatened and Endangered Species Assessment). The tree removal will occur within the USFWS recommended Conservation Cutting Window for the protection of bats of between October 1 – March 31 of any given year. The trees to be removed occur adjacent to the roadway (less than 100 feet) and will be clearly demarcated prior to removal in accordance with Best Management Practices (BMPs). BMPs will be utilized for the duration of the project to limit impacts to freshwater resources adjacent to the project areas. Additionally, to result in a determination of "Take Not Likely" from the NYSDEC, it is recommended the winter tree cutting window be further restricted using NYSDEC's recommended tree cutting window for this project to between November 1 and March 31 to disturb habitat during the bat hibernation season.

Due to lack of suitable wetlands within or adjacent to the project area, a determination of "No Effect, No Suitable Habitat" is recommended for the threatened bog turtle.

The bald eagle (*Haliaeetus leucocephalus*) is no longer a federally endangered species, but continues to receive federal protection under the Bald and Golden Eagle Protection Act (BGEPA) and state protection under the Environmental Conservation Law as a NYS threatened species. Therefore, the project area was assessed to determine whether bald eagles are reported in the project area and whether potential impacts to this species may occur as a result of the project. During coordination with the NHP, bald eagles were noted within 0.5 miles of the project corridor. A review of the BBA indicated no historical sightings of bald eagles were reported for the project area. Results of this record review are included in Attachment F of the Threatened and Endangered Species Assessment. Bald eagles nest in trees, usually choosing the tallest living tree with accessible branches for nest building. Nesting locations are typically located within a forested area close to large bodies of water and shoreline area. Esopus Creek is northwest of the project corridor with the closest point approximately 300 feet away. While this project does not require a BGEPA permit as it is not within 660 ft. of a known nest, bald eagles will travel within 1 mile of known nest locations. Some noise disturbance may result during the project construction period in the corridor that would disturb bald eagle foraging, but this project is unlikely to disturb nesting bald eagles. Therefore, this project is concluded not to impact bald eagles.

No suitable habitat for the Cooper's hawk, Red-shouldered hawk, or Least Bittern was identified within the project's disturbance limits. Therefore, a determination of no effect is recommended for these species.

No observations of other protected species, unique plant assemblages, or significant natural communities were noted within or adjacent to the project area.

If you have any questions concerning the habitat characteristics or effect determinations recommended for the proposed Hurley Avenue Paving and Complete Streets project, do not hesitate to contact me at 518-218-1801. We appreciate your continued review and advancement of this project.



Very truly yours,

BARTON & LOGUIDICE, D.P.C.

A handwritten signature in blue ink, appearing to read 'Peter J. Christiano', is written over the printed name.

Peter J. Christiano, P.E., PTOE
Senior Project Engineer

PJC
Attachments

Barton & Loguidice, D.P.C.**Memo To:** Project File**Date:** June 11, 2018**From:** Corinne I. Steinmuller
Environmental Scientist II**Project No.:** 1696.007.121**Subject:** Threatened and Endangered Species Assessment
Hurley Avenue Paving and Complete Streets
PIN: 8761.94

Project Area and Description

Barton & Loguidice, D.P.C. (B&L) has been retained by the City of Kingston, Ulster County, New York for design services to construct the Hurley Avenue Paving and Complete Streets project utilizing grant funding administered by the Federal Highway Administration (FHWA). The goal of the project is to perform approximately 5,100 feet of Hurley Avenue milling and repaving, install ADA compliant sidewalk curb ramps, stripe pavement, and improve pedestrian/bicycle access between the City of Kingston municipal boundary and Washington Avenue. The completion of the project will improve safety for pedestrians and non-motorized users of the corridor.

The topographic and aerial location of the project area is shown on the attached Figures 1 and 2, respectively. The project site can also be found on the USGS 7½-minute Kingston West quadrangle between 41°56'7.31"N, 74° 2'30.86"W (east) and 41°56'9.15"N, 74° 1'30.70"W (west).

Land use within the project area includes paved roadway, maintained lawns, and residential development. Dominant covertypes in this area consist of maintained lawn and landscape trees. Land use south of the project area includes intermittent forested areas abutting the roadway.

Federally Protected Species

The U.S. Fish and Wildlife Service (USFWS) New York Field Office's website was reviewed to determine whether any federally listed endangered, threatened, or candidate species are reported to inhabit the project area or adjacent areas. The USFWS' Information, Planning and Consultation (IPaC) System reported three federally protected species for the project area: the Indiana bat (*Myotis sodalis* – Endangered), the northern long-eared bat (*Myotis septentrionalis* – Threatened), and the bog turtle (*Clemmys muhlenbergii* - Threatened). A printout of the IPaC results is included as Attachment A.

New York State Protected Species

The New York Natural Heritage Program (NHP) was contacted for information regarding the reported presence of any state-listed endangered species, threatened species, species of special concern, or significant natural communities within or adjacent to the project area. A response was received from the NHP on April 4, 2018 that indicated the bald eagle (*Haliaeetus leucocephalus* – Threatened) has been documented within 0.5 mile of the project site. Additionally, a northern long-eared bat hibernacula is located within 5 miles. The NHP's response letter is included as Attachment B.



In addition, the New York State Department of Environmental Conservation's (NYSDEC) Nature Explorer website was queried for records of any rare species or rare natural communities reported within the project area. No rare species or communities were identified from this query, as documented in Attachment C.

Availability of Suitable Habitat

A field habitat assessment of the project area was completed by staff of B&L's Ecology Group on April 17, 2018. The main objective of this habitat assessment was to evaluate the presence of any state or federally protected species within or adjacent to the project area, or the presence of suitable habitat for any of the reported species. Photographs showing the characteristics of the project area are included in Attachment D.

Indiana (IBAT) and Northern long-eared bats (NLEB)

These bat species select roosting trees based on the tree's location, position within the landscape, bark characteristics, and ability to provide cavities or crevices. Suitable roosting and foraging habitat for these bats include mixed age stands of trees greater than 3 inches in diameter at breast height (DBH), with foraging habitat containing areas of open water. These habitat requirements were observed within and adjacent to the project area. In accordance with and the 2017 Range-wide Indiana Bat Summer Survey Guidelines (this document applies to both Indiana bat and northern long-eared bats) most trees greater than 3 inches DBH are considered potential habitat for the northern long-eared bats. The project corridor contains primarily landscape trees and shrubs, including various maple species (*Acer* spp.), Norway spruce (*Picea abies*), and shagbark hickory (*Carya ovata*). Under the current project design, approximately five large diameter (12-20" DBH) trees will be removed for this project.

Bog turtle

The bog turtle, the smallest of the emydid turtles, spends much of the time buried in the mud and, therefore, has a reputation for being secretive. While they prefer fens, highly acidic wetlands and areas of soft, deep mud are considered suitable habitat. No wetlands were identified within or adjacent to the proposed areas of disturbance for the project.

Critical Habitat

A review of designated critical habitat areas within New York State was completed. No such areas exist within or adjacent to the project area.

Bald Eagle Review

The bald eagle was removed from the Endangered Species list in 2007, but is still afforded federal protection under the Bald and Golden Eagle Protection Act (BGEPA) and state protection under the Environmental Conservation Law as a threatened species. Therefore, the project area was assessed to determine whether bald eagles are reported in the project area and whether potential impacts to this species may occur as a result of the project. During coordination with the NHP, bald eagles were noted within 0.5 miles of the project corridor. A review of the 2000-2005 New York State Breeding Bird Atlas Survey (BBA) indicated no historical sightings of bald eagles were reported for the project area. Results of this record review are included in Attachment E. Bald eagles nest in trees, usually choosing the tallest living tree with accessible branches for nest building. Nesting locations are typically located within a forested area close to water. No suitable nesting habitat for bald eagles was identified within or adjacent to the project area during the field habitat assessment. The proposed project will have no impacts on large bodies of water or shoreline areas that bald eagles may use for foraging.

Breeding Bird Atlas

A review of the breeding bird survey results for Survey Blocks 5764C and 5764D of the 2000-2005 BBA, which includes the project area, identified one NYS threatened and two NYS species of special concern that were observed in the Survey Blocks. Results of the BBA query are listed in the table below and included as Attachment E.

Table 1: 2000-2005 New York State Breeding Bird Atlas Results					
Species Name	Survey Block	Behavior Code*	NYS Legal Status	Suitable Habitat	Suitable Habitat Within proposed areas of disturbance?
Cooper's hawk (<i>Accipiter cooperii</i>)	5764C	X1	Special Concern	Forest and woodland birds, often found in woodlots adjacent to forest openings, or along edge habitats, and near streams, lakes, and other bodies of water.	No
Red-shouldered hawk (<i>Buteo lineatus</i>)	5764C	X1	Special Concern	Forest birds that prefer an open sub-canopy for hunting. Can be found in suburban areas with mixed forest and housing.	No
Least Bittern (<i>Ixobrychus exilis</i>)	5764D	X1	Threatened	Marsh birds that suspend their nest structures between sturdy emergent vegetation.	No
* X1 = Species observed in possible nesting habitat, but no other indication of breeding noted; singing males present in breeding season.					

Discussion and Effect Determinations

Based on the site observations documented during the habitat assessment for the proposed Hurley Avenue Improvements project, no direct effects to the state or federal protected species listed for the project area are anticipated. This conclusion is supported by the information provided below.

IBAT and NLEB

The IPaC Species Determination Key tool was utilized to determine potential project effects on the IBAT and NLEB and generated a Consistency Letter to inform FHWA's effect determination. Based on the potential removal of up to five trees, the Determination Key concluded a determination of May Affect, Not Likely to Adversely Affect for the Indiana and northern long-eared bats for this project (Attachment F). The tree removal will occur within the USFWS recommended Conservation Cutting Window for the protection of bats of between October 1 – March 31 of any given year. The trees to be removed occur adjacent to the roadway (less than 100 feet) and will be clearly demarcated prior to removal in accordance with Best Management Practices (BMPs). BMPs will be utilized for the duration of the project to limit impacts to freshwater resources adjacent to the project areas.

Additionally, to result in a determination of "Take Not Likely" from the NYSDEC, it is recommended the winter tree cutting window be further restricted using NYSDEC's recommended tree cutting window for this project to be between November 1 and March 31 to disturb habitat during the bat hibernation season.

Bog Turtle

Due to lack of suitable wetlands within or adjacent to the project area, a determination of No Effect, No Suitable Habitat, is recommended for this threatened species.

Bald Eagle

Bald eagles prefer habitat along large bodies of water and shoreline area. Esopus Creek is northwest of the project corridor with the closest point approximately 300 feet away. While review of the BBA did not indicate eagle observations, the NHP response indicated the presence of bald eagles within 0.5 miles of the project corridor. While this project does not require a BGEPA permit as it is not within 660 ft. of a known nest, bald eagles will travel within 1 mile of known nest locations. Some noise disturbance may result during the project construction period in the corridor that would disturb bald eagle foraging, but this project is unlikely to disturb nesting bald eagles. Therefore, this project is concluded not to impact bald eagles.

BBA Species

No suitable habitat for the Cooper's hawk, red-shouldered hawk, or least bittern was identified within the project's disturbance limits. Therefore, a determination of no effect is recommended for these species.

In addition, no observations of other protected species, unique plant assemblages, or significant natural communities were noted within or adjacent to the project area. An FHWA Species Conclusion Table is included as Attachment G to summarize the results and determinations of this assessment.

CIS/akg
Attachments

Figure 1

Topographic Project Area Map

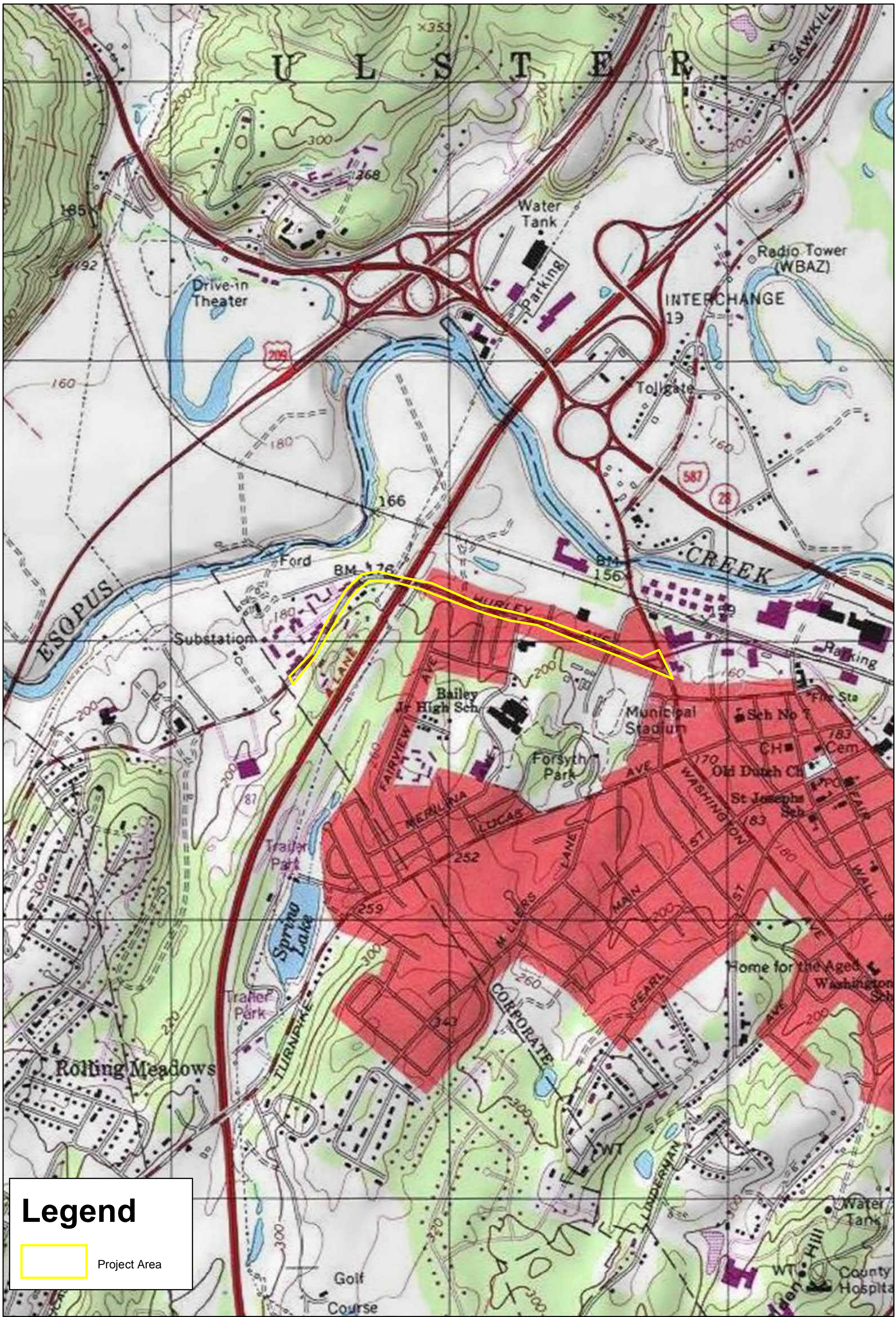


Figure 2

Aerial Project Area Map



Legend



Project Area



1 inch = 500 feet

Attachment A

U.S. Fish and Wildlife Service Information, Planning and Consultation (IPaC) System Results



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road

Cortland, NY 13045-9385

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo/es/section7.htm>

In Reply Refer To:

April 20, 2018

Consultation Code: 05E1NY00-2018-SLI-1859

Event Code: 05E1NY00-2018-E-05613

Project Name: Hurley Avenue Complete Streets

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (<http://www.fws.gov/windenergy/>)

[eagle_guidance.html](#)). Additionally, wind energy projects should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

Project Summary

Consultation Code: 05E1NY00-2018-SLI-1859

Event Code: 05E1NY00-2018-E-05613

Project Name: Hurley Avenue Complete Streets

Project Type: TRANSPORTATION

Project Description: The project, identified as PIN 8761.91 Hurley Avenue Paving and Complete Streets, proposes to provide approximately 5,100 ft. of Hurley Avenue milling and repaving, installation of ADA compliant sidewalk curb ramps, pavement striping, and pedestrian/bicycle improvements between the City of Kingston municipal boundary and Washington Avenue. Hurley Avenue is located in the City of Kingston, Ulster County, New York. The completion of the project will improve safety for pedestrians and non-motorized users of the corridor.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.93737877667027N74.03007510739187W>



Counties: Ulster, NY

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Bog Turtle <i>Clemmys muhlenbergii</i> Population: Wherever found, except GA, NC, SC, TN, VA No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6962 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/182/office/52410.pdf Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/182/office/52410.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Attachment B

New York Natural Heritage Program (NHP) Response

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

April 4, 2018

Corinne Steinmuller
Barton and Loguidice, D.P.C.
10 Airline Drive
Albany, NY 12205

Re: Hurley Avenue Paving and Complete Streets
County: Ulster Town/City: City Of Kingston

Dear Ms. Steinmuller:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur in the vicinity of the project site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our database is continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 3 Office, Division of Environmental Permits, at dep.r3@dec.ny.gov, (845) 256-3054.

Sincerely,



Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program



**The following state-listed animals have been documented
in the vicinity of the project site.**

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about any permit considerations for the project, please contact the Permits staff at the NYSDEC Region 3 Office at dep.r3@dec.ny.gov, (845) 256-3054. For information about potential impacts of the project on these species, and how to avoid, minimize, or mitigate any impacts, contact the Region 3 Wildlife staff at Wildlife.R3@dec.ny.gov, (845) 256-3098.

The following species has been documented within 0.5 mile of the project site. Individual animals may travel 1 miles from documented locations.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Birds				
Bald Eagle <i>Breeding</i>	<i>Haliaeetus leucocephalus</i>	Threatened		14124

The following species has been documented at four hibernacula within 5 miles of the project site. Individual animals may travel 5 miles from documented locations. The main impact of concern for bats is the cutting or removal of potential roost trees.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Mammals				
Northern Long-eared Bat <i>Hibernaculum</i>	<i>Myotis septentrionalis</i>	Threatened	Threatened	14175

This report only includes records from the NY Natural Heritage database.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

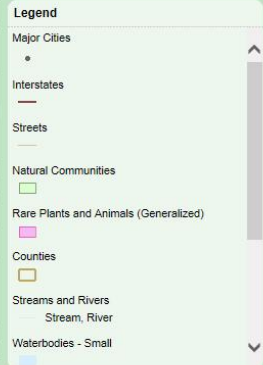
Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

Attachment C

NYS Department of Environmental Conservation (NYSDEC) Nature Explorer Results



Map Filter Print Report



[Refine Search](#)
[Export Results](#)
[Create PDF Report](#)

Common Name ⓘ Scientific Name	Subgroup ⓘ	Town Distribution Status ⓘ	Town Year Last Documented ⓘ	Protection Status		Conservation Rank	
				State ⓘ	Federal ⓘ	State ⓘ	Global ⓘ
No Records Found							
<p><i>Note:</i> Restricted plants and animals have also been documented in one or more of the Towns or Cities in which your user-defined area is located, but are not listed in these results. This application does not provide information at the level of Town or City on state-listed animals and on other sensitive animals and plants. See a list of the restricted animals and plants documented from the following counties: Ulster. Any individual plant or animal on this county's restricted list may or may not occur in this particular user-defined area.</p> <p>This list only includes records of rare species and significant natural communities from the databases of the NY Natural Heritage Program. This list is not a definitive statement about the presence or absence of all plants and animals, including rare or state-listed species, or of all significant natural communities. For most areas, comprehensive field surveys have not been conducted, and this list should not be considered a substitute for on-site surveys.</p>							

Attachment D

Photo Log



Photo 1. Hurley Avenue looking north from southern terminus.



Photo 2. Hurley Avenue looking south toward southern terminus.



Photo 3. Hurley Avenue looking north.



Photo 4. Hurley Avenue, looking north toward bend in road.



Photo 5. Bend in road, where corridor shifts west – east.



Photo 6. Project corridor, looking east.



Photo 7. Project corridor, looking east.



Photo 8. Stream crossing in project area.



Photo 9. Area of potential tree removals.



Photo 10. Hurley Avenue, looking east.



Photo 11. Hurley Avenue, looking east. Area of pedestrian improvement.



Photo 12. Hurley Avenue, looking east toward western project terminus.



Photo 13. Western project terminus.



Photo 14. Western project terminus, looking north.

Attachment E

2000-2005 New York State Breeding Bird Atlas Survey Results

NYS Breeding Bird Atlas



Block 5764C 2000-2005

Navigation Tools	Block 5764C Summary
Perform Another Search	Total Species: 84
Show All Records	Possible: 25
Sort by Field Card Order	Probable: 18
Sort by Taxonomic Order	Confirmed: 41
View 1985 Data	

Click on column heading to sort by that category.

List of Species Breeding in Atlas Block 5764C				
<u>Common Name</u>	<u>Scientific Name</u>	<u>Behavior Code</u>	<u>Date</u>	<u>NY Legal Status</u>
Canada Goose	<i>Branta canadensis</i>	FL	5/26/2002	Game Species
Wood Duck	<i>Aix sponsa</i>	X1	7/3/2002	Game Species
Mallard	<i>Anas platyrhynchos</i>	D2	6/14/2002	Game Species
Wild Turkey	<i>Meleagris gallopavo</i>	X1	5/26/2002	Game Species
Great Blue Heron	<i>Ardea herodias</i>	X1	7/13/2001	Protected
Green Heron	<i>Butorides virescens</i>	FL	7/8/2002	Protected
Turkey Vulture	<i>Cathartes aura</i>	X1	7/13/2001	Protected
Cooper's Hawk	<i>Accipiter cooperii</i>	X1	7/3/2002	Protected-Special Concern
Red-shouldered Hawk	<i>Buteo lineatus</i>	X1	5/26/2002	Protected-Special Concern
Broad-winged Hawk	<i>Buteo platypterus</i>	X1	7/7/2003	Protected
Red-tailed Hawk	<i>Buteo jamaicensis</i>	P2	5/26/2002	Protected
Killdeer	<i>Charadrius vociferus</i>	P2	7/13/2001	Protected

Spotted Sandpiper	<i>Actitis macularius</i>	D2	5/26/2002	Protected
American Woodcock	<i>Scolopax minor</i>	D2	4/5/2002	Game Species
Rock Pigeon	<i>Columba livia</i>	X1	6/11/2002	Unprotected
Mourning Dove	<i>Zenaida macroura</i>	FL	7/3/2002	Protected
Chimney Swift	<i>Chaetura pelagica</i>	X1	7/13/2001	Protected
Ruby-throated Hummingbird	<i>Archilochus colubris</i>	X1	6/8/2001	Protected
Belted Kingfisher	<i>Megaceryle alcyon</i>	X1	7/3/2002	Protected
Red-bellied Woodpecker	<i>Melanerpes carolinus</i>	D2	7/3/2002	Protected
Downy Woodpecker	<i>Picoides pubescens</i>	FL	7/13/2001	Protected
Hairy Woodpecker	<i>Picoides villosus</i>	FY	5/26/2002	Protected
Northern Flicker	<i>Colaptes auratus</i>	X1	7/13/2001	Protected
Pileated Woodpecker	<i>Dryocopus pileatus</i>	T2	7/7/2003	Protected
Eastern Wood-Pewee	<i>Contopus virens</i>	FY	7/7/2003	Protected
Acadian Flycatcher	<i>Empidonax virescens</i>	T2	7/3/2002	Protected
Willow Flycatcher	<i>Empidonax traillii</i>	S2	6/12/2002	Protected
Least Flycatcher	<i>Empidonax minimus</i>	X1	7/23/2001	Protected
Eastern Phoebe	<i>Sayornis phoebe</i>	FL	7/23/2001	Protected
Great Crested Flycatcher	<i>Myiarchus crinitus</i>	B2	6/11/2002	Protected
Eastern Kingbird	<i>Tyrannus tyrannus</i>	DD	7/8/2002	Protected
Blue-headed Vireo	<i>Vireo solitarius</i>	D2	7/7/2003	Protected
Warbling Vireo	<i>Vireo gilvus</i>	S2	6/11/2002	Protected
Red-eyed Vireo	<i>Vireo olivaceus</i>	S2	7/23/2001	Protected
Blue Jay	<i>Cyanocitta cristata</i>	FL	7/8/2002	Protected
American Crow	<i>Corvus brachyrhynchos</i>	FY	7/8/2002	Game Species
Tree Swallow	<i>Tachycineta bicolor</i>	FL	7/7/2003	Protected
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>	X1	6/14/2002	Protected
Barn Swallow	<i>Hirundo rustica</i>	ON	5/26/2002	Protected

Black-capped Chickadee	<i>Poecile atricapillus</i>	FY	5/26/2002	Protected
Tufted Titmouse	<i>Baeolophus bicolor</i>	FL	7/8/2002	Protected
White-breasted Nuthatch	<i>Sitta carolinensis</i>	FL	6/29/2003	Protected
Brown Creeper	<i>Certhia americana</i>	X1	6/12/2002	Protected
Carolina Wren	<i>Thryothorus ludovicianus</i>	FL	7/13/2001	Protected
House Wren	<i>Troglodytes aedon</i>	FL	7/7/2003	Protected
Eastern Bluebird	<i>Sialia sialis</i>	FL	7/8/2002	Protected
Veery	<i>Catharus fuscescens</i>	X1	5/26/2002	Protected
Hermit Thrush	<i>Catharus guttatus</i>	X1	6/11/2002	Protected
Wood Thrush	<i>Hylocichla mustelina</i>	FY	7/7/2003	Protected
American Robin	<i>Turdus migratorius</i>	FL	7/13/2001	Protected
Gray Catbird	<i>Dumetella carolinensis</i>	FL	7/13/2001	Protected
Northern Mockingbird	<i>Mimus polyglottos</i>	FY	6/29/2003	Protected
Brown Thrasher	<i>Toxostoma rufum</i>	X1	5/26/2002	Protected
European Starling	<i>Sturnus vulgaris</i>	FL	7/13/2001	Unprotected
Cedar Waxwing	<i>Bombycilla cedrorum</i>	FY	6/29/2003	Protected
Blue-winged Warbler	<i>Vermivora pinus</i>	X1	7/13/2001	Protected
Yellow Warbler	<i>Dendroica petechia</i>	FL	7/3/2002	Protected
Black-throated Green Warbler	<i>Dendroica virens</i>	X1	7/23/2001	Protected
Black-and-white Warbler	<i>Mniotilta varia</i>	D2	6/29/2003	Protected
American Redstart	<i>Setophaga ruticilla</i>	FY	7/7/2003	Protected
Worm-eating Warbler	<i>Helmitheros vermivorum</i>	FY	6/11/2002	Protected
Ovenbird	<i>Seiurus aurocapilla</i>	DD	7/7/2003	Protected
Northern Waterthrush	<i>Seiurus noveboracensis</i>	FL	7/7/2003	Protected
Louisiana Waterthrush	<i>Seiurus motacilla</i>	D2	5/26/2002	Protected

Common Yellowthroat	<i>Geothlypis trichas</i>	FY	6/29/2003	Protected
Eastern Towhee	<i>Pipilo erythrophthalmus</i>	D2	6/11/2002	Protected
Chipping Sparrow	<i>Spizella passerina</i>	FL	7/13/2001	Protected
Field Sparrow	<i>Spizella pusilla</i>	X1	7/3/2002	Protected
Savannah Sparrow	<i>Passerculus sandwichensis</i>	X1	5/26/2002	Protected
Song Sparrow	<i>Melospiza melodia</i>	FY	7/3/2002	Protected
Swamp Sparrow	<i>Melospiza georgiana</i>	X1	6/11/2002	Protected
Dark-eyed Junco	<i>Junco hyemalis</i>	X1	7/23/2001	Protected
Scarlet Tanager	<i>Piranga olivacea</i>	T2	7/3/2002	Protected
Northern Cardinal	<i>Cardinalis cardinalis</i>	FY	7/23/2001	Protected
Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>	FL	7/13/2001	Protected
Indigo Bunting	<i>Passerina cyanea</i>	DD	6/29/2003	Protected
Red-winged Blackbird	<i>Agelaius phoeniceus</i>	NY	7/8/2002	Protected
Common Grackle	<i>Quiscalus quiscula</i>	FY	7/13/2001	Protected
Brown-headed Cowbird	<i>Molothrus ater</i>	FL	7/13/2001	Protected
Orchard Oriole	<i>Icterus spurius</i>	X1	6/11/2002	Protected
Baltimore Oriole	<i>Icterus galbula</i>	FL	7/3/2002	Protected
House Finch	<i>Carpodacus mexicanus</i>	FL	6/29/2003	Protected
American Goldfinch	<i>Spinus tristis</i>	T2	7/13/2001	Protected
House Sparrow	<i>Passer domesticus</i>	NE	7/13/2001	Unprotected

Current Date: 6/11/2018

NYS Breeding Bird Atlas



Block 5764D 2000-2005

Navigation Tools	Block 5764D Summary
Perform Another Search	Total Species: 83
Show All Records	Possible: 10
Sort by Field Card Order	Probable: 27
Sort by Taxonomic Order	Confirmed: 46
View 1985 Data	

Click on column heading to sort by that category.

List of Species Breeding in Atlas Block 5764D				
<u>Common Name</u>	<u>Scientific Name</u>	<u>Behavior Code</u>	<u>Date</u>	<u>NY Legal Status</u>
Canada Goose	<i>Branta canadensis</i>	FL	5/8/2001	Game Species
Wood Duck	<i>Aix sponsa</i>	FL	6/10/2001	Game Species
Mallard	<i>Anas platyrhynchos</i>	FL	6/6/2001	Game Species
Mallard x Am. Black Duck Hybrid	<i>Anas platyrhynchos</i> x <i>A. rubripes</i>	X1	6/23/2000	Game Species
Wild Turkey	<i>Meleagris gallopavo</i>	FL	6/20/2005	Game Species
Least Bittern	<i>Ixobrychus exilis</i>	X1	7/7/2004	Threatened
Great Blue Heron	<i>Ardea herodias</i>	X1	6/23/2000	Protected
Green Heron	<i>Butorides virescens</i>	NE	6/30/2000	Protected
Turkey Vulture	<i>Cathartes aura</i>	X1	6/23/2000	Protected
Broad-winged Hawk	<i>Buteo platypterus</i>	T2	7/21/2001	Protected
Red-tailed Hawk	<i>Buteo jamaicensis</i>	FL	7/7/2004	Protected
Killdeer	<i>Charadrius vociferus</i>	DD	6/24/2000	Protected

American Woodcock	<i>Scolopax minor</i>	D2	3/23/2002	Game Species
Rock Pigeon	<i>Columba livia</i>	NE	5/6/2000	Unprotected
Mourning Dove	<i>Zenaida macroura</i>	NE	5/29/2000	Protected
Black-billed Cuckoo	<i>Coccyzus erythrophthalmus</i>	S2	5/20/2004	Protected
Eastern Screech-Owl	<i>Megascops asio</i>	ON	5/15/2001	Protected
Great Horned Owl	<i>Bubo virginianus</i>	P2	2/15/2001	Protected
Barred Owl	<i>Strix varia</i>	S2	6/20/2005	Protected
Chimney Swift	<i>Chaetura pelagica</i>	P2	6/10/2002	Protected
Ruby-throated Hummingbird	<i>Archilochus colubris</i>	P2	6/4/2001	Protected
Red-bellied Woodpecker	<i>Melanerpes carolinus</i>	ON	6/13/2002	Protected
Downy Woodpecker	<i>Picoides pubescens</i>	FL	6/24/2000	Protected
Hairy Woodpecker	<i>Picoides villosus</i>	X1	6/24/2000	Protected
Northern Flicker	<i>Colaptes auratus</i>	FL	6/30/2000	Protected
Pileated Woodpecker	<i>Dryocopus pileatus</i>	B2	5/10/2002	Protected
Eastern Wood-Pewee	<i>Contopus virens</i>	T2	6/8/2001	Protected
Willow Flycatcher	<i>Empidonax traillii</i>	T2	6/4/2001	Protected
Least Flycatcher	<i>Empidonax minimus</i>	X1	6/6/2001	Protected
Eastern Phoebe	<i>Sayornis phoebe</i>	FL	6/24/2000	Protected
Great Crested Flycatcher	<i>Myiarchus crinitus</i>	S2	6/6/2001	Protected
Eastern Kingbird	<i>Tyrannus tyrannus</i>	FL	8/4/2004	Protected
Yellow-throated Vireo	<i>Vireo flavifrons</i>	X1	7/8/2002	Protected
Warbling Vireo	<i>Vireo gilvus</i>	T2	6/30/2000	Protected
Red-eyed Vireo	<i>Vireo olivaceus</i>	NY	7/2/2002	Protected
Blue Jay	<i>Cyanocitta cristata</i>	FY	6/29/2000	Protected
American Crow	<i>Corvus brachyrhynchos</i>	FL	6/23/2000	Game Species
Tree Swallow	<i>Tachycineta bicolor</i>	FY	6/10/2001	Protected
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>	N2	5/8/2001	Protected

Cliff Swallow	<i>Petrochelidon pyrrhonota</i>	ON	6/4/2001	Protected
Barn Swallow	<i>Hirundo rustica</i>	NE	6/30/2000	Protected
Black-capped Chickadee	<i>Poecile atricapillus</i>	FL	6/5/2002	Protected
Tufted Titmouse	<i>Baeolophus bicolor</i>	FL	6/18/2002	Protected
White-breasted Nuthatch	<i>Sitta carolinensis</i>	FL	6/24/2000	Protected
Carolina Wren	<i>Thryothorus ludovicianus</i>	DD	8/13/2002	Protected
House Wren	<i>Troglodytes aedon</i>	ON	6/5/2000	Protected
Marsh Wren	<i>Cistothorus palustris</i>	FL	8/4/2004	Protected
Blue-gray Gnatcatcher	<i>Poliophtila caerulea</i>	B2	5/6/2000	Protected
Eastern Bluebird	<i>Sialia sialis</i>	FL	6/24/2000	Protected
Veery	<i>Catharus fuscescens</i>	S2	6/24/2000	Protected
Wood Thrush	<i>Hylocichla mustelina</i>	FY	6/30/2000	Protected
American Robin	<i>Turdus migratorius</i>	FY	6/3/2000	Protected
Gray Catbird	<i>Dumetella carolinensis</i>	FY	7/17/2000	Protected
Northern Mockingbird	<i>Mimus polyglottos</i>	FY	6/4/2000	Protected
Brown Thrasher	<i>Toxostoma rufum</i>	D2	7/2/2002	Protected
European Starling	<i>Sturnus vulgaris</i>	ON	5/6/2000	Unprotected
Cedar Waxwing	<i>Bombycilla cedrorum</i>	FL	6/23/2000	Protected
Blue-winged Warbler	<i>Vermivora pinus</i>	S2	6/1/2000	Protected
Yellow Warbler	<i>Dendroica petechia</i>	FY	6/23/2000	Protected
Chestnut-sided Warbler	<i>Dendroica pensylvanica</i>	FY	6/6/2001	Protected
Black-throated Green Warbler	<i>Dendroica virens</i>	X1	6/8/2001	Protected
Pine Warbler	<i>Dendroica pinus</i>	T2	6/13/2002	Protected
Prairie Warbler	<i>Dendroica discolor</i>	S2	6/24/2000	Protected
Black-and-white Warbler	<i>Mniotilta varia</i>	S2	6/23/2000	Protected
American Redstart	<i>Setophaga ruticilla</i>	P2	6/23/2000	Protected

Ovenbird	<i>Seiurus aurocapilla</i>	S2	6/3/2000	Protected
Louisiana Waterthrush	<i>Seiurus motacilla</i>	X1	4/27/2002	Protected
Common Yellowthroat	<i>Geothlypis trichas</i>	D2	6/3/2000	Protected
Eastern Towhee	<i>Pipilo erythrophthalmus</i>	S2	6/24/2000	Protected
Chipping Sparrow	<i>Spizella passerina</i>	FY	6/1/2000	Protected
Song Sparrow	<i>Melospiza melodia</i>	FY	6/3/2000	Protected
Scarlet Tanager	<i>Piranga olivacea</i>	S2	6/24/2000	Protected
Northern Cardinal	<i>Cardinalis cardinalis</i>	FL	5/25/2000	Protected
Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>	FL	7/2/2002	Protected
Indigo Bunting	<i>Passerina cyanea</i>	P2	6/1/2000	Protected
Red-winged Blackbird	<i>Agelaius phoeniceus</i>	FY	6/30/2000	Protected
Common Grackle	<i>Quiscalus quiscula</i>	FS	6/3/2000	Protected
Brown-headed Cowbird	<i>Molothrus ater</i>	FL	6/30/2000	Protected
Baltimore Oriole	<i>Icterus galbula</i>	FY	6/30/2000	Protected
Purple Finch	<i>Carpodacus purpureus</i>	X1	6/11/2002	Protected
House Finch	<i>Carpodacus mexicanus</i>	FL	6/4/2001	Protected
American Goldfinch	<i>Spinus tristis</i>	D2	6/4/2001	Protected
House Sparrow	<i>Passer domesticus</i>	FY	6/1/2000	Unprotected

Current Date: 6/11/2018

Attachment F

Consistency Letter for FHWA



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road

Cortland, NY 13045-9385

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo/es/section7.htm>

IPaC Record Locator: 163-12814731

June 11, 2018

Subject: Consistency letter for the 'Hurley Avenue Complete Streets' project (TAILS 05E1NY00-2018-R-1859) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **Hurley Avenue Complete Streets** (Proposed Action) may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

This "may affect - not likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative uses it to ask the Service to rely on the PBO to satisfy the agency's consultation requirements for this project.

Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative with a request for its review, and as the agency deems appropriate, to submit for concurrence verification through the IPaC system. The lead Federal action agency or designated non-federal representative should log into IPaC using their agency email account and click "Search by record locator". They will need to enter the record locator **163-12814731**.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Bog Turtle, *Clemmys muhlenbergii* (Threatened)

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

Hurley Avenue Complete Streets

Description

The project, identified as PIN 8761.91 Hurley Avenue Paving and Complete Streets, proposes to provide approximately 5,100 ft. of Hurley Avenue milling and repaving, installation of ADA compliant sidewalk curb ramps, pavement striping, and pedestrian/bicycle improvements between the City of Kingston municipal boundary and Washington Avenue. Hurley Avenue is located in the City of Kingston, Ulster County, New York. The completion of the project will improve safety for pedestrians and non-motorized users of the corridor.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.
(0 acres of trees proposed to be removed between 100-300 feet of the existing road surface)

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of an Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

Yes

16. Will the removal or trimming of habitat or trees occur **within documented NLEB** roosting/foraging habitat^[1] or travel corridors^[2]?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

17. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

18. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

19. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

20. Will the tree removal alter *any* **documented** Indiana bat or NLEB roosts and/or alter any surrounding summer habitat **within** 0.25 mile of a documented roost?

No

21. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

22. Are *all* trees that are being removed clearly demarcated?

Yes

23. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

24. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

25. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

26. Does the project include slash pile burning?

No

27. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

28. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

29. Will the project involve the use of **temporary** lighting *during* the active season?

No

30. Will the project install new or replace existing **permanent** lighting?

No

31. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

32. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge or structure removal, replacement, and/or maintenance, lighting, or use of percussives, limited to actions that DO NOT cause any stressors to the bat species, including as described in the BA/BO (i.e. activities that do not involve ground disturbance, percussive noise, temporary or permanent lighting, tree removal/trimming, nor bridge/structure activities)?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

33. Will the project raise the road profile **above the tree canopy**?

No

34. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge removal, replacement, and/or maintenance, structure removal, replacement, and/or maintenance, and lighting, consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any stressors to the bat species as described in the BA/BO

35. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost

36. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost

37. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

38. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

39. **Tree Removal AMM 2**

Can *all* tree removal activities be restricted to when Indiana bats are not likely to be present (e.g., the inactive season)^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Automatically answered

Yes

40. Tree Removal AMM 2

Can *all* tree removal activities be restricted to when Northern long-eared bats are not likely to be present (e.g., the inactive season)^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Automatically answered

Yes

41. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

42. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

43. Lighting AMM 1

Will *all* **temporary** lighting used during the removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.45

4. How many acres^[1] of trees are proposed for removal between 100-300 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

Avoidance And Minimization Measures (AMMs)

These measures **were accepted** as part of this determination key result:

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

Attachment G

Species Conclusion Table

Section 7 ESA Process: ESA Transmittal Sheet

Step 3: Documentation. Please complete the appropriate boxes below and complete the documentation as described.

	ESA Does Not Apply	No Effect, Activity-Based	No Effect, No Suitable Habitat or No Effect	BATS: MA, NLAA, 14-Day Form, or IPaC Submittal	NLEB: MA, LAA 30 Day Form, or IPaC Submittal	MA, NLAA, Traditional 7-step Process	MA, LAA, Formal Consultation
Northern Long-eared Bat				✓			
Indiana Bat				✓	NA		
Bog Turtle			✓	NA	NA		
Mollusks (Dwarf Wedge Mussel, Rayed Bean, Clubshell, Chittenango Ovate Amber Snail)	✓			NA	NA		
Karner Blue Butterfly	✓			NA	NA		
Sturgeon (Shortnose, Atlantic)	✓			NA	NA		
Other listed species (Please list)	✓			NA	NA		
Documentation Required	The IPaC report is included in the Design Report.	Record the corresponding number of the activity in the box above. This sheet and the IPaC printout are included in the Design Report.	NYSDOT submits "No Suitable Habitat Determination" or "No Effect" Documentation to FHWA for No Effect Concurrence.	NYSDOT submits 14-day Form to USFWS-cc: Area Engineer, OR submits through IPaC w/Area Engineer included.	NYSDOT submits 30-day Form to FHWA-then to USFWS, OR NYSDOT submits through IPaC w/ Area Engineer included.	NYSDOT submits either BE or BA to FHWA, who submits to USFWS for concurrence.	NYSDOT submits BA to FHWA for Initiation of Formal Consultation with USFWS.

Instructions for Use: This Summary Sheet is sent to FHWA for concurrence for all submissions, except "ESA Does Not Apply" and "No Effect, Activity-Based". A submittal package includes all documentation for all species requiring concurrence, with a cover letter requesting concurrence, so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the Design Report.

HAZARDOUS WASTE SCREENING REQUEST FORM

TO: Lance Gorney, P.E., Regional Local Projects Design Liaison, NYSDOT Region 8
FROM: City of Kingston

PIN: 8761.94 **DESCRIPTION:** Hurley Avenue - Paving and Complete Streets Project

COUNTY: Ulster

DATE: 10/25/2018

Instructions: Please fill out entire form and submit with a map of the project limits.
Please include form in the Design Report.

DOCUMENT SITE INSPECTION FROM (X) SITE WALK OVER AND/OR (X) AERIAL PHOTOS

- ☐ Presence of noxious odors from ☐ soil and/or ☐ water
- ☐ Discoloration of ☐ soil, ☐ water, and/or ☐ foundation
- ☐ Site contains ☐ dead vegetation and/or ☐ little to no vegetation
- ☒ Observed ☐ leaking pipes, ☒ transformers, ☐ tanks, ☐ barrels
- ☐ Project involves removal of lead-containing paint on bridge(s)
- ☐ Project involves demolition of bridges(s) coated with lead-containing paint
- ☐ No potential hazardous waste observed

IDENTIFY POTENTIAL HAZARDOUS WASTE GENERATORS WITHIN/NEAR PROJECT LIMITS

TYPE	NAME	ROW ACQUISITION (YES OR NO)
Gasoline Service Station		
Auto Body/Repair Shop	NYSDOT Garage - 144 Hurley Street	No
Spill Sites (from GIS)	Total of 11 sites. The majority of the sites identified were either minor releases or have been properly cleaned up in accordance with NYSDOT standards.	No
Chemical Plant/Refinery		
Dry Cleaners		
Electronics Manufacturer		
Electro-Plating	Utility Platers - former site at 412 Washington Ave (now CVS)	No
Junk/Scrap Recycling		
Metal/Machine Fabricating		
Municipal Landfill		
Paint Shop		
Printing Shop		
Lead Paint		
Other	HRECs: 400-411 Washington Avenue (Adirondack Bus Terminal) due to contamination being encountered during installation of a roadway signal (HREC), 79 Hurley Avenue (Daily Freeman site) due to a Phase II investigation revealing petroleum and printing press related contamination (reported in Spills and the State Hazardous Waste Sites), and 416 Washington Avenue (the Utility Platers Brownfield site).	No

IDENTIFY NEED FOR ASBESTOS INSPECTION

- ☒ Project involves the demolition of buildings or bridges or utility relocations.
Asbestos inspection complete - no PACMs identified based on limits of disturbance.

Last Updated 5/05/17

Appendix C
Traffic Information

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-4)

PIN:	8761.94	Project Location:	City of Kingston, Ulster County
Context:	<input checked="" type="radio"/> Urban / Village <input type="radio"/> Suburban <input type="radio"/> Rural		
Project Title:	Hurley Avenue Paving and Complete Streets Project		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, <u>stop here</u>.</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.2	a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? <ul style="list-style-type: none"> • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i> <i>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</i>	<input type="radio"/> Yes <input type="radio"/> No
1.3	Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review <u>EI 13-021*</u> and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i> <ul style="list-style-type: none"> • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i> <i>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.4	Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and <u>stop here</u>.</i> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<input type="radio"/> Yes <input checked="" type="radio"/> No

STEP 1 prepared by: Barton & Loguidice, D.P.C.

Date: 3/7/18

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	Comment / Action
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Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-5)

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Approximately half of the project site has sidewalks on both sides of the road.
2.3	<p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i></p> <p>b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i> * Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</p>	<p><input type="radio"/> Yes <input checked="" type="radio"/> No</p> <p><input type="radio"/> Yes <input type="radio"/> No</p>	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i>	<input type="radio"/> Yes <input type="radio"/> No	
2.6	Are there existing or proposed generators within the project area (refer to the "Guidance" section) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	Existing rail beds north of the project site will be retrofitted in the near future to include pedestrian and bicyclist facilities (Kingston Rail Trail, PIN 8758.04; Ashokan Trail)
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	Hurley Avenue is a striped, two lane road, with curbs. No existing striping is in place to define shoulders. AADT in 2013 was 9,730.

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-6)

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Sidewalks, bus stops, mid block crossings, and intersection crossings are present.
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STEP 2 prepared by: Barton & Loguidice, D.P.C. Date: 3/7/18

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ☐ Yes ☐ No

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			Comment / Action
3.1	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="radio"/> Yes <input type="radio"/> No	
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18 ?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Most of the ramps within the project limits are not in conformance with ADA standards.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to EI 13-021 .	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	<input checked="" type="radio"/> Yes <input type="radio"/> No	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input checked="" type="radio"/> Yes <input type="radio"/> No	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	<input type="radio"/> Yes <input checked="" type="radio"/> No	Cobra head style lighting exists within the project limits
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input type="radio"/> Yes <input type="radio"/> No	

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-7)

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? <i>Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)</i>	<input type="radio"/> Yes <input type="radio"/> No	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <i>Consult with Traffic and Safety and transit operator, as appropriate</i>	<input type="radio"/> Yes <input type="radio"/> No	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	<input type="radio"/> Yes <input type="radio"/> No	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	<input type="radio"/> Yes <input type="radio"/> No	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	<input checked="" type="radio"/> Yes <input type="radio"/> No	

STEP 3 prepared by: Barton & Loguidice, D.P.C.

Date: 3/7/18

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

3.4. Posted City speed limit is 30 mph. Shoulder with from the City line to the Thruway overpass is approximately 3 ft. wide. Between the Thruway overpass and Washington Avenue the shoulder width varies but is greater than 4 ft.

PROJECT NAME: Hurley Ave Paving & Complete Streets

PIN 8761.94

JN 1696.007.001

Calc. By: PJC

Date: 3/9/2018

Checked:

Date:



ROAD NAME: Hurley Avenue

Growth Rate = 1.00%

	Year	AADT (vpd)	DDHV (vph)	DHV (vph)	Comments
0	2013	9730	543	969	Year of Count Data from NYSDOT
1	2014	9827	548	979	
2	2015	9926	554	988	
3	2016	10025	559	998	
4	2017	10125	565	1008	
5	2018	10226	571	1018	
6	2019	10329	576	1029	Construction Begins / ETC
7	2020	10432	582	1039	
8	2021	10536	588	1049	
9	2022	10642	594	1060	
10	2023	10748	600	1070	
11	2024	10855	606	1081	
12	2025	10964	612	1092	
13	2026	11074	618	1103	
14	2027	11184	624	1114	
15	2028	11296	630	1125	
16	2029	11409	637	1136	ETC+10

New York State Department of Transportation Roadway Traffic Count Hourly Report

STATION: 868249

ROUTE/ROAD: HURLEY AVE FROM: WASHINGTON AVE TO: CITY LINE
 FED DIR CODE: 1, 5 REF. MARKER: 16 - U Minor Arterial
 ST DIR CODE: 1, 2 END MILEPOST: 1.02 FACTOR GROUP: 30
 DOT ID: 199833 LANES BY DIR: 1 North 1 South CC STN:
 BEGIN DATE: 4/16/2013 WEEK OF YEAR: 16 ADDL DATA:
 NOTES 1: WB TRAVEL LANE PLACEMENT: 0.24 MI W OF WASHINGTON AV JURISDICTION: 04-City or village
 NOTES 2: REGION-COUNTY: 8-ULSTER
 MUNI: Kingston-City-2024
 BIN:
 RR CROSSING:
 HPMS SAMPLE:
 1 WAY CODE:
 COUNT TYPE: Axle
 SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
4/16, Tue														629	857	935	822	754	507	386	307	182	134	82	5595		
4/17, Wed	46	12	16	18	25	104	311	778	743	540	498	576	617	624	842	969	868	808	624	427	337	256	147	82	10268	969	15-16
4/18, Thu	52	23	7	13	33	99	282	729	740	518	520	570	660	654	800	853	811	746	525	461	315	231	131	106	9879	853	15-16
4/19, Fri	55	21	14	28	28	88	251	734	782	574	571	622	719	613											5100		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

50	18	12	19	28	95	277	735	743	535	521	580	628	625	820	904	820	757	543	418	315	219	135	89	9889	AWDT
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DAYS	HOURS	WEEKDAYS	WEEKDAY	AVERAGE WEEKDAY				ESTIMATED							
				Roadway		North		South		Roadway		North		South	
Counted	Counted	Counted	Hours	High Hour	% of day	High Hour	% of day	High Hour	% of day	High Hour	% of day	High Hour	% of day	High Hour	% of day
3	73	3	71	904	9.1	513	9.7	422	9.1	9730	5185	4546			

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.02			1.00	1.00	1.00	1.00		0.98

New York State Department of Transportation
NB Traffic Count Hourly Report

STATION: 868249

ROUTE/ROAD: HURLEY AVE FROM: WASHINGTON AVE TO: CITY LINE
FED DIR CODE: 1 REF. MARKER: 16 - U Minor Arterial
ST DIR CODE: 1, 2 END MILEPOST: 1.02 FACTOR GROUP: 30
DOT ID: 199833 LANES BY DIR: 1 North CC STN:
BEGIN DATE: 4/16/2013 WEEK OF YEAR: 16 ADDL DATA:
NOTES 1: WB TRAVEL LANE PLACEMENT: 0.24 MI W OF WASHINGTON AV JURISDICTION: 04-City or village
NOTES 2: TAKEN BY: TST--- PROCESSED BY: ULS-DS BATCH ID: R05-UCTC_2013
REGION-COUNTY: 8-ULSTER
MUNI: Kingston-City-2024
BIN:
RR CROSSING:
HPMS SAMPLE:
I WAY CODE:
COUNT TYPE: Axle
SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH	HIGH
4/16, Tue														333	468	528	392	323	209	150	144	53	54	23	2677		
4/17, Wed	24	6	9	13	16	73	206	457	468	334	301	342	316	340	444	543	429	381	291	165	134	93	61	16	5462	543	15-16
4/18, Thu	27	9	4	8	21	69	184	450	457	328	310	331	365	353	403	492	393	317	243	196	127	86	55	22	5250	492	15-16
4/19, Fri	29	8	6	16	19	67	161	461	502	373	325	368	419	318											3072		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

27	8	6	12	18	69	181	449	468	339	307	341	335	337	431	513	398	335	244	168	133	76	56	20	AWDT	5270
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DAYS	HOURS	WEEKDAYS	WEEKDAY	AVERAGE WEEKDAY						ESTIMATED			
				Counted	Hours	Roadway	North	South	Roadway	North	South		
Counted	Counted	Counted	Hours	High Hour	% of day	High Hour	% of day	High Hour	% of day	High Hour	% of day	High Hour	% of day
3	73	3	71	904	9.1	513	9.7	422	9.1	9730	5185	4546	

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.02			1.00	1.00	1.00	1.00		0.98

New York State Department of Transportation

SB Traffic Count Hourly Report

STATION: 868249

ROUTE/ROAD: HURLEY AVE FROM: WASHINGTON AVE TO: CITY LINE
 REGION-COUNTY: 8-ULSTER
 FED DIR CODE: 5 REF. MARKER: 16 - U Minor Arterial MUNI: Kingston-City-2024
 ST DIR CODE: 1, 2 END MILEPOST: 1.02 FACTOR GROUP: 30 BIN:
 DOT ID: 199833 LANES BY DIR: 1 South CC STN: RR CROSSING:
 BEGIN DATE: 4/16/2013 WEEK OF YEAR: 16 ADDL DATA: HPMS SAMPLE:
 NOTES 1: WB TRAVEL LANE PLACEMENT: 0.24 MI W OF WASHINGTON AV JURISDICTION: 04-City or village I WAY CODE:
 NOTES 2: COUNT TYPE: Axle
 TAKEN BY: TST---- PROCESSED BY: ULS-DS BATCH ID: R05-UCTC 2013 SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
4/16, Tue														296	389	407	430	431	298	236	163	129	80	59	2918		
4/17, Wed	22	6	7	5	9	31	105	321	275	206	197	234	301	284	398	426	439	427	333	262	203	163	86	66	4806	439	16-17
4/18, Thu	25	14	3	5	12	30	98	279	283	190	210	239	295	301	397	361	418	429	282	265	188	145	76	84	4629	429	17-18
4/19, Fri	26	13	8	12	9	21	90	273	280	201	246	254	300	295											2028		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																											
	24	11	6	7	10	27	96	286	275	196	214	238	293	289	388	392	422	422	299	250	182	143	79	69	4620		
AWDT																											

DAYS		HOURS		WEEKDAYS		WEEKDAY		AVERAGE WEEKDAY						ESTIMATED			
Counted	Counted	Counted	Counted	Counted	Counted	Hours	High Hour	% of day	High Hour	% of day	High Hour	% of day	High Hour	% of day	Roadway	North	South
3	73	71	904	9.1	513	9.7	422	9.1	422	9.1	422	9.1	422	9.1	9730	5185	4546

FACTOR									
Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.02			1.00	1.00	1.00	1.00		0.98

Table 3: Comparison between 2013 and 2010 Count Data by Station Number

Traffic Count 2013-2010				AADT				4-5 PM						
Station #	Road Name	Route	Municipality	From	To	% Change	2013	2010	Change	% Change	2013	2010	Change	% Change
8237	Gelli Curci Rd	CR 49A	T/Shandaken	Delaware C/L	SR 28	-21%	287	364	-77	-21%	12	18	-6	-33%
8241	Briggs Highway	CR 53	T/Wawarsing	Briggs Highway	SR 52	6%	635	600	35	6%	52	49	3	6%
8242	Uster Heights Rd	CR 52	T/Wawarsing	Sherman Rd	Uster Heights Rd	-10%	639	709	-70	-10%	61	66	-5	-8%
8243	Market St	VS	V/Ellenville	Center St	Warren St	-8%	766	832	-66	-8%	65	74	-9	-12%
8244	Maple Ave	VS	V/Ellenville	North Main St	Yankee Place	3%	2176	2109	67	3%	182	171	11	6%
8245	Plank Rd	CR 128	T/Wawarsing	Main St/Plank Rd	US 209	-9%	1233	1350	-117	-9%	109	114	-5	-4%
8246	Institution Rd	CR 128	T/Wawarsing	US 209	Institution Rd	-9%	1832	2007	-175	-9%	136	161	-25	-16%
8247	Uster Heights Rd	CR 52	T/Wawarsing	Sullivan C/L	Sherman Rd	-15%	264	309	-45	-15%	25	31	-6	-19%
8248	Cragmoor Rd	CR 104	T/Wawarsing	SR 52	Dellenbough Rd	-11%	531	597	-66	-11%	43	50	-7	-14%
8249	Hurley Ave	CS	C/Kingston	Washington Ave	City Line	-4%	9352	9792	-440	-4%	823	816	7	1%
8250	Schenck Drive	CS	C/Kingston	Washington Ave	Clinton Ave	-2%	11850	12133	-283	-2%	1091	1097	-6	-1%
8251	North Front St	CS	C/Kingston	Fair St	Washington Ave	0%	7565	7572	-7	0%	666	651	15	2%
8252	Lucas Ave	CS	C/Kingston	Green St	Washington Ave	-9%	8299	9144	-845	-9%	729	820	-91	-11%
8254	Pearl Street	CS	C/Kingston	Clinton Ave	Wall St	4%	5279	5096	183	4%	494	462	32	7%
8256	Abel St	CS	C/Kingston	Ravine St	Hudson St	-24%	3203	4240	-1037	-24%	322	397	-75	-19%
8257	Murray St	CS	C/Kingston	US Rt 9W	Frank Koenig Blvd	0%	1840	1838	2	0%	162	162	0	0%
8260	Broadway	CS	C/Kingston	Montee St	Delaware Ave	-2%	9111	9323	-212	-2%	750	769	-19	-2%
8261	Delaware Ave	CS	C/Kingston	Broadway	Hasbrouck Ave	-23%	4156	5408	-1252	-23%	326	490	-164	-33%
8263	Garraghan Dr	CS	C/Kingston	Broadway	Frank Koenig Blvd	15%	6368	5557	811	15%	557	462	95	21%
8265	School House La	TH	T/Hurley	Main St	Russell Rd	-6%	1645	1748	-103	-6%	138	165	-27	-16%
8266	Witch Tree Rd	TH	T/Hurley	SR 375	Woodstock T/L	-10%	1077	1191	-114	-10%	106	109	-3	-3%
8268	Wurts St	CS	C/Kingston	Abel St	Spring St	-2%	4440	4545	-105	-2%	397	401	-4	-1%
8294	Clinton Ave	CS	C/Kingston	North Front St	Albany Ave	-5%	12506	13199	-693	-5%	932	1102	-170	-15%
8295	Fair St	SR 32	C/Kingston	Greenkill Ave	Henry St	-9%	3440	3772	-332	-9%	306	294	12	4%
8296	Wall St	SR 32	C/Kingston	Greenkill Ave	Henry St	-4%	2927	3036	-109	-4%	274	236	38	16%

This document has been used to determine the estimated traffic growth rate within the project limits.



STATION: 860906

New York State Department of Transportation
Traffic Count Hourly Report

Page 1 of 2

ROUTE #: 981K ROAD NAME: Washington Ave
DIRECTION: Northbound
STATE DIR CODE: 1
DATE OF COUNT: 07/28/2010
NOTES LANE 0: Week 31 North Bound

FROM: JCT WASH AVE&HURLEYAVE
REC. SERIAL #: 0024
PLACEMENT: 500 Ft N of Schwank Dr
REF MARKER: 881K66012001

TO: TOWN OF ULSTER
FUNC. CLASS: 16
NHS: no
JURIS: NYSDOT
CC Sht:
BATCH ID: R08-R08CWWG31Vol

COUNTY: Ulster
CITY: KINGSTON
LIONS:
BIN: 1050030
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: TST INITIALS: --

COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

DATE	DAY	AM												PM												DAILY HIGH	DAILY COUNT	DAILY HIGH	DAILY COUNT	HOUR	
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11						12
28	W															789	739	792	852	981	901	924	886	1156	1071	655	530	437	313	180	127
29	T	72	30	55	36	41	125	303	562	732	711	847	898	965	889	924	1011	1192	1143	702	552	427	327	219	122	12885	1192	161			
30	F	74	56	65	43	44	108	313	561	694	746	867	986	1034	980	1061	1031	1140	1122	655	562	432	368	261	220	13393	1140	161			
31	S	133	88	54	36	43	44	158	282	448	625	763	850	828	784	744	669	580	592	472	397	398	349	266	200	9781	850	11			
1	S	144	102	55	43	41	38	100	178	314	421	641	634	693	580	601	547	486	470	369	350	256	213	133	97	7407	693	12			
2	M	82	43	26	41	55	109	284	567	658	673	798	822	993	925	921	954	1060	999	608	543	363	256	151	101	12012	1060	16			
3	T	67	48	54	36	48	113	301	560	728	710	779	868	937	838	898	1009	1174	1017	628	466	384	267	240	140	12318	1174	16			
4	W	70	41	42	26	51	127	315	571																						

DAYS Counted	HOURS Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		AVERAGE WEEKDAY		Axle Adj. Factor		Seasonal/Weekday Adjustment Factor		ESTIMATED (one way)	
		Counted	Hours	Counted	Hours	High Hour	% of day	Factor	0.985	1.093		AADT	11285
8	168	5	102			1129	9%						

ROUTE #981K
STATION: 860906

ROAD NAME: Washington Ave
STATE DIR CODE: 1

TO: TOWN OF ULSTER

COUNTY: Ulster
DATE OF COUNT: 07/28/2010

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROUTE #:	981K	ROAD NAME:	Washington Ave	YEAR:	2010	STATION:	860900
COUNTY NAME:	Ulster			MONTH:	August		
REGION CODE:	8						
FROM:	TOWN OF ULSTER						
TO:	ULSTER CO TOWN OF ULSTER ROU						
REF-MARKER:	981K8012001	NO. OF LANES:	4				
END MILEPOINT:	0110041	HPMS NO:	20027130				
FUNC-CLASS:	16	LION#:					
STATION NO:	0900						
COUNT TAKEN BY:	ORG CODE: TST INITIALS: —						
PROCESSED BY:	ORG CODE: DOT INITIALS: TGB	BATCH ID:	DOT-r6-10contractor34b				

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	8483	8788	17271
NUMBER OF AXLES	17217	17794	35011
% HEAVY VEHICLES (F4-F13)	6.11%	5.91%	6.00%
% TRUCKS AND BUSES (F3-F13)	23.35%	22.80%	23.07%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	49	11	0	0	0	0	0	0	0	0	0	60
	2:00	0	28	7	2	1	0	0	1	0	0	0	0	39
	3:00	1	23	6	1	1	0	0	1	1	0	0	0	34
	4:00	0	19	7	0	2	0	0	1	0	0	0	0	29
	5:00	0	30	11	1	6	1	0	1	0	0	0	0	50
	6:00	1	75	34	2	14	2	0	1	1	0	0	0	130
	7:00	2	177	55	5	28	3	0	2	3	0	0	0	275
	8:00	1	317	78	4	22	1	0	3	2	0	0	0	428
	9:00	3	353	88	4	26	1	0	4	4	0	0	0	483
	10:00	1	352	84	8	27	2	0	4	3	0	0	0	479
	11:00	5	402	105	8	25	1	0	7	3	1	0	0	555
	12:00	4	424	110	8	25	2	0	4	3	0	0	0	578
	13:00	3	442	109	5	22	1	0	8	2	0	0	0	590
	14:00	4	420	106	3	18	0	0	6	1	0	0	0	556
	15:00	5	434	106	5	23	1	0	3	3	1	0	0	581
	16:00	2	488	107	2	19	2	0	5	1	0	0	0	635
	17:00	8	571	109	5	19	2	0	4	0	0	0	0	716
	18:00	5	551	102	3	18	1	0	4	0	0	0	0	684
	19:00	4	381	71	1	14	0	0	1	0	0	0	0	472
	20:00	3	284	52	4	8	1	0	2	1	0	0	0	385
	21:00	2	249	44	2	5	0	0	1	0	0	0	0	303
	22:00	2	183	27	0	4	0	0	0	0	0	0	0	196
	23:00	1	132	19	3	2	0	0	1	1	0	0	0	159
	24:00	1	70	15	2	3	0	0	0	0	0	0	0	91
TOTAL VEHICLES	58	6444	1463	72	332	21	0	59	31	3	0	0	0	8483
TOTAL AXLES	116	12888	2926	180	664	63	0	206	155	18	0	0	0	17217
ENDING HOUR	1:00	1	53	11	0	0	0	0	0	0	0	0	0	65
	2:00	0	26	4	2	0	0	0	0	0	0	0	0	34
	3:00	0	17	2	0	1	0	0	0	1	0	0	0	21
	4:00	0	16	4	1	1	1	0	0	0	0	0	0	23
	5:00	0	24	8	1	4	0	0	0	0	0	0	0	37
	6:00	0	53	20	1	6	1	0	1	1	1	0	0	84
	7:00	0	132	38	3	13	1	0	1	1	0	0	0	189
	8:00	2	359	74	5	22	2	0	3	1	0	0	0	468
	9:00	1	518	108	8	30	1	0	5	3	0	0	0	672
	10:00	3	485	111	2	27	2	1	4	2	1	0	0	636
	11:00	4	435	99	5	24	2	1	5	3	0	0	0	578
	12:00	5	433	108	5	25	2	0	3	2	0	0	0	583
	13:00	5	470	101	4	24	1	0	4	1	0	0	0	610
	14:00	5	453	113	4	21	1	0	4	3	0	0	0	604
	15:00	4	456	98	5	25	1	0	3	4	0	0	0	596
	16:00	6	460	108	2	24	1	1	4	1	0	0	0	607
	17:00	6	526	127	5	28	3	0	2	1	0	0	0	698
	18:00	4	503	110	8	25	1	0	2	1	0	0	0	652
	19:00	6	378	71	2	14	1	0	1	0	0	0	0	473
	20:00	4	274	53	3	9	0	0	2	1	0	0	0	346
	21:00	3	229	42	4	12	0	0	2	0	0	0	0	292
	22:00	2	187	30	1	6	0	0	0	0	0	0	0	226
	23:00	1	132	30	2	6	0	0	0	0	0	0	0	171
	24:00	1	100	15	2	3	0	0	0	0	0	0	0	121
TOTAL VEHICLES	63	6721	1485	71	350	21	3	46	26	2	6	0	0	8788
TOTAL AXLES	126	13442	2970	178	700	63	12	161	130	12	0	0	0	17794
GRAND TOTAL VEHICLES	121	13165	2948	143	682	42	3	105	57	5	0	0	0	17271
GRAND TOTAL AXLES	242	26330	5896	358	1364	128	12	368	285	30	0	0	0	35011

VEHICLE CLASSIFICATION CODES:

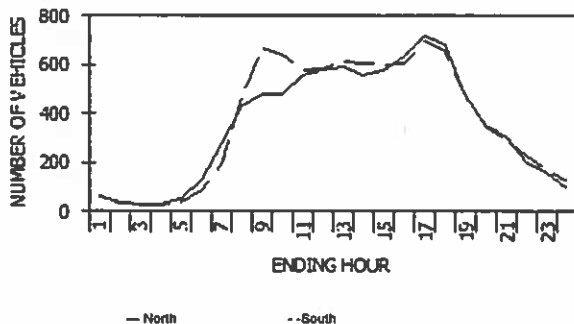
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

TRAFFIC FLOW BY DIRECTION



— North - - - South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
North	17	718		12	1141
South	17	698		17	1416

SOURCE: NYSDOT DATA SERVICES BUREAU

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROUTE #:	981K	ROAD NAME:	Washington Ave	YEAR:	2007	STATION:	860906
COUNTY NAME:	Ulster			MONTH:	September		
REGION CODE:	8						
FROM:	JCT WASH AVE&HURLEYAVE						
TO:	TOWN OF ULSTER						
REF-MARKER:	981K86011002	NO. OF LANES:	4				
END MILEPOINT:	0110019	HPMS NO:					
FUNC-CLASS:	18						
STATION NO:	0906						
COUNT TAKEN BY:	ORG CODE: TST INITIALS: JSV						
PROCESSED BY:	ORG CODE: DOT INITIALS: TGB						

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	19698	15522	35220
NUMBER OF AXLES	40302	31605	71906
% HEAVY VEHICLES (F4-F13)	6.44%	5.21%	5.90%
% TRUCKS AND BUSES (F3-F13)	22.75%	21.69%	22.28%
AXLE CORRECTION FACTOR	0.98	0.98	0.98

BATCH ID: DOT-r8contractorww39

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	85	17	1	2	0	0	0	0	0	0	0	105
	2:00	0	53	18	3	1	0	0	0	0	0	0	0	75
	3:00	1	27	10	1	6	0	0	2	0	0	0	0	47
	4:00	0	30	8	1	2	0	0	1	0	0	0	0	42
	5:00	0	51	15	4	6	2	0	0	0	0	0	0	78
	6:00	0	154	43	4	11	2	0	2	3	0	0	0	219
	7:00	5	391	80	12	34	16	0	3	3	0	0	1	545
	8:00	7	758	182	22	44	11	1	10	3	0	0	0	1038
	9:00	7	851	215	14	42	15	0	13	2	1	1	0	1161
	10:00	5	830	225	8	60	9	1	13	4	1	0	0	1157
DIRECTION	11:00	8	884	244	12	49	11	1	14	4	2	0	0	1230
North	12:00	5	948	239	13	51	12	1	14	5	3	1	0	1292
	13:00	12	1111	241	12	47	18	1	13	9	2	0	0	1466
	14:00	12	1018	207	8	41	14	2	14	5	2	0	0	1324
	15:00	9	1088	245	22	43	18	1	13	6	2	0	1	1448
	16:00	10	1313	286	10	45	15	1	18	6	2	1	0	1707
	17:00	14	1454	267	7	42	16	1	17	2	3	1	0	1826
	18:00	10	1408	234	5	35	14	1	16	4	2	1	0	1730
	19:00	10	934	156	2	22	9	0	7	1	2	0	0	1143
	20:00	3	578	98	8	10	4	0	4	2	0	0	0	707
	21:00	3	460	72	2	12	2	0	4	0	1	0	0	556
	22:00	2	328	56	2	8	1	0	1	0	0	0	0	398
	23:00	1	198	33	3	3	0	0	0	1	0	0	0	239
	24:00	0	141	21	1	2	0	0	0	0	0	0	0	165
TOTAL VEHICLES	124	15093	3212	177	618	189	11	178	63	23	5	0	7	19698
TOTAL AXLES	248	30186	6424	442	1236	567	44	616	315	138	25	0	61	40302
ENDING HOUR	1:00	0	88	16	0	2	0	0	0	0	0	0	0	106
	2:00	0	42	7	2	2	0	0	0	1	0	0	0	64
	3:00	0	26	7	0	2	0	0	1	0	0	0	0	36
	4:00	0	26	10	0	1	1	0	0	0	0	0	0	38
	5:00	2	46	15	2	2	0	0	0	0	0	0	0	67
	6:00	0	113	38	2	7	0	0	1	2	0	0	0	163
	7:00	2	249	74	6	17	1	1	3	2	0	0	0	355
	8:00	8	718	159	7	28	6	0	9	3	0	0	0	838
	9:00	12	606	170	11	28	6	0	12	2	2	0	1	1050
	10:00	11	796	181	12	36	6	1	12	4	2	0	0	1071
DIRECTION	11:00	7	778	183	12	32	8	3	10	3	2	0	0	1038
South	12:00	9	770	185	8	35	10	2	12	3	1	0	0	1035
	13:00	11	845	189	7	25	10	1	12	2	1	0	0	1103
	14:00	12	860	172	12	31	6	1	12	4	1	0	0	1111
	15:00	10	817	204	12	34	7	2	10	2	0	1	0	1099
	16:00	8	845	198	11	27	6	1	14	2	1	1	0	1115
	17:00	12	916	186	4	24	10	0	14	1	2	1	0	1170
	18:00	10	859	157	4	15	6	0	8	0	1	0	0	1060
	19:00	5	801	136	4	12	4	0	5	0	0	0	0	967
	20:00	4	526	100	6	8	2	0	2	1	1	0	0	650
	21:00	1	424	66	5	8	0	0	1	0	0	0	0	505
	22:00	1	332	42	1	5	0	0	1	0	0	0	0	382
	23:00	0	214	34	2	2	0	0	0	0	0	0	0	252
	24:00	0	133	20	2	2	0	0	0	0	0	0	0	157
TOTAL VEHICLES	125	12030	2559	132	385	89	12	139	32	14	2	2	1	15522
TOTAL AXLES	250	24060	5118	330	770	267	48	486	160	84	10	12	9	31605
GRAND TOTAL VEHICLES	249	27123	5771	309	1003	278	23	315	95	37	7	2	8	35220
GRAND TOTAL AXLES	498	54246	11542	772	2006	834	92	1102	475	222	35	12	70	71907

VEHICLE CLASSIFICATION CODES:

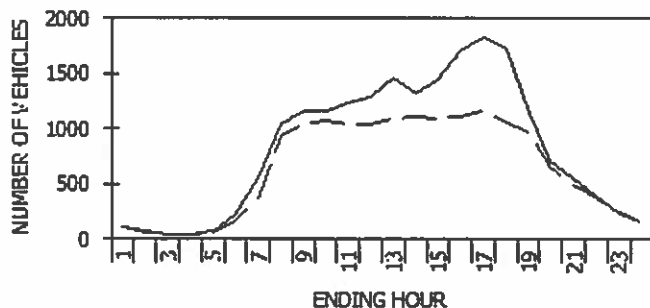
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | | | |
|-------|-------|-------------------------------|
| RURAL | URBAN | SYSTEM |
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 18 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



-- North		--South			
PEAK HOUR DATA					
DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	17	1826	A.M.	12	2327
South	17	1170	P.M.	17	2996

SOURCE: NYSDOT DATA SERVICES BUREAU

The City of Kingston Citibus offers a variety of services along with the daily service. Our Paratransit service complies with the ADA (Americans with Disabilities Act) which offers customized service to those who are senior citizens or have a disability.

Hours of Service:

Monday-Friday 6:30am-7:30pm

Saturday 9:30am-5:00pm

Lunch schedule for Saturday:

A-Bus 12:00pm-1:00pm

B-Bus 12:30pm-1:30pm

C-Bus 12:45pm-1:45pm

SATURDAY HOURS LISTED IN RED ON SCHEDULE

Citibus office hours are:

Monday—Friday 7:00am—4:30pm

Tokens can be obtained at Citibus or one of the following locations:

Comptrollers Office (City Hall)

STEVEN T. NOBLE, MAYOR



New York State
Department of Transportation



FARES

- All buses require exact change
- No foreign coins accepted
- \$1.00 Kingston (A-Bus \$1.00 UP and \$1.00 DOWN)

\$2.00 Port Ewen

- FREE—MILITARY DISCOUNT

- ADA—PARATRANSIT

\$ 3.00 Kingston

\$ 4.00 Port Ewen

- Children under 3 yr old free

BUS SAFETY RULES

- Smoking, food, beverages, radio, pets and disruptive behavior are prohibited
- Wheelchairs must be secured by the driver
- Aisle must be kept clear of all loose objects
- Strollers and Carts must be folded
- Limit 2 packages or bags per person

SERVICE

- Weather and/or traffic conditions may affect the scheduled times.
- Cancellations or Delays will be given to local radio stations
- Citibus Schedule is subject to change.

B-BUS

**Services Hurley Ave., BRC,
Clifton Ave, Benedictine Hospital**

LARGE PRINT AVAILABLE

UPON REQUEST

CITY OF KINGSTON CITIBUS

17 HOFFMAN STREET

KINGSTON, NY 12401

Phone : 845-331-3725 OR 845-481-7340

Fax : 845-331-3362

Email : www.kingston-ny.gov

The City of Kingston is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color, or national origin, as protected by Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a complaint. All complaints can be directed to: Kingston Citibus, 17 Hoffman Street, Kingston, NY 12401, attention Transportation Supervisor.

LOCATION

AM	6:30	6:35	6:40	6:45	6:50	6:55	7:00	7:05	7:10	7:15	7:20
	7:20	7:25	7:30	7:35	7:40	7:45	7:50	7:55	8:00	8:05	8:15
	8:30	8:35	8:40	8:45	8:50	8:55	9:00	9:05	9:10	9:15	9:20
	9:30	9:35	9:40	9:45	9:50	9:55	10:00	10:05	10:10	10:15	10:20
	10:30/10:30	10:35/10:35	10:40/10:40	10:45/10:45	10:50/10:50	10:55/10:55	11:00/11:00	11:05/11:05	11:10/11:10	11:15/11:15	11:20/11:20
SAT.	11:30/11:30	11:35/11:35	11:40/11:40	11:45/11:45	11:50/11:50	11:55/11:55	12:00/12:00	12:05/12:05	12:10/12:10	12:15/12:15	12:20/12:20
12:30-1:30											
PM	12:30	12:35	12:40	12:45	12:50	12:55	1:00	1:05	1:10	1:15	1:20
	1:30/1:30	1:35/1:35	1:40/1:40	1:45/1:45	1:50/1:50	1:55/1:55	2:00/2:00	2:05/2:05	2:10/2:10	2:15/2:15	2:20/2:20
	2:30/2:30	2:35/2:35	2:40/2:40	2:45/2:45	2:50/2:50	2:55/2:55	3:00/3:00	3:05/3:05	3:10/3:10	3:15/3:15	3:20/3:20
	3:30	3:35	3:40	3:45	3:50	3:55	4:00	4:05	4:10	4:15	4:20
	4:30	4:35	4:40	4:45	4:50	4:55	5:00	5:05	5:10	5:15	5:20
3:30-4:30	5:30	5:35	5:40	5:45	5:50	5:55	6:00	6:05	6:10	6:15	6:20
	6:30	6:35	6:40	6:45	6:50	6:55	7:00	7:05	7:10		

Accident Data

ACCIDENT RATE CALCULATIONS

- ☐ Segment
☒ Intersection

ROUTE: Hurley Avenue

LOCATION: Hurley Avenue at Snyder Avenue

REFERENCE MARKERS / NODES:

TIME PERIOD: 5/1/2016 to 4/30/2018

REMARKS: Intersection related vehicle crashes

$$\begin{aligned}\text{ACCIDENT RATE} &= \frac{(1 \text{ selected accidents in } 2 \text{ years}) \cdot (1,000,000)}{(365 \text{ days/yr.}) \cdot (2 \text{ years}) \cdot (10,226 \text{ veh./day})} \\ &= 0.13 \text{ accidents per million entering vehicles}\end{aligned}$$

(Statewide average rate = 0.18) Note: Neither road is a state route

Hurley Avenue Count Data (2013) = 9,730 veh/day

Projected AADT, with 1.0% growth rate, to the year 2018 = 10,226 veh/day

No available traffic data exists for Snyder Avenue on the NYSDOT Traffic Data Viewer website or the UCTC 2013 Traffic Monitoring Report

No turning movement data was collected for this intersection.

The entering volume only includes the AADT from the Hurley Avenue legs of the intersection, not Snyder Avenue.

The Statewide average rate was determined for an urban functional class roadway that is a 3 legged intersection with stop sign control and 1-3 lanes. The rate shown above for comparison is that for all types of crashes.

Although the entering volume does not include AADT information for Snyder Avenue, the intersection accident rate is lower than a statewide average rate for similar type highways. The addition of Snyder Avenue AADT information would reduce the above accident rate.

ACCIDENT RATE CALCULATIONS

- ☐ Segment

☒ Intersection

ROUTE: Hurley Avenue

LOCATION: Hurley Avenue at Coffey Place

REFERENCE MARKERS / NODES:

TIME PERIOD: 5/1/2016 to 4/30/2018

REMARKS: Intersection related vehicle crashes

$$\begin{aligned}\text{ACCIDENT RATE} &= \frac{(1 \text{ selected accidents in } 2 \text{ years}) * (1,000,000)}{(365 \text{ days/yr.}) * (2 \text{ years}) * (10,226 \text{ veh./day})} \\ &= 0.13 \text{ accidents per million entering vehicles}\end{aligned}$$

(Statewide average rate = 0.18) Note: Neither road is a state route

Hurley Avenue Count Data (2013) = 9,730 veh/day

Projected AADT, with 1.0% growth rate, to the year 2018 = 10,226 veh/day

No available traffic data exists for Coffey Place on the NYSDOT Traffic Data Viewer website or the UCTC 2013 Traffic Monitoring Report

No turning movement data was collected for this intersection.

The entering volume only includes the AADT from the Hurley Avenue legs of the intersection, not Coffey Place.

The Statewide average rate was determined for an urban functional class roadway that is a 3 legged intersection with stop sign control and 1-3 lanes. The rate shown above for comparison is that for all types of crashes.

Although the entering volume does not include AADT information for Coffey Place, the intersection accident rate is lower than a statewide average rate for similar type highways. The addition of Coffey Place AADT information would reduce the above accident rate.

ACCIDENT RATE CALCULATIONS

- ☐ Segment
☒ Intersection

ROUTE: Hurley Avenue

LOCATION: Hurley Avenue at Quarry Street

REFERENCE MARKERS / NODES:

TIME PERIOD: 5/1/2016 to 4/30/2018

REMARKS: Intersection related vehicle crashes

$$\begin{aligned}\text{ACCIDENT RATE} &= \frac{(6 \text{ selected accidents in } 2 \text{ years}) \cdot (1,000,000)}{(365 \text{ days/yr.}) \cdot (2 \text{ years}) \cdot (10,226 \text{ veh./day})} \\ &= 0.80 \text{ accidents per million entering vehicles}\end{aligned}$$

(Statewide average rate = 0.18) Note: Neither road is a state route

Hurley Avenue Count Data (2013) = 9,730 veh/day

Projected AADT, with 1.0% growth rate, to the year 2018 = 10,226 veh/day

No available traffic data exists for Quarry Street on the NYSDOT Traffic Data Viewer website or the UCTC 2013 Traffic Monitoring Report

No turning movement data was collected for this intersection.

The entering volume only includes the AADT from the Hurley Avenue legs of the intersection, not Quarry Street.

The Statewide average rate was determined for an urban functional class roadway that is a 3 legged intersection with stop sign control and 1-3 lanes. The rate shown above for comparison is that for all types of crashes.

The intersection accident rate is approximately 4.4 times higher than a statewide average rate for similar type highways. Even though there is no AADT data for the Quarry Street leg of the intersection it can be reasonably assumed that the accident rate would be above the statewide average for similar type facilities. The combined leg AADT would need to be approximately 38,000 veh/day. Although there are two City schools and a NYSDOT maintenance facility on Quarry Street it is unlikely that the entering leg (northbound to Hurley Avenue) has approximately 27,775 veh/day.

ACCIDENT RATE CALCULATIONS

- ☐ Segment
☒ Intersection

ROUTE: Hurley Avenue

LOCATION: Hurley Avenue at Shamrock Ln./Taylor St.

REFERENCE MARKERS / NODES:

TIME PERIOD: 5/1/2016 to 4/30/2018

REMARKS: Intersection related vehicle crashes

$$\begin{aligned}\text{ACCIDENT RATE} &= \frac{(3 \text{ selected accidents in } 2 \text{ years}) * (1,000,000)}{(365 \text{ days/yr.}) * (2 \text{ years}) * (10,226 \text{ veh./day})} \\ &= 0.40 \text{ accidents per million entering vehicles}\end{aligned}$$

(Statewide average rate = 0.29) Note: None of the roadways are state routes

Hurley Avenue Count Data (2013) = 9,730 veh/day

Projected AADT, with 1.0% growth rate, to the year 2018 = 10,226 veh/day

No available traffic data exists for Shamrock Lane or Taylor Street on the NYSDOT Traffic Data Viewer website or the UCTC 2013 Traffic Monitoring Report

No turning movement data was collected for this intersection.

The entering volume only includes the AADT from the Hurley Avenue legs of the intersection, not Shamrock Lane or Taylor Street.

The Statewide average rate was determined for an urban functional class roadway that is a 4 legged intersection with stop sign control and 1-3 lanes. The rate shown above for comparison is that for all types of crashes.

The intersection accident rate is approximately 1.4 times higher than a statewide average rate for similar type highways.

ACCIDENT RATE CALCULATIONS

- ☐ Segment

☒ Intersection

ROUTE: Hurley Avenue

LOCATION: Hurley Avenue at Severyn Street

REFERENCE MARKERS / NODES:

TIME PERIOD: 5/1/2016 to 4/30/2018

REMARKS: Intersection related vehicle crashes

$$\begin{aligned}\text{ACCIDENT RATE} &= \frac{(1 \text{ selected accidents in } 2 \text{ years}) * (1,000,000)}{(365 \text{ days/yr.}) * (2 \text{ years}) * (10,226 \text{ veh./day})} \\ &= 0.13 \text{ accidents per million entering vehicles}\end{aligned}$$

(Statewide average rate = 0.18) Note: Neither road is a state route

Hurley Avenue Count Data (2013) = 9,730 veh/day

Projected AADT, with 1.0% growth rate, to the year 2018 = 10,226 veh/day

No available traffic data exists for Severyn Street on the NYSDOT Traffic Data Viewer website or the UCTC 2013 Traffic Monitoring Report

No turning movement data was collected for this intersection.

The entering volume only includes the AADT from the Hurley Avenue legs of the intersection, not Severyn Street.

The Statewide average rate was determined for an urban functional class roadway that is a 3 legged intersection with stop sign control and 1-3 lanes. The rate shown above for comparison is that for all types of crashes.

The intersection accident rate is lower than a statewide average rate for similar type highways.

ACCIDENT RATE CALCULATIONS

- ☐ Segment
☒ Intersection

ROUTE: Hurley Avenue

LOCATION: Hurley Avenue at Washington Ave./Schwenk Dr.

REFERENCE MARKERS / NODES:

TIME PERIOD: 5/1/2016 to 4/30/2018

REMARKS: Intersection related vehicle crashes

$$\begin{aligned}\text{ACCIDENT RATE} &= \frac{(29 \text{ selected accidents in } 2 \text{ years}) * (1,000,000)}{(365 \text{ days/yr.}) * (2 \text{ years}) * (37,561 \text{ veh./day})} \\ &= 1.06 \text{ accidents per million entering vehicles}\end{aligned}$$

(Statewide average rate = 0.25) Note: Neither road is a state route

Hurley Avenue Southbound Count Data (2013) = 4,546 veh/day
Projected AADT, with 1.0% growth rate, to the year 2018 = 7,778 veh/day

Schwenk Drive Two-Way Count Data (UCTC 2013 Traffic Monitoring Report) = 11,850 veh/day
Assume 50/50 vehicle direction split = 5,925 veh/day
Projected AADT, with 1.0% growth rate, to the year 2018 = 6,227 veh/day

Washington Avenue Southbound Count Data (NYSDOT Traffic Data Viewer 2010) = 10,469 veh/day
Projected AADT, with 1.0% growth rate, to the year 2018 = 11,336 veh/day

Washington Avenue Northbound Count Data (NYSDOT Traffic Data Viewer 2010) = 11,285 veh/day
Projected AADT, with 1.0% growth rate, to the year 2018 = 12,220 veh/day

Total AADT = 7,778 + 6,227 + 11,336 + 12,220 = 37,561 veh/day

The Statewide average rate was determined for an urban functional class roadway that is a 4 legged intersection with signal control with left turn lanes, 5 or more lanes. The rate shown above for comparison is that for all types of crashes.

Although the entering volume does not include AADT information for Snyder Avenue, the intersection accident rate is lower than a statewide average rate for similar type highways. The addition of Snyder Avenue AADT information would reduce the above accident rate.

AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE

(BASED ON ACCIDENT DATA January 1, 2016 TO December 31, 2016)

Average accident rates are based on both reportable and available non-reportable crashes.

MAINLINE ACCIDENTS ONLY: "Non-Intersection Accidents/MVM" is used for linear highway sections where there are no intersecting roads or ramp junctions within analysis limits. An example of the correct use of these rates would involve a linear section of highway which contains no intersections with other public highways, but may contain intersections with private roads or driveways.

MAINLINE & JUNCTURE ACCIDENTS: "Intersection & Non-Intersection Accidents/MVM" includes intersection and mainline accidents. They are used for analysis of linear highway sections where intersections are involved within the analysis limits and are the most commonly used rates for accident analysis purposes.

FACILITY TYPE

FREE ACCESS CONTROLLED		MAINLINE ACCIDENTS ONLY				MAINLINE & JUNCTURE ACCIDENTS			
RURAL FUNCTION CLASS		ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD
UNDIVIDED		ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM
2 LANES		2.1	0.33	0.58	2.81	0.4	0.68	2.81	0.4
3 LANES		1.87	0.24	0.57	2.25	0.27	0.64	2.25	0.27
4 LANES		1.9	0.28	0.36	2.55	0.34	0.44	2.55	0.34
ALL LANES		2.09	0.33	0.58	2.8	0.4	0.68	2.8	0.4
DIVIDED									
2 LANES		1.88	0.27	0.46	2.56	0.36	0.57	2.56	0.36
4 LANES		1.92	0.29	0.51	2.15	0.32	0.54	2.15	0.32
ALL LANES		1.92	0.29	0.48	2.3	0.33	0.57	2.3	0.33
URBAN FUNCTION CLASS									
UNDIVIDED									
2 LANES		2.23	0.33	0.34	3.5	0.52	0.45	3.5	0.52
3 LANES		2.71	0.36	0.27	4.31	0.83	0.38	4.31	0.83
4 LANES		3.22	0.49	0.22	5.5	0.86	0.31	5.5	0.86
ALL LANES		2.46	0.36	0.31	3.95	0.59	0.43	3.95	0.59
DIVIDED									
2 LANES		3.13	0.48	0.2	5.14	0.78	0.28	5.14	0.78
4 LANES		2.85	0.45	0.18	4.52	0.72	0.24	4.52	0.72
6 LANES		3.85	0.53	0.16	4.8	0.71	0.2	4.8	0.71
7 LANES		3.05	0.58	0.09	3.99	0.72	0.16	3.99	0.72
ALL LANES		3.1	0.48	0.18	4.7	0.73	0.25	4.7	0.73

PARTIAL CONTROL OF ACCESS		MAINLINE ACCIDENTS ONLY				MAINLINE & JUNCTURE ACCIDENTS			
RURAL FUNCTION CLASS		ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM	ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM
UNDIVIDED		1.87	0.35	0.44	0.43	2.44	0.48	0.51	0.53
ALL LANES		1.91	0.35	0.43		2.47	0.48		

DIVIDED		1.85	0.29	0.81		1.97	0.32	0.85	
ALL LANES		1.84	0.29	0.8		1.96	0.32	0.85	

URBAN FUNCTION CLASS		ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM	ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM
UNDIVIDED		1.73	0.32	0.39	0.35	2.51	0.45	0.47	0.43
ALL LANES		2.02	0.39	0.35		3.11	0.58		

DIVIDED		1.82	0.27	0.32		1.94	0.32	0.34	
ALL LANES		1.73	0.27	0.25		2	0.32	0.27	
ALL LANES		1.73	0.28	0.31		2.1	0.34	0.33	

CONTROLLED ACCESS (FULL)		MAINLINE ACCIDENTS ONLY				MAINLINE & JUNCTURE ACCIDENTS			
RURAL FUNCTION CLASS		ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM	ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM
UNDIVIDED		2.13	0.36	0.58	0.57	2.84	0.44	0.67	0.67
ALL LANES		2.28	0.37	0.57		2.79	0.44		

DIVIDED		1.07	0.16	0.45		1.11	0.16	0.48	
ALL LANES		1.01	0.16	0.47		1.04	0.16	0.5	
ALL LANES		1.11	0.23	0.51		1.23	0.24	0.55	
ALL LANES		1.08	0.16	0.45		1.11	0.17	0.48	

URBAN FUNCTION CLASS		ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM	ALL TYPES	WET ROAD	FIXED OBJECT	ACC/MVM
UNDIVIDED		1.46	0.21	0.27	0.27	2.1	0.31	0.34	
ALL LANES									

DIVIDED		1.08	0.16	0.29		1.18	0.18	0.3	
ALL LANES		0.98	0.16	0.29		1.14	0.18	0.31	
ALL LANES		1.16	0.18	0.19		1.26	0.19	0.21	
ALL LANES		1.42	0.2	0.28		1.47	0.21	0.33	
ALL LANES		1.12	0.17	0.22		1.22	0.19	0.24	

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE
(BASED ON ACCIDENT DATA January 1, 2015 TO December 31, 2018)

INTERSECTION TYPE	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END CC/ME	OVER- TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE- SWIPE ACC/MEV
RURAL FUNCTION CLASS									
3 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.28	0.04	0.03	0.09	0.03	0.03	0.01	0.00	0.00
SIGNAL ALL LANES	0.17	0.02	0.01	0.03	0.01	0.01	0.00	0.00	0.00
NO CONTROL ALL LANES	0.11	0.02	0.01	0.02	0.01	0.01	0.00	0.00	0.00
4 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.58	0.09	0.08	0.16	0.03	0.15	0.02	0.01	0.01
SIGNAL ALL LANES	0.35	0.05	0.03	0.05	0.01	0.1	0.01	0	0.01
NO CONTROL ALL LANES	0.23	0.05	0.02	0.05	0.01	0.04	0	0.01	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.19	0	0	0.19	0	0	0	0	0
MERGE W/ 2&> LANES	0.03	0.01	--	--	--	--	--	--	--
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0	0	--	--	--	--	--	--	--
MERGE W/ 2&> LANES	0.08	0.01	--	0.01	0	--	--	--	--

INTERSECTION TYPE		ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END CC/ME	OVER- TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE- SWIPE ACC/MEV
URBAN FUNCTION CLASS										
3 LEGGED INTERSECTIONS										
SIGNAL 1-4 LANES		0.32	0.05	0.03	0.12	0.04	0.04	0.01	0	0.01
SIGNAL W/ LEFT TURN 5 & > LANES		0.14	0.02	0.01	0.05	0.03	0.02	0	0	0
SIGNAL W/O LEFT TURN 5 & > LANES		0.14	0.02	0.01	0.06	0.03	0.01	0	0	0
SIGNAL 1-3 LANES		0.18	0.03	0.02	0.06	0.01	0.02	0	0	0
SIGNAL 4 LANES		0.12	0.02	0.01	0.04	0.01	0.02	0	0	0
SIGNAL 5 & > LANES		0.06	0.01	0	0.02	0.01	0.01	0	0	0
NO CONTROL ALL LANES		0.05	0.01	0	0.02	0.01	0	0	0	0
4 LEGGED &> INTERSECTIONS										
SIGNAL 1-4 LANES		0.52	0.08	0.05	0.21	0.06	0.08	0.02	0.01	0.01
SIGNAL W/ LEFT TURN 5 & > LANES		0.25	0.04	0.01	0.11	0.04	0.03	0.01	0	0
SIGNAL W/O LEFT TURN 5 & > LANES		0.2	0.03	0.02	0.06	0.03	0.04	0.01	0	0
SIGNAL 1-3 LANES		0.29	0.04	0.03	0.08	0.02	0.07	0.01	0	0
SIGNAL 4 & > LANES		0.16	0.02	0.01	0.05	0.01	0.03	0	0	0
NO CONTROL ALL LANES		0.19	0.03	0.01	0.07	0.02	0.04	0.01	0	0
ON RAMP (ALL CONTROL)										
MERGE W/ 1 LANE		0.17	0	0.01	0.12	0.01	0.01	0	0	0
MERGE W/ 2 LANES		0.03	0	0	0.01	0	0	0	0	0
MERGE W/ 3&> LANES		0.01	0	0	0.01	0	0	0	0	0
OFF RAMP (ALL CONTROL)										
MERGE W/ 1 LANE		0.18	0.03	0	0.08	0.06	0.01	--	--	--
MERGE W/ 2 LANES		0.04	0.01	--	0.01	0.01	--	--	--	--
MERGE W/ 3&> LANES		0.02	0	--	0.01	--	--	--	--	--

Accident Location Information System(ALIS)

Accident Verbal Description

15257_VDR 2016

Date in this report covers the period - 5/1/2013-4/30/2018

Complete Accident data from NYSDMV is only available thru 4/30/2018 12:00:00 AM

County: Ulster 277 Meters South of Unnamed Street 5/3/2013	Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE	Persons Killed: 0 Persons Injured: 1	Extent of Injuries: B Police Agency: KINGSTON CITY PD	Case: 2013-34757708 Num of Vch: 2
Accident Class: PROPERTY DAMAGE AND INJURY Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE	Registered Weight: 573 Driver's Age: 46	Traffic Control: TRAFFIC SIGNAL Weather: CLEAR Light Condition: DAYLIGHT	
Veh :2 MOTORCYCLE Num of Occupants: 1 Direction of Travel: NORTH-WEST Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: Y School Bus Involved: OTHER	
Veh :1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: NORTH-EAST Pre-Accd Action: MAKING LEFT TURN Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY	Registered Weight: 3340 Driver's Age: 81 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: N School Bus Involved: OTHER		
County: Ulster 77 Meters South of Unnamed Street 5/7/2013	Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE	Persons Killed: 0 Persons Injured: 0	Extent of Injuries: Police Agency: KINGSTON CITY PD	Case: 2013-34762785 Num of Vch: 2
Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE	Registered Weight: Driver's Age: 61 Public Property Damage: OTHER	Traffic Control: NONE Weather: CLEAR Light Condition: DAYLIGHT	
Veh :1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: NORTH Pre-Accd Action: BACKING Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY		State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER		
Veh :2 CAR/VAN/PICKUP Num of Occupants: 2		State of Registration: NY Sex: Citation Issued:		

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :1

CAR/VAN/PICKUP

Registered Weight: 2425

Driver's Age:

Sex:

State of Registration: NY

Num of Occupants: 2

Direction of Travel: NORTH

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2

BUS

Registered Weight: 48

Num of Occupants: 14

Direction of Travel: NORTH

Public Property Damage: OTHER

State of Registration: NY

Pre-Accd Action: GOING STRAIGHT AHEAD

Driver's Age: 50

Sex: F

Citation Issued: N

Apparent Factors: OVERSIZED VEHICLE, OTHER (VEHICLE)

Public Property Damage: OTHER

School Bus Involved: OTHER



County: Ulster
Muni: Kingston(C)
Ref. Marker: 981K86011000
Street: WASHINGTON AVE
11 Meters North of Ramp
5/4/2016

Wed 08:30 AM

Persons Killed: 0

Persons Injured: 1

Police Agency: KINGSTON CITY PD

Extent of Injuries: C

Case: 2016-36195343
Num of Veh: 2

Accident Class: INJURY

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Road Surface Condition: WET

Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Action of Ped/Bicycle: NOT APPLICABLE

Weather: CLOUDY

Light Condition: DAYLIGHT

Veh :2

CAR/VAN/PICKUP

Registered Weight: 3807

Driver's Age: 42

Sex: M

State of Registration: NY

Num of Occupants: 3

Direction of Travel: SOUTH

Public Property Damage: OTHER

Citation Issued: Y

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1

CAR/VAN/PICKUP

Registered Weight: 2546

Driver's Age: 42

Sex: F

State of Registration: NY

Num of Occupants: 1

Direction of Travel: SOUTH

Public Property Damage: OTHER

Citation Issued: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster
Muni: Kingston(C)
Ref. Marker: 981K86011000
Street: WASHINGTON AVE
11 Meters North of Ramp
5/10/2016

Tue 10:15 AM

Persons Killed: 0

Persons Injured: 0

Police Agency: KINGSTON CITY PD

Extent of Injuries: PD

Case: 2016-36203137
Num of Veh: 2

Accident Class: PROPERTY DAMAGE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: RIGHT ANGLE

Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Action of Ped/Bicycle: NOT APPLICABLE

Weather: CLEAR

Light Condition: DAYLIGHT

Veh :1

CAR/VAN/PICKUP

Registered Weight: 4078

Driver's Age: 33

Sex: M

State of Registration: NY

Num of Occupants: 2

Direction of Travel: NORTH-WEST

Public Property Damage: OTHER

Citation Issued: N

School Bus Involved: OTHER

51 crashes along Washington Avenue
25 crashes along Hurley Avenue

29 crashes at Washington Avenue intersection
3 crashes at Shamrock Ln./Taylor St. intersection
5 crashes at Quarry St. intersection
1 crash at Coffey Pl. intersection
1 crash at Snyder Ave. intersection
2 crashes at Severn St. int.

Pre-Accd Action: BACKING

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2

CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: SOUTH-WEST

Public Property Damage: OTHER

Registered Weight: 4613

Driver's Age: 55

State of Registration: NY

Sex: M

Citation Issued: N

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Ulster
30 Meters North of Ramp
5/16/2016

Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE

Mon 10:42 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2016-36208114

Accident Class: NON-REPORTABLE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: OVERTAKING

Road Surface Condition: DRY

Police Agency: KINGSTON CITY PD

Num of Vch: 2

Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Traffic Control: TRAFFIC SIGNAL

Weather: CLEAR

Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE

School Bus Involved: OTHER

Vch :1

CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: SOUTH

Public Property Damage: OTHER

Registered Weight:

Driver's Age: 30

State of Registration: NY

Sex: F

Citation Issued: N

School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: OTHER (VEHICLE), UNSAFE LANE CHANGE

Veh :2

CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: SOUTH

Public Property Damage: OTHER

Registered Weight:

Driver's Age: 24

State of Registration: NY

Sex: F

Citation Issued: N

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster
45 Meters South of Taylor St
5/12/2016

Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE

Thu 11:17 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2016-36208133

Accident Class: PROPERTY DAMAGE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Road Surface Condition: DRY

Police Agency: KINGSTON CITY PD

Num of Vch: 2

Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Traffic Control: NONE

Weather: CLEAR

Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE

School Bus Involved: OTHER

Vch :1

CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: NORTH-WEST

Public Property Damage: OTHER

Registered Weight: 3887

Driver's Age: 55

State of Registration: NY

Sex: M

Citation Issued: Y

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2

CAR/VAN/PICKUP

Registered Weight: 3197

State of Registration: NY

County: Ulster Muni: Kingston(C) Ref. Marker: Street: 187
AT INTERSECTION WITH Hurley Ave
5/21/2016
Sat 05:12 AM
Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH PEDESTRIAN
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Traffic Control: NONE
Light Condition: DAWN
Case: 2016-36215819
Num of Veh: 1

Num of Occupants: 1
Direction of Travel: NORTH-WEST
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Driver's Age: 63
Sex: M
Citation Issued: Y
School Bus Involved: OTHER
Public Property Damage: OTHER

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE
Registered Weight: 4276
Driver's Age: 25
Sex: M
Citation Issued: N
School Bus Involved: OTHER
Public Property Damage: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
119 Meters West of Shamrock Ln
5/24/2016
Tue 13:41 PM
Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: WET
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLOUDY
Traffic Control: NONE
Light Condition: DAYLIGHT
Case: 2016-36224769
Num of Veh: 2

Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight: 3547
Driver's Age: 59
Sex: M
Citation Issued: N
School Bus Involved: OTHER
Public Property Damage: OTHER

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight: 4203
Driver's Age: 86
Sex: M
Citation Issued: N
School Bus Involved: OTHER
Public Property Damage: OTHER

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
AT INTERSECTION WITH Quarry St
6/8/2016
Wed 10:16 AM
Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT TURN (WITH OTHER CAR)
Case: 2016-36247878
Num of Veh: 2

Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Traffic Control: STOP SIGN
Weather: CLOUDY

Light Condition: DAYLIGHT	
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE

BUS	Registered Weight:	State of Registration: NY	Citation Issued: N
Num of Occupants: 1	Driver's Age: 60	Sex: F	
Direction of Travel: NORTH	Public Property Damage: OTHER		School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN			
Apparent Factors: NOT APPLICABLE. FAILURE TO YIELD RIGHT OF WAY			

Vehicle	CARVAN/PICKUP	Registered Weight: 3705	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 76	Sex: M
	Direction of Travel: EAST	Public Property Damage: OTHER	Citation Issued: N
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: OTHER
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		

County: Ulster	Muni: Kingston(C)	Ref. Marker:	Street: WASHINGTON AVE
19 Meters South of Ramp			
6/14/2016	Tue 15:42 PM	Persons Killed: 0	Persons Injured: 0
Accident Class: NON-REPORTABLE		Police Agency: KINGSTON CITY PD	
Type Of Accident: COLLISION WITH MOTOR VEHICLE		Extent of Injuries:	
Manner of Collision: OVERTAKING		Traffic Control: NONE	
Road Surface Condition: DRY		Weather: CLEAR	
Loc. of Ped/Bicycle: NOT APPLICABLE		Light Condition: DAYLIGHT	
Road Char.: STRAIGHT AND LEVEL		Action of Ped/Bicycle: NOT APPLICABLE	
Case: 2016-36255719		Num of Veh: 2	

Veh - 1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 65	Sex: F
	Direction of Travel: SOUTH	Public Property Damage: OTHER	Citation Issued: N
	Pre-Accd Action: MAKING LEFT TURN		School Bus Involved: OTHER
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		

Veh. 2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 51	Sex: F
	Direction of Travel: SOUTH	Public Property Damage: OTHER	Citation Issued: N
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: OTHER
	Apparent Factors: GLARE, DRIVER INATTENTION		

Coverage	Muni: Kingston(C)	Ref. Marker:	Street:
6/14/2016	7:42:11 PM	Persons Killed: 0	
	Accident Class: NON-SUPPORTABLE		
	Type Of Accident: COLLISION WITH MOTOR VEHICLE		
	Manner of Collision: RIGHT ANGLE		
	Road Surface Condition: DRY		
	Loc. of Ped/Bicycle: NOT APPLICABLE		
Veh :2	CAR/VAN/PICKUP	Registered Weight:	
	Number of Occupants: 1	Driver's Age: 71	
		Persons Injured: 0	
		Police Agency: KINGSTON CITY PD	
		Extent of Injuries:	
		Traffic Control: NONE	
		Weather: CLEAR	
		Light Condition: DAYLIGHT	
		Use of Ped/Bicycle: NOT APPLICABLE	
		State of Registration: NY	
		Sex: F	
		Citation Issued: N	
		Num of Veh: 2	
		Case: 2016-38261040	

Direction of Travel: NORTH
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: WEST
Public Property Damage: OTHER
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION
Registered Weight: 4068
Driver's Age: 21
Sex: F
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
21 Meters West of Severn St
6/14/2016
Tue 14:57 PM
Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT TURN (WITH OTHER CAR)
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries: KINGSTON CITY PD
Case: 2016-36261071
Num of Veh: 2
Traffic Control: NONE
Weather: CLEAR
Light Condition: DAYLIGHT

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
Registered Weight: 3391
Driver's Age: 68
Sex: F
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: NORTH-EAST
Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY
Registered Weight: 3223
Driver's Age: 31
Sex: F
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH Ramp
6/14/2016
Tue 14:47 PM
Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries: KINGSTON CITY PD
Case: 2016-36261076
Num of Veh: 2
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH
Public Property Damage: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
Registered Weight: 3223
Driver's Age: 31
Sex: F
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

Veh :1	CAR/VAN/PICKUP	Registered Weight: 2504	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 49	Sex: M Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR STOPPING		
	Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION		
County: Ulster 29 Meters South of Schwenk Dr 6/23/2016	Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE	Persons Injured: 0	Case: 2016-36268605
	Thu 13:17 PM	Police Agency: KINGSTON CITY PD	Num of Veh: 3
	Accident Class: NON-REPORTABLE	Extent of Injuries:	Traffic Control: NONE
	Type Of Accident: COLLISION WITH MOTOR VEHICLE		
	Manner of Collision: OTHER	Weather: CLOUDY	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 59	Sex: F Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAFFIC		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 59	Sex: F Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAFFIC		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
Veh :3	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 20	Sex: M Citation Issued: Y
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION		
County: Ulster 29 Meters South of N Front St 6/24/2016	Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE	Persons Injured: 0	Case: 2016-36271458
	Fri 13:56 PM	Police Agency: KINGSTON CITY PD	Num of Veh: 2
	Accident Class: NON-REPORTABLE	Extent of Injuries:	Traffic Control: NONE
	Type Of Accident: COLLISION WITH MOTOR VEHICLE		
	Manner of Collision: OVERTAKING	Weather: CLEAR	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: SC
	Num of Occupants: 1	Driver's Age: 45	Sex: M Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER

Veh :2
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, DRIVER INATTENTION
TRUCK
Num of Occupants: 1
Registered Weight:
Direction of Travel: SOUTH
Driver's Age: 25
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Veh :1
County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH Schwenk Dr
6/26/2016
Sun 22:04 PM
Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Case: 2016-36281556
Num of Vch: 2

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Registered Weight: 2701
Driver's Age: 21
Sex: F
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Public Property Damage: OTHER

Veh :2
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE
CAR/VAN/PICKUP
Num of Occupants: 1
Registered Weight: 3549
Driver's Age: 29
Sex: M
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Public Property Damage: OTHER

Veh :1
County: Ulster Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE
AT INTERSECTION WITH Hurley Ave
7/8/2016
Fri 14:10 PM
Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE
Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY
Light Condition: DAYLIGHT
Case: 2016-36291107
Num of Vch: 2

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Registered Weight:
Driver's Age: 78
Sex: M
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Public Property Damage: OTHER

Veh :2
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED
CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY

Num of Occupants: 1	Driver's Age: 65	Sex: M	Citation Issued: N
Direction of Travel: SOUTH-EAST	Public Property Damage: OTHER		School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN			
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE			
Unit: Kingston(C) Ref. Marker: 981K86011002	Street: WASHINGTON AVE		
if Patrolon Ln			
Mon 14:52 PM	Persons Injured: 0	Extent of Injuries:	Case: 2016-36323407
Accident Class: PROPERTY DAMAGE	Police Agency: KINGSTON CITY PD		Num of Veh: 1
Type Of Accident: COLLISION WITH CRASH CUSHION		Weather: CLOUDY	Traffic Control: NONE
Manner of Collision: OTHER			Light Condition: DAYLIGHT
Road Surface Condition: WET	Road Char.: STRAIGHT AND LEVEL		Action of Ped/Bicycle: NOT APPLICABLE
Loc. of Ped/Bicycle: NOT APPLICABLE			
CAR/VAN/PICKUP	Registered Weight: 3779	State of Registration: NY	
Num of Occupants: 1	Driver's Age: 53	Sex: F	Citation Issued: N
Direction of Travel: NORTH-WEST	Public Property Damage: OTHER		School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN			
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE			

Unit: Kingston(C) Ref. Marker: Street: N FRONT ST
 Occurred: 10:51 PM
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR-END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Persons Killed: 0
 Persons Injured: 0
 Police Agency: KINGSTON CITY PD
 Extent of Injuries:
 Case: 2016-56329954
 Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Road Char.: STRAIGHT AND LEVEL
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: EAST
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ~~NOT APPLICABLE. FOLLOWING TOO CLOSELY~~

~~Registered Weight: 2738
 Driver's Age: 27
 Public Property Damage: OTHER~~

State of Registration: NY
Citation Issued: N
Sx: F
School Bus Involved: OTHER

CAR/VAN/PICKUP	Registered Weight: 3673	State of Registration: NY
Num of Occupants: 2	Driver's Age: 53	Sex: F
Direction of Travel: EAST	Public Property Damage: OTHER	Citation Number: N
Pre-Accd Action: MAKING LEFT TURN		School Bus Involved: OTHER
Apparent Factors: NOT APPLICABLE. NOT APPLICABLE		

Unit: Kingston(C) Ref. Marker: Street: JOYSLN
 Date Of Collision: Sat 04:42 AM
 Type Of Accident: COLLISION WITH OBJECT
 Persons Killed: 0
 Persons Injured: 0
 Police Agency: KINGSTON CITY PD
 Case: 2016-36339415
 Num of Vch: 1
 Weather: CLEAR
 Traffic Control: STOP SIGN

~~Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: CURVE AND LEVEL
Light Condition: DARK-ROAD/LIGHTED
Action of Ped/Bicycle: NOT APPLICABLE~~

~~Veh : 1
OTHER
Num of Occupants: 1
Registered Weight:
Direction of Travel: SOUTH-EAST
Driver's Age:
Public Property Damage: OTHER
Citation Issued: N
School Bus Involved: OTHER~~

~~Pre-Accd Action: MAKING LEFT TURN~~

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
169 Meters West of Shamrock Ln
9/3/2016

Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Traffic Control: NONE
Weather: CLEAR
Light Condition: DAYLIGHT
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE

Case: 2016-36368956
Num of Veh: 2

Veh : 1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: WEST
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, NOT APPLICABLE

Registered Weight:
Driver's Age:
Public Property Damage: OTHER
State of Registration: NY
Sex:
Citation Issued:
School Bus Involved: OTHER

Veh : 2
OTHER
Num of Occupants: 1
Direction of Travel: WEST
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNSAFE LANE CHANGE

Registered Weight:
Driver's Age:
Public Property Damage: OTHER
State of Registration: NY
Sex: U
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH Hurley Ave
8/30/2016
Tue 18:25 PM

Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Traffic Control: NONE
Weather: CLEAR
Light Condition: DAYLIGHT
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE

Case: 2016-36373793
Num of Veh: 2

Veh : 2
CAR/VAN/PICKUP
Num of Occupants: 2
Direction of Travel: NORTH-EAST
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Registered Weight:
Driver's Age: 60
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Veh : 1
CAR/VAN/PICKUP

Registered Weight:
State of Registration: NY

County: Ulster Muni: Kingston(C) Ref. Marker: Street: N FRONT ST
42 Meters East of Washington Ave
9/13/2016
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER
Pre-Acc Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Light Condition: DAYLIGHT
Traffic Control: NONE
Num of Veh: 2
Case: 2016-36381956
Police Agency: KINGSTON CITY PD
Extent of Injuries:
State of Registration: NY
Sex:
Citation Issued:
School Bus Involved: OTHER

Veh :2 CAR/VAN/PICKUP
Num of Occupants: 2
Direction of Travel: NORTH-EAST
Pre-Acc Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
Registered Weight:
Driver's Age: 79
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Veh :1 CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Pre-Acc Action: BACKING
Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION
Registered Weight:
Driver's Age: 79
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
42 Meters West of Snyder Ave
9/19/2016
Mon 15:03 PM
Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH BUILDING/WALL
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Light Condition: DAYLIGHT
Traffic Control: NONE
Num of Veh: 1
Case: 2016-36391782
Police Agency: KINGSTON CITY PD
Extent of Injuries:
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Veh :1 CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: WEST
Pre-Acc Action: ENTERING PARKED POSITION
Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION
Registered Weight:
Driver's Age: 72
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE
AT INTERSECTION WITH HURLEY AVE
9/22/2016
Thu 08:48 AM
Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Persons Injured: 0
Police Agency: ULSTER CO SHERIFF DEPT
Extent of Injuries:
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Num of Veh: 2
Case: 2016-36395533

Road Surface Condition: DRY		Light Condition: DAYLIGHT	
Loc. of Ped/Bicycle: NOT APPLICABLE		Action of Ped/Bicycle: NOT APPLICABLE	
Road Char.: STRAIGHT AND LEVEL		Action of Ped/Bicycle: NOT APPLICABLE	

Vch : 1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
Num of Occupants: 1	Driver's Age: 65	Sex: F	Citation Issued: N
Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER	

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE. NOT APPLICABLE

Veh. 2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 45	Sex: M
	Direction of Travel: EAST	Public Property Damaged: OTHER	Citation Issued: N
			School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Ulster	Muni: Kingston(C)	Ref. Marker:	Street: HURLEY AVE
AT INTERSECTION WITH Quarry St			
10/6/2016	Thu 07:36 AM	Persons Killed: 0	
Accident Class: PROPERTY DAMAGE		Persons Injured: 0	Extent of Injuries:
		Police Agency: KINGSTON CITY PD	
		Case: 2016-36418514	Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :2	CAR/VAN/PICKUP	Registered Weight: 9000	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 21	Sex: M
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTHER	Citation Issued: N
			School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE. NOT APPLICABLE

Vch : 1	CARVAN/PICKUP	Registered Weight: 3065	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 28	Sex: M
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTHER	Citation Issued: Y
			School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, GLARE

County: Ulster	Muni: Kingston(C)	Ref. Marker: 98JK8601000	Street: WASHINGTON AVE
AT INTERSECTION WITH HURLEY AVE			
10/17/2016	Mon 12:54 PM	Persons Killed: 0	Persons Injured: 0
Accident Class: NON-REPORTABLE		Extent of Injuries:	
		Police Agency: KINGSTON CITY PD	
Case: 2016-36429511			Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END
Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE

Veh : I	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
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Num of Occupants: 2
Driver's Age: 48
Citation Issued: N
Sex: F
School Bus Involved: OTHER
Direction of Travel: NORTH
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP
Registered Weight:
Num of Occupants: 1
Driver's Age: 32
Sex: M
State of Registration: NY
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, OTHER (VEHICLE)
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE
AT INTERSECTION WITH N Front St
10/10/2016
Mon 21:13 PM
Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Case: 2016-36433522
Num of Veh: 2
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED

Veh :1
CAR/VAN/PICKUP
Registered Weight: 2957
Driver's Age: 69
Sex: F
State of Registration: NY
Citation Issued: N
Num of Occupants: 3
Direction of Travel: NORTH-WEST
Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN
School Bus Involved: OTHER
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP
Registered Weight: 3209
Driver's Age: 71
Sex: M
State of Registration: NY
Citation Issued: N
Num of Occupants: 2
Direction of Travel: NORTH-WEST
Public Property Damage: OTHER
Pre-Accd Action: MAKING LEFT TURN
School Bus Involved: OTHER
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE
18 Meters North of Taylor St
10/15/2016
Sat 22:07 PM
Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Case: 2016-36434382
Num of Veh: 2
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE
Traffic Control: NONE
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED

Veh :2
CAR/VAN/PICKUP
Registered Weight:
Num of Occupants: 1
Driver's Age: 34
Sex: M
State of Registration: NY
Citation Issued: N
Direction of Travel: SOUTH-EAST
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
School Bus Involved: OTHER

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh : 1
BUS Registered Weight: State of Registration: PA Citation Issued: N
Num of Occupants: 10 Driver's Age: 32 Sex: M School Bus Involved: OTHER
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TURNING IMPROPER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH Ramp
10/31/2016 Mon 08:24 AM Persons Killed: 0
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD Extent of Injuries: Case: 2016-36452870 Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : 1
CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 7 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION

Veh : 2
CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
30 Meters East of Snyder Ave
11/3/2016 Thu 11:43 AM Persons Killed: 0
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: KINGSTON CITY PD Extent of Injuries: C Case: 2016-36454845 Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : 1
CAR/VAN/PICKUP Registered Weight: 3639 State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, LOST CONSCIOUSNESS

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE
AT INTERSECTION WITH Taylor St

11/12/2016 Sat 12:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36475615 Num of Vch: 2
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD Traffic Control: NONE
Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 5 Driver's Age: 80 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
AT INTERSECTION WITH Quarry St
11/17/2016 Thu 07:51 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36478530 Num of Vch: 2
Accident Class: PROPERTY DAMAGE Police Agency: KINGSTON CITY PD Traffic Control: NONE
Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3274 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, DRIVER INATTENTION

County: Ulster Muni: Kingston(C) Ref. Marker: Street: N FRONT ST
34 Meters East of Washington Ave
11/19/2016 Sat 00:19 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36479427 Num of Vch: 2
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD Traffic Control: NONE
Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OVERTAKING Weather: CLEAR

~~Veh :2
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Light Condition: DARK-ROAD LIGHTED
Action of Ped/Bicycle: NOT APPLICABLE
CAR/VAN/PICKUP
Num of Occupants: 2
Direction of Travel: WEST
Registered Weight:
Driver's Age: 48
Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: WEST
Registered Weight:
Driver's Age: 52
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER~~

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
12 Meters East of Schwenk Dr
11/28/2016
Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Persons Injured: 0
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Action of Ped/Bicycle: NOT APPLICABLE
Case: 2016-36493972
Num of Veh: 2
Veh :2
CAR/VAN/PICKUP
Num of Occupants: 5
Direction of Travel: SOUTH
Registered Weight: 4477
Driver's Age: 42
Public Property Damage: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: EAST
Registered Weight: 3272
Driver's Age: 32
Public Property Damage: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION
State of Registration: NY
Citation Issued: Y
School Bus Involved: OTHER
County: Ulster Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE
AT INTERSECTION WITH N FRONT ST
12/2/2016
Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Persons Injured: 0
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE
Case: 2016-36501770
Num of Veh: 2
Veh :1
CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY

Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER
Pre-Acc Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER
Pre-Acc Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE
AT INTERSECTION WITH N Front St
12/15/2016 Thu 14:15 PM Persons Killed: 0 Persons Injured: 0 Case: 2016-36523680 Num of Veh: 2
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER
Pre-Acc Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER
Pre-Acc Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
AT INTERSECTION WITH Quarry St
1/25/2017 Wed 14:26 PM Persons Killed: 0 Persons Injured: 0 Case: 2017-36581457 Num of Veh: 2
Accident Class: PROPERTY DAMAGE Police Agency: KINGSTON CITY PD
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2388 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER
Pre-Acc Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :2
 County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
 AT INTERSECTION WITH Schwenk Dr
 3/5/2017 Sun 14:24 PM
 Registered Weight: 3223
 Driver's Age: 39
 Sex: M
 State of Registration: NY
 Citation Issued: N
 School Bus Involved: OTHER
 Direction of Travel: EAST
 Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Extent of Injuries: CCCCC
 Police Agency: KINGSTON CITY PD
 Case: 2017-36631907
 Num of Veh: 2
 Traffic Control: TRAFFIC SIGNAL
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP
 Registered Weight: 3573
 Driver's Age: 26
 Sex: F
 State of Registration: NY
 Citation Issued: N
 School Bus Involved: OTHER
 Num of Occupants: 1
 Direction of Travel: NORTH-EAST
 Public Property Damage: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP
 Registered Weight: 3306
 Driver's Age: 23
 Sex: F
 State of Registration: NY
 Citation Issued: N
 School Bus Involved: OTHER
 Num of Occupants: 4
 Direction of Travel: WEST
 Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2
 County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
 AT INTERSECTION WITH Quarry St
 3/16/2017 Thu 09:50 AM
 Registered Weight: 3034
 Driver's Age: 22
 Sex: F
 State of Registration: NY
 Citation Issued: N
 School Bus Involved: OTHER
 Direction of Travel: SOUTH-WEST
 Public Property Damage: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY
 Extent of Injuries: 0
 Police Agency: KINGSTON CITY PD
 Case: 2017-36646479
 Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP
 Registered Weight: 3408
 Driver's Age: 45
 Sex: F
 State of Registration: NY
 Citation Issued: N
 School Bus Involved: OTHER
 Num of Occupants: 2
 Direction of Travel: SOUTH-WEST
 Public Property Damage: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Direction of Travel: SOUTH-WEST Pre-Accd Action: MAKING RIGHT TURN Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		Public Property Damage: OTHER School Bus Involved: OTHER	
<hr/>			
County: Ulster 22 Meters North of Hurley Ave 3/12/2017	Muni: Kingston(C) Ref. Marker: 981K86011000 Sun 14:33 PM Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Street: WASHINGTON AVE Persons Killed: 0 Police Agency: KINGSTON CITY PD Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE	Case: 2017-36649090 Traffic Control: NONE Weather: CLEAR Light Condition: DAYLIGHT State of Registration: NY Sex: M Citation Issued: N School Bus Involved: OTHER
<hr/>			
Vch :2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: NORTH Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE	Registered Weight: Driver's Age: 30 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: N School Bus Involved: OTHER	
<hr/>			
Vch :1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: WEST Pre-Accd Action: MAKING LEFT TURN Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION	Registered Weight: Driver's Age: 36 Public Property Damage: OTHER	State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER	
<hr/>			
County: Ulster 1 Meters East of Severn St 4/14/2017	Muni: Kingston(C) Ref. Marker: Fri 13:52 PM Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OVERTAKING Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Street: HURLEY AVE Persons Killed: 0 Police Agency: KINGSTON CITY PD Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE	Case: 2017-36688031 Traffic Control: NONE Weather: CLEAR Light Condition: DAYLIGHT State of Registration: NY Sex: M Citation Issued: Y School Bus Involved: OTHER
<hr/>			
Vch :2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: EAST Pre-Accd Action: OVERTAKING Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE	Registered Weight: 5293 Driver's Age: 57 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: Y School Bus Involved: OTHER	
<hr/>			
Vch :1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: EAST Pre-Accd Action: MAKING RIGHT TURN Apparent Factors: NOT APPLICABLE, NOT APPLICABLE	Registered Weight: 2697 Driver's Age: 84 Public Property Damage: OTHER	State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER	

County: Ulster Muni: Kingston(C) Ref. Marker: 981K36011000 Street: WASHINGTON AVE
AT INTERSECTION WITH SCHWENK DR
4/6/2017 Thu 18:45 PM Persons Killed: 0 Persons Injured: 0
Accident Class: NON-REPORTABLE Police Agency: ULSTER CO SHERIFF DEPT
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP State of Registration: NY
Num of Occupants: 1 Registered Weight: Sex: M Citation Issued: N
Direction of Travel: SOUTH Driver's Age: 18 School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: OTHER
Apparent Factors: NOT APPLICABLE, PASSING TOO CLOSELY

Veh :2
CAR/VAN/PICKUP State of Registration: NY
Num of Occupants: 2 Registered Weight: Sex: M Citation Issued: N
Direction of Travel: SOUTH Driver's Age: 44 School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: OTHER
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
AT INTERSECTION WITH Coffey Pl
4/27/2017 Thu 12:26 PM Persons Killed: 0 Persons Injured: 0
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD
Type Of Accident: COLLISION WITH MOTOR VEHICLE Extent of Injuries:
Manner of Collision: REAR END Weather: CLOUDY Traffic Control: NONE
Road Surface Condition: DRY Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP State of Registration: NY
Num of Occupants: 1 Registered Weight: Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Driver's Age: 82 School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: OTHER
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP State of Registration: NY
Num of Occupants: 1 Registered Weight: Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Driver's Age: 23 School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC Public Property Damage: OTHER
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: SCHWENK DR
84 Meters East of Washington Ave
4/6/2017 Thu 18:45 PM Persons Killed: 0 Persons Injured: 0
Accident Class: NON-REPORTABLE Police Agency: ULSTER CO SHERIFF DEPT
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH FIRE HYDRANT
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: KINGSTON CITY PD
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Registered Weight: 2943
Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, VIEW OBSTRUCTED/LIMITED
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Num of Veh: 2

County: Ulster
Muni: Kingston(C)
Ref. Marker: 981K86011000
Street: WASHINGTON AVE
13 Meters South of Schwenk Dr
6/1/2017
Thu 12:59 PM
Persons Killed: 0
Persons Injured: 2
Case: 2017-36748885
Num of Veh: 2
Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: KINGSTON CITY PD
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE
Registered Weight: 4301
Veh :1
CAR/VAN/PICKUP
Num of Occupants: 4
Direction of Travel: EAST
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

County: Ulster
Muni: Kingston(C)
Ref. Marker: 981K86011001
Street: WASHINGTON AVE
AT INTERSECTION WITH Patrol Ln
6/1/2017
Thu 08:31 AM
Persons Killed: 0
Persons Injured: 0
Case: 2017-36748891
Num of Veh: 2
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: KINGSTON CITY PD
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE
Registered Weight: 2859
Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: EAST
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

County: Ulster
Muni: Kingston(C)
Ref. Marker: 981K86011001
Street: WASHINGTON AVE
AT INTERSECTION WITH Patrol Ln
6/1/2017
Thu 08:31 AM
Persons Killed: 0
Persons Injured: 0
Case: 2017-36748891
Num of Veh: 2
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: KINGSTON CITY PD
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE
Registered Weight: 2791
Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER

Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 50	Sex: M Citation Issued: N
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE		
County: Ulster 5 Meters South of Schwenk Dr 5/30/2017	Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE	Persons Killed: 0	Case: 2017-36752395
	Accident Class: NON-REPORTABLE	Persons Injured: 0	Extent of Injuries: Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE	Police Agency: KINGSTON CITY PD	Traffic Control: NONE
	Manner of Collision: REAR END		Weather: CLOUDY
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh :2	BUS	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 68	Sex: M Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAFFIC		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 43	Sex: F Citation Issued: Y
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR STOPPING		
	Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY		
County: Ulster AT INTERSECTION WITH Schwenk Dr 6/5/2017	Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE	Persons Killed: 0	Case: 2017-36753921
	Accident Class: PROPERTY DAMAGE	Persons Injured: 0	Extent of Injuries: Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE	Police Agency: KINGSTON CITY PD	Traffic Control: TRAFFIC SIGNAL
	Manner of Collision: RIGHT ANGLE		Weather: CLOUDY
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh :2	CAR/VAN/PICKUP	Registered Weight: 6200	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 60	Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING RIGHT TURN ON RED		
	Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY		
Veh :1	TRUCK	Registered Weight:	State of Registration: IL
	Num of Occupants: 1	Driver's Age: 55	Sex: M Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
AT INTERSECTION WITH Washington Ave
6/23/2017 Fri 08:56 AM Persons Killed: 0
Accident Class: INJURY Police Agency: KINGSTON CITY PD
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLOUDY
Traffic Control: TRAFFIC SIGNAL
Light Condition: DAYLIGHT
Case: 2017-36785682
Num of Vch: 3

Veh :1
CAR/VAN/PICKUP
Registered Weight: 4410
Num of Occupants: 1
Driver's Age: 60
Direction of Travel: SOUTH
Public Property Damage: OTHER
Sex: M
Citation Issued: N
School Bus Involved: OTHER
State of Registration: NY
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP
Registered Weight: 2683
Num of Occupants: 1
Driver's Age: 28
Direction of Travel: SOUTH
Public Property Damage: OTHER
Sex: F
Citation Issued: N
School Bus Involved: OTHER
State of Registration: NY
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3
CAR/VAN/PICKUP
Registered Weight: 3503
Num of Occupants: 1
Driver's Age: 60
Direction of Travel: SOUTH
Public Property Damage: OTHER
Sex: F
Citation Issued: N
School Bus Involved: OTHER
State of Registration: NY
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE
40 Meters South of Taylor St
6/30/2017 Fri 17:38 PM Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLOUDY
Traffic Control: NONE
Light Condition: DAYLIGHT
Case: 2017-36800121
Num of Vch: 2

Veh :1
CAR/VAN/PICKUP
Registered Weight:
Num of Occupants: 1
Driver's Age: 27
Direction of Travel: EAST
Public Property Damage: OTHER
Sex: M
Citation Issued: N
School Bus Involved: OTHER
State of Registration: NY
Pre-Accd Action: BACKING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH Schwenk Dr
7/24/2017
Mon 1:53 PM
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Num of Occupants: 2
Direction of Travel: NORTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Driver's Age: 53
Public Property Damage: OTHER

Sex: M
Citation Issued: N
School Bus Involved: OTHER

Case: 2017-36825173
Num of Veh: 2
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 2
Direction of Travel: SOUTH
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Registered Weight:
Driver's Age: 18
Public Property Damage: OTHER

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:
Driver's Age: 33
Public Property Damage: OTHER

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
13 Meters South of Ramp
7/28/2017
Fri 12:15 PM
Accident Class: INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Num of Occupants: 4
Direction of Travel: SOUTH
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Driver's Age: 27
Public Property Damage: OTHER

Sex: M
Citation Issued: N
School Bus Involved: OTHER

Case: 2017-36825869
Num of Veh: 2
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 2
Direction of Travel: SOUTH
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:
Driver's Age: 59
Public Property Damage: OTHER

State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH
Pre-Accd Action: SLOWED OR STOPPING

Registered Weight: 3954
Driver's Age: 59
Public Property Damage: OTHER

State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH HURLEY AVE
7/7/2017 Fri 18:11 PM Persons Killed: 0 Persons Injured: 0 Case: 2017-36826506 Num of Veh: 2
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH SCHWENK DR
8/1/2017 Tue 16:05 PM Persons Killed: 0 Persons Injured: 0 Case: 2017-36832539 Num of Veh: 2
Accident Class: PROPERTY DAMAGE Police Agency: ULSTER CO SHERIFF DEPT
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP Registered Weight: 3330 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP Registered Weight: 3040 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, UNSAFE LANE CHANGE

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE
44 Meters North of Ramp

8/2/2017

Wed 09:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36833203 Num of Vch: 2
Accident Class: PROPERTY DAMAGE Police Agency: KINGSTON CITY PD Traffic Control: TRAFFIC SIGNAL
Type Of Accident: COLLISION WITH MOTOR VEHICLE Light Condition: CLOUDY
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Action of Ped/Bicycle: NOT APPLICABLE
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE

Vch :2

CAR/VAN/PICKUP Registered Weight: 4999 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Vch :1

CAR/VAN/PICKUP Registered Weight: 9500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster
AT INTERSECTION WITH Schwenk Dr
7/26/2017

Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE

Wed 16:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36837432 Num of Vch: 2
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD Traffic Control: TRAFFIC SIGNAL
Type Of Accident: COLLISION WITH MOTOR VEHICLE Light Condition: CLEAR
Manner of Collision: OVERTAKING Action of Ped/Bicycle: NOT APPLICABLE
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE
Loc. of Ped/Bicycle: NOT APPLICABLE

Vch :1

BUS Registered Weight: State of Registration: NY Citation Issued: N
Num of Occupants: 1 Driver's Age: 41 Sex: F School Bus Involved: OTHER
Direction of Travel: NORTH Public Property Damage: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Vch :2

OTHER Registered Weight: State of Registration: Citation Issued: School Bus Involved: OTHER
Num of Occupants: 1 Driver's Age: Sex: School Bus Involved: OTHER
Direction of Travel: NORTH Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, DRIVER INATTENTION

County: Ulster
15 Meters East of Schwenk Dr
8/11/2017

Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE

Fri 09:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36845446 Num of Vch: 2
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD Traffic Control: TRAFFIC SIGNAL
Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLEAR
Manner of Collision: OVERTAKING

Veh :1	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 36	Sex: M
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTHER	Citation Issued: N
Veh :2	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: OTHER
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 75	Sex: F
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTHER	Citation Issued: N
Veh :2	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: OTHER
	Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE		
	County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE	Persons Injured: 0	Case: 2017-36867731
	AT INTERSECTION WITH Schwenk Dr	Police Agency: KINGSTON CITY PD	Num of Veh: 2
	8/18/2017 Fri 17:20 PM	Extent of Injuries:	
Veh :2	Accident Class: PROPERTY DAMAGE	Traffic Control: TRAFFIC SIGNAL	
	Type Of Accident: COLLISION WITH MOTOR VEHICLE	Weather: RAIN	
	Manner of Collision: OVERTAKING	Light Condition: DAYLIGHT	
	Road Surface Condition: WET	Action of Ped/Bicycle: NOT APPLICABLE	
	Loc. of Ped/Bicycle: NOT APPLICABLE		
Veh :2	CAR/VAN/PICKUP	Registered Weight: 4080	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 61	Sex: F
	Direction of Travel: NORTH	Public Property Damage: OTHER	Citation Issued: N
	Pre-Accd Action: STOPPED IN TRAFFIC		School Bus Involved: OTHER
	Apparent Factors: UNKNOWN, UNKNOWN		
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3137	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 65	Sex: M
	Direction of Travel: NORTH	Public Property Damage: OTHER	Citation Issued: N
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: OTHER
	Apparent Factors: DRIVER INATTENTION, UNKNOWN		
Veh :2	County: Ulster Muni: Kingston(C) Ref. Marker: Street: N FRONT ST	Persons Injured: 0	Case: 2017-36893163
	AT INTERSECTION WITH Washington Ave	Police Agency: KINGSTON CITY PD	Num of Veh: 2
	9/15/2017 Fri 10:00 AM	Extent of Injuries:	
	Accident Class: NON-REPORTABLE	Traffic Control: NONE	
	Type Of Accident: COLLISION WITH MOTOR VEHICLE	Weather: CLEAR	
Manner of Collision: OVERTAKING	Light Condition: DAYLIGHT		
Road Surface Condition: DRY	Action of Ped/Bicycle: NOT APPLICABLE		
Loc. of Ped/Bicycle: NOT APPLICABLE			
Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY

Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Sex: F
Citation Issued: N
School Bus Involved: OTHER

Driver's Age: 40
Public Property Damage: OTHER

Veh : 1

CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH-EAST
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Registered Weight:
Driver's Age: 26
Public Property Damage: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH SCHWENK DR
9/15/2017

Fri 19:25 PM
Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Persons Killed: 0
Persons Injured: 1
Police Agency: KINGSTON CITY PD
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Action of Ped/Bicycle: NOT APPLICABLE
Case: 2017-36894650
Num of Veh: 2

Veh : 1

CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: NORTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Registered Weight: 3482
Driver's Age: 59
Public Property Damage: OTHER

Veh : 2

CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: EAST
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Registered Weight: 3223
Driver's Age: 28
Public Property Damage: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 187
AT INTERSECTION WITH Hurley Ave
9/28/2017

Thu 14:01 PM
Accident Class: PROPERTY DAMAGE
Type Of Accident: FIRE/EXPLOSION
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Persons Injured: 0
Police Agency: SP THRUWAY KINGSTON
Traffic Control: NONE
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE
Case: 2017-36907968
Num of Veh: 1

Veh : 1

TRUCK
Num of Occupants: 1
Direction of Travel: NORTH
Pre-Accd Action: GOING STRAIGHT AHEAD

State of Registration: IN
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Registered Weight:
Driver's Age: 36
Public Property Damage: OTHER

Apparent Factors: OTHER (VEHICLE), NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
 AT INTERSECTION WITH Shamrock Ln
 9/1/2017 Fri 14:00 PM Persons Killed: 0 Persons Injured: 2 Case: 2017-36911813 Num of Veh: 2
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: KINGSTON CITY PD Traffic Control: NONE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 45120 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3886 State of Registration: NY
 Num of Occupants: 5 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: HURLEY AVE
 AT INTERSECTION WITH WASHINGTON AVE
 10/3/2017 Tue 09:42 AM Persons Killed: 0 Persons Injured: 0 Case: 2017-36925302 Num of Veh: 2
 Accident Class: PROPERTY DAMAGE Police Agency: KINGSTON CITY PD Traffic Control: STOP SIGN
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3269 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3465 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
 AT INTERSECTION WITH SCHWENK DR



10/20/2017

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: EAST

OTHER
Num of Occupants: 2
Direction of Travel: EAST
Registered Weight:

CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: EAST

Muni: Kingston(C) Ref. Marker:
ON WITH Washington Ave
Wed 07:26 AM
Persons Killed: 0
Accident Class: PROPERTY DAMAGE

CAR/VAN/PICKUP
Num of Occupants: 3
Direction of Travel: NORTH

CARVAN/PICKUP
Num of Occupants: 1
Direction of Travel: NORTH

County: Ulster Muni: Kingston(C) Ref. Marker: Street: N FRONT ST
AT INTERSECTION WITH WASHINGTON AVE
11/20/2017 Mon 08:45 AM Persons Killed: 0
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: UNKNOWN
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Light Condition: DAYLIGHT
Traffic Control: NONE
Case: 2017-36994680
Num of Veh: 2

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 2
Direction of Travel: NORTH
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
Registered Weight:
Driver's Age:
Public Property Damage: OTHER
State of Registration: NY
Sex:
Citation Issued:
School Bus Involved: OTHER

Veh :2
OTHER
Num of Occupants: 1
Direction of Travel: NORTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY
Registered Weight:
Driver's Age:
Public Property Damage: OTHER
State of Registration:
Sex: U
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE
AT INTERSECTION WITH N Front St
11/21/2017 Tue 06:28 AM Persons Killed: 0
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Light Condition: DAWN
Traffic Control: TRAFFIC SIGNAL
Case: 2017-37010743
Num of Veh: 2

Veh :2
BUS
Num of Occupants: 1
Direction of Travel: NORTH
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
Registered Weight:
Driver's Age: 59
Public Property Damage: OTHER
State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: NORTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNSAFE LANE CHANGE
Registered Weight:
Driver's Age: 81
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: WASHINGTON AVE
12 Meiers North of Schwenk Dr
11/30/2017 Thu 12:16 PM Persons Killed: 0
Persons Injured: 0
Extent of Injuries:
Case: 2017-37010744

Accident Class: PROPERTY DAMAGE		Police Agency: KINGSTON CITY PD		Num of Veh: 2	
Type Of Accident: COLLISION WITH MOTOR VEHICLE		Traffic Control: TRAFFIC SIGNAL			
Manner of Collision: REAR END		Weather: CLEAR			
Road Surface Condition: DRY		Road Char.: STRAIGHT AND LEVEL		Light Condition: DAYLIGHT	
Loc. of Ped/Bicycle: NOT APPLICABLE		Action of Ped/Bicycle: NOT APPLICABLE			
Veh :2					
CAR/VAN/PICKUP		State of Registration: NY			
Num of Occupants: 1		Sex: M		Citation Issued: N	
Direction of Travel: SOUTH		Public Property Damage: OTHER		School Bus Involved: OTHER	
Pre-Accd Action: SLOWED OR STOPPING					
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE					
Veh :1					
CAR/VAN/PICKUP		State of Registration: NY			
Num of Occupants: 1		Sex: M		Citation Issued: N	
Direction of Travel: SOUTH		Public Property Damage: OTHER		School Bus Involved: OTHER	
Pre-Accd Action: STOPPED IN TRAFFIC					
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE					
County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE					
AT INTERSECTION WITH Taylor St					
12/4/2017					
Mon 14:31 PM					
Persons Killed: 0		Persons Injured: 1		Extent of Injuries: C	
Accident Class: PROPERTY DAMAGE AND INJURY		Police Agency: KINGSTON CITY PD		Case: 2017-37020829	
Type Of Accident: COLLISION WITH MOTOR VEHICLE		Traffic Control: STOP SIGN		Num of Veh: 2	
Manner of Collision: RIGHT ANGLE		Weather: CLEAR			
Road Surface Condition: DRY		Road Char.: STRAIGHT AND LEVEL		Light Condition: DAYLIGHT	
Loc. of Ped/Bicycle: NOT APPLICABLE		Action of Ped/Bicycle: NOT APPLICABLE			
Veh :1					
CAR/VAN/PICKUP		State of Registration: NY			
Num of Occupants: 2		Sex: F		Citation Issued: N	
Direction of Travel: NORTH-WEST		Public Property Damage: OTHER		School Bus Involved: OTHER	
Pre-Accd Action: GOING STRAIGHT AHEAD					
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE					
Veh :2					
CAR/VAN/PICKUP		State of Registration: NY			
Num of Occupants: 1		Sex: F		Citation Issued: Y	
Direction of Travel: SOUTH-WEST		Public Property Damage: OTHER		School Bus Involved: OTHER	
Pre-Accd Action: MAKING LEFT TURN					
Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY					
County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE					
20 Meters West of Schwank Dr					
11/30/2017					
Thu 14:40 PM					
Persons Killed: 0		Persons Injured: 0		Extent of Injuries:	
Accident Class: PROPERTY DAMAGE		Police Agency: KINGSTON CITY PD		Case: 2017-37020830	
Type Of Accident: COLLISION WITH MOTOR VEHICLE		Traffic Control: NONE		Num of Veh: 2	
Manner of Collision: REAR END		Weather: CLEAR		Light Condition: DAYLIGHT	
Road Surface Condition: DRY		Road Char.: STRAIGHT AND LEVEL			

Veh :2	County: Ulster 137 Meters West of Shannock Ln 12/24/2017	Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE	Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLICABLE	Persons Injured: 0 Police Agency: KINGSTON CITY PD	Extent of Injuries: Case: 2017-37048635 Num of Veh: 2 Traffic Control: NONE Weather: CLEAR Light Condition: DARK-ROAD LIGHTED Action of Ped/Bicycle: NOT APPLICABLE	Registered Weight: 3143 Driver's Age: 31 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: Y School Bus Involved: OTHER	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE
Veh :1	County: Ulster 137 Meters West of Shannock Ln 12/24/2017	Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE	Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLICABLE	Persons Injured: 0 Police Agency: KINGSTON CITY PD	Extent of Injuries: Case: 2017-37048635 Num of Veh: 2 Traffic Control: NONE Weather: CLEAR Light Condition: DARK-ROAD LIGHTED Action of Ped/Bicycle: NOT APPLICABLE	Registered Weight: 2509 Driver's Age: 35 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: N School Bus Involved: OTHER	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE
Veh :2	County: Ulster 137 Meters West of Shannock Ln 12/24/2017	Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE	Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLICABLE	Persons Injured: 0 Police Agency: KINGSTON CITY PD	Extent of Injuries: Case: 2017-37048635 Num of Veh: 2 Traffic Control: NONE Weather: CLEAR Light Condition: DARK-ROAD LIGHTED Action of Ped/Bicycle: NOT APPLICABLE	Registered Weight: 3515 Driver's Age: 34 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: Y School Bus Involved: OTHER	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE
Veh :1	County: Ulster 137 Meters West of Shannock Ln 12/24/2017	Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE	Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLICABLE	Persons Injured: 0 Police Agency: KINGSTON CITY PD	Extent of Injuries: Case: 2017-37048635 Num of Veh: 2 Traffic Control: NONE Weather: CLEAR Light Condition: DARK-ROAD LIGHTED Action of Ped/Bicycle: NOT APPLICABLE	Registered Weight: 3184 Driver's Age: 33 Public Property Damage: OTHER	State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
30 Meters West of QUARRY ST
12/27/2017
Wed 17:12 PM
Persons Killed: 0
Persons Injured: 5
Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE
Loc. of Ped/Bicycle: NOT APPLICABLE
Registered Weight: 2895
Driver's Age: 23
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH-WEST
Public Property Damage: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE
Veh :1
CAR/VAN/PICKUP
Num of Occupants: 4
Direction of Travel: NORTH
Registered Weight: 3760
Driver's Age: 45
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
Veh :1
CAR/VAN/PICKUP
Num of Occupants: 4
Direction of Travel: NORTH
Registered Weight: 3760
Driver's Age: 45
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

School Bus Involved: OTHER

Extent of Injuries: CCCCC
Police Agency: KINGSTON CITY PD
Case: 2017-37057407
Num of Vch: 2
Traffic Control: NONE
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Action of Ped/Bicycle: NOT APPLICABLE
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH SCHWENK DR
12/29/2017
Fri 14:21 PM
Persons Killed: 0
Persons Injured: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE
Loc. of Ped/Bicycle: NOT APPLICABLE
Registered Weight:
Driver's Age: 61
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: EAST
Public Property Damage: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY
Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: EAST
Registered Weight:
Driver's Age: 61
Public Property Damage: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Extent of Injuries:
Police Agency: KINGSTON CITY PD
Case: 2017-37069033
Num of Vch: 2
Traffic Control: NONE
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE
State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
AT INTERSECTION WITH Snyder Ave
1/29/2018 Mon 14:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
Accident Class: NON-REPORTABLE Police Agency: KINGSTON CITY PD Case: 2018-37115602 Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD School Bus Involved: OTHER
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011002 Street: WASHINGTON AVE
33 Meters North of Patroon Ln
1/29/2018 Mon 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
Accident Class: PROPERTY DAMAGE Police Agency: KINGSTON CITY PD Case: 2018-37120209 Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3
CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC School Bus Involved: OTHER
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP Registered Weight: 3389 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD School Bus Involved: OTHER
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: Street: JOYS LN

2/2/2018 AT INTERSECTION WITH N Front St

Persons Killed: 0

Accident Class: PROPERTY DAMAGE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Road Surface Condition: SNOW/ICE

Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 0

Police Agency: KINGSTON CITY PD

Road Char.: STRAIGHT AND LEVEL

Weather: CLOUDY

Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE

Case: 2018-37134509

Num of Veh: 2

Traffic Control: STOP SIGN

Veh :2

CAR/VAN/PICKUP

Num of Occupants: 2

Direction of Travel: NORTH

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

Registered Weight: 4818

Driver's Age: 53

Public Property Damage: OTHER

State of Registration: NY

Sex: F Citation Issued: N

School Bus Involved: OTHER

Veh :1

CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: NORTH

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight: 2976

Driver's Age: 38

Public Property Damage: OTHER

State of Registration: NY

Sex: F Citation Issued: N

School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE

15 Meters West of WASHINGTON AVE

2/10/2018

Sat 22:32 PM

Persons Killed: 0

Accident Class: NON-REPORTABLE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Road Surface Condition: WET

Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 0

Police Agency: KINGSTON CITY PD

Road Char.: CURVE AND LEVEL

Weather: RAIN

Light Condition: DARK-ROAD LIGHTED

Action of Ped/Bicycle: NOT APPLICABLE

Case: 2018-37138152

Num of Veh: 2

Traffic Control: TRAFFIC SIGNAL

Veh :2

CAR/VAN/PICKUP

Num of Occupants: 3

Direction of Travel: SOUTH-EAST

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:

Driver's Age: 32

Public Property Damage: OTHER

State of Registration: NY

Sex: M Citation Issued: N

School Bus Involved: OTHER

Veh :1

CAR/VAN/PICKUP

Num of Occupants: 2

Direction of Travel: SOUTH-EAST

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Registered Weight:

Driver's Age: 51

Public Property Damage: OTHER

State of Registration: NY

Sex: F Citation Issued: N

School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: Street: SCHWENK DR
AT INTERSECTION WITH Washington Ave

2/10/2018 Sat 13:04 PM Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT TURN (WITH OTHER CAR)
Road Surface Condition: WET
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY
Light Condition: DAYLIGHT
Case: 2018-37141356
Num of Veh: 2

Veh :2 CAR/VAN/PICKUP Registered Weight: 3148
Num of Occupants: 1 Driver's Age: 63
Direction of Travel: NORTH Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, DRIVER INATTENTION
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072
Num of Occupants: 3 Driver's Age: 37
Direction of Travel: NORTH Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH HURLEY AVE
2/16/2018 Fri 09:47 AM Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: WET
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY
Light Condition: DAYLIGHT
Case: 2018-37149940
Num of Veh: 2

Veh :1 CAR/VAN/PICKUP Registered Weight:
Num of Occupants: 1 Driver's Age: 22
Direction of Travel: EAST Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Veh :2 CAR/VAN/PICKUP Registered Weight:
Num of Occupants: 1 Driver's Age: 54
Direction of Travel: EAST Public Property Damage: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011000 Street: WASHINGTON AVE
AT INTERSECTION WITH Schwenk Dr
2/28/2018 Wed 11:53 AM Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Case: 2018-37170696
Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Registered Weight: 2516
Driver's Age: 30
Sex: M
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Direction of Travel: NORTH-WEST
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 2
Registered Weight: 8157
Driver's Age: 31
Sex: M
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Direction of Travel: NORTH-WEST
Public Property Damage: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE
29 Meters North of Ramp
2/22/2018
Thu 19:33 PM
Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: WET
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AT HILLCREST
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Traffic Control: NONE
Case: 2018-37170697
Num of Veh: 2

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 2
Registered Weight:
Driver's Age: 27
Sex: M
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Direction of Travel: SOUTH-WEST
Public Property Damage: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Registered Weight:
Driver's Age: 29
Sex: F
State of Registration: NY
Citation Issued: N
School Bus Involved: OTHER
Direction of Travel: SOUTH-WEST
Public Property Damage: OTHER
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION

County: Ulster Muni: Kingston(C) Ref. Marker: 981K86011001 Street: WASHINGTON AVE
AT INTERSECTION WITH Taylor St
3/26/2018
Mon 12:35 PM
Persons Killed: 0
Persons Injured: 0
Police Agency: KINGSTON CITY PD
Extent of Injuries:
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Light Condition: DAYLIGHT
Traffic Control: NONE
Case: 2018-37213107
Num of Veh: 2

Veh :2	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: EAST Pre-Accd Action: SLOWED OR STOPPING Apparent Factors: NOT APPLICABLE, NOT APPLICABLE	Registered Weight: 2286 Driver's Age: 45 Public Property Damage: OTHER	Sex: M State of Registration: NY Citation Issued: N School Bus Involved: OTHER
Veh :1	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: EAST Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY	Registered Weight: 4358 Driver's Age: 69 Public Property Damage: OTHER	Sex: F State of Registration: NY Citation Issued: N School Bus Involved: OTHER
County: Ulster 109 Meters West of Shamrock Ln 3/24/2018	Muni: Kingston(C) Ref. Marker: Sat 08:01 AM Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Street: HURLEY AVE Persons Injured: 0 Police Agency: KINGSTON CITY PD Weather: CLEAR Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE	Case: 2018-37213111 Num of Veh: 1 Traffic Control: NONE
Veh :1	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: SOUTH-EAST Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: OTHER (VEHICLE), UNSAFE SPEED	Registered Weight: 2454 Driver's Age: 46 Public Property Damage: OTHER	Sex: M State of Registration: NY Citation Issued: Y School Bus Involved: OTHER
County: Ulster 30 Meters East of Washington Ave 3/22/2018	Muni: Kingston(C) Ref. Marker: Thu 11:11 AM Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: REAR END Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Street: N FRONT ST Persons Injured: 0 Police Agency: KINGSTON CITY PD Weather: CLEAR Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE	Case: 2018-37213114 Num of Veh: 2 Traffic Control: NONE
Veh :1	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: EAST Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION	Registered Weight: 3045 Driver's Age: 44 Public Property Damage: OTHER	Sex: M State of Registration: NY Citation Issued: Y School Bus Involved: OTHER
Veh :2	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: EAST	Registered Weight: 3366 Driver's Age: 44 Public Property Damage: OTHER	Sex: M State of Registration: NY Citation Issued: N School Bus Involved: OTHER



Veh: 2

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE. NOT APPLICABLE

Veh : 1

Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION



Veh : 2

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Vch : 1

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Ulster Muni: Kingston(C) Ref. Marker: Street: HURLEY AVE
AT INTERSECTION WITH Shamrock Ln

Thu 13:05 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2018-37256491

Accident Class: PROPERTY DAMAGE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: OVERTAKING

Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: NONE

Weather: CLEAR

Light Condition: DAYLIGHT

Num of Vch: 2

Vch :2

CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: NORTH-EAST

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:

Driver's Age: 61

Public Property Damage: OTHER

State of Registration: NY

Sex: F

Citation Issued: N

School Bus Involved: OTHER

Vch :1

CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: NORTH-EAST

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, PASSING OR LANE USAGE IMPROPERLY

Registered Weight:

Driver's Age: 57

Public Property Damage: OTHER

State of Registration: NY

Sex: F

Citation Issued: N

School Bus Involved: OTHER

Appendix D
Pavement Information

Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN: 8761.94	Date: 3/2018	<input type="checkbox"/> PIL <input type="checkbox"/> PII <input type="checkbox"/> HAL	ADT: 9,730	Posted Speed: 30 mph
Safety Assessment Team Design: Barton & Loguidice, D.P.C. Traffic: Maintenance :				
✓	Element	Guidance	Comments	
Elements for All Single and Multicourse Resurfacing Projects (1R, 2R, and 3R):				
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> Regulatory and warning signs should be installed as needed, in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need). Immediately notify the Resident Engineer of any missing regulatory or warning signs. Identify regulatory and warning signs obscured by vegetation for clearing and grubbing. 		
<input checked="" type="checkbox"/>	Pavement Markings	Pavement markings should be installed in accordance with the MUTCD. The adequacy of existing passing zones should be evaluated. Current EIs and specifications must be followed. See EI 13-021 to restripe 9' & 10' lane widths on high-speed highways to 11' where a 4' minimum shoulder can be retained for non-motorized traffic, or to restripe 12' and greater lane widths on low-speed highways with shoulders less than 4' to widen the shoulder for non-motorized traffic.		
<input type="checkbox"/>	Delineation	Install per the National MUTCD and NYS Supplement.	N/A	
<input checked="" type="checkbox"/>	ADA	<p>1R projects: curb ramps and crosswalks that were built or altered before March 15, 2012 must be in conformance with the appropriate acceptable values in the Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities table and HDM Section 7.3.2.1. Sidewalks and pedestrian signal upgrades are not required unless they are altered as part of the project.</p> <p>2R / 3R projects: all pedestrian facilities must be in conformance with the acceptable values in the Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities table. New or replacement pedestrian signals must be accessible.</p> <p>Exceptions on 1R/2R/3R projects must be justified per HDM Ch 2, Section 2.8.</p>		
<input type="checkbox"/>	Rumble Strips	Include CARDS as required by EI 13-021 , and SHARDS in accordance with EI 16-014 .	N/A	
<input type="checkbox"/>	Sight Distance	<p>Consult HDM Chapters 2 and 5 to identify the standard sight distances for the posted speed. Clear and grub vegetation to improve the following sight distances that are observed to be substantially less than the standard (precise measurements and calculations are not required):</p> <ul style="list-style-type: none"> Intersection sight distance for right on red at signalized intersections and for left, through and right turns at unsignalized intersections and major driveways. Sag vertical curve SSD obscured by overhead trees. Horizontal SSD. <p>Consider intersection warning signs for segments with sight distances that are observed to be substantially less than the standard and will not be improved.</p>	N/A	
<input checked="" type="checkbox"/>	Fixed Objects	<p>1R projects: Address obvious objects that are within the prevailing clear area and within the ROW based on engineering judgment from a field visit (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections within the prevailing clear zone).</p> <p>2R/3R projects: Reestablish the clear zone and remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects. For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>	Trees, utility poles, horse hitching posts, and stone steps for wagons are present within the prevailing clear area.	
<input type="checkbox"/>	Guide Rail	<p>Review the guide rail for:</p> <ul style="list-style-type: none"> Nonfunctioning or severely deteriorated rail (HDM §10.3.1.2 B) Guide rail height (HDM Table 10-7 and current EIs) considering the proposed overlay thickness. Deflection distance (HDM §10.2.2.3 and Table 10-3). Point of need if the end section will be replaced (HDM §10.2.2.1). Barrier Terminals/End Sections (HDM §10.2.5). Install median barrier per HDM §10.2.4. (72' criteria for interstates) 	N/A	
<input type="checkbox"/>	Bridge Rail Transitions	The Regional Structures Group, Regional Design Group, Main Office Structures, and Design Quality Assurance Bureau should be contacted, as needed, to help identify substandard connections to bridge rail and for the recommended treatment.	N/A	

Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)

✓	Element	Guidance	Comments
<input type="checkbox"/>	Rail Road Crossing	Contact Regional Rail Coordinator. Contact Office of Design if replacing crossing surface as required per HDM Ch 23.	N/A
<input checked="" type="checkbox"/>	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved a minimum of 2' beyond the travelled way in uncurbed sections to reinforce the traveled way, for occasional bicyclists, and to improve safety. Design criteria for 2R/3R may require a wider width. A 1:10 pavement slope may be used to transition between the travel way paving and a paved shoulder that will not be resurfaced. Requires milling a longitudinal rebate and cannot exceed max rollover rate of 10% for ≤ 4' shoulders and 8% for wider shoulders.	Shoulders will be resurfaced through this project. Existing shoulders are wider than 2 ft.
<input type="checkbox"/>	Drop-offs	Edge drop-offs are not permitted between the traveled way and shoulder. Shoulder edge drop offs >2" are to be addressed via the safety edge (EI 10-012) in the §402 items or shoulder backup material. See above for overlays that do not pave the shoulder.	N/A
<input type="checkbox"/>	Super-elevation	Identify where the advisory speed, ball bank indicator, accelerometer, or record plans reveal superelevation that is less than recommended for the posted speed (using AASHTO Method 2 noted in HDM §5.7.3). Improve superelevation (up to the maximum rate as necessary using AASHTO Superelevation Distribution Method 2) to have the recommended speed equal to the posted speed. Where the maximum rate is insufficient, install advisory speed signs as needed and consider additional treatments (e.g., chevrons, roadside clearing), as needed.	
<input checked="" type="checkbox"/>	Utilities	Manholes, valves, frames and grates are to be adjusted in accordance with Sections 655 and 663 of the Standard Specifications. Poles, guy wires, sign posts, trees, and other obstructions should be 18" or more from the face of curb. In uncurbed areas, they should be 48" or more from the edge line. Vertical drops at grates or frames should be addressed if they exceed 1" and horizontal gaps parallel to the direction of traffic should be addressed if they exceed 5/8".	Utility relocation work is proposed in areas that are to receive new curb ramps. No other areas will be examined for
Additional Elements for 2R and 3R Projects:			
<input type="checkbox"/>	Super-elevation	For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13a or 2-14a (which utilizes AASHTO Superelevation Distribution Method 5).	N/A
<input type="checkbox"/>	Speed Change Lanes	Speed change lanes should meet AASHTO "Green Book" Ch 10 standards. Shoulders for speed change lanes should meet HDM §2.7.5.2 and §2.7.5.3	N/A
<input type="checkbox"/>	Clear Zones	Establish based on HDM §10.3.2.2 A for non-freeway and HDM §10.2.1 for freeways. Check all points of need (HDM §10.2.2.1).	N/A
<input type="checkbox"/>	Traffic Signals	Signal heads should be upgraded to meet current requirements. Detection systems should be evaluated for actuated signals and considered for fixed-time signals. New traffic signals that meet the signal warrants may be included.	N/A
<input type="checkbox"/>	Shoulder Widening	Shoulders should be widened to 2' min on local rural roads and low speed collectors. 4' min is used for other nonfreeway rural facilities for crash avoidance, bicyclists, and pedestrians.	N/A
<input type="checkbox"/>	Lane Widening	Non-freeway lanes may be widened per HDM Exhibits 7-5 and 7-9. New through travel lanes are not permitted.	N/A
<input type="checkbox"/>	Design Vehicle	Intersections should accommodate the design vehicle without encroachment into other travel lanes or turning lanes.	N/A
<input type="checkbox"/>	Driveways	Driveways shall meet the spirit and intent of the most recent "Policy and Standards for the Design of Entrances to State Highways" in HDM Chapter 5, Appendix 5A .	N/A
<input type="checkbox"/>	Turn Lanes	Turn lanes should meet the requirements of HDM §5.9.8.2	N/A
<input type="checkbox"/>	Curbing	Curbing must meet the requirements of HDM §10.2.2.4. For freeways, curbing that cannot be eliminated should be replaced with the 1:3 slope, 4" high traversable curb.	N/A
<input type="checkbox"/>	Drainage	Closed drainage work may include new closed drainage structures, culverts, and the cleaning and repair of existing systems. Subsurface utility exploration should be considered for closed drainage system modifications.	N/A
<input type="checkbox"/>	Pedestrian & Bicycle	Pedestrian facilities must meet the requirements of HDM Chapter 18, and the values shown in the Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities table. Consider installing crosswalks and pedestrian push buttons at signals. Install pedestrian countdown timers as needed. Minimum shoulder width of 4' if no curbing.	N/A

80 kN ESAL calculation Work Sheet

Version 3.1 4-18-03

Updated 05/10/2006 kaw

This work sheet is used for the purpose of calculating the 80 kN ESAL using the "simple" method. These calculations were taken from Figure 4-1 of the NYS Comprehensive Pavement Design Manual (June 2000). Enter the parameters for items 1 through 8 below in the blue blocks. The 80 kN ESAL count is calculated based on a compound traffic growth rate and should be used for SUPERPAVE.

Enter data also in pavt. thickness sheet. Print this sheet + pavt thickness + item numbers + special note.

P.IN. #:	8761.94
Project Desc.:	Hurley Avenue Paving and Complete Streets
(cont'd.)	Ulster County
Date:	10-Apr-18

Mainline and Ramp Reconstruction

INPUT PARAMETERS:

Construction Year	2019
1. Design Life (use 50 years for determining pavement thickness)	
2. Projected Construction Year AADT	10330
3. Percent Heavy Trucks Class 4 or greater	6.5
4. Percent Trucks in Design Direction	50
5. Percent Trucks in Design Lane	100
6. Truck Equivalency Factor (avg. ESAL per truck)	1.35
7. Truck Volume Growth Rate	2.00%
8. Annual Truck Weight Growth Rate	0.50%
Mr Value	34

16	Enter the Functional Classification Code of the highway	
YES	Does this road have full or partial access control?	Partial
NO	Is there a possibility of damaging homes, historic sites, etc., due to excessive vibration during compaction.	
NO	Will there will be less than 2000 MT of each course placed?	
NO	Is the highway located in either Dutchess, Orange, Rockland, Putnam, Westchester, Nassau, Suffolk, Sullivan County or the City of New York?	Rens. County
NO	Is the highway located in either Orange, Rockland, Putnam, Westchester, Nassau, Suffolk Counties or the City of New York?	
NO	Are there are more than 3 lanes on this road?	

RESULTS:

AADT for Design Year 2069	27,259
• Use 'F' series high friction asphalt.	
Total 80 kN ESAL Count for the Design Life	17,132,184
• The 'Estimated Traffic' level should be < 30.0 million 80 Kn ESALs.	
***** Don't forget the SPECIAL NOTE required in the Proposal *****	

SPECIAL NOTE

PG BINDER AND MIX DESIGN LEVEL

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract, except for shim, permeable base, temporary pavements, and miscellaneous, which may use non-modified PG binders such as PG 64S-22 and PG 64H-22.

PG BINDER

Use polymer or Terminal Blend Crumb Rubber modified **PG 64V-22** (Very High) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. In addition, the binder grade must also meet the **elastomeric** properties as indicated by one of the following equations for %R_{3.2}:

1. For $J_{nr3.2} \geq 0.1$, $\%R_{3.2} > 29.371 * J_{nr3.2}^{-0.2633}$
2. For $J_{nr3.2} < 0.1$, $\%R_{3.2} > 55$

Where

R_{3.2} is % recovery at 3.2 kPa

J_{nr 3.2} is the average non-recoverable creep compliance at 3.2 kPa

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of polyphosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures under this contract. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

MIX DESIGN

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for the Mixture Design Level of **75 Gyration**s.

Note: The PG binder for this project will be modified with polymer or CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at pre-construction and pre-paving meetings.

Appendix E
Structures Information

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Appendix F

Non-Standard Feature Justification



Department of Transportation

Exhibit 2-15 Nonstandard Feature Justification

Rev. 04/24/17

PIN: 8761.94	Route No. and Name: Hurley Avenue Paving and Complete Streets
Project Type: Highway Project	<input type="checkbox"/> National Network/Qualifying Highway <input type="checkbox"/> Access Highway
Functional Class: Urban Minor Arterial	Design Classification (AASHTO Class): Arterial
ADT: 11,409 (ETC+10)	% Trucks: -
<input type="checkbox"/> NHS <input checked="" type="checkbox"/> Non-NHS	Terrain: Level

1. Description of Nonstandard Feature

Type of Feature: Shoulder Width
Location: Sta. H 12+56.00 to Sta. H 33+50.00
Latitude and Longitude (Linear Feature) FROM Lat: 41.935681 Long: 74.041467 TO Lat: 41.938761 Long: 74.035822
Latitude and Longitude (Point Feature) Lat: - Long: -
Standard Value: 4 ft.
Design Speed: 40 mph (based on 85th percentile speed)
Existing Value: 2 ft.
Recommended Speed - Existing: 30 mph
Proposed Value: 3 ft.
Recommended Speed - Proposed: 30 mph

2. Accident Analysis

Current Accident Rate ¹ : 3.45 <input checked="" type="checkbox"/> acc/mvm <input type="checkbox"/> acc/mev	Statewide Accident Rate: 3.50 <input checked="" type="checkbox"/> acc/mvm <input type="checkbox"/> acc/mev
From H 12+56.00 to H 63+50.00	Is the Nonstandard Feature a contributing factor? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Anticipated accident rates, severity, and costs:

No accident analysis was performed at this area of non-standard shoulder width. No pedestrian, bicyclist, or vehicle crash data exists during the analysis period.

3. Cost Estimates

Cost to fully meet standards: \$200,000 + ROW costs	Cost(s) for incremental improvements: Proposed already has incremental imp.
---	---

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Reduce travel lane from 12 ft. to 11 ft. in width (standard travel lane width is 11 ft.) and use that additional foot for shoulder area.

5. Compatibility with Adjacent Segments and Future Plans

No road realignment is proposed within the next 20 years and there are no known developments, approved or otherwise, within or adjacent to the project site which would improve upon or detract from the existing non-standard shoulder width. The existing accident rate is below the statewide accident rate for similar type facilities.

6. Other Factors

e.g., social, economic, and environmental

Additional drainage work (closed and open) would be required to install wider shoulders. The current project funding will not accommodate installation of wider shoulders while still completing the other scope work items. Ditch improvements are anticipated to require private property acquisitions due to the adjacent side slope along the east side of Hurley Avenue between the project limits and the Thruway overpass.

7. Proposed Treatment (i.e., recommendation)

The existing curve will remain non-standard. Additional signage will accompany the work associated with this section of road.

¹ Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.



Department of Transportation

Exhibit 2-15 Nonstandard Feature Justification

Rev. 04/24/17

PIN: 8761.94	Route No. and Name: Hurley Avenue Paving and Complete Streets
Project Type: Highway Project	<input type="checkbox"/> National Network/Qualifying Highway <input type="checkbox"/> Access Highway
Functional Class: Urban Minor Arterial	Design Classification (AASHTO Class): Arterial
ADT: 11,409 (ETC+10) % Trucks: 6.5	<input checked="" type="radio"/> NHS <input checked="" type="radio"/> Non-NHS Terrain: Level

1. Description of Nonstandard Feature

Type of Feature: Horizontal Curve
Location: Sta. H 27+05.41 to Sta. H 28+82.79
Latitude and Longitude (Linear Feature) FROM Lat: - Long: - TO Lat: - Long: -
Latitude and Longitude (Point Feature) Lat: 41.938997 Long: 74.037953
Standard Value: 357 ft. Design Speed: 40 mph (based on 85th percentile speed)
Existing Value: 290 ft. Recommended Speed - Existing: 30 mph
Proposed Value: 290 ft. Recommended Speed - Proposed: 30 mph

2. Accident Analysis

Current Accident Rate ¹ : 3.45 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev	Statewide Accident Rate: 3.50 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev
From H 12+56.00 to H 63+50.00	Is the Nonstandard Feature a contributing factor? <input type="radio"/> Yes <input checked="" type="radio"/> No

Anticipated accident rates, severity, and costs:

No accident analysis was performed at this non-standard curve. No pedestrian, bicyclist, or vehicle crash data exists during the analysis period.

3. Cost Estimates

Cost to fully meet standards: \$50,000 + ROW costs	Cost(s) for incremental improvements: \$25,000 + ROW costs
--	--

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Curve warning and speed reduction signs

5. Compatibility with Adjacent Segments and Future Plans

No road realignment is proposed within the next 20 years and there are no known developments, approved or otherwise, within or adjacent to the project site which would improve upon or detract from the existing non-standard curve radius.

6. Other Factors

e.g., social, economic, and environmental

Additional ROW takings are always met with opposition especially if it includes moving a roadway closer to a residential home. In this case Hurley Avenue would be required to undergo realignment, pushing the roadway closer to the home on the southern side of Hurey Avenue. The work that would be associated with this improvement is not within the scope of this project.

7. Proposed Treatment (i.e., recommendation)

The existing curve will remain non-standard. Additional signage will accompany the work associated with this section of road.

¹ Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.



Department of Transportation

Exhibit 2-15 Nonstandard Feature Justification

Rev. 04/24/17

PIN: 8761.94 Route No. and Name: Hurley Avenue Paving and Complete Streets

 Project Type: Highway Project ☐ National Network/Qualifying Highway ☐ Access Highway

Functional Class: Urban Minor Arterial Design Classification (AASHTO Class): Arterial

 ADT: 11,409 (ETC+10) % Trucks: 6.5 ☐ NHS ☒ Non-NHS Terrain: Level

1. Description of Nonstandard Feature

Type of Feature: Horizontal Curve

Location: Sta. H 61+57.39 to Sta. H 62+66.83

Latitude and Longitude (Linear Feature) FROM Lat: - Long: - TO Lat: - Long: -

Latitude and Longitude (Point Feature) Lat: 41.938997 Long: 74.037953

Standard Value: 357 ft. Design Speed: 40 mph (based on 85th percentile speed)

Existing Value: 150 ft. Recommended Speed - Existing: 30 mph

Proposed Value: 150 ft. Recommended Speed - Proposed: 30 mph

2. Accident Analysis

 Current Accident Rate¹: 3.45 ☒ acc/mvm ☐ acc/mev Statewide Accident Rate: 3.50 ☒ acc/mvm ☐ acc/mev

 From H 12+56.00 to H 63+50.00 Is the Nonstandard Feature a contributing factor? ☐ Yes ☒ No

Anticipated accident rates, severity, and costs:

No accident analysis was performed at this non-standard curve. No pedestrian, bicyclist, or vehicle crash data exists during the analysis period.

3. Cost Estimates

Cost to fully meet standards: \$100,000 + ROW costs Cost(s) for incremental improvements: \$50,000 + ROW costs

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Curve warning and speed reduction signs

5. Compatibility with Adjacent Segments and Future Plans

No road realignment is proposed within the next 20 years and there are no known developments, approved or otherwise, within or adjacent to the project site which would improve upon or detract from the existing non-standard curve radius. On the opposite side of the intersection with Washington Avenue there is a project that proposes to include a two-way bicycle lane. Although the implementation of the bicycle lane would not be anticipated to impact the horizontal curvature, the road realignment would negatively impact the intersection angle (between Hurley Avenue, Washington Avenue, and Schwenk Drive). An intersection realigned with a skew may pose problems with visibility for pedestrians, motorists, and bicyclists.

6. Other Factors

e.g., social, economic, and environmental

Additional ROW takings are always met with opposition. In this case Hurley Avenue would be required to undergo realignment, pushing the roadway closer to a commercial business on the northern side of Hurey Avenue. The work that would be associated with this improvement is not within the scope of this project.

7. Proposed Treatment (i.e., recommendation)

The existing curve will remain non-standard. Additional signage will accompany the work associated with this section of road.

¹ Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/mev) for intersections.



Department of Transportation

Exhibit 2-15 Nonstandard Feature Justification

Rev. 04/24/17

PIN: 8761.94	Route No. and Name: Hurley Avenue Paving and Complete Streets
Project Type: Highway Project	<input type="checkbox"/> National Network/Qualifying Highway <input type="checkbox"/> Access Highway
Functional Class: Urban Minor Arterial	Design Classification (AASHTO Class): Arterial
ADT: 11,409 (ETC+10)	% Trucks: 6.5
<input type="checkbox"/> NHS <input checked="" type="checkbox"/> Non-NHS	Terrain: Level

1. Description of Nonstandard Feature

Type of Feature: Stopping Sight Distance	
Location: Sta. H 27+05.41 to Sta. H 28+82.79	
Latitude and Longitude (Linear Feature) FROM Lat: - Long: - TO Lat: -	
Latitude and Longitude (Point Feature) Lat: 41.938997 Long: 74.037953	
Standard Value: 271 ft.	Design Speed: 40 mph
Existing Value: 140 ft.	Recommended Speed - Existing: 30 mph
Proposed Value: 140 ft.	Recommended Speed - Proposed: 30 mph

2. Accident Analysis

Current Accident Rate ¹ : 3.45 <input checked="" type="checkbox"/> acc/mvm <input type="checkbox"/> acc/mev	Statewide Accident Rate: 3.50 <input checked="" type="checkbox"/> acc/mvm <input type="checkbox"/> acc/mev
From H 12+56.00 to H 63+50.00	Is the Nonstandard Feature a contributing factor? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Anticipated accident rates, severity, and costs:

No accident analysis was performed at this area of non-standard sight distance. No pedestrian, bicyclist, or vehicle crash data exists during the analysis period.

3. Cost Estimates

Cost to fully meet standards: \$50,000 + ROW costs	Cost(s) for incremental improvements: \$25,000 + ROW costs
--	--

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Curve warning and speed reduction signs.

5. Compatibility with Adjacent Segments and Future Plans

No road realignment is proposed within the next 20 years and there are no known developments, approved or otherwise, within or adjacent to the project site which would improve upon or detract from the existing non-standard sight distance.

6. Other Factors

e.g., social, economic, and environmental

Additional ROW takings are always met with opposition especially if it includes moving a roadway closer to a residential home. In this case Hurley Avenue would be required to undergo realignment, pushing the roadway closer to the home on the southern side Hurley Avenue. The work that would be associated with this improvement is not within the scope of this project. An easement to maintain future vegetation growth would be required to improve sight distance without roadway realignment.

7. Proposed Treatment (i.e., recommendation)

The proposed sight distance will remain non-standard. Additional signage will accompany the work associated with this section of road.

¹ Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/mev) for intersections.

Appendix G
Stakeholders and Public Input

Peter J. Christiano

From: Swenson, Ralph <rswenson@kingston-ny.gov>
Sent: Friday, May 18, 2018 2:59 PM
To: Daily Freeman Classified
Cc: Swenson, Ralph; Noble, Steve; Thomas C. Baird; Peter J. Christiano; Wilson, Kristen; Adin, Alan; Michael D'Arcy (mDArcy@rupco.org)
Subject: Notice of Public Meeting
Attachments: Hurley Avenue Repaving and Complete Streets Activities - Public Information Meeting Notice.doc

Importance: High

To Whom It may Concern:

Please publish the attached Public Meeting Notice one time as soon as possible.

Thanks,

Ralph
Ralph E. Swenson, P.E.
City of Kingston City Engineer
City Hall
420 Broadway
Kingston, New York 12401
(845) 334-3967
(845) 416-0026 Cell
rswenson@kingston-ny.gov

**City of Kingston Hurley Avenue Repaving and Complete Streets Public Information
Meeting Notice
City of Kingston, Ulster County
PIN 8761.94**

A Public Information Meeting will be held at the Kingston Elks Lodge 550 located at 143 Hurley Avenue on Thursday, June 7th at 6PM to discuss the scope of work associated with planned improvements that include:

- Accessible curb ramps at 16 locations;
- Installation of a bike lane;
- Safety improvements including street access control, shoulder delineation and widening, and signage;
- Paving and striping.

All work will be designed in accordance with AASHTO specifications and the NYSDOT Standard Specifications (Construction and Materials).

Construction contract letting is expected to be held in **December 2018** with a construction start of **May 2019**.

Contact: Ralph Swenson, PE
City Engineer, City of Kingston
420 Broadway
Kingston, NY 12401
Phone: (845) 334-3967
Cell: (845) 416-0026
rswenson@kingston-ny.gov

Hurley Avenue Paving and Complete Streets City of Kingston



Hurley Avenue Paving and Complete Streets

Project Team

- City of Kingston
- NYSDOT
- FHWA
- Local Community
- Barton & Loguidice, D.P.C.



Hurley Avenue Paving and Complete Streets

Agenda

- Project Team and Introductions
- Project Overview
 - Funding
 - Objectives
- Environmental Review
- Existing Conditions
- Proposed Conditions – Examples
- Project Schedule

Hurley Avenue Paving and Complete Streets

Locally Administered Federal Aid Project

Funding

- \$ 565,000 Total Project Funding Currently Allocated
- 80% Federal Funds Through the Surface Transportation Program (STP) Flex Funding = \$452,000
- 20% City (Local) Contribution = \$113,000

Hurley Avenue Paving and Complete Streets

Project Objectives

- Restore pavement conditions on Hurley Avenue between the Municipal Boundary and Washington Avenue
- Provide Americans with Disabilities Act (ADA) compliant sidewalk ramps at intersecting streets and crosswalk locations
- Improve overall safety at street crossings
- Street signing and pavement striping updates

Hurley Avenue Paving and Complete Streets

Environmental Review

▪National Environmental Policy Act – (NEPA)

- Requires Federal Highway Administration (FHWA) Review

▪State Environmental Quality Review (SEQR)

•City of Kingston as Lead Agency

•No Significant Impacts

- Wetland Review
- Endangered Species
- Historic and Cultural Resources
- Hazardous Waste Assessment
- Air and Noise Quality
- Social, Economic, and Environmental Impacts

Hurley Avenue Paving and Complete Streets Project Corridor



Existing Conditions



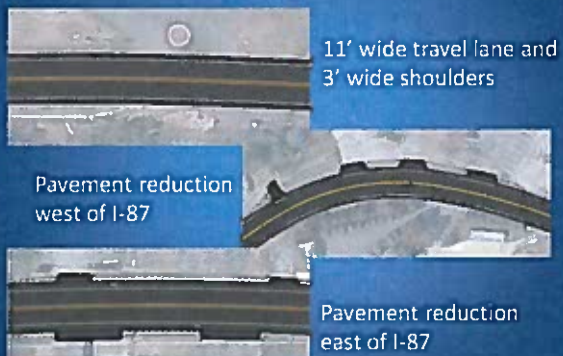
Existing Conditions



Hurley Avenue Paving and Complete Streets Proposed Conditions



Hurley Avenue Paving and Complete Streets Proposed Conditions



Hurley Avenue Paving and Complete Streets Proposed Conditions



Hurley Avenue Paving and Complete Streets Proposed Conditions



Intersection of Washington Avenue

Hurley Avenue Paving and Complete Streets

Schedule

- Design Complete November 2018
- Advertise for Construction Bids January 2019
- Construction Start April 2019
- Construction Complete July 2019

Hurley Avenue Paving and Complete Streets

QUESTIONS?

Thank you! Questions?

To provide your thoughts regarding the project, please contact:

Mr. Ralph Swenson, P.E.
City Engineer

Please reference the
"Hurley Avenue Paving and Complete Streets Project"

Telephone: (845) 334-3967

Email: rswenson@Kingston-ny.gov

Mailing Address:

City of Kingston

420 Broadway

Kingston, New York 12401





Public Information Meeting

PIN 8761.94 – Hurley Avenue Paving and Complete Streets Project

City of Kingston

Kingston Elks Lodge 550, 143 Hurley Avenue, Kingston, New York 12401

Thursday, June 7, 2018 @ 6:00 PM



Sign In Please:

Name	Address	Preferred Phone #	email
Peter J Christiano	10 Airline Dr, Albany, NY 12205	(518) 218-1901	pchristiano@bartonandloquidice
Tom Polk	104 Arnold Dr. Kingston, NY 12401	845-338-2453	+polk@hvc.rk.com
Kristen Wilson	66 Ravine St. Apt 1 Kingston, NY 12401	(845) 309 6147	kwilson@kingston-ny.gov
Lou Kolano	106 Hurley Ave Kingston NY 12401	(845) 340-0010	lou@loukolano.com
Ryan Capon	92 Patterson Rd, West Camp NY 12490		RMC3383@AOL.com
Bob Dillius	189 Hurley Ave, Kingston, NY 12401	845-338-9574	Varoom65@gmail.com
Paul Carson	City of Kingston City Hall	845-334-3967	rcarson@kingston-ny.gov
ALAN ADIN	CITY OF KINGSTON	845-334-3968	adin@kingston-ny.gov
Bill Gaws	116 Hurley Ave	845-532-9791	gawsdentel@gmail.com
MARTIN SIOB	145 Fairview Ave	845-808-8507	friv,rtat@Gaw
Jeff Allen	205 Village Ct.	845-337-9484	alleja@us.ibm.com
Sean Koester	City of Kingston	845-334-3969	skoester@kingston-ny.gov
LYN CHURCHILL	Kingston Elks	845-236-7183	LEHVACH@ELKS-CR.COM
LEE KALISH	275 FAIR ST. KINGSTON	914-388-4899	LEE@POSTBOX.COM

The City of Kingston

W e l c o m e s Y o u

to a

Public Information Meeting

For

Project Number 8761.94

***Hurley Avenue Paving and
Complete Streets Project***

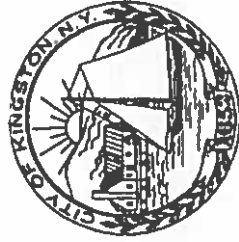
in the

***City of Kingston,
Ulster County, NY***

Kingston Elks Lodge 550
143 Hurley Avenue

Kingston, New York 12401

Thursday, June 7, 2018 at 6:00 PM



**Barton
& Loguidice, D.P.C.**
Engineers • Environmental Scientists • Planners • Landscape Architects

Hurley Avenue Paving and Complete Streets

PROJECT OBJECTIVES:

- Restore pavement condition
- Provide American with Disability Act (ADA) compliant sidewalk ramps at intersection streets and crosswalk locations
- Improve safety at street crossings
- Street signing and pavement striping updates

CURRENT PROJECT SCHEDULE:

Design Approval	August 2018
Authorization to Advertise	January 2019
Construction Start	April 2019
Construction Complete	July 2019

PROJECT FUNDING:

Federal Funds Awarded (80%) = \$452,000
Local Matching Funds (20%) = \$113,000

***Surface Transportation Program (STP) FLEX funding
administered by Federal Highway Administration through
New York State Department of Transportation***

Ralph Swenson, P.E., City Engineer

City of Kingston

420 Broadway

Kingston, New York 12401

Phone: (845) 334-3967

rswenson@kingston-ny.gov

Peter J. Christiano

From: Wilson, Kristen <kwilson@kingston-ny.gov>
Sent: Tuesday, June 12, 2018 3:22 PM
To: Peter J. Christiano; Thomas C. Baird; Swenson, Ralph; Koester, Sean
Subject: RE: Hurley Ave.

Thanks. Here's the updated page: <https://www.kingston-ny.gov/hurleyave> Let me know if you have any comments.

Kristen

-----Original Message-----

From: Peter J. Christiano [mailto:pchristiano@bartonandloguidice.com]
Sent: Tuesday, June 12, 2018 2:35 PM
To: Wilson, Kristen
Subject: RE: Hurley Ave.

Yes, please see attached.

Sincerely,
Pete

Peter J. Christiano, P.E.
Barton & Loguidice, D.P.C.

From: Wilson, Kristen [mailto:kwilson@kingston-ny.gov]
Sent: Tuesday, June 12, 2018 1:27 PM
To: Peter J. Christiano <pchristiano@bartonandloguidice.com>; Swenson, Ralph <rswenson@kingston-ny.gov>
Cc: Thomas C. Baird <tbaird@bartonandloguidice.com>
Subject: RE: Hurley Ave.

Thanks Peter. Do you have JPEGs of the existing conditions photos that are in the PDF? I'd like to use a few of those for the webpage.

Kristen

From: Peter J. Christiano [mailto:pchristiano@bartonandloguidice.com]
Sent: Tuesday, June 12, 2018 12:44 PM
To: Swenson, Ralph
Cc: Thomas C. Baird; Wilson, Kristen
Subject: RE: Hurley Ave.

Ralph,

Sure no problem. Please see attached.

Kristen,

There are close up views, of the areas that have more detail, in the PowerPoint PDF but let me know if you want something different. Also, let me know what you are thinking about with the picture and I can see what if we have something that matches or is close.

Sincerely,
Pete

Peter J. Christiano, P.E.
Barton & Loguidice, D.P.C.

From: Swenson, Ralph [mailto:rswenson@kingston-ny.gov]
Sent: Tuesday, June 12, 2018 12:13 PM
To: Peter J. Christiano <pchristiano@bartonandloguidice.com<mailto:pchristiano@bartonandloguidice.com>>
Cc: Thomas C. Baird <tbaird@bartonandloguidice.com<mailto:tbaird@bartonandloguidice.com>>; Swenson, Ralph <rswenson@kingston-ny.gov<mailto:rswenson@kingston-ny.gov>>; Wilson, Kristen <kwilson@kingston-ny.gov<mailto:kwilson@kingston-ny.gov>>
Subject: FW: Hurley Ave.

Peter,

Could you send us the power point you developed for Hurley so Kristen can put it on our website?

Ralph

From: Wilson, Kristen
Sent: Tuesday, June 12, 2018 11:52 AM
To: Swenson, Ralph; Koester, Sean
Subject: Hurley Ave.

Hi. Do you have documents from the public meeting that we can put on the website? <https://www.kingston-ny.gov/content/8395/16365/18851/default.aspx> Perhaps the powerpoint and a PDF of the design and the comment form? Also, do you have a picture of Hurley Ave. we could use to spruce up the webpage?

Kristen

Kristen Wilson
Grants Manager
Office of Economic and Community Development City of Kingston
420 Broadway
Kingston, NY 12401
845-334-3962
kwilson@kingston-ny.gov<mailto:kwilson@kingston-ny.gov>

[v<mailto:kwilson@kingston-ny.gov>](mailto:kwilson@kingston-ny.gov)

Peter J. Christiano

From: Swenson, Ralph <rswenson@kingston-ny.gov>
Sent: Tuesday, June 12, 2018 12:05 PM
To: Peter J. Christiano; Thomas C. Baird
Cc: Adin, Alan; Koester, Sean; Swenson, Ralph
Subject: FW: Hurley Avenue Paving & Complete Streets Project Comments

fyi

From: Lee Kalish [mailto:lee@posfbk.com]
Sent: Monday, June 11, 2018 6:30 PM
To: Swenson, Ralph
Subject: Hurley Avenue Paving & Complete Streets Project Comments

Hello Ralph,

It was great to meet you and the team from B&L Engineering at the Hurley Ave Paving and Complete Streets Public Information Meeting on June 7, 2018. I have the following comments relating to the Project and trust it is acceptable to submit via email.

I am in favor of this project moving forward with bicycle lanes as presented at the public meeting.

I believe it is essential to contemplate pedestrian and bicycle access to/from Dietz stadium from Hurley Avenue, especially given the recent news of Kingston acquiring full ownership of the Stadium property. Many cyclists meet and ride from Dietz onto Hurley on a daily basis, with at least one organized ride on Thursday nights often with 40-50 riders. Many pedestrians also access Dietz from Hurley avenue. There needs to be a safe public connection to/from Hurley Avenue.

According to the project plan, pedestrian/bicycle lanes end at the southern city line. While I understand the financial restrictions of the project funding, it seems obvious to me that furthering these lanes to offer complete access to/from Stony Run and other cluster housing along this corridor is essential, children do not understand city lines. Additionally, connection to Coleman High School would greatly enhance safety for our teens, enhance use of the lanes, and provide a benefit to the entire community. I suggest the design team reach out to the School, Town of Hurley, and Transportation Dept of Ulster County to extend an invitation and coordinate construction to enhance the overall project.

Lastly, in many years of riding and driving this corridor, I have observed a lack of adequate drainage under the Thruway overpass. This section of road tends to deteriorate at a much faster rate than other portions of Hurley avenue, and in particular on the shoulders. I am concerned the bike lane will deteriorate prematurely forcing riders to the center of the road, and creating a dangerous situation for riders and drivers alike. Additionally, it is important to observe traffic and pedestrians at times of low sun, as the overpass creates significant challenges early and late in the day, and perhaps street lighting should be added at this section.

I would appreciate confirmation of receipt.

Thank you for your fine work and consideration of public comments.

Sincerely,

Lee S Kalish

Positive Feedback LLC
275 Fair Street, Suite 15
Kingston, NY 12401
o. 845-334-8288
c. 914-388-4899
lee@posfbk.com

COMMENT FORM

Public Informational Meeting

PIN 8761.94 – Hurley Avenue Paving and Complete Streets Project

City of Kingston

Thursday, June 7, 2018 @ 6:00 P.M.

Kingston Elks Lodge 550, 143 Hurley Avenue, Kingston, New York 12401

Written comments are invited from anyone interested in the project, and may be submitted at the end of the meeting, or mailed to Mr. Ralph Swenson, P.E., City Hall – City Engineering Office, 420 Broadway, Kingston, New York 12401.

The Deadline for Submitting Comments is June 29, 2018

Overall, a great project. The only addition I would recommend is a set of pedestrian flashing lights at the Taylor Street intersection. (Like the ones at the Quarry St. crosswalk) There is a lot of traffic and people coming off Washington Ave. do not yield to pedestrians very regularly.

I also heard comments about the drainage under the thruway - I would second the recommendation to investigate the issue, and correct it before repaving the street.

June 14, 2018

Name:

Address:

Representing:

Tom Polk
501 Broadway
Kingston NY 12401
YMCA

This form must be mailed back to the City Engineering Office by folding the form as shown on the reverse side and affixing the proper postage. Please use tape to seal the form shut – do not use staples.

(Attach additional sheets as required)

Appendix H
Right-of-Way Information

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Appendix I

Misc.



Department of Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

LANCE MacMILLAN, P.E.
Regional Director

March 11, 2019

Honorable Steven T. Noble
City of Kingston
420 Broadway
Kingston, NY 12401

RE: PIN 8761.94
HURLEY AVENUE PARKING AND COMELETE STREETS
CITY OF KINGSTON
ULSTER COUNTY

NEPA DETERMINATION NOTIFICATION and
REQUEST FOR DESIGN APPROVAL

Dear Mayor Noble:

We have completed our review of the Final Design Report dated February 2019 for the above referenced project submitted by Barton & Loguidice on February 7, 2019 and have obtained a final environmental determination under the provisions of the National Environmental Policy Act (NEPA). Enclosed is the NEPA Determination memo, made by the Region on March 5, 2019, and the fully signed Federal Environmental Approvals Worksheet (FEAW). The NEPA Determination memo and the fully signed FEAW should be inserted into an appendix of the Final Design Report.

Design Approval and approval of design exceptions (non-standard features) should now be granted in accordance with Exhibit 4-2 of Chapter 4 of NYSDOT's Project Development Manual by the Responsible Local Official (RLO). The Design Approval memo should be in accordance with the following:

- Conform to the format and content of Design Approval Request Memos, Example 1 (attached)
- Be from the licensed professional responsible for the design of the project.
- Be to Responsible Local Official.
- Contain the approval signature of the Responsible Local Official

Please submit one electronic (.pdf) copy of the Final Design Report (including all appendices), dated March 2019, along with the completed locally signed Design Approval memo to the Local Projects Unit. Note that authorization to proceed to detailed design (plan and contract document preparation), property acquisition and, ultimately, construction phase activities cannot be granted until Design Approval has been secured.

If you have any questions, please contact me at Jodeci.Brown@dot.ny.gov or at (845) 431-5817.

Sincerely,
Jodeci Brown
Design and Environmental Advisor
Local Projects Unit

Ecc: Peter J. Cristiano, Barton & Loguidice, w/attachments

The Daily Freeman (<http://www.dailyfreeman.com>)

Kingston's Hurley Avenue paving project gets more expensive

Engineering for Hurley Ave. project has \$70K price tag

By Ariél Zangla, azangla@freemanonline.com [arielatfreeman](#) on Twitter

Friday, January 26, 2018



KINGSTON, N.Y. >> The cost of engineering work for a project to repave Hurley Avenue will cost almost three times as much as initially anticipated.

City Engineer Ralph Swenson told the Common Council's Finance and Audit Committee this week while the council has approved spending [\\$26,000 on the engineering costs](#) for the Hurley Avenue repaving project, the actual cost will be \$70,580. He asked the committee to authorize spending the additional money for the work.

"During the selection process for the consultant, it became clear that the cost estimates were deficient," Swenson told the committee. And he said the city will need more money not only for the engineering costs, but for the overall project as well.

Swenson said much of the cost will be reimbursed to the city because the work qualifies as a federal highway project. Generally, the city would only pay a 5 percent match, he said.

The committee ultimately adopted resolutions authorizing the additional expense and borrowing the extra needed money. Those resolutions still must be adopted by the full council, which meets again Feb. 6.

The Ulster County Transportation Council previously awarded the city \$451,639 in federal highway funding for the project.

Swenson said the city is applying for more funding through the transportation council and that he was told that there was sufficient money available for the project. He said the consultant estimated the entire project would cost about \$916,000.

The project is to consist of repaving the entire length of Hurley Avenue within the city limits, as well as making handicapped-accessible improvements at all cross streets. The project also would include the addition of a bicycle lane.

Previously, Swenson said he would recommend the city [hire Barton & Loguidice Engineering](#) of Liverpool, N.Y., to perform the design work for the project. He said it was one of five firms that expressed interest in the job.

URL: <http://www.dailyfreeman.com/general-news/20180126/kingstons-hurley-avenue-paving-project-gets-more-expensive>

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Peter J. Christiano

Subject: FW: Hurley Avenue Kingston FW: Re: Molly Murphy and Noelle Murphy walk to Bailey and Edson school safely concerns

From: Swenson, Ralph [<mailto:rswenson@kingston-ny.gov>]
Sent: Friday, February 16, 2018 3:01 PM
To: Thomas C. Baird <tbaird@bartonandloguidice.com>
Cc: Swenson, Ralph <rswenson@kingston-ny.gov>; Adin, Alan <aadin@kingston-ny.gov>
Subject: FW: Re: Molly Murphy and Noelle Murphy walk to Bailey and Edson school safely concerns

Tom,

We need to remember to work this in during the Design Report process.

Ralph

From: Noble, Steve
Sent: Friday, February 16, 2018 2:44 PM
To: Claire Murphy
Cc: John Murphy
Subject: RE: Re: Molly Murphy and Noelle Murphy walk to Bailey and Edson school safely concerns

Claire,

We are definitely looking at Quarry St and have been for almost 8 years. We have hit some major road blocks with both public utilities and NYS Department of Transportation who have their facilities there. We are going to be doing a public design process for Hurley Avenue which hopefully you will participate in and I also have come up with a potential idea of making Quarry Street One way, which would allow for a sidewalk to be installed without some of the conflicts I mentioned earlier, but I would need the support of school and neighborhood to move those types of plans forward.

We will make note of the crosswalk suggestion through the design process and I am going to plan to meet with the district to discuss some suggestions we have for Quarry.

-Steve

Steven T. Noble
Mayor, City of Kingston
420 Broadway
Kingston, NY 12401
845-334-3902
www.kingston-ny.gov

From: Claire Murphy [<mailto:furriecleo@yahoo.com>]
Sent: Friday, February 16, 2018 12:03 PM
To: Noble, Steve

Cc: John Murphy

Subject: Fw: Re: Molly Murphy and Noelle Murphy walk to Bailey and Edson school safely concerns

Good afternoon Steve!

The girls and I recently moved within the 1/2 mile walk-to-school mandate and I have some concerns about the crosswalk that was installed on Hurley Ave at Quarry. It's a great crosswalk, but it's in a terrible place! Molly actually ended up on crutches jumping out of the way of a car the day after John and I contacted Mr. Parker about our concerns (it's not a cute picture below, but it's a good thing you already know what her smile looks like!).

The crosswalk itself is too close to the intersection and cars cannot see walkers waiting. In addition, Quarry is too narrow for students to walk up, and has DPW trucks going in and out at unsafe for school speeds (not to mention parents and teachers running late for school!) At school arrival and dismissal more than thirty cars are passing quickly and less than five feet of shoulder space for students.

We would like to request that when Hurley Ave is repaved this summer that the crosswalk be moved up to Coffey or Snyder. This would solve BOTH problems and would allow our "walkers" to actually walk to school. To date, according to Edson school staff, there is NOT ONE STUDENT who walks themselves to or from school despite a high number of students within walking mandate.

I know you've spent many hours on the Safe Routes to School Project, so I know you want to see it working efficiently and actually keeping our kids safe! Is there someone in charge of the Project I could contact?

Please let me know who else I need to contact and be in touch with to follow up on my concerns. Thank you so much for always keeping Kingston kids first!

Sincerely,

Claire Murphy

----- Forwarded Message -----

From: Claire Murphy <furriecleo@yahoo.com>

To: LeShawn Parker <lparker@kingstoncityschools.org>

Cc: DFitzgerald@kingstoncityschools.org <DFitzgerald@kingstoncityschools.org>; BMartin@kingstoncityschools.org <BMartin@kingstoncityschools.org>; John <jtmurphyjr3@gmail.com>

Sent: Friday, February 16, 2018, 11:39:10 AM EST

Subject: Re: Molly Murphy and Noelle Murphy walk to Bailey and Edson school safely concerns

Mr. Parker,

I just wanted to check in with you regarding the status of the walking situation to and from Edson and JWB from Quarry Rd. As Coordinator of Student Safety I know you are doing your very best to rectify this situation and many others! I'd like to thank you for your help!

After three months of living in our new home I have had the time and opportunity to get a first hand look at some of the problems leading to our shared concern. After looking at some observable data, I would like to make the following recommendations:

First, and most importantly, I have watched the intersection at Hurley Ave and Quarry both at school arrival and dismissal and there are sometimes more than thirty cars turning in and out of that road within a fifteen minute time (if it would help the cause, I'd be happy to take actual measurable tallies). The crosswalk is too close to the intersection and cars cannot see walkers on the Quarry side.

I'd like to see the school crosswalk at Quarry Road and Hurley Ave moved up to either Coffey or Snyder

when they repave Hurley over the summer. Moving the crosswalk to Coffey would allow all students to

cross Hurley Ave. safely.

Secondly, if the district wants to continue to follow the 1/2 mile walker mandate, it is important that a sidewalk be installed on the roads up to the school. At the very least, Quarry Road should have a sidewalk for the student walkers. At the time of this writing there is less than five feet of shoulder for students, and in addition, there is a section of road that is torn up with cones, making it even harder for cars to pass safely without injuring students. Cars (and DPW!!!!) continue to go more than the posted 10 MPH speed limit, especially at arrival when they are afraid of being late to school.

I realize this is something that needs to be worked out between the district and Kingston DPW. Please forward my email to whomever needs to be notified. And I understand your request for a parent petition, however, I would like to see the district and city take action for the safety of the students and in following their own School Safety policies without the public having to beg for it! Let me know who else I can contact at the BOE or DPW to voice my concerns and ideas for solutions.

Thank you so much for your attention,
Claire Murphy

On Wednesday, November 15, 2017, 2:27:52 PM EST, LeShawn Parker <lparker@kingstoncityschools.org> wrote:

Hi John, Wow. Very sorry to see this. The chief has forwarded our request to patrol this morning. Please let me know if patrol is there this week.

LeShawn Parker

Coordinator of Prevention and Safety

Kingston City School District

lparker@kingstoncityschools.org

(845)-943-3825

From: John <jtmurphyjr3@gmail.com>

Sent: Tuesday, November 14, 2017 7:01:34 PM

To: LeShawn Parker

Cc: Claire

Subject: Re: Molly Murphy and Noelle Murphy walk to Bailey and Edson school safely concerns

Mr. Parker,

Thank you for getting back to me so quickly, I regret to inform you that this morning my daughter injured her ankle while jumping from the crosswalk on Hurley Ave. to get out of the way of a car that didn't heed the warning lights or bother to slow down for a child in the crosswalk. This was one of my fears and I'm so thankful I'm sure it could have been worse. I will do as you suggested and petition the city for sidewalks up Quarry but I'm going to need as many people involved with assuring this process is expedited as quickly as possible. If you would be so kind as to forward this email to the chief of police I would appreciate it as there needs to be an immediate post down there to ensure that people are driving safe to avoid any other accidents. Perhaps a meeting in person soon?

Sent from my iPhone

On Nov 13, 2017, at 4:27 PM, LeShawn Parker <lparker@kingstoncityschools.org> wrote:

Good day John, Thanks for your concern. I've forwarded your email to the chief of police along with a personal request for assistance. What I'm hoping for is a police officer posted on Quarry to deter speeders. I believe Quarry and Merlina are both considered public roads. I support the addition of sidewalks yet a petition to the city would be the first step. Speaking to your alderman may be a good start and I would be interested in being part of the conversation once you do. Thanks again

LeShawn Parker

Coordinator of Prevention and Safety

Kingston City School District

lparker@kingstoncityschools.org

(845)-943-3825

From: John <itmurphyjr3@gmail.com>

Sent: Monday, November 13, 2017 2:18 PM

To: LeShawn Parker

Subject: Molly Murphy and Noelle Murphy walk to Bailey and Edson school safely concerns

To Mr. Parker,

I am writing to express my immediate concern regarding the safety of my two daughters, Molly Murphy and Noelle Murphy, while walking both to and from Bailey school and Edson school. There is no safe sidewalk leading up to the schools from Quarry road. Additionally, people are not observing the posted 10 MPH speed limit and its compromising the safety of my daughters and other walkers.

At some point we might be in a position where we have to have them walk home by themselves and that SHOULD be an ok thing. Please get back to me as soon as you can to discuss this matter so we may strategize a better option. Thank you very much for your time.

Regards,
John Murphy
845-240-2981

Sent from my iPhone

Sent from my iPhone

Peter J. Christiano

From: Swenson, Ralph <rswenson@kingston-ny.gov>
Sent: Wednesday, March 14, 2018 1:01 PM
To: Peter J. Christiano
Cc: Swenson, Ralph; Adin, Alan; Cahill, Suzanne; Wilson, Kristen
Subject: RE: PIN 8761.94 - Hurley Avenue Paving and Complete Streets - future development

Peter,

There are a couple of projects that will intersect with the Hurley Ave. Complete Streets project; they are:

- Kingston Meadows at 191 Hurley Avenue;
- Hurley Drainage at 135 Hurley Avenue;
- Hurley Drainage at 204 Hurley Ave. in conjunction with an existing subdivision; and
- Future Safe Routes to School at Quarry Street.

Ralph

From: Peter J. Christiano [mailto:pchristiano@bartonandloguidice.com]
Sent: Wednesday, March 14, 2018 11:56 AM
To: Swenson, Ralph
Subject: PIN 8761.94 - Hurley Avenue Paving and Complete Streets - future development

Ralph,

We are working on the draft design report for Hurley Avenue and wanted to confirm a few things with you, specifically, if there are any plans to reconstruct or widen adjacent segments of roadway in and around Hurley Avenue, and if there are any approved developments planned within the project area that would impact traffic operations?

I checked the planning board meeting agenda for 3/19 and there do not appear to be any developments in close proximity to Hurley Avenue but I wanted to check anyway.

When you have a minute over the next few days/week please shoot me a response email if you have any information.

Sincerely,
Pete

Peter J. Christiano, P.E.
Senior Project Engineer

Barton & Loguidice, D.P.C.

Engineers, Environmental Scientists, Planners, Landscape Architects

10 Airline Drive • Suite 200 • Albany, NY 12205 • Phone: (518) 218-1801 • Fax: (518) 218-1805

www.bartonandloguidice.com

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The Daily Freeman (<http://www.dailyfreeman.com>)

Kingston clears state hurdle in preparation for Hurley Avenue upgrades

City clears state hurdle in preparation for Hurley Avenue upgrade project

By Paul Kirby, Daily Freeman

Wednesday, May 2, 2018



KINGSTON, N.Y. >> The state has signed off on a preliminary report regarding the planned rehabilitation of Hurley Avenue, setting the stage for the final design phase of the project, according to a city official.

City Engineer Ralph Swenson said the state Department of Transportation has approved a consultant's report indicating there will be no disturbance to historic landmarks as a result of the work.

"Basically, we have fulfilled the initial requirements to assess whether there would be any impacts to historical structures," Swenson said.

Swenson said consulting firm Barton & Loguidice Engineering of Liverpool, N.Y., submitted its report to the state on April 18. [The company was hired in January](#) to plot out the Hurley Avenue project.

The project is to consist of paving the entire length of Hurley Avenue within the city limits and installing sidewalk access for the handicapped at all cross streets, Swenson has said. The project also could include the addition of a bicycle lane.

The state Department of Transportation is funneling \$565,000 of federal funding to the project.

Swenson said previously that Kingston had been awarded federal highway grant money to repave Hurley Avenue and carry out related work in the city's Complete Streets project.

The Hurley Avenue project is expected to begin in the spring 2019.

Barton & Loguidice was selected from a field of five companies that expressed interest in the Hurley Avenue project.

The Liverpool firm also designed the 2016 sewer and stormwater pipe installation at Grand Street and Broadway in Midtown Kingston.

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Smart Growth Screening Tool

PIN 8761.94

Prepared By: Dania Anziani

Smart Growth Screening Tool (STEP 1)

NYSDOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to **Smart Growth Guidance** document.

Title of Proposed Project: Hurley Avenue Paving and Complete Streets Project

Location of Project: City of Kingston, Ulster County

Brief Description: The project will install 16-ADA accessible curb ramps along sidewalks that travel over cross streets along Hurley Avenue. From Washington Ave. to the Thruway overpass, through the design process the City will determine the feasibility of installing a bike lane. From the Thruway overpass to the City line, the shoulder will be widened to improve safety for bicyclists. The construction of the pavement treatment will include milling 2.5" of existing asphalt, and then pave 1.0" of leveling, and finally pave 1.5" top course. Yellow center lines and fog lines will be striped to more clearly define the lanes of travel.

A. Infrastructure:

Addresses SG Law criterion a. –

(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes ☒

No ☐

N/A ☐

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

The purpose of the project is system renewal utilizing mill and fill of flexible pavement. The project will improve existing infrastructure and make a safer multi-user-friendly pathway through the neighborhood and on a main access route to the elementary and middle schools a few blocks from this street.

Maintenance Projects Only

Smart Growth Screening Tool

- a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:**

<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;
- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

- b. For all other maintenance projects, **STOP here**. Attach this document to the programmatic **Smart Growth Impact Statement and signed Attestation** for Maintenance projects.

For all other projects (**other than maintenance**), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

Yes ☒ No ☐ N/A ☐

2. Will the project reduce greenhouse gas emissions?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

Smart Growth Screening Tool

The project enhances safety via smooth driving surfaces, clearly marked travel lanes and improved accessibility for all travel users - motorized and non-motorized. It will strengthen an existing community and reduce energy consumption and emissions through a more efficient road condition. It is aligned with Kingston's publically endorsed and municipally approved Comprehensive Plan's recommendations and is consistent with NYSDOT's GreenLITES recommendations for converting area roadways to complete streets to create walkable and bikeable communities and providing more safe, reliable and affordable transportation choices.

C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

Yes ☒ No ☐ N/A ☐

2. Is the project located in a municipal center?

Yes ☐ No ☒ N/A ☐

3. Will this project foster downtown revitalization?

Yes ☐ No ☒ N/A ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

Yes ☐ No ☒ N/A ☐

Explain: (use this space to expand on your answers above)

This project is located in an existing developed area adjacent to the municipal center. Hurley Avenue is a minor arterial connecting Kingston to Hurley and is serviced by the City's public bus system. It serves the Kingston City School District and major residential housing development.

Smart Growth Screening Tool

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

Yes ☐ No ☒ N/A ☐

2. Will the project foster brownfield redevelopment?

Yes ☐ No ☒ N/A ☐

3. Will this project foster enhancement of beauty in public spaces?

Yes ☒ No ☐ N/A ☐

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

Yes ☒ No ☐ N/A ☐

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

Yes ☒ No ☐ N/A ☐

6. Will this project foster integration of all income groups and/or age groups?

Yes ☒ No ☐ N/A ☐

7. Will the project ensure predictability in land use codes?

Yes ☐ No ☒ N/A ☐

8. Will the project ensure predictability in building codes?

Yes ☐ No ☒ N/A ☐

Explain: (use this space to expand on your answers above)

The project is located in an developed area that is comprised of mixed-use properties, residential and commercial properties of residents, owners and employees of various ages, ethnicities and incomes and will support continued safe and effective use for these same users and maintain a connection to the rest of the city.

Smart Growth Screening Tool

E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?

Yes ☐ No ☒ N/A ☐

2. Will this project enable reduced automobile dependency?

Yes ☒ No ☐ N/A ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

Yes ☒ No ☐ N/A ☐

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

Explain: (use this space to expand on your answers above)

The project is aligned with Kingston's Comprehensive Plan and NYSDOT's GreenLITES initiative. The improved surface quality, potential addition of a bike lane, sholder widening and improved accessibility will attract bicycle and pedestrian use thereby reducing the dependence on motorized transportation and thereby reducing greenhouse gas emissions.

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

Smart Growth Screening Tool

1. Has there been participation in community-based planning and collaboration on the project?

Yes ☒ No ☐ N/A ☐

2. Is the project consistent with local plans?

Yes ☒ No ☐ N/A ☐

3. Is the project consistent with county, regional, and state plans?

Yes ☒ No ☐ N/A ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

This project has competed for funding through review processes by local and regional planning entities with opportunities for significant public input. It also is in line with the goals of the Kingston Comprehensive Plan and City and County Complete Streets policies.

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes ☐ No ☒ N/A ☐

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes ☐ No ☒ N/A ☐

3. Will the project protect, preserve, and/or enhance air quality?

Yes ☒ No ☐ N/A ☐

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes ☒ No ☐ N/A ☐

Smart Growth Screening Tool

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes ☒ No ☐ N/A ☐

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes ☐ No ☒ N/A ☐

Explain: (use this space to expand on your answers above)

This project will enhance air quality by means of improving the transportation efficiency of vehicle transport and the expansion of safe, non-motorized transportation opportunities. It will enhance recreation and access to open space for bicyclists as this road is a major route for recreational bicyclists to get out of Kingston and onto country roads.

Smart Growth Screening Tool

Smart Growth Impact Statement (STEP 2)

NYS DOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are not responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

Smart Growth Impact Statement

PIN:

Project Name:

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

-
-
-
-
-
-

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

Smart Growth Screening Tool

Review & Attestation Instructions (STEP 3)


Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (**Section B.2**). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (**Section B.1**) is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.

Preparer of this document:



Signature

June 12, 2017
June 12, 2017
Date

City Engineer and Grants Manager

Title

Ralph Swenson and Kristen Wilson
Printed Name

Responsible Local Official (for local projects):



Signature

6/13/17
Date

Mayor

Title

Steven T. Noble
Printed Name

Smart Growth Screening Tool

B. ATTESTATION (NYSDOT)

1. I HEREBY:

- ☐ Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act
- ☐ Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):

(Attach additional sheets as needed)

- ☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. **NOW THEREFORE**, pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

Signature

Date

Title

Printed Name

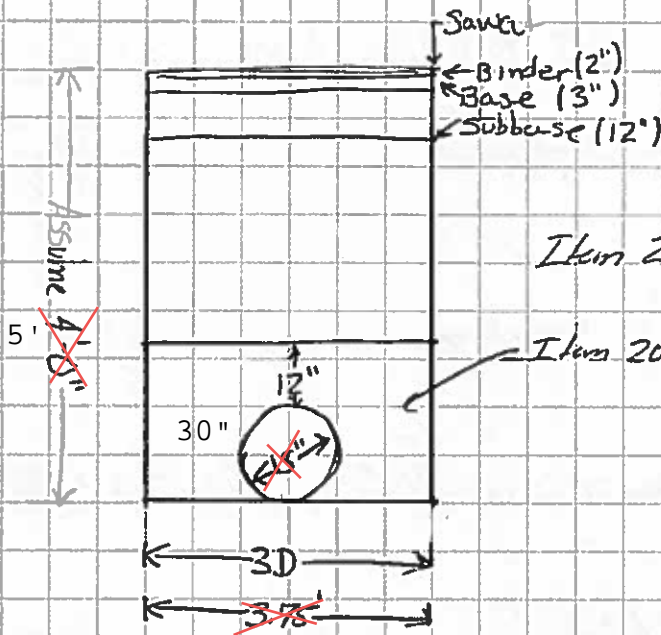
Appendix J

Other

**PRELIMINARY CONSTRUCTION ESTIMATE
HURLEY AVENUE REPAVING
AND COMPLETE STREETS ACTIVITIES
PIN 8761.94
CITY OF KINGSTON
December 2018
B&L JN 1696.007.121**

	Alternative 2	Alternative 3
HIGHWAY CONSTRUCTION ITEMS:		
SIDEWALK CURB RAMPS:	\$ 134,000	\$ 134,000
PAVEMENT: Milling & Overlay	\$ 500,000	\$ 1,950,000
PAVEMENT: Striping & Signage	\$ 84,000	\$ 84,000
DRAINAGE:	\$ 18,000	\$ 63,000
WORK ZONE TRAFFIC CONTROL:	\$ 73,000	\$ 218,000
HIGHWAY CONSTRUCTION COSTS:	\$ 809,000	\$ 2,449,000
INCIDENTALS (USE 10%):	\$ 81,000	\$ 245,000
SUBTOTAL 1 (2018 DOLLARS)	\$ 890,000	\$ 2,694,000
CONTINGENCY (15% @ DESIGN APPROVAL)	\$ 134,000	\$ 405,000
SUBTOTAL 2 (2018 DOLLARS)	\$ 1,024,000	\$ 3,099,000
FIELD CHANGE ORDER (USE 5%)	\$ 52,000	\$ 155,000
SUBTOTAL 3 (2018 DOLLARS)	\$ 1,076,000	\$ 3,254,000
MOBILIZATION (USE 4%):	\$ 41,000	\$ 124,000
SUBTOTAL 4 (2018 DOLLARS)	\$ 1,117,000	\$ 3,378,000
AWARD AMOUNT INFLATED 0.5% TO 2019	\$ 6,000	\$ 17,000
ENGINEERING AND SURVEY	\$ 70,580	\$ 70,580
RIGHT OF WAY COSTS:		
INCIDENTAL COSTS:	\$ 1,000	\$ 1,000
ACQUISITION COSTS:	\$ 1,000	\$ 1,000
SUBTOTAL RIGHT OF WAY COSTS:	\$ 2,000	\$ 2,000
TOTAL COSTS:	\$ 1,196,000	\$ 3,451,000
CONSTRUCTION INSPECTION	\$ 112,000	\$ 338,000
TOTAL COSTS:	\$ 1,308,000	\$ 3,789,000

ALTERNATIVE 2 - REHABILITATION						
DESCRIPTION OF WORK	ROUNDED	EST. COST	ITEM #	DESCRIPTION		
				QUANTITY	UNIT	COST
CLEARING & GRUBBING:	\$0	\$0	201.06	CLEARING AND GRUBBING	LS	\$ -
SIDEWALK CURB RAMPS:	\$134,000	\$133,750	203.02	UNCLASSIFIED EXCAVATION	160 CY	\$ 75.00 \$ 12,000.00
			304.12	SUBBASE	105 CY	\$ 75.00 \$ 7,875.00
			608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	40 CY	\$ 950.00 \$ 38,000.00
			608.21000003	CAST IRON EMBEDDED DETECTABLE WARNING UNITS	20 SY	\$ 500.00 \$ 10,000.00
			609.0201	STONE CURB, GRANITE (TYPE A)	625 LF	\$ 75.00 \$ 46,875.00
			610.1403	TOPSOIL - LAWNS	7 CY	\$ 125.00 \$ 875.00
			610.1602	TURF ESTABLISHMENT - LAWNS	75 SY	\$ 25.00 \$ 1,875.00
			627.50140008	CUTTING PAVEMENT	850 LF	\$ 5.00 \$ 4,250.00
				CLASS C CONCRETE	12 CY	\$ 1,000.00 \$ 12,000.00
PAVEMENT: Milling & Overlay	\$500,000	\$492,800	407.0102	DILUTED TACK COAT	2440 GAL	\$ 5.00 \$ 12,200.00
			402.017903	TRUE & LEVELING F9, SUPERPAVE HMA, 70 SERIES COMPACTION	720 TON	\$ - \$ -
			402.127303	12.5 F3 TOP COURSE HMA, 70 SERIES COMPACTION	3150 TON	\$ 100.00 \$ 315,000.00
			490.30	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	20,700 SY	\$ 8.00 \$ 165,600.00
PAVEMENT: Striping & Signage	\$84,000	\$83,575	645.5102	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30"	60 SF	\$ 50.00 \$ 3,000.00
			645.81	TYPE A SIGN POSTS	20 EA	\$ 300.00 \$ 6,000.00
			647.31	RELOCATE SIGN PANEL, SIGN PANNEL ASSEMBLY SIZE I (UNDER	13 EA	\$ 250.00 \$ 3,250.00
			647.51	REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY (UN	7 EA	\$ 25.00 \$ 175.00
			685.11	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	17000 LF	\$ 2.00 \$ 34,000.00
			685.12	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	9650 LF	\$ 3.00 \$ 28,950.00
			685.13	WHITE EPOXY REFLECTORIZED PAVEMENT LETTERS - 20 MILS	12 EA	\$ 100.00 \$ 1,200.00
			685.14	WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 20 MILS	35 EA	\$ 200.00 \$ 7,000.00
DRAINAGE	\$18,000	\$17,950	203.07	SELECT GRANULAR FILL	30 CY	\$ 20.00 \$ 600.00
			206.0201	TRENCH AND CULVERT EXCAVATION	45 CY	\$ 75.00 \$ 3,375.00
			304.12	SUBBASE	10 CY	\$ 75.00 \$ 750.00
				BASE COURSE	5 TON	\$ 100.00 \$ 500.00
			402.128303	12.5 F3 TOP COURSE HMA, 80 SERIES COMPACTION	3 TON	\$ 100.00 \$ 300.00
			627.50140008	CUTTING PAVEMENT	100 LF	\$ 5.00 \$ 500.00
			604.301772	DRAINAGE STRUCTURE	4 EACH	\$ 2,500.00 \$ 10,000.00
				DRAINAGE PIPE	35 LF	\$55.00 \$ 1,925.00
WORK ZONE TRAFFIC CONTROL:	\$73,000	\$72,808				
EROSION CONTROL: Turf Restoration	\$0	\$0				\$0.00
						\$0.00
						\$0.00
						\$0.00
						\$0.00



Item 206.0201 - Trench & Culvert excavation

Item 203.07 Select granular fill

$$\text{Item 203.07 Area} = (3.75 \text{ ft} \times \frac{15.712 \text{ ft}}{12 \text{ ft}}) \left(\frac{\pi \left(\frac{5}{12} \right)^2}{4} \right) =$$

$$= 8.44 \text{ ft}^2 - 1.23 \text{ ft}^2 = 7.21 \text{ ft}^2$$

$$\text{Subbase Area} = (12 \text{ ft} \times 3.75 \text{ ft}) = 3.75 \text{ ft}^2$$

$$\text{Base Area} = (12 \text{ ft} \times 3.75 \text{ ft}) = 1.016 \text{ ft}^2$$

$$\text{Binder Area} = \left(\frac{2.5}{12} \right) (3.75 \text{ ft}) = 0.7031 \text{ ft}^2$$

$$\text{ITEM 206.0201 Area} = (4 \text{ ft} \times 3.75 \text{ ft}) = 15 \text{ ft}^2 = 15 \text{ ft}^2$$

Pipe Length = ~~170 LF~~ 35 ft.

(Select granular fill)
ITEM 203.07 Volume = ~~$[(7.21 \text{ ft} \times 170 \text{ ft})] / 27 = 45.4 \text{ CY}$~~
35 ft. x 6.5 ft. x 3.5 ft. x (1/27) = 29.5 CY

Subbase Volume (item 304.12) = ~~$[(3.75 \text{ ft} \times 170 \text{ ft})] / 27 = 23.6 \text{ CY}$~~
35 ft. x 6.5 ft. x 1 ft. x (1/27) = 8.5 CY

Base TON (Item TBD Assume 19mm) = ~~$[(1.016 \text{ ft} \times 170 \text{ ft}) / (0.07271793 \text{ TON/ft}^3)]$~~
= ~~12.8 TON~~

35 ft. x 6.5 ft. 3" x 0.07271793 = 4.1 ton

Binder TON (Item 402.126303) = ~~$[(0.7031 \text{ ft} \times 170 \text{ ft}) / (0.07271793 \text{ TON/ft}^3)]$~~ = ~~8.7 TON~~

35 ft. x 6.5 ft. 2" x 0.07271793 = 2.8 ton

Trench Excavation Volume (item 206.0201) ~~$[(15 \text{ ft} \times 170 \text{ ft})] / 27 = 94.4 \text{ CY}$~~
35 ft. x 6.5 ft. x 5 ft. x (1/27) = 42.1 CY

Drainage Structures: ~~2 EACH~~ 4 EA

Side cut (item 627.56140008) length = ~~$(170 \text{ ft} \times 2) = 340 \text{ LF}$~~ 100 ft.
35 ft. x 2 = 70 ft.

Embankment (Item 203.03) ~~$[(3.75 \text{ ft} \times \frac{1}{12} \text{ ft} \times 170 \text{ ft})] / 27 = 7.9 \text{ CY}$~~

Land side L = 11 ft + 21 ft + 30 ft + 13 ft + 15 ft + 7 ft + 7 ft + 17 ft + 12 ft
(assume 2 ft
disturbance) + 12 ft + 16 ft + 18 ft = 179 LF

$$A = (179 \text{ LF} \times 2 \text{ ft}) = 358 \text{ ft}^2 = \underline{40 \text{ SY}}$$

$$\text{Road side } A = 64 + 64 + 23 + 45 + 50 + 24 + 39 = 311 \text{ ft}^2 = \underline{35 \text{ SY}}$$

$$\text{Running Total} = 40 + 35 = \underline{75 \text{ SY}}$$

ITEM 209.1003 - Seed & Mulch Temp.

$$A = \underline{75 \text{ SY}}$$

ITEM 610.1602 - Turf establishment Lawns

$$A = \underline{75 \text{ SY}}$$

ITEM 610.1403 - Topsoil Lawns

$$V = \left[(358 \text{ ft}^2 + 311 \text{ ft}^2) \left(\frac{3}{12} \text{ ft} \right) \right] / 27 = \underline{6.2 \text{ CY}}$$

203.02 - Unclassified excavation and disposal

$$\begin{aligned}\text{Sidewalk Volume} &= \text{Sidewalk Subbase Volume} + \text{Sidewalk Concrete Volume} \\ &= 22 \text{ CY} + 33 \text{ CY} = \underline{55 \text{ CY}}\end{aligned}$$

Curb Volume

Assume 15' X 1.5' Excavation cross section

$$V = [(1.5' \times 1.5' \times \underset{\substack{\uparrow \\ \text{Curb length}}}{352 \text{ ft}})] / 27 = \underline{30 \text{ CY}}$$

$$\text{Running Total} = 55 + 30 = \underline{85 \text{ CY}}$$

$$255 \text{ ft.} \times 6 \text{ ft.} \times 0.833 \text{ ft.} \times (1/27) = 47.2 \text{ CY}$$

$$(215 \text{ ft.} + 50 \text{ ft.}) \times 1.5 \text{ ft.} \times 1.5 \text{ ft.} \times (1/27) = 22.1 \text{ CY}$$

$$\text{Total} = 85 + 47.2 + 22.1 = 154.3 \text{ CY}$$

Say 160 CY

Item 304.12 - Subbase

Under Sidewalk

$$V = [(1.779 \text{ ft}^2)(\frac{1}{2})] / 27 = 33 \text{ CY}$$

Under Curbing

$$A = (1 \text{ ft} \times 1.5 \text{ ft}) + (0.5 \text{ ft} \times 0.5 \text{ ft}) = 1.75 \text{ ft}^2$$

$$V = [(1.75 \text{ ft}^2)(352 \text{ ft})] / 27 = 23 \text{ CY}$$

Curb length

$$\text{Running Total} = 33 + 23 = 56 \text{ CY}$$

At Daily Freeman

$$255 \text{ ft.} \times 6 \text{ ft.} \times 0.5 \text{ ft.} \times (1/27) = 28.3 \text{ CY}$$

Under curbing

$$(215 \text{ ft.} + 50 \text{ ft.}) \times ((1 \text{ ft.} \times 1.5 \text{ ft.}) + (0.5 \text{ ft.} \times 0.5 \text{ ft.})) \times (1/27) = 17.2 \text{ CY}$$

$$\text{Total} = 23 + 33 + 28.3 + 17.2 = 101.5 \text{ CY}$$

Say 105 CY

JOB 16 96.007.121SHEET NO. 1 OF 1CALCULATED BY ERB DATE 4/23/18CHECKED BY PJC DATE 12/12/18DESCRIPTION Curb

ITEM 609.0201 STONE CURB - Granite (Type A)

Curb length = $16 + 30 + 52 + 29 + 33 + 43 + 26 + 9 + 15 + 23 + 9$ $+ 10 + 24 + 33 = \underline{352 LF} + 215 \text{ ft.} + 50 \text{ ft.} =$
617 ft.

ITEM 627 58140008 - Cutting Pavement

Cut Length = Curb length = 352 LF

At Daily Freeman

 $250 \text{ ft.} \times 2 = 500 \text{ ft.}$ Total = $352 \text{ ft.} + 500 \text{ ft.} = 852 \text{ ft.}$

$$\text{Pavement Area} = 186,301 \text{ ft}^2$$

Item 402.126303 - 12.5 F3 Top Course

$$V = (186,301 \text{ ft}^2) \times \left(\frac{2.5 + 0.25}{12} \text{ ft} \right) (0.07271793 \frac{\text{TON}}{\text{ft}^3}) = \underline{3105 \text{ TON}}$$

* Item 402.06903 - True & Leveling
* Assume Course used on $\frac{1}{2}$ of the road Area *

$$V = \left((186,301 \text{ ft}^2) / 2 \right) \left(\frac{1.00 + 0.25}{12} \right) (0.0739663 \frac{\text{TON}}{\text{ft}^3}) = \underline{1717 \text{ TON}}$$

New sidewalk in front of Daily Freeman

$$255 \text{ ft.} \times 1 \text{ ft.} \times 1.5" \times 0.07271793 = 2.3 \text{ tons}$$

Tip up gutter

$$(325 \text{ ft.} + 260 \text{ ft.}) \times 1.333 \text{ ft.} \times 1.5" \times 0.07271793 = 7.1 \text{ tons}$$

$$(325 \text{ ft.} + 260 \text{ ft.}) \times (0.5 \times 1.333 \text{ ft.} \times 0.333 \text{ ft.}) \times 0.07271793 = 9.5 \text{ ton}$$

$$\text{Total} = 3105 + 2.3 + 7.1 + 9.5 = 3124 \text{ ton}$$

JOB 1696-107 121SHEET NO. 1OF 1

CALCULATED BY _____

DATE _____

CHECKED BY FRBDATE 4/23/18DESCRIPTION Detectable Warning Units

Standard Area = 10ft^2

Units: 15 at standard area, one at non standard Area

$$A = (15 \times 10\text{ft}^2) + (1)(20\text{ft}^2) = 170\text{ft}^2 = 19 \text{ ST SAY } 20$$

$$\text{Pavement Area} = 186,301 \text{ ft}^2 / 9 = 20,700 \text{ SY}$$

Item 407.0102 - Diluted Tack Coat.

$$\text{Gal} = (20,700 \text{ SY} \times 0.09 \frac{\text{gal}}{\text{sq ft}}) = 1863 \text{ GAL}$$

* Assume $\frac{1}{2}$ area of road will have true and leveling course
i.e. $\frac{1}{2}$ the area will have to coat applied to second lift on
newly installed asphalt.

$$\text{Gal} = ((20,700 \text{ SY}) / 2 \times 0.055 \frac{\text{gal}}{\text{SY}}) = 569 \text{ GAL}$$

$$\text{Running Total} = 1863 + 569 = \underline{2432 \text{ GAL}}$$

JOB 1696.007.121SHEET NO. 1OF 1CALCULATED BY ERBDATE 4/23/18CHECKED BY PJCDATE 12/12/18DESCRIPTION Class C Concrete

* Concrete is used after Curb installation *

$$V = [(10.5 \text{ ft} \times 1.0 \text{ ft} \times \underset{\text{Curb length}}{35.2 \text{ ft}})] / 27 = 6.5 \text{ CT}$$

$$(215 \text{ ft.} + 50 \text{ ft.}) \times 1 \text{ ft.} \times 0.5 \text{ ft.} \times (1/27) = 4.9 \text{ CY}$$

$$\text{Total} = 6.5 + 4.9 = 11.4 \text{ CY}$$

Say 12 CY

ITEM 608.0101

Concrete Area = $160 + 110 + 250 + 180 + 230 + 180 + 142 + 14$

(Areas in measurement

starting on South end of model) $+ 106 + 71 + 75 + 76 + 90 + 95 = 1779 \text{ ft}^2$

Concrete Volume = $\left[(1779 \text{ ft}^2) \left(\frac{4}{12} \text{ ft} \right) \right] / 27 = \underline{22 \text{ CY}}$

~~Item 304.12 - Subbase~~

~~Volume = $\left[(1779 \text{ ft}^2) \left(\frac{6}{12} \text{ ft} \right) \right] / 27 = \underline{33 \text{ CY}}$~~

$255 \text{ ft.} \times 5 \text{ ft.} \times 0.333 \text{ ft.} \times (1/27) = 15.8 \text{ CY}$

$22 \text{ CY} + 15.8 \text{ CY} = 37.8 \text{ CY}$

say 40 CY

$$\text{Cross Walk lengths} = 26 + 55 + 24 + 37 + 53 + 32 + 34 + 24 \\ + 27 + 85 = 397 \text{ ft}$$

$$\text{Cross Walk Adj length} = (12 \text{ ft/LF}) \times (397 \text{ ft}) = 4764 \text{ LF}$$

$$\text{Stop Bar Length} = 23 + 33 + 12 + 17 + 12 + 10 + 8 = 115 \text{ ft}$$

$$\text{Stop bar Area} = (4.5 \text{ ft/LF}) \times (115 \text{ ft}) = 518 \text{ LF}$$

$$\text{ITEM 685.12 - Yellow epoxy striping} \\ \text{Double Yellow length} = 4,870 \text{ ft} (2) = 9,738 \text{ LF}$$

$$\text{White length} = 9,738 \text{ ft} + 180 \text{ ft} + 660 + 220 + 300 = 11,100 \text{ LF}$$

$$\text{Item 685.14 White epoxy stripes Running total} = 11,100 + 518 + 4,764 = 16,381 \text{ LF}$$

ITEM 685.14

Symbols: 50 Total

ALTERNATIVE 3 - RECONSTRUCTION

DESCRIPTION OF WORK	ROUNDED	EST. COST	ITEM #	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
CLEARING & GRUBBING:	\$0	\$0	201.06	CLEARING AND GRUBBING	LS		\$	\$0
SIDEWALK CURB RAMPS:	\$83,000	\$82,850	203.02 304.12 608.0101 608.21000003 609.0201 610.1403 610.1602 627.50140008	UNCLASSIFIED EXCAVATION SUBBASE CONCRETE SIDEWALKS AND DRIVEWAYS CAST IRON EMBEDDED DETECTABLE WARNING UNITS STONE CURB, GRANITE (TYPE A) TOPSOIL - LAWNS TURF ESTABLISHMENT - LAWNS CUTTING PAVEMENT CLASS C CONCRETE	95 CY 60 CY 23 CY 20 SY 355 LF 7 CY 75 SY 400 LF 8 CY		\$ 75.00 \$ 75.00 \$ 950.00 \$ 500.00 \$ 75.00 \$ 125.00 \$ 25.00 \$ 5.00 \$ 1,000.00	\$ 7,125.00 \$ 4,500.00 \$ 21,850.00 \$ 10,000.00 \$ 26,625.00 \$ 875.00 \$ 1,875.00 \$ 2,000.00 \$ 8,000.00
PAVEMENT: Milling & Overlay	\$1,950,000	\$1,946,750	407.0102 304.12	DILUTED TACK COAT EXCAVATION ASPHALT SUBBASE	3730 GAL 12080 CY 9600 TON 6900 CY		\$ 5.00 \$ 75.00 \$ 100.00 \$ 9.00	\$ 18,650.00 \$ 906,000.00 \$ 960,000.00 \$ 62,100.00
PAVEMENT: Striping & Signage	\$84,000	\$83,575	645.5102 645.81 647.31 647.51 685.11 685.12 685.13 685.14	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30 S TYPE A SIGN POSTS RELOCATE SIGN PANEL, SIGN PANNEL ASSEMBLY SIZE 1 (UNDER REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY (UN WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS WHITE EPOXY REFLECTORIZED PAVEMENT LETTERS - 20 MILS WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 20 MILS	60 SF 20 EA 13 EA 7 EA 17000 LF 9650 LF 12 EA 35 EA		\$ 50.00 \$ 300.00 \$ 250.00 \$ 25.00 \$ 2.00 \$ 3.00 \$ 100.00 \$ 200.00	\$ 3,000.00 \$ 6,000.00 \$ 3,250.00 \$ 175.00 \$ 34,000.00 \$ 28,950.00 \$ 1,200.00 \$ 7,000.00
DRAINAGE	\$63,000	\$62,475	203.07 206.0201 304.12 402.126303 627.50140008 604.301772	SELECT GRANULAR FILL TRENCH AND CULVERT EXCAVATION SUBBASE BASE COURSE 12.5 F3 TOP COURSE HMA, 60 SERIES COMPACTION CUTTING PAVEMENT DRAINAGE STRUCTURE DRAINAGE PIPE	125 CY 175 CY 70 CY 35 TON 25 TON 950 LF 2 EACH 470 LF		\$ 20.00 \$ 75.00 \$ 75.00 \$ 100.00 \$ 100.00 \$ 5.00 \$ 2,500.00 \$ 555.00	\$ 2,500.00 \$ 13,125.00 \$ 5,250.00 \$ 3,500.00 \$ 2,500.00 \$ 4,750.00 \$ 5,000.00 \$ 25,850.00
WORK ZONE TRAFFIC CONTROL:	\$218,000	\$217,565		10% of EE based on miscellaneous table				
EROSION CONTROL: Turf Restoration	\$0	\$0						\$0.00 \$0.00 \$0.00 \$0.00 \$0.00