N.Y. Route 22 and Town of Dover High School Driveway Intersection

N.Y. Route 22

N.Y. Route 22 and Duncan Hill Road Intersection

N.Y. Route 22 and Sherman Hill Road Intersection

J. H. Ketcham Hose Co. (at N.Y. Route 22 and Pleasant Ridge Road Intersection)

Dover Veterans Memorial Library (at N.Y. Route 22 and Pleasant Ridge Road Intersection)

Harlem Valley – Wingdale Train Station (South of N.Y. Route 22 and N.Y. Route 55 Intersection)

APPENDIX I. STATEWIDE ACCIDENT RATES

Updated: June 2008

TABLE II

AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2006 TO DECEMBER 31, 2007)

FACILITY TYPE FREE ACCESS CONTROLLED	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.68	0.31	0.48	2.10	0.38	0.56
3 LANES	1.54	0.26	0.41	2.03	0.33	0.49
4 LANES	1.35	0.29	0.26	1.99	0.40	0.31
ALL LANES	1.67	0.30	0.47	2.10	0.38	0.55
DIVIDED						
4 LANES	1.33	0.23	0.33	1.82	0.33	0.38
ALL LANES	1.42	0.25	0.32	2.01	0.36	0.36
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.55	0.30	0.24	2.50	0.47	0.32
3 LANES	1.95	0.38	0.14	3.24	0.58	0.21
4 LANES	1.95	0.40	0.15	3.52	0.69	0.20
ALL LANES	1.68	0.33	0.22	2.80	0.53	0.29
DIVIDED						
4 LANES	1.81	0.37	0.14	3.33	0.64	0.19
6 LANES	1.70	0.31	0.12	3.16	0.55	0.16
7 LANES	1.26	0.31	0.06	2.63	0.60	0.13
ALL LANES	1.80	0.36	0.13	3.30	0.62	0.19

++ NYSDMV stopped processing most Non-Reportable accidents beginning with 2002 accident data. Therefore, the rates in Table II are based primarily on just reportable accident from NYSDMV.

* "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.

** "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.

TABLE II
AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2006 TO DECEMBER 31, 2007)

FACILITY TYPE PARTIAL CONTROL OF ACCESS	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.50	0.27	0.32	2.01	0.36	0.37
ALL LANES	1.46	0.25	0.32	2.02	0.35	0.37
DIVIDED						
4 LANES	1.43	0.28	0.67	1.65	0.31	0.71
ALL LANES	1.41	0.27	0.66	1.64	0.31	0.71
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.03	0.21	0.23	1.66	0.34	0.28
ALL LANES	1.37	0.31	0.25	2.22	0.47	0.28
DIVIDED						
4 LANES	1.00	0.23	0.32	1.52	0.35	0.40
6 LANES	1.03	0.22	0.29	1.35	0.29	0.34
ALL LANES	1.03	0.23	0.30	1.50	0.33	0.36

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   primarily on just reportable accident from NYSDMV.
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    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.
** "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.

TABLE II
AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2006 TO DECEMBER 31, 2007)

FACILITY TYPE CONTROLLED ACCESS	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
ALL LANES	1.43	0.23	0.27	2.17	0.34	0.33
DIVIDED						
4 LANES	0.91	0.14	0.40	0.96	0.15	0.41
5 LANES	1.07	0.19	0.56	1.11	0.20	0.58
6 LANES	0.71	0.11	0.28	0.75	0.12	0.30
ALL LANES	0.91	0.15	0.40	0.96	0.15	0.41
URBAN FUNCTION CLASS						
UNDIVIDED						
ALL LANES	0.86	0.16	0.23	1.32	0.24	0.27
DIVIDED						
4 LANES	0.89	0.20	0.31	1.12	0.24	0.34
5 LANES	1.27	0.25	0.39	1.52	0.29	0.46
6 LANES	0.95	0.17	0.19	1.19	0.21	0.23
7 LANES	1.28	0.25	0.36	1.56	0.32	0.45
ALL LANES	0.92	0.17	0.22	1.15	0.21	0.26

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* "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.

** "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.

TABLE II

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2006 TO DECEMBER 31, 2007)

INTERSECTION TYPE RURAL FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER- TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE- SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.22	0.04	0.03	0.08	0.01	0.02	0.01	0	0
SIGN ALL LANES	0.10	0.02	0.01	0.02	0	0.01	0	0	0
NO CONTROL ALL LANES	0.06	0.01	0.01	0.01	0	0	0	0	0
4 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.42	0.08	0.06	0.12	0.02	0.09	0.01	0.01	0.01
SIGN ALL LANES	0.22	0.04	0.02	0.04	0.01	0.07	0.01	0	0
NO CONTROL ALL LANES	0.08	0.01	0.01	0.02	0	0.01	0	0	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.21	0	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.05	0.01	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.20	0.03	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.06	0.01	- -	- -	- -	- -	- -	- -	- -

++ NYSDMV stopped processing most Non-Reportable accidents beginning with 2002 accident data. Therefore, the rates in Table II are based primarily on just reportable accident from NYSDMV.

TABLE II
AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2006 TO DECEMBER 31, 2007)

INTERSECTION TYPE URBAN FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER-TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE-SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL 1-4 LANES	0.19	0.04	0.03	0.07	0.01	0.02	0	0	0
SIGNAL W/ LEFT TURN									
5 & > LANES	0.19	0.03	0.02	0.06	0.01	0.03	0.01	0	0
SIGNAL W/0 LEFT TURN									
5 & > LANES	0.12	0.02	0.01	0.04	0.01	0.02	0	0	0
SIGN 1-3 LANES	0.09	0.02	0.01	0.03	0	0.01	0	0	0
SIGN 4 LANES	0.07	0.01	0.01	0.02	0	0.01	0	0	0
SIGN 5 & > LANES	0.05	0.01	0	0.02	0	0.01	0	0	0
NO CONTROL ALL LANES	0.04	0.01	0	0.02	0	0	0	0	0
4 LEGGED &> INTERSECTIONS									
SIGNAL 1-4 LANES	0.36	0.06	0.05	0.12	0.02	0.06	0.01	0	0
SIGNAL W/ LEFT TURN									
5 & > LANES	0.28	0.05	0.02	0.10	0.02	0.04	0.01	0	0
SIGNAL W/0 LEFT TURN									
5 & > LANES	0.20	0.03	0.02	0.05	0.01	0.04	0	0	0
SIGN 1-3 LANES	0.17	0.03	0.02	0.04	0	0.04	0	0	0
SIGN 4 & > LANES	0.13	0.02	0.02	0.03	0.01	0.03	0	0	0
NO CONTROL ALL LANES	0.11	0.02	0.01	0.04	0	0.02	0	0	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.07	0.01	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.07	0.02	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.03	0.01	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.09	0.03	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.09	0.02	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.05	0.01	- -	- -	- -	- -	- -	- -	- -

++ NYSDMV stopped processing most Non-Reportable accidents beginning with 2002 accident data. Therefore, the rates in Table II
   are based primarilly on just reportable accidents from NYSDMV.

TABLE II

AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2007 TO DECEMBER 31, 2008)

FACILITY TYPE FREE ACCESS CONTROLLED	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.90	0.33	0.61	2.39	0.42	0.71
3 LANES	1.74	0.28	0.50	2.18	0.36	0.60
4 LANES	1.67	0.29	0.40	2.41	0.44	0.47
ALL LANES	1.89	0.33	0.60	2.39	0.42	0.70
DIVIDED						
4 LANES	1.50	0.24	0.53	1.80	0.31	0.60
ALL LANES	1.54	0.26	0.50	1.94	0.35	0.58
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.79	0.33	0.32	2.84	0.52	0.44
3 LANES	2.14	0.37	0.21	3.30	0.60	0.27
4 LANES	2.27	0.45	0.18	4.04	0.79	0.27
ALL LANES	1.91	0.36	0.29	3.11	0.58	0.40
DIVIDED						
4 LANES	2.06	0.41	0.18	3.40	0.64	0.24
6 LANES	2.26	0.41	0.14	3.51	0.62	0.19
7 LANES	1.40	0.40	0.05	2.19	0.52	0.10
ALL LANES	2.14	0.42	0.17	3.49	0.65	0.23

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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.

** "Intersection & Non-Intersection Accidents/MVM" includes intersection and mainline accidents. They are used for analysis of linear highway
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(BASED ON ACCIDENT DATA JANUARY 1, 2007 TO DECEMBER 31, 2008)

FACILITY TYPE PARTIAL CONTROL OF ACCESS	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.62	0.32	0.44	2.11	0.41	0.53
ALL LANES	1.66	0.32	0.48	2.15	0.41	0.56
DIVIDED						
4 LANES	1.67	0.28	0.86	1.79	0.29	0.89
ALL LANES	1.66	0.28	0.86	1.80	0.29	0.88
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.43	0.33	0.32	2.13	0.46	0.40
ALL LANES	1.65	0.38	0.30	2.58	0.55	0.38
DIVIDED						
4 LANES	1.24	0.26	0.36	1.62	0.33	0.41
6 LANES	1.17	0.27	0.30	1.45	0.32	0.34
ALL LANES	1.25	0.27	0.34	1.63	0.34	0.39

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primarily on just reportable accident from NYSDMV.
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analysis limits. An example of the correct use of these rates would involve a linear section of highway which contains no intersections
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sections where intersections are involved within the analysis limits and are the most commonly used rates for accident analysis purposes.

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(BASED ON ACCIDENT DATA JANUARY 1, 2007 TO DECEMBER 31, 2008)

FACILITY TYPE CONTROLLED ACCESS	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
ALL LANES	1.70	0.31	0.56	2.20	0.40	0.63
DIVIDED						
4 LANES	1.03	0.15	0.52	1.06	0.15	0.54
5 LANES	1.23	0.17	0.71	1.26	0.17	0.72
6 LANES	0.81	0.13	0.37	0.83	0.13	0.38
ALL LANES	1.04	0.15	0.53	1.07	0.15	0.55
URBAN FUNCTION CLASS						
UNDIVIDED						
ALL LANES	1.31	0.24	0.21	1.91	0.35	0.28
DIVIDED						
4 LANES	0.99	0.20	0.33	1.12	0.23	0.36
5 LANES	0.83	0.12	0.23	0.99	0.14	0.28
6 LANES	1.01	0.18	0.22	1.15	0.20	0.23
7 LANES	1.11	0.25	0.40	1.26	0.29	0.47
ALL LANES	0.98	0.18	0.25	1.11	0.20	0.26

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   primarily on just reportable accident from NYSDMV.
*   "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.
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   sections where intersections are involved within the analysis limits and are the most commonly used rates for accident analysis purposes.

TABLE II

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2007 TO DECEMBER 31, 2008)

INTERSECTION TYPE RURAL FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER- TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE- SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.22	0.04	0.02	0.06	0.01	0.03	0.01	0.01	0.01
SIGN ALL LANES	0.15	0.03	0.01	0.03	0	0.01	0	0	0
NO CONTROL ALL LANES	0.09	0.01	0.01	0.01	0	0.01	0	0	0
4 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.50	0.09	0.06	0.11	0.02	0.11	0.02	0.01	0.01
SIGN ALL LANES	0.31	0.06	0.02	0.04	0.01	0.08	0.01	0	0
NO CONTROL ALL LANES	0.12	0.02	0	0.01	0.01	0.02	0	0	0.01
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.07	0	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.04	0.01	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.08	0.08	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.04	0.01	- -	- -	- -	- -	- -	- -	- -

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   primarily on just reportable accident from NYSDMV.

TABLE II

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE
(BASED ON ACCIDENT DATA JANUARY 1, 2007 TO DECEMBER 31, 2008)

INTERSECTION TYPE URBAN FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER- TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE- SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL 1-4 LANES	0.22	0.04	0.02	0.08	0.01	0.03	0.01	0	0
SIGNAL W/ LEFT TURN									
5 & > LANES	0.17	0.03	0.01	0.06	0.01	0.02	0	0	0
SIGNAL W/0 LEFT TURN									
5 & > LANES	0.11	0.02	0.01	0.04	0.01	0.02	0	0	0
SIGN 1-3 LANES	0.14	0.03	0.01	0.04	0.01	0.01	0	0	0
SIGN 4 LANES	0.09	0.02	0.01	0.03	0.01	0.01	0	0	0
SIGN 5 & > LANES	0.05	0.01	0	0.01	0	0.01	0	0	0
NO CONTROL ALL LANES	0.04	0.01	0	0.01	0	0	0	0	0
4 LEGGED &> INTERSECTIONS									
SIGNAL 1-4 LANES	0.38	0.07	0.05	0.12	0.02	0.06	0.01	0	0
SIGNAL W/ LEFT TURN									
5 & > LANES	0.23	0.04	0.02	0.09	0.02	0.03	0.01	0	0
SIGNAL W/0 LEFT TURN									
5 & > LANES	0.18	0.03	0.02	0.05	0.02	0.04	0	0	0
SIGN 1-3 LANES	0.24	0.04	0.02	0.05	0.01	0.06	0.01	0	0
SIGN 4 & > LANES	0.13	0.02	0.02	0.03	0.01	0.03	0	0	0
NO CONTROL ALL LANES	0.12	0.01	0.01	0.04	0	0.02	0	0	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.13	0.03	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.05	0.01	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.02	0	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.33	0.05	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.05	0.01	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.03	0	- -	- -	- -	- -	- -	- -	- -

++ NYSDMV stopped processing most Non-Reportable accidents beginning with 2002 accident data. Therefore, the rates in Table II
   are based primarily on just reportable accidents from NYSDMV.

TABLE II

AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA NOVEMBER 1, 2007 TO OCTOBER 31, 2009)

FACILITY TYPE FREE ACCESS CONTROLLED	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.98	0.37	0.60	2.40	0.45	0.68
3 LANES	1.80	0.33	0.48	2.06	0.37	0.54
4 LANES	1.74	0.32	0.37	2.33	0.45	0.45
ALL LANES	1.98	0.37	0.60	2.39	0.45	0.67
DIVIDED						
4 LANES	1.63	0.29	0.53	1.81	0.34	0.56
ALL LANES	1.70	0.31	0.53	1.98	0.37	0.57
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	2.09	0.42	0.35	2.96	0.58	0.44
3 LANES	2.62	0.49	0.20	3.49	0.68	0.26
4 LANES	2.83	0.59	0.22	4.27	0.89	0.28
ALL LANES	2.27	0.46	0.32	3.25	0.65	0.40
DIVIDED						
4 LANES	2.55	0.53	0.19	3.59	0.72	0.25
6 LANES	2.89	0.56	0.16	3.70	0.71	0.21
7 LANES	1.97	0.54	0.17	2.37	0.59	0.20
ALL LANES	2.65	0.54	0.18	3.68	0.74	0.24

++ NYSDMV stopped processing most Non-Reportable accidents beginning with 2002 accident data. Therefore, the rates in Table II are based primarily on just reportable accident from NYSDMV.

*   "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.

** "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.

TABLE II
AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA NOVEMBER 1, 2007 TO OCTOBER 31, 2009)

FACILITY TYPE PARTIAL CONTROL OF ACCESS	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.71	0.34	0.46	2.16	0.42	0.55
ALL LANES	1.75	0.34	0.49	2.19	0.42	0.59
DIVIDED						
4 LANES	1.67	0.30	0.85	1.73	0.31	0.87
ALL LANES	1.65	0.30	0.84	1.74	0.31	0.86
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.73	0.37	0.34	2.28	0.49	0.38
ALL LANES	1.98	0.43	0.32	2.77	0.60	0.38
DIVIDED						
4 LANES	1.35	0.31	0.37	1.59	0.36	0.39
6 LANES	1.32	0.30	0.31	1.50	0.34	0.34
ALL LANES	1.39	0.32	0.34	1.64	0.37	0.37

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* "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.

** "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.

TABLE II
AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA NOVEMBER 1, 2007 TO OCTOBER 31, 2009)

FACILITY TYPE CONTROLLED ACCESS	-- MAINLINE ACCIDENTS ONLY (SEE *) --			-- MAINLINE & JUNCTURE ACCIDENTS (SEE **) --		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTION CLASS						
UNDIVIDED						
ALL LANES	1.84	0.33	0.57	2.25	0.40	0.65
DIVIDED						
4 LANES	1.03	0.16	0.50	1.05	0.16	0.50
5 LANES	1.28	0.23	0.72	1.30	0.23	0.73
6 LANES	0.70	0.10	0.29	0.70	0.10	0.29
ALL LANES	1.04	0.16	0.51	1.06	0.17	0.51
URBAN FUNCTION CLASS						
UNDIVIDED						
ALL LANES	1.55	0.31	0.24	2.02	0.40	0.28
DIVIDED						
4 LANES	1.04	0.22	0.33	1.09	0.24	0.34
5 LANES	0.88	0.13	0.22	1.01	0.15	0.26
6 LANES	1.07	0.21	0.22	1.10	0.21	0.22
7 LANES	1.07	0.26	0.41	1.12	0.27	0.43
ALL LANES	1.02	0.20	0.24	1.07	0.21	0.25

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*   "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.

** "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.

TABLE II

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE
(BASED ON ACCIDENT DATA NOVEMBER 1, 2007 TO OCTOBER 31, 2009

INTERSECTION TYPE RURAL FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER-TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE-SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.20	0.03	0.02	0.05	0.01	0.03	0.01	0	0.01
SIGN ALL LANES	0.14	0.03	0.01	0.02	0	0.01	0	0	0
NO CONTROL ALL LANES	0.07	0.01	0	0.01	0	0	0	0	0
4 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.43	0.08	0.04	0.09	0.02	0.09	0.01	0	0.01
SIGN ALL LANES	0.27	0.05	0.02	0.03	0.01	0.07	0.01	0	0
NO CONTROL ALL LANES	0.11	0.02	0	0.01	0.01	0.02	0	0	0.01
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.07	0.07	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.02	0	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.17	0.08	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.03	0.01	- -	- -	- -	- -	- -	- -	- -

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   primarily on just reportable accident from NYSDMV.

TABLE II

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE
(BASED ON ACCIDENT DATA NOVEMBER 1, 2007 TO OCTOBER 31, 2009)

INTERSECTION TYPE URBAN FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER- TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE- SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL 1-4 LANES	0.19	0.04	0.02	0.07	0.01	0.02	0	0	0
SIGNAL W/ LEFT TURN									
5 & > LANES	0.11	0.02	0.01	0.04	0.01	0.02	0	0	0
SIGNAL W/0 LEFT TURN									
5 & > LANES	0.08	0.02	0.01	0.03	0.01	0.01	0	0	0
SIGN 1-3 LANES	0.12	0.02	0.01	0.04	0	0.01	0	0	0
SIGN 4 LANES	0.08	0.01	0.01	0.02	0.01	0.01	0	0	0
SIGN 5 & > LANES	0.04	0.01	0	0.01	0	0	0	0	0
NO CONTROL ALL LANES	0.03	0.01	0	0.01	0	0	0	0	0
4 LEGGED &> INTERSECTIONS									
SIGNAL 1-4 LANES	0.32	0.06	0.04	0.11	0.02	0.04	0.01	0	0
SIGNAL W/ LEFT TURN									
5 & > LANES	0.15	0.03	0.01	0.06	0.01	0.02	0	0	0
SIGNAL W/0 LEFT TURN									
5 & > LANES	0.13	0.02	0.01	0.04	0.01	0.02	0	0	0
SIGN 1-3 LANES	0.21	0.04	0.02	0.05	0.01	0.05	0	0	0
SIGN 4 & > LANES	0.10	0.02	0.01	0.02	0.01	0.02	0	0	0
NO CONTROL ALL LANES	0.10	0.01	0.01	0.02	0.01	0.01	0	0	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.10	0.02	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.02	0.01	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.01	0	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.19	0.04	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.02	0.01	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.01	0	- -	- -	- -	- -	- -	- -	- -

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   are based primarily on just reportable accidents from NYSDMV.