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**TRAFFIC IMPACT STUDY**

\*\*\*\*\*

**MOUNTAINSIDE WOODS**

HILLTOP LANE AND TOC DRIVE

TOWN OF LLOYD, NEW YORK

JOB NO. 1704

MARCH 3, 2011

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SECTION I  
INTRODUCTION

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Mountainside Woods Residential Development on the surrounding roadway network. The following sections provide a description of the Project and the tasks undertaken in completing our evaluation.

A. PROJECT DESCRIPTION AND LOCATION (Figure No. 1)

The Mountainside Woods project is proposed to consist of an approximately 175 single family homes to be developed on property located on the west side of Hilltop Road and north of Reservoir Road in the Town of Lloyd, New York. As shown on Figure No. 1, access to the site is proposed via an extension of Hilltop Lane as well as a connection to Toc Drive. A Design Year of 2013 has been utilized in completing the traffic analysis for the project.

B. SCOPE OF STUDY

This study was prepared to evaluate the potential traffic impacts associated with the proposed residential development on the surrounding roadway network. Traffic counts were collected by representatives of John Collins Engineers, P.C. to identify current conditions in the vicinity of the site and to establish the Existing Traffic Volumes for the study area intersections.

The Existing Traffic Volumes were then projected to a Year 2013 Design Year to take into account expected increases in traffic due to normal background traffic growth in the area resulting in the Year 2013 No-Build Traffic Volumes.

Estimates of the traffic to be generated by the Mountainside Woods Development were then made based on information published by the Institute of Transportation Engineers. These volumes were added to the Year 2013 No-Build Traffic Volumes to obtain the Year 2013 Build Traffic Volumes.

Based on the procedures contained in the Highway Capacity Manual, the traffic volumes were then compared to roadway capacities to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were then made where necessary.

SECTION II  
TRAFFIC IMPACT ANALYSIS FOR  
EXISTING AND FUTURE TRAFFIC CONDITIONS

A. DESCRIPTION OF EXISTING ROADWAYS (Figure No. 1)

As shown on Figure No. 1, the Mountainside Woods Development will be served by several area roadways including NYS Route 44/55, Toc Drive, Hilltop Lane, Brescia Boulevard, Reservoir Road, Tano Drive, and Vista Drive. The following is a brief description of each of these roadways. Copies of the capacity analysis which include lane widths, number of lanes, and traffic control are contained in Appendix "C" of this study for each of the individual intersections studied.

1. NYS Route 44/55 (Vineyard Avenue)

NYS Route 44/55 also known as Vineyard Avenue in the development area is a state highway which traverses in an east/west direction through much of eastern New York State. In the vicinity of the site the roadway, which generally consists of one approximately 12 ft. lane in each direction, serves a combination of residential and commercial land uses. In the study area, the roadway intersects with Reservoir Road, Brescia Boulevard and Toc Drive at unsignalized intersections. The roadway has a posted speed limit of 30 MPH in the study area and the pavement is generally in good condition. Sidewalks are present along the east side of this roadway north of Reservoir Road and continuing north to the hamlet.

2. Toc Drive

Toc Drive is a town roadway that originates at an unsignalized intersection with NYS Route 44/55. The roadway traverses to the northwest past unsignalized intersections with Tano Drive, Cambridge Court and Sunnybrook circle. The roadway terminates at a “dead end” near the property line of the proposed site. Toc Drive, which serves residential homes, consists of one lane in each direction with no centerline striping and has a speed limit of 30 mph. The roadway varies in width from 24 to 29 feet and the pavement is generally in good condition.

3. Hilltop Lane

Hilltop Lane is a town roadway that travels in a generally north/south direction between unsignalized intersections with Reservoir Road and Tano Drive. It also intersects with Brescia Boulevard and Talia Street at unsignalized intersections. Hilltop Lane, which serves existing residential homes, consists of one lane in each direction with no centerline striping and has a speed limit of 30 mph. The roadway is approximately 27 feet wide for its entire length and the pavement is generally in good condition. The proposed Mountainside Woods Development will be accessed via an extension of the northerly end of Hilltop Lane.

4. Brescia Boulevard

Brescia Boulevard is a town roadway that travels in a generally east/west direction between unsignalized intersections with NYS Route 44/55 and Hilltop Lane. The roadway also has an

unsignalized intersection with Cross Road. Brescia Boulevard, which serves existing residential homes, consists of one lane in each direction with no centerline striping and has a speed limit of 30 mph. The roadway varies in width from 20 to 25 ft. and the pavement is generally in good condition.

5. Reservoir Road

Reservoir Road is a town roadway that travels in a generally east/west direction between unsignalized intersections with NYS Route 44/55 and Hilltop Lane. The roadway also has an unsignalized intersection with Cross Road. Reservoir Road, which serves residential homes, consists of one lane in each direction with no centerline striping and has a speed limit of 30 mph. The roadway varies in width from 22 to 26 ft. and the pavement is generally in good condition. Approaching NYS Route 44/55 the roadway has a downgrade of approximately 5%.

6. Tano Drive

Tano Drive is a town roadway that travels in a generally east/west direction between unsignalized intersections with Toc Drive and Hilltop Lane. The roadway also has an unsignalized intersection with Talia Street. Tano Drive serves several existing residential homes and consists of one lane in each direction with no centerline striping. The roadway, which is approximately 22 to 23 feet wide, has a speed limit of 30 mph and the pavement is generally in good condition.

7. Vista Drive

Vista Drive is a town roadway that extends to the north from the intersection of Toc Drive and Sunnybrook Circle. The roadway is used for access to existing townhouses. It terminates at a dead end approximately 500 ft. north of the Toc Drive/Sunnybrook Circle intersection. The proposed Moutainside Woods Development will be accessed via an extension of Vista Drive. The roadway is approximately 20 to 22 ft. wide and the pavement is generally in good condition.

B. YEAR 2010 EXISTING TRAFFIC VOLUMES (Figures No. 2 and 3)

In order to identify current traffic conditions in the vicinity of the site, recent turning movement traffic counts were conducted by representatives of John Collins Engineers, P.C. during May of 2010 between 6:30AM and 9:15AM and 3:30PM and 6:30PM. These counts were supplemented with traffic counts obtained from the NYSDOT as well as previous count data collected by our office for the area roadways. Together this information was utilized to establish the Year 2010 Existing Traffic Volumes for the Weekday Peak AM and Weekday Peak PM at the following intersections:

- NYS Route 44/55 and Toc Drive/Tillson Avenue
- NYS Route 44/55 and Brescia Boulevard
- NYS Route 44/55 and Reservoir Road

The resulting Year 2010 Existing Traffic Volumes for each of the study intersections are shown on Figures No. 2 and 3 for the Weekday Peak AM and Weekday Peak PM Hours, respectively. The AM Peak Hour generally occurs between 7:15AM and 8:15AM, which also coincides with the Peak school operational peak. The PM Peak Hour occurs between 5:00Pm and 6:00PM.

C. YEAR 2013 NO-BUILD TRAFFIC VOLUMES (Figures No. 4 and 5)

The Year 2010 Existing Traffic Volumes were increased by a growth factor of 2% per year to the 2013 Design Year for a total background growth of 6%. This growth factor was used to account for normal traffic growth as well as traffic from other potential developments in the area. The resulting Year 2013 No-Build Traffic Volumes are shown on Figures No. 4 and 5 for each of the Weekday Peak AM and Weekday Peak PM Hours, respectively. Note that the existing and projected volumes were found to be consistent with other studies completed in the area.

D. SITE GENERATED TRAFFIC VOLUMES (Table No. 1)

Estimates of the amount of traffic to be generated by the Mountainside Woods project during each of the peak hours were developed based on data published by the Institute of Transportation Engineers (ITE) as contained in their publication entitled, Trip Generation, 8th Edition, 2008. Table No. 1 provides the Hourly Trip Generation Rates and Anticipated Site Generated Traffic Volumes for each of the Peak Hours. As indicated in the table, the project is expected to generate a total of 144 vehicle trips during the AM Peak Hour and 201 vehicle trips during the PM Peak Hour.

E. ARRIVAL/DEPARTURE DISTRIBUTION (Figures No. 6 and 7)

An arrival and departure distribution was established based on the existing traffic volumes in order to assign the site generated traffic volumes to the roadway network. The resulting arrival and departure distributions are shown on Figures No. 6 and 7, respectively.

F. YEAR 2013 BUILD TRAFFIC VOLUMES (Figures No. 8 through 11)

The site generated traffic volumes were assigned to the roadway network utilizing the above referenced arrival and departure distributions. The resulting site generated traffic volumes are shown on Figures No. 8 and 9 for each of the Peak Hours. These site generated traffic volumes were added to the Year 2013 No-Build Traffic Volumes resulting in the Year 2013 Build Traffic Volumes which are shown on Figures No. 10 and 11 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

G. DESCRIPTION OF ANALYSIS PROCEDURES

In order to determine existing and future traffic operating conditions at the study area intersections, capacity analyses were performed based on procedures from the 2000 Highway Capacity Manual.

The following is a brief description of the analysis method utilized in this report:

- o Signalized Intersection Capacity Analysis

The capacity analysis for the signalized intersection was performed in accordance with the procedures described in the 2000 Highway Capacity Manual published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- o Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the 2000 Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "D" of this report.

## H. RESULTS OF TRAFFIC ANALYSIS (Table No. 2)

In order to evaluate current and future operating conditions, capacity analyses were performed at each of the study area intersections utilizing the procedures described above. Summarized below is a brief description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements.

Table No. 2 also summarizes the results of the capacity analysis (Levels of Service and delays) for the Year 2010 Existing, Year 2013 No-Build and Year 2013 Build Conditions. Copies of the capacity analysis for each of the individual intersections are contained in Appendix “C” of this report.

### 1. NYS Route 44/55 (Vineyard Avenue) and Reservoir Road

Reservoir Road intersects NYS Route 44/55 at a “T” shaped, unsignalized intersection. Each of the approaches to the intersection consists of one lane and the Reservoir Road approach is controlled by a “stop” sign. There is a sidewalk on the east side of NYS Route 44/55 however it terminates immediately north of this intersection before it reaches Reservoir Road.

Capacity analysis conducted utilizing the 2010 Existing Traffic Volumes indicates that this intersection is currently operating at an overall Level of Service “B” or better during both the Weekday Peak AM and PM Peak Hours.

Capacity analysis conducted utilizing the Year 2013 No-Build and Year 2013 Build Traffic Volumes indicates that the intersection will continue to operate at an overall Level of Service “B” or better during each of the Peak Hours. It is recommended that a “Double Yellow Centerline” be added to the Reservoir Road approach to better delineate and control vehicular movements at the intersection.

2. NYS Route 44/55 (Vineyard Avenue) and Brescia Boulevard

NYS Route 44/55 and Brescia Boulevard intersect at an unsignalized, “T” shaped intersection. Each of the approaches to the intersection consists of one lane and the Brescia Boulevard approach is controlled by a “stop” sign. A sidewalk is provided along the east side of NYS Route 44/55 at this intersection.

Capacity analysis conducted utilizing the 2010 Existing Traffic Volumes indicates that this intersection is currently operating at a Level of Service “B” or better during each of the Peak Hours.

Capacity analysis conducted utilizing the Year 2013 No-Build and Year 2013 Build Traffic Volumes indicates that the intersection will continue to operate at a Level of Service “B” or better during each of the peak periods. It is recommended that a “Double Yellow Centerline” be added to the Brescia Boulevard approach to better delineate and control vehicular movements at the intersection.

3. NYS Route 44/55 (Vineyard Avenue) and Toc Drive/Tillson Avenue

Toc Drive and NYS Route 44/55 intersect at an unsignalized intersection approximately 75 ft. south of the intersection of Tillson Avenue and NYS Route 44/55. Due to the proximity of these two intersections it operates as a single full movement intersection rather than two separate “T” shaped intersections and therefore has be analyzed accordingly. Each of the approaches to the intersection consists of one lane and the Toc Drive and Tillson Avenue approaches are controlled by “stop” signs. Sidewalks are provided along the east side of NYS Route 44/55 and a crosswalk is provided for crossing Tillson Avenue.

The capacity analysis conducted at this location utilizing the 2010 Existing Traffic Volumes and existing traffic signal operations indicates that this intersection is currently operating at a Level of Service “C” or better during the Weekday Peak AM and PM Hours.

The capacity analysis conducted utilizing the Year 2013 No-Build and Year 2013 Build Traffic Volumes indicates that the intersection will continue to operate at a Level of Service “C” during the Weekday Peak AM Hour while a Level of Service “D” or better will be experienced during the PM Peak Hour. It is recommended that a “Double Yellow Centerline” be added to the Toc Drive and Tillson Avenue approaches to better delineate and control vehicular movements at the intersection.

## I. PUBLIC TRANSPORTATION (Appendix “E”)

The Ulster County Area Transit (UCAT) system provides bus service throughout Ulster County as well as between Ulster County and Poughkeepsie in Dutchess County. An overall map of all the bus routes provided by UCAT can be found in Appendix “E”. The Ulster-Poughkeepsie Link bus route provides service from Rosendale and New Paltz to Poughkeepsie and then to Grand Central Terminal. In the vicinity of the site this bus route makes regular stops at the Highland Park and Ride located near the intersection of NYS Route 299 and U.S. Route 9W. This route also makes less frequent stops at the intersection of NYS Route 44/55 and Tillson Avenue. Passengers can purchase weekly and monthly UniTickets which allows for rides on the busses as well as the Metro-North Trains. The weekly UniTicket costs \$141.25 and the monthly UniTicket costs \$444.00. Both tickets can be used for unlimited travel on both the bus and trains seven days a week. Individual ride tickets can also be purchased for \$1.25. The bus/train schedule for the Ulster-Poughkeepsie Link bus route is contained in Appendix “E”. UCAT also provides busses between Highland and New Paltz along “Route H” and between Marlboro and Kingston with stops on Highland along “Route G”. Route H has three busses per day in each direction with stops at NYS Route 44/55 and Main Street. Route G has two busses per day in each direction with stops at the Highland Park and Ride and at the intersection of NYS Route 44/55 and Main Street. The bus schedule and maps for each route can be found in Appendix “E”.

Additional public transportation in the area of the proposed development can found on the east side of the Hudson River in the City of Poughkeepsie. The Poughkeepsie Train Station is located along the eastern shore of the Hudson River approximately half a mile north of the Mid Hudson Bridge (NYS Route 44/55). As previously noted the UCAT Ulster-Poughkeepsie Link bus runs between Highland and the Poughkeepsie Train Station. Metro North Trains as well as Amtrak Trains both make stops at this train station. The Poughkeepsie Station is the last stop on the Hudson Line for Metro North Trains. A one way ticket from this station to Grand Central Station in New York City costs approximately \$19.50. The station contains 1,035 commuter parking spaces which require a \$36 monthly permit. There are also metered parking spaces provided and parking is free on weekends and holidays. There are also Coach USA Buses which make regular daily stops at this station as well as several other locations along U.S. Route 9 in Poughkeepsie. Additional information on the Poughkeepsie Train Station as well as train and bus schedules can be found in Appendix "E" of this report.

## J. CONSIDERATION OF LOCAL ROADS AND OTHER ITEMS

### 1. Local Roads

Due to the residential nature of the roadways that will be used to access the proposed Mountainside Woods Development it will be necessary to explore potential traffic calming measures to maintain travel conditions in the area. The roads for which traffic calming measures may be necessary include Reservoir Road, Brescia Boulevard, Toc Drive, Tano

Drive and Hilltop Lane. Potential traffic calming measures along these roadways could include warning signs, speed humps, or a combination of both. The intent of these traffic calming measures would be to ensure that the traveling speeds along the roadways do not increase with the additional traffic from the proposed development.

2. School Bus Access

Currently the local roadway including Toc Drive, Brescia Boulevard and Reservoir Road have school bus traffic, which connects to and from Vineyard Avenue. At Reservoir Road, the school buses enter from Vineyard Avenue. Buses also enter and exit via Brescia Boulevard. The school bus access to the site will have to be coordinated with the Highland Central School District.

Once the project has been approved, the applicant will meet with the school bus company to identify appropriate locations for school bus stops during the construction period and once the streets have been dedicated and accepted. As the roads will be dedicated at the end of each construction phase, the applicant will meet periodically with the bus company to determine whether school bus stops should be altered. During the construction phase of the project given the increase in construction related traffic, appropriate traffic control measures will be implemented to ensure the safety of school age children. Of particular concern is the period of time when Vista Drive is being reconstructed and the Vista Drive Extension is being constructed. The construction of these roads will be accomplished on an expedited basis. Prior to construction, a maintenance and protection of traffic plan will be provided to

the Town for review and approval. At all times during construction of the Vista Drive and Vista Drive Extension, one lane will be kept open for emergency vehicles, buses and local traffic.

3. Sight Distances

Existing sight distances at the studied intersection are generally good except exiting Reservoir Road onto Vineyard Avenue where the existing grade and vegetation restricts the sight line looking left. Also from Tillson Avenue onto Vineyard Avenue the sight distance is somewhat limited but is improved when the vegetation is maintained.

4. Pedestrian Circulation

Pedestrian access will be provided through the installation of 4 foot wide sidewalks along all internal roadways, as well as on the west side of Vista Drive (and Extension) up to the boundaries of the property making access to nearby Berean Park and the Town's commercial core more pedestrian friendly. There are sidewalks north of Reservoir Road on NYS Route 44/55; however there are none on the side streets connecting to Hilltop Lane and Vista Drive. For pedestrians to reach the commercial center, they would be able to utilize the new sidewalks installed on Vista Drive and the Vista Drive Extension and then walk along Toc Drive until reaching the sidewalks on NYS Route 44/55.

K. SUMMARY AND CONCLUSION

As summarized in this report, the traffic generated by the Mountainside Woods Development can be accommodated on the roadway system in the vicinity of the site. Based on the analysis contained in this report, similar Levels of Service will be experienced under future No-Build and Future Build Conditions.

Respectfully submitted,

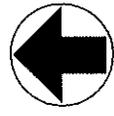
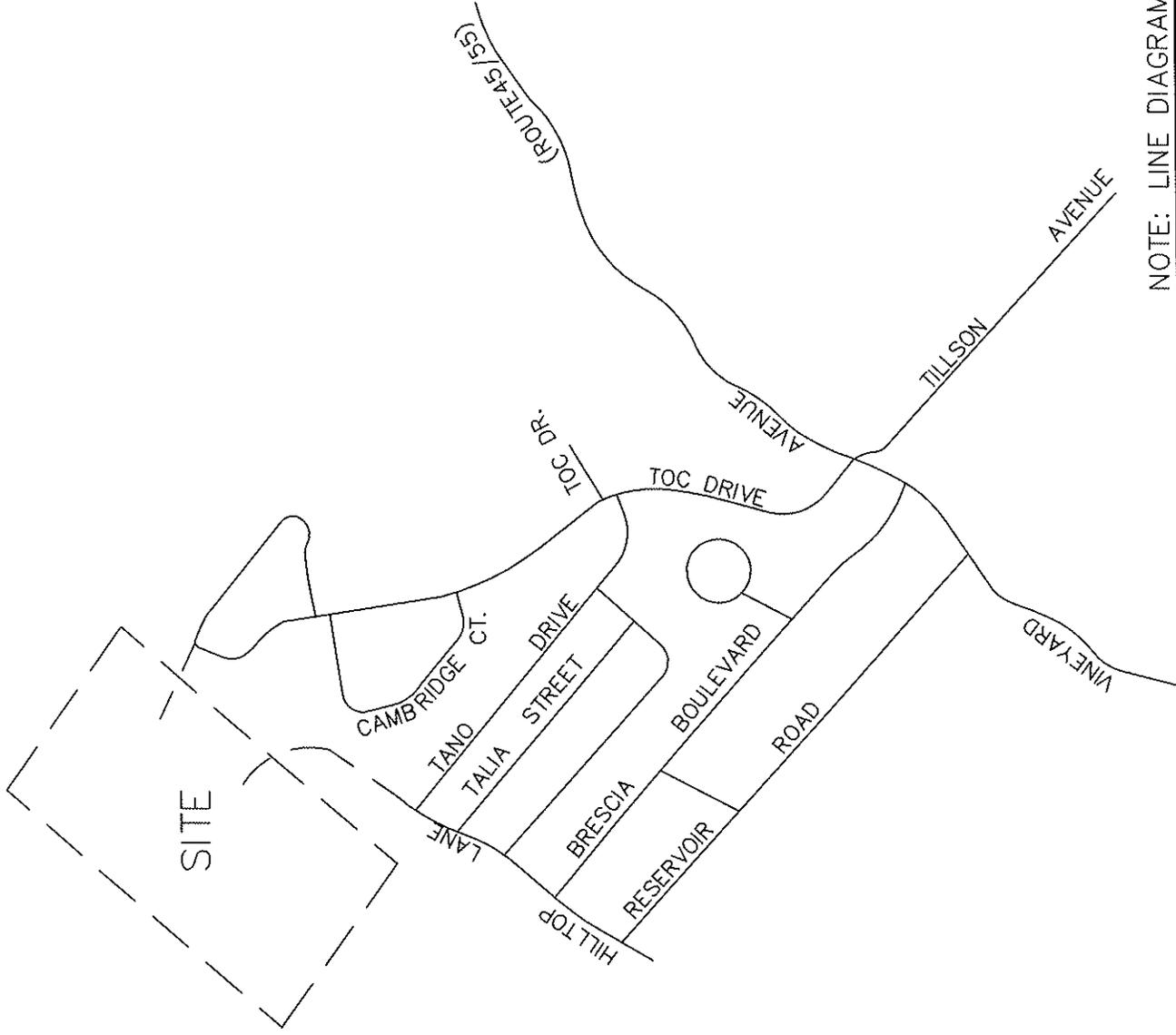
JOHN COLLINS ENGINEERS, P.C.

A handwritten signature in black ink, appearing to read "Philip J. Grealy", with a long horizontal flourish extending to the right.

Philip J. Grealy, Ph.D., P.E.

APPENDIX "A"

FIGURES

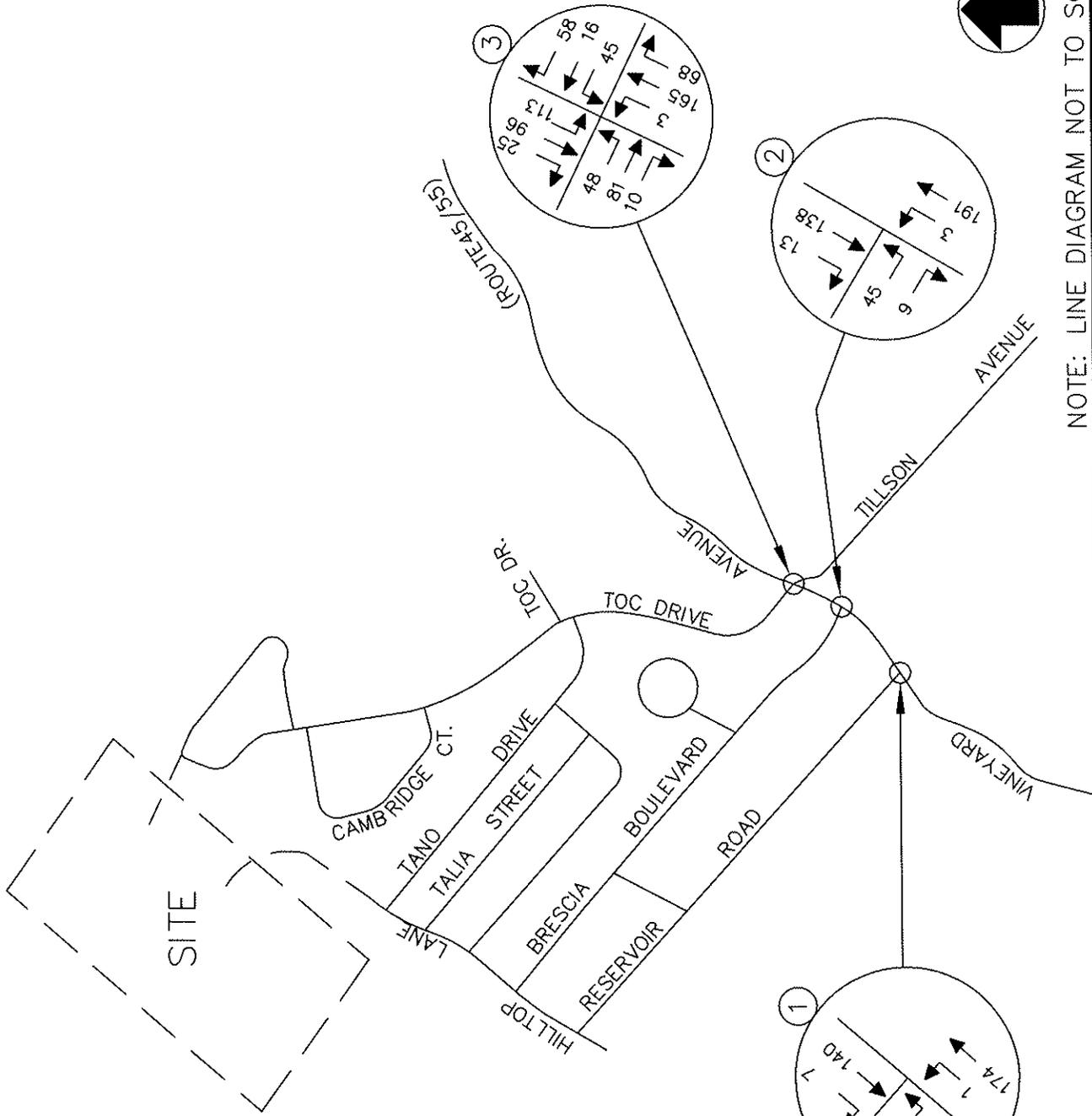


NOTE: LINE DIAGRAM NOT TO SCALE

SITE LOCATION MAP

MOUNTAINSIDE WOODS  
 LLOYD, NEW YORK

JOHN COLLINS ENGINEERS, P.C.  
 HAWTHORNE, NEW YORK

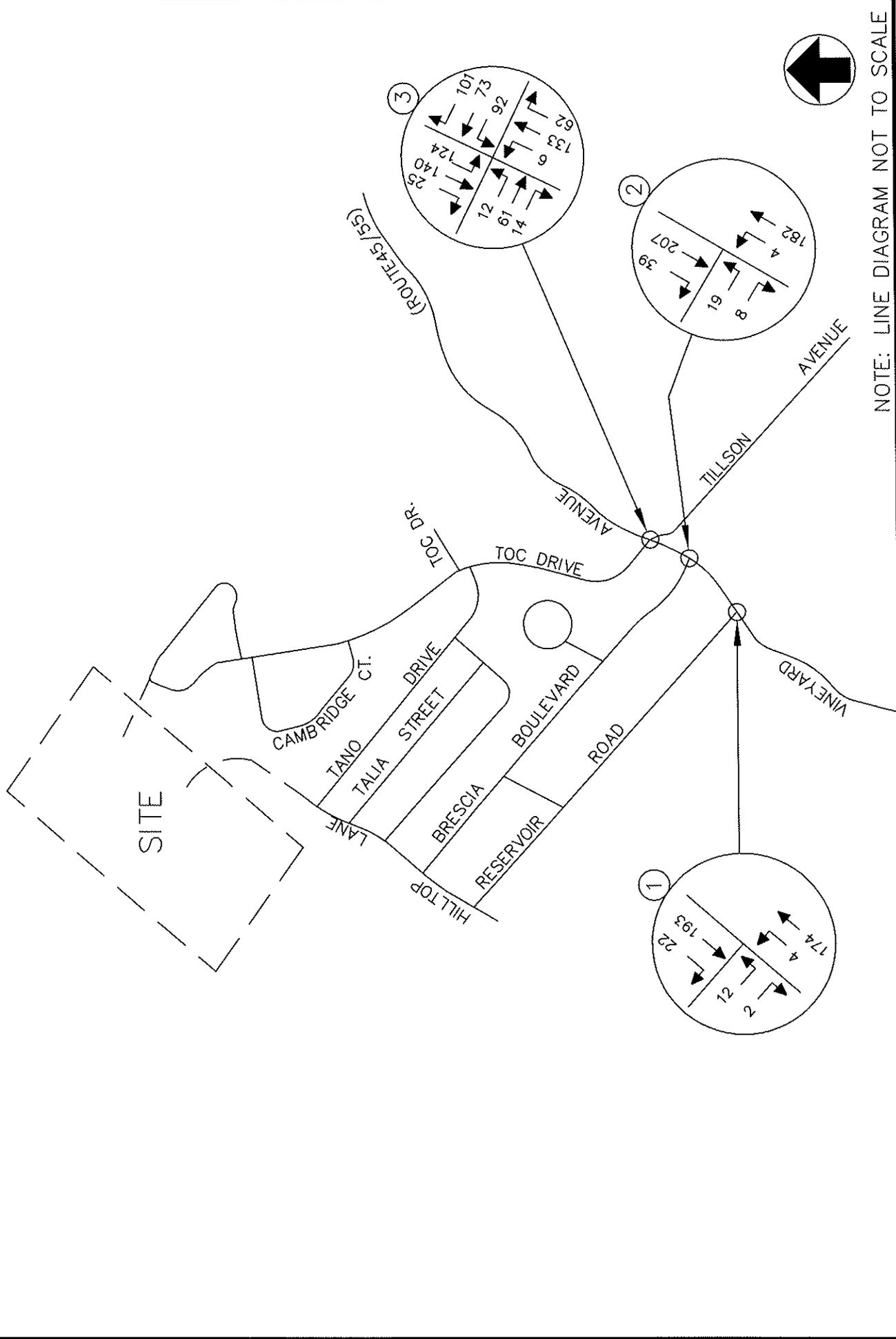


NOTE: LINE DIAGRAM NOT TO SCALE

2010 EXISTING TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

MOUNTAINSIDE WOODS  
LLOYD, NEW YORK

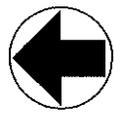
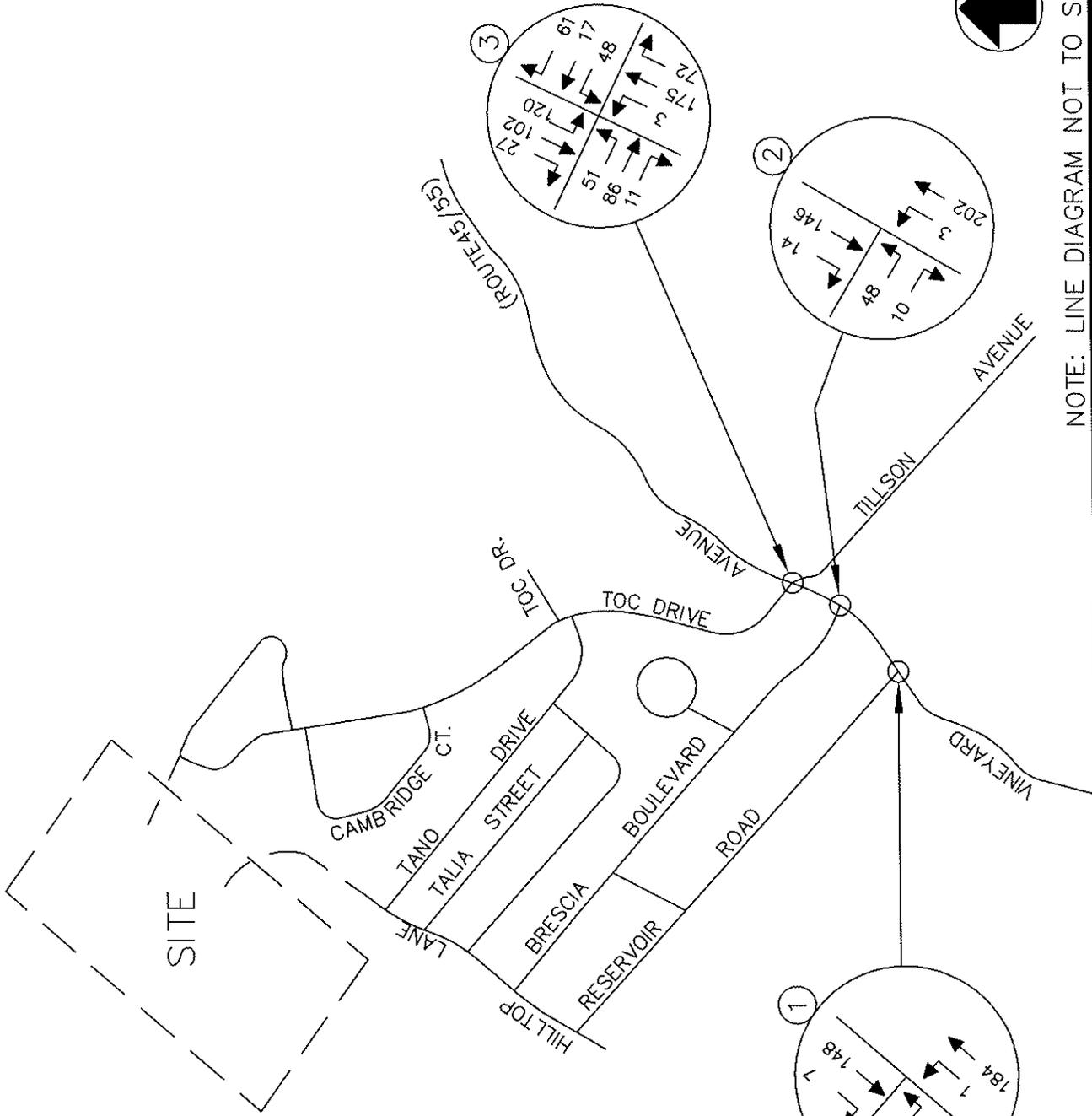
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NOTE: LINE DIAGRAM NOT TO SCALE

MOUNTAINSIDE WOODS  
 2010 EXISTING TRAFFIC VOLUMES  
 WEEKDAY PEAK PM HOUR

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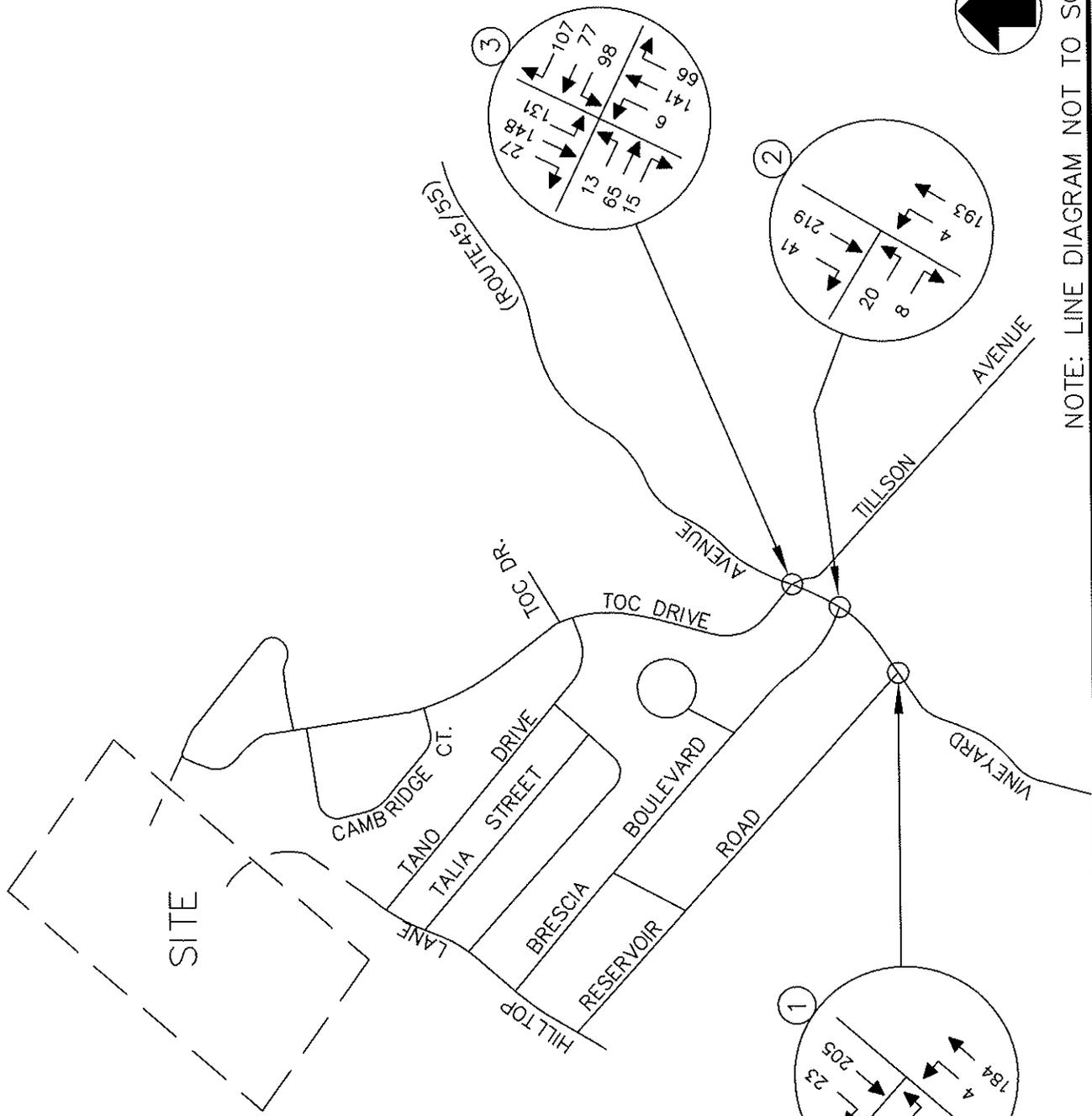


NOTE: LINE DIAGRAM NOT TO SCALE

2013 NO-BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

MOUNTAINSIDE WOODS  
LLOYD, NEW YORK

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HAWTHORNE, NEW YORK

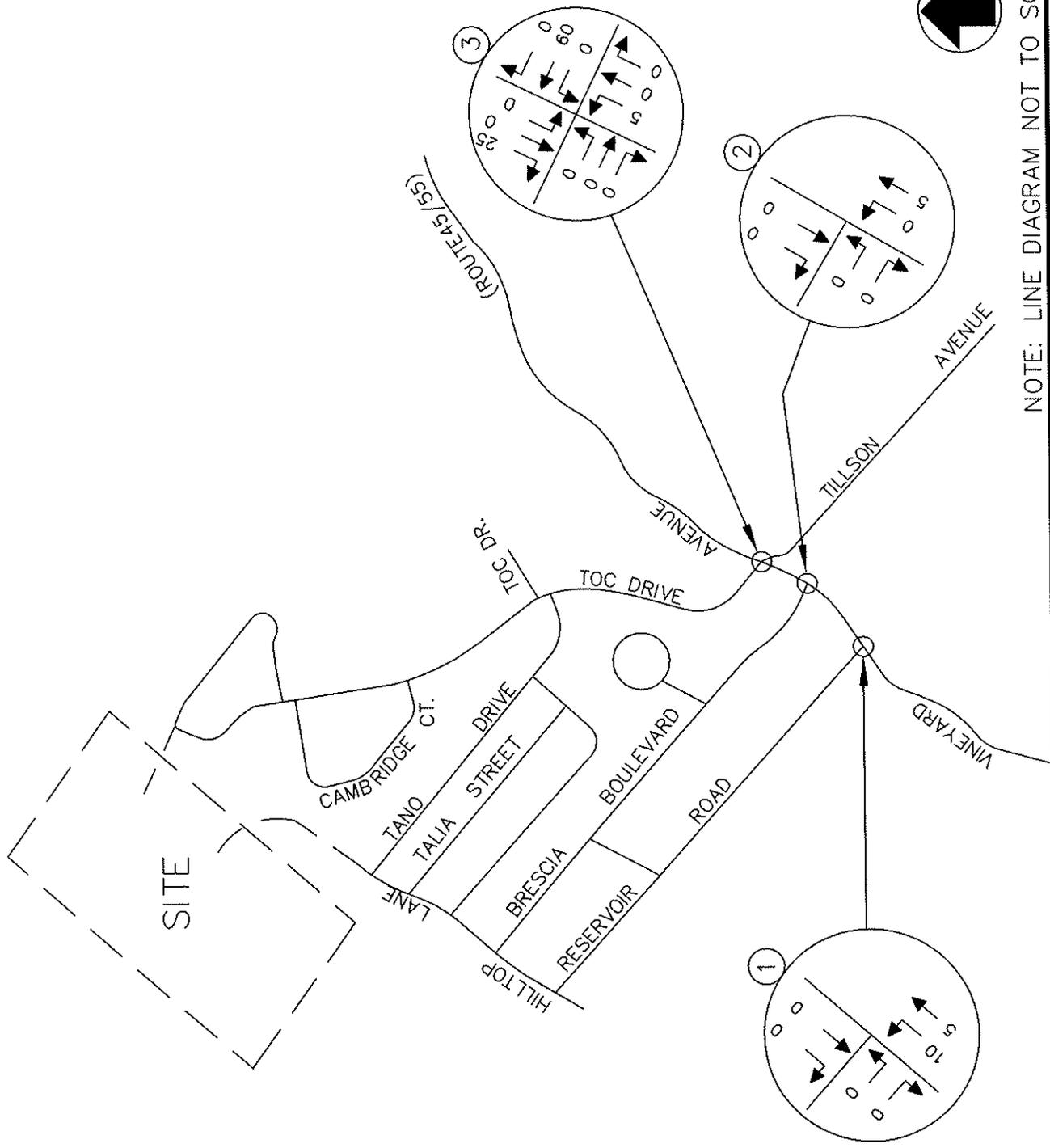


NOTE: LINE DIAGRAM NOT TO SCALE

2013 NO-BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

MOUNTAINSIDE WOODS  
LLOYD, NEW YORK

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

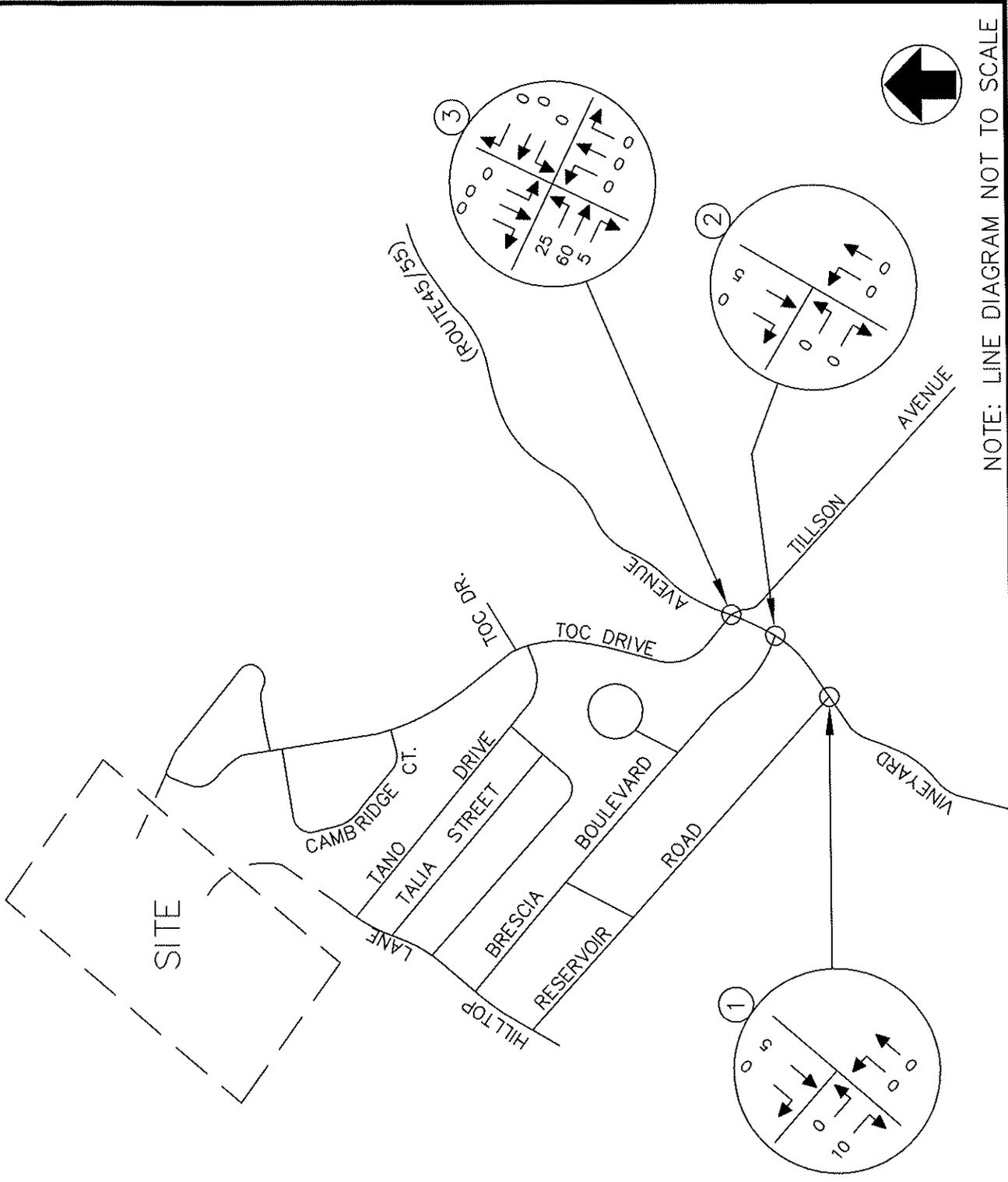


NOTE: LINE DIAGRAM NOT TO SCALE

ARRIVAL DISTRIBUTION  
(ALL VALUES EXPRESSED AS A %)

MOUNTAINSIDE WOODS  
LLOYD, NEW YORK

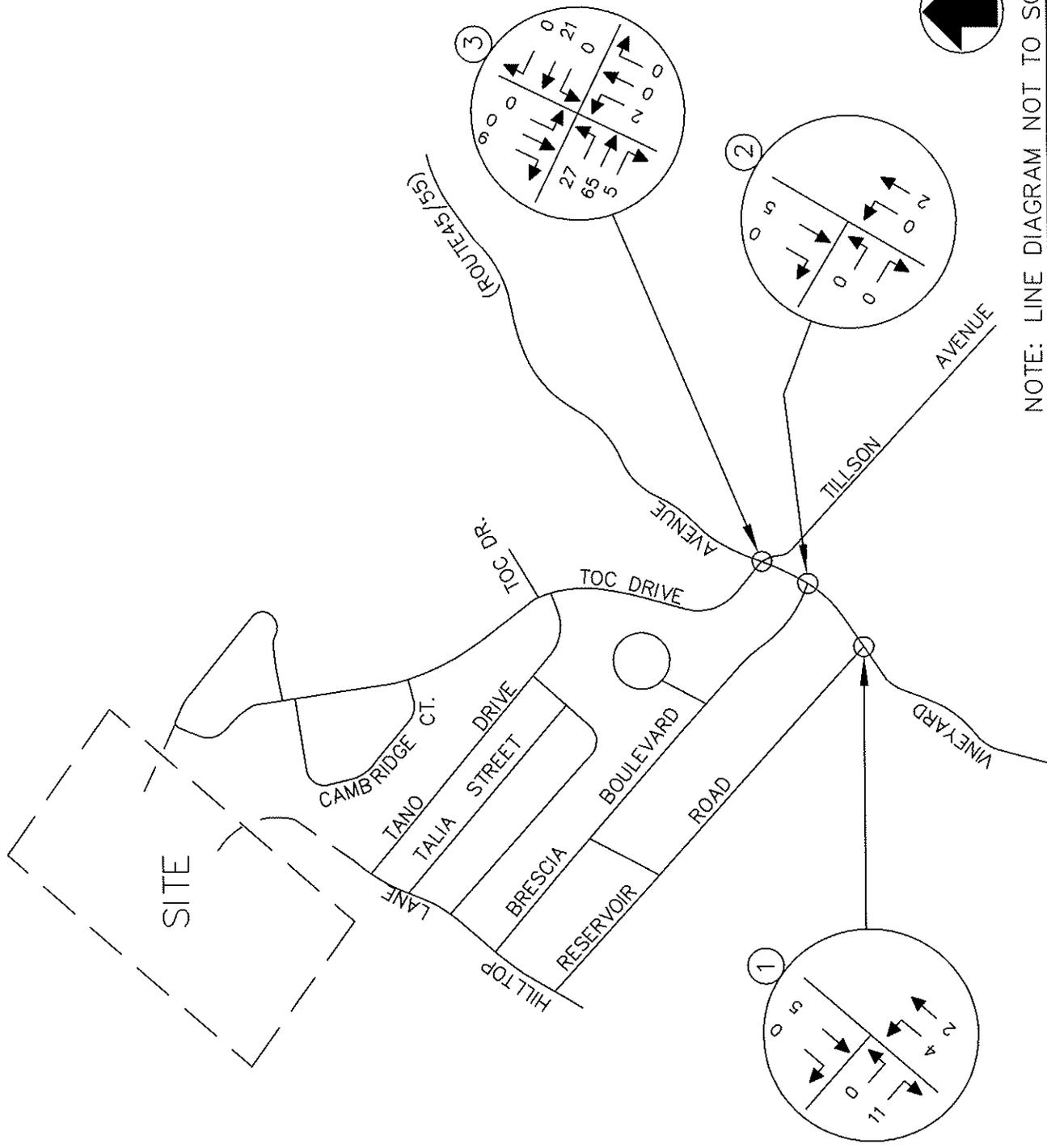
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NOTE: LINE DIAGRAM NOT TO SCALE

DEPARTURE DISTRIBUTION  
(ALL VALUES EXPRESSED AS A %)

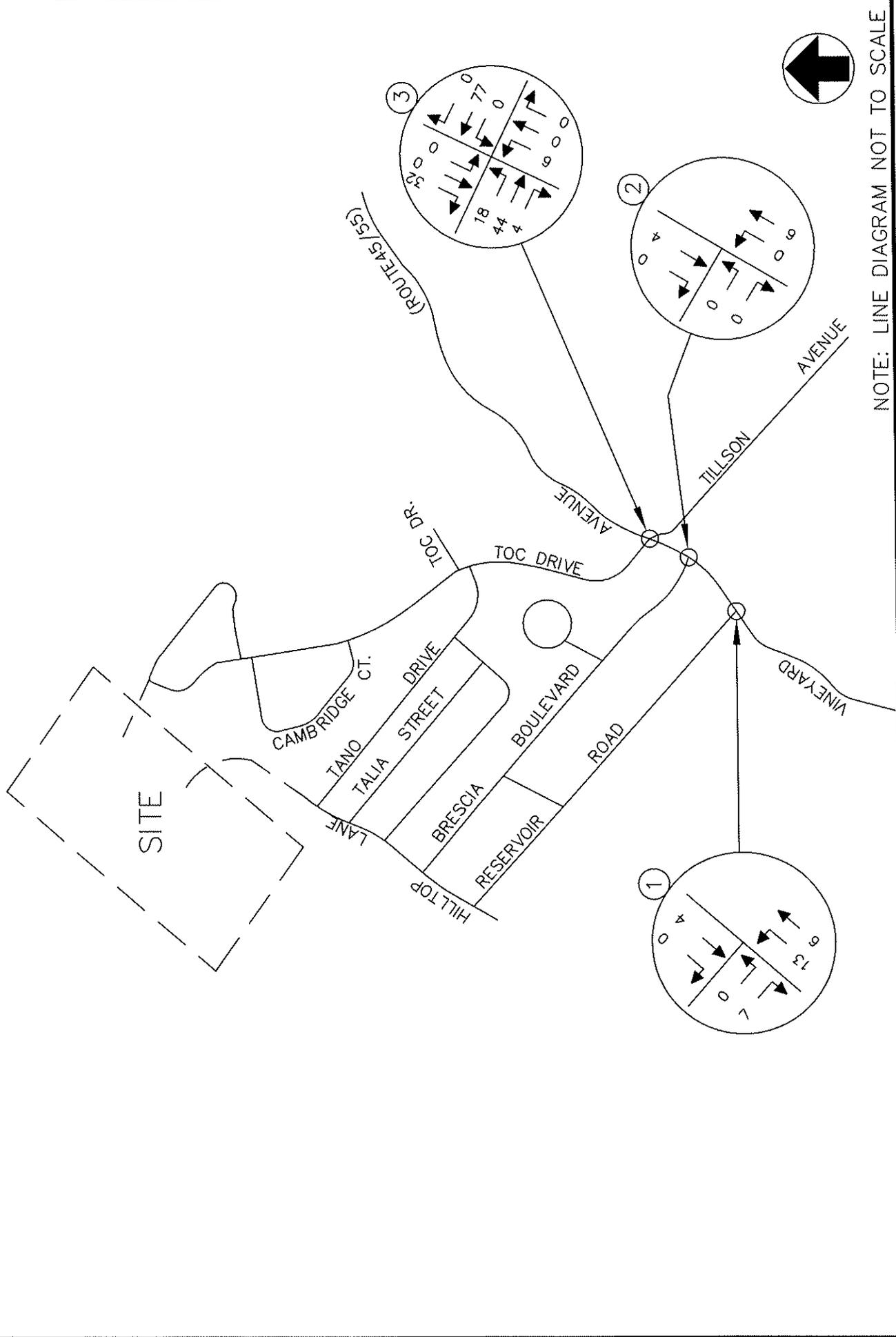
MOUNTAINSIDE WOODS  
LLOYD, NEW YORK  
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HAWTHORNE, NEW YORK



NOTE: LINE DIAGRAM NOT TO SCALE

MOUNTAINSIDE WOODS  
 LLOYD, NEW YORK

SITE GENERATED TRAFFIC VOLUMES  
 WEEKDAY PEAK AM HOUR

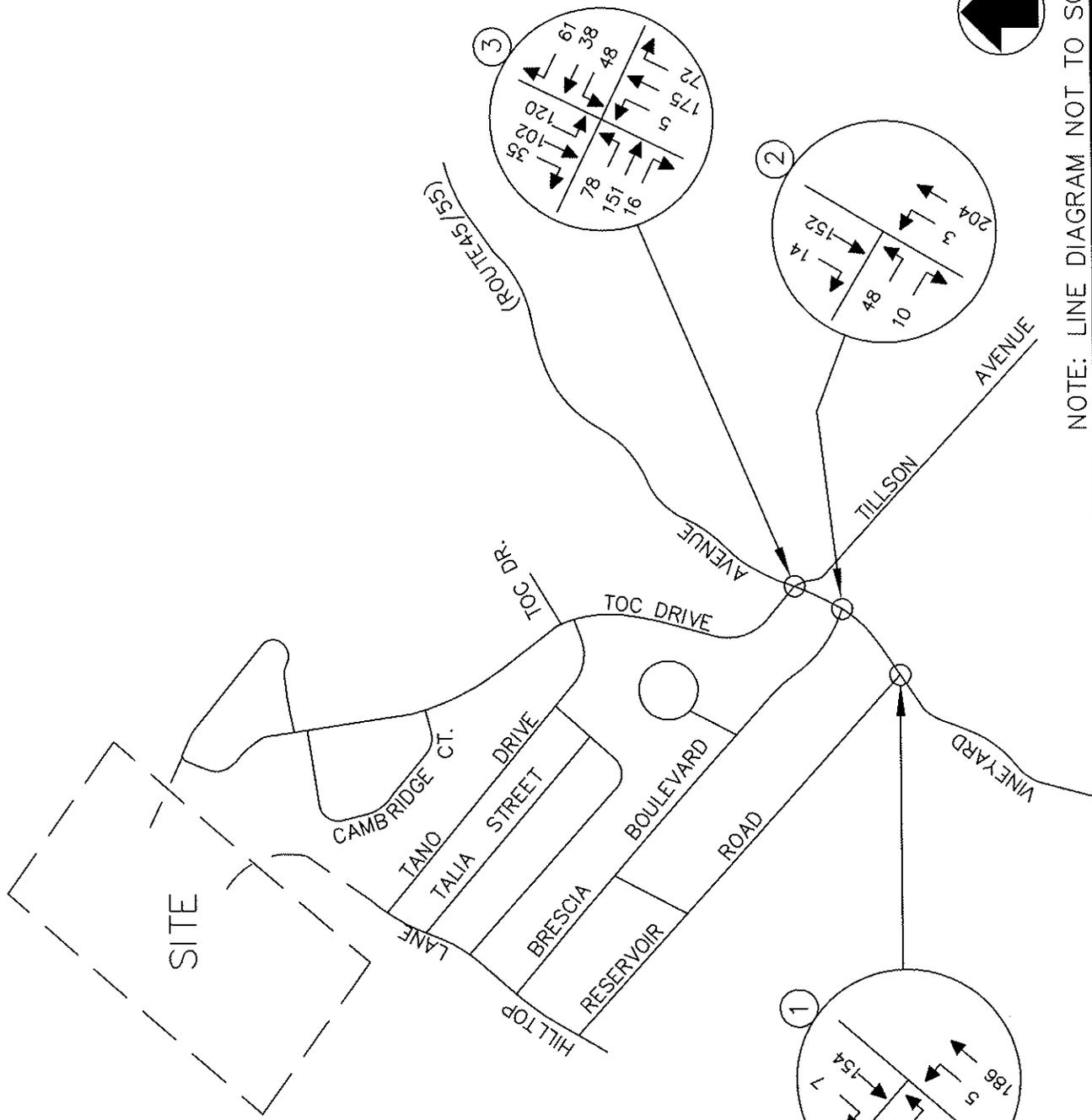


NOTE: LINE DIAGRAM NOT TO SCALE

SITE GENERATED TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

MOUNTAINSIDE WOODS  
LLOYD, NEW YORK

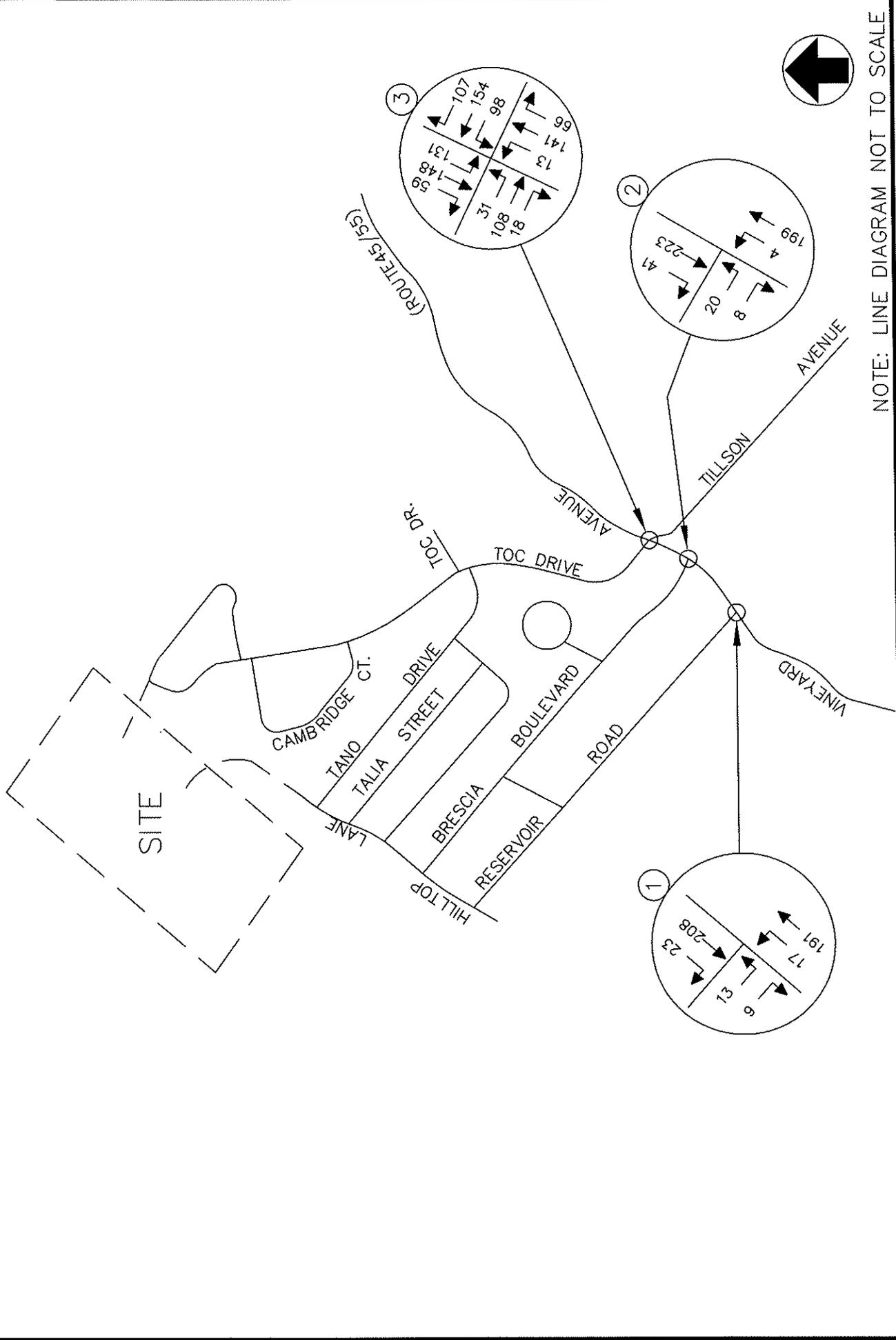
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NOTE: LINE DIAGRAM NOT TO SCALE

MOUNTAINSIDE WOODS  
 2013 BUILD TRAFFIC VOLUMES  
 WEEKDAY PEAK AM HOUR

PROJECT NO. 1704 DATE: FEBRUARY 2011 FIG. NO. 10  
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2013 BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

MOUNTAINSIDE WOODS  
LLOYD, NEW YORK

PROJECT NO. 1704 DATE: FEBRUARY 2011 FIG. NO. 11  
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APPENDIX "B"

TABLES

**TABLE NO. 1**

**HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED  
SITE GENERATED TRAFFIC VOLUMES**

<b>MOUNTAINSIDE WOODS LLOYD, NY</b>	<b>ENTRY</b>		<b>EXIT</b>	
	<b>HTGR*</b>	<b>VOLUME</b>	<b>HTGR*</b>	<b>VOLUME</b>
<b>SINGLE FAMILY (175 DWELLING UNITS)</b>				
<b>PEAK AM HOUR</b>	<b>0.19</b>	<b>33</b>	<b>0.57</b>	<b>99</b>
<b>PEAK PM HOUR</b>	<b>0.63</b>	<b>110</b>	<b>0.37</b>	<b>64</b>

NOTES:

- 1) \* THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 8TH EDITION, 2008. ITE LAND USE CODE - 210 - SINGLE FAMILY.

**TABLE NO. 2**  
**LEVEL OF SERVICE SUMMARY TABLE**

		2010 EXISTING		2013 NO-BUILD		2013 BUILD	
		AM	PM	AM	PM	AM	PM
1	VINEYARD AVENUE (ROUTE 44/55) & RESERVOIR ROAD	<b>UNSIGNALIZED</b>					
	EB	B[10.2]	B[10.5]	B[10.3]	B[10.7]	B[10.1]	B[10.5]
	NB	A[7.6]	A[7.8]	A[7.6]	A[7.8]	A[7.6]	A[7.8]
2	VINEYARD AVENUE (ROUTE 44/55) & BRESCIA BOULEVARD	<b>UNSIGNALIZED</b>					
	EB	B[10.5]	B[10.6]	B[10.7]	B[10.8]	B[10.7]	B[10.9]
	NB	A[7.6]	A[7.8]	A[7.6]	A[7.9]	A[7.6]	A[7.9]
3	VINEYARD AVENUE (ROUTE 44/55) & TOC DRIVE/TILLSON AVENUE	<b>UNSIGNALIZED</b>					
	EB	C[15.4]	B[14.1]	C[16.4]	B[14.8]	C[23.1]	C[20.9]
	WB	B[13.2]	C[19.5]	B[13.9]	C[22.2]	C[16.3]	E[47.3]
	NB	A[7.5]	A[7.6]	A[7.5]	A[7.7]	A[7.6]	A[7.8]
	SB	A[8.1]	A[8.0]	A[8.2]	A[8.1]	A[8.2]	A[8.1]
	WITH SIGNALIZATION						
	EB	-	-	B[17.6]	B[18.6]	B[19.3]	B[19.8]
	WB	-	-	B[17.4]	C[23.2]	B[17.8]	C[26.8]
	NB	-	-	B[14.8]	B[12.6]	B[14.9]	B[12.7]
	SB	-	-	B[16.2]	B[14.8]	B[16.3]	B[15.6]
	OVERALL	-	-	B[16.2]	B[17.3]	B[17.0]	B[19.4]

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH FOR THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED CONDITION.

APPENDIX "C"  
CAPACITY ANALYSIS

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK AM HOUR  
 Intersection: VINEYARD AVENUE & RESERVOIR RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES  
 Project ID: 1704AMEX1  
 East/West Street: RESERVOIR ROAD  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		1	174			140	7	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		1	193			155	7	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume					20		2	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					22		2	
Percent Heavy Vehicles					5		5	
Percent Grade (%)		0					-5	
Flared Approach: Exists?/Storage						/	No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	1						24	
C(m) (vph)	1399						717	
v/c	0.00						0.03	
95% queue length	0.00						0.10	
Control Delay	7.6						10.2	
LOS	A						B	
Approach Delay							10.2	
Approach LOS							B	





TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK PM HOUR  
 Intersection: VINEYARD AVENUE & RESERVOIR RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1704PMNB1  
 East/West Street: RESERVOIR ROAD  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		4	184			205	23	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		4	204			227	25	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume					13		2	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					14		2	
Percent Heavy Vehicles					5		5	
Percent Grade (%)		0					-5	
Flared Approach: Exists?/Storage						/	No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			4   7	8	9	10 	11 	12
Lane Config	LT						LR	
v (vph)	4						16	
C(m) (vph)	1296						651	
v/c	0.00						0.02	
95% queue length	0.01						0.08	
Control Delay	7.8						10.7	
LOS	A						B	
Approach Delay							10.7	
Approach LOS							B	



TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK PM HOUR  
 Intersection: VINEYARD AVENUE & RESERVOIR RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 BUILD TRAFFIC VOLUMES  
 Project ID: 1704PMB1  
 East/West Street: RESERVOIR ROAD  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		17	194			208	23	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		18	215			231	25	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume					13		9	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					14		10	
Percent Heavy Vehicles					5		5	
Percent Grade (%)		0				-5		
Flared Approach: Exists?/Storage						/	No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	18						24	
C(m) (vph)	1292						673	
v/c	0.01						0.04	
95% queue length	0.04						0.11	
Control Delay	7.8						10.5	
LOS	A						B	
Approach Delay							10.5	
Approach LOS							B	





## TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK AM HOUR  
 Intersection: VINEYARD AVENUE & BRESCIA BLVD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1704AMNB2  
 East/West Street: BRESCIA BOULEVARD  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		3	202			146	14	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		3	224			162	15	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume					48		10	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					53		11	
Percent Heavy Vehicles					5		5	
Percent Grade (%)			0			-5		
Flared Approach: Exists?/Storage					/		No /	
Lanes					0		0	
Configuration						LR		

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	3						64	
C(m) (vph)	1381						699	
v/c	0.00						0.09	
95% queue length	0.01						0.30	
Control Delay	7.6						10.7	
LOS	A						B	
Approach Delay							10.7	
Approach LOS							B	



TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK AM HOUR  
 Intersection: VINEYARD AVENUE & BRESCIA BLVD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 BUILD TRAFFIC VOLUMES  
 Project ID: 1704AMB2  
 East/West Street: BRESCIA BOULEVARD  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		3	204			152	14	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		3	226			168	15	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume					48		10	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					53		11	
Percent Heavy Vehicles					5		5	
Percent Grade (%)		0					-5	
Flared Approach: Exists?/Storage						/	No	/
Lanes					0		0	
Configuration							LR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound				Eastbound			
			1	4	7	8	9	10	11	12
Lane Config	LT									LR
v (vph)	3							64		
C(m) (vph)	1374							693		
v/c	0.00							0.09		
95% queue length	0.01							0.30		
Control Delay	7.6							10.7		
LOS	A							B		
Approach Delay								10.7		
Approach LOS								B		

## TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK PM HOUR  
 Intersection: VINEYARD AVENUE & BRESCIA BLVD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 BUILD TRAFFIC VOLUMES  
 Project ID: 1704PMB2  
 East/West Street: BRESCIA BOULEVARD  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		4	199			223	41	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		4	221			247	45	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume					20		8	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					22		8	
Percent Heavy Vehicles					5		5	
Percent Grade (%)			0			-5		
Flared Approach: Exists?/Storage					/		No /	
Lanes					0		0	
Configuration						LR		

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	4						30	
C(m) (vph)	1253						643	
v/c	0.00						0.05	
95% queue length	0.01						0.15	
Control Delay	7.9						10.9	
LOS	A						B	
Approach Delay							10.9	
Approach LOS							B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK AM HOUR  
 Intersection: VINEYARD AVE. & TOC DR./TILLS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES  
 Project ID: 1704AMEX3  
 East/West Street: TOC DRIVE/TILLSON AVENUE  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		3	165	68	113	96	25	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		3	183	75	125	106	27	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1	0		0	1	0
Configuration		LTR			LTR			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound			
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume		45	16	58	48	81	10	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		50	17	64	53	90	11	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)						-10		
Flared Approach: Exists?/Storage				No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR			LTR			

Delay, Queue Length, and Level of Service

Approach Movement	NB		SB			Westbound			Eastbound		
	1	4	7	8	9	10	11	12			
Lane Config	LTR	LTR		LTR		LTR		LTR			
v (vph)	3	125		131				154			
C(m) (vph)	1433	1289		568				499			
v/c	0.00	0.10		0.23				0.31			
95% queue length	0.01	0.32		0.88				1.30			
Control Delay	7.5	8.1		13.2				15.4			
LOS	A	A		B				C			
Approach Delay				13.2				15.4			
Approach LOS				B				C			

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK PM HOUR  
 Intersection: VINEYARD AVE. & TOC DR./TILLS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2010 EXISTING TRAFFIC VOLUMES  
 Project ID: 1704PMEX3  
 East/West Street: TOC DRIVE/TILLSON AVENUE  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		6	133	62	124	140	25	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		6	147	68	137	155	27	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1	0	0	1	0	
Configuration		LTR			LTR			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		92	73	101	12	61	14
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		102	81	112	13	67	15
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)			-9			-10	
Flared Approach: Exists?/Storage				No	/		No /
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR	LTR	LTR	LTR	LTR	LTR	
v (vph)	6	137		295			95	
C(m) (vph)	1375	1337		538			490	
v/c	0.00	0.10		0.55			0.19	
95% queue length	0.01	0.34		3.29			0.71	
Control Delay	7.6	8.0		19.5			14.1	
LOS	A	A		C			B	
Approach Delay				19.5			14.1	
Approach LOS				C			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK AM HOUR  
 Intersection: VINEYARD AVE. & TOC DR./TILLS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1704AMNB3  
 East/West Street: TOC DRIVE/TILLSON AVENUE  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		3	175	72	120	102	27
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		3	194	80	133	113	30
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		48	17	61	51	86	11
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		53	18	67	56	95	12
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)							-10
Flared Approach: Exists?/Storage				No			No /
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	3	133		138			163	
C(m) (vph)	1421	1272		540			478	
v/c	0.00	0.10		0.26			0.34	
95% queue length	0.01	0.35		1.01			1.50	
Control Delay	7.5	8.2		13.9			16.4	
LOS	A	A		B			C	
Approach Delay				13.9			16.4	
Approach LOS				B			C	

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK PM HOUR  
 Intersection: VINEYARD AVE. & TOC DR./TILLS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1704PMNB3  
 East/West Street: TOC DRIVE/TILLSON AVENUE  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		6	141	66	131	148	27
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		6	156	73	145	164	30
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		98	77	107	13	65	15
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		108	85	118	14	72	16
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)					-10		
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	LTR	LTR	LTR	LTR	LTR	LTR
v (vph)	6	145	311	102				
C(m) (vph)	1361	1322	513	467				
v/c	0.00	0.11	0.61	0.22				
95% queue length	0.01	0.37	3.99	0.82				
Control Delay	7.7	8.1	22.2	14.8				
LOS	A	A	C	B				
Approach Delay			22.2	14.8				
Approach LOS			C	B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK AM HOUR  
 Intersection: VINEYARD AVE. & TOC DR./TILLS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 BUILD TRAFFIC VOLUMES  
 Project ID: 1704AMB3  
 East/West Street: TOC DRIVE/TILLSON AVENUE  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		5	175	72	120	102	35	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		5	194	80	133	113	38	
Percent Heavy Vehicles		5	--	--	5	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		0	1	0		0	1	0
Configuration		LTR			LTR			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound			
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume		48	38	61	78	151	16	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		53	42	67	86	167	17	
Percent Heavy Vehicles		5	5	5	5	5	5	
Percent Grade (%)		-9			-10			
Flared Approach: Exists?/Storage				No	/		No	/
Lanes		0	1	0		0	1	0
Configuration		LTR			LTR			

Delay, Queue Length, and Level of Service

Approach Movement	NB		SB			Westbound			Eastbound		
	1	4	7	8	9	10	11	12			
Lane Config	LTR	LTR		LTR		LTR	LTR				
v (vph)	5	133		162			270				
C(m) (vph)	1412	1272		478			463				
v/c	0.00	0.10		0.34			0.58				
95% queue length	0.01	0.35		1.48			3.65				
Control Delay	7.6	8.2		16.3			23.1				
LOS	A	A		C			C				
Approach Delay				16.3			23.1				
Approach LOS				C			C				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: JULY 2010  
 Analysis Time Period: PEAK PM HOUR  
 Intersection: VINEYARD AVE. & TOC DR./TILLS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2013 BUILD TRAFFIC VOLUMES  
 Project ID: 1704PMB3  
 East/West Street: TOC DRIVE/TILLSON AVENUE  
 North/South Street: VINEYARD AVENUE  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		13	141	66	131	148	59
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		14	156	73	145	164	65
Percent Heavy Vehicles		5	--	--	5	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		98	154	107	31	108	18
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		108	171	118	34	120	20
Percent Heavy Vehicles		5	5	5	5	5	5
Percent Grade (%)		-9			-10		
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound			
	1	4	7	8	9	10	11	12	
Lane Config	LTR	LTR	LTR	LTR	LTR	LTR	LTR	LTR	
v (vph)	14	145	397			174			
C(m) (vph)	1322	1322	454			398			
v/c	0.01	0.11	0.87			0.44			
95% queue length	0.03	0.37	9.15			2.16			
Control Delay	7.8	8.1	47.3			20.9			
LOS	A	A	E			C			
Approach Delay				47.3			20.9		
Approach LOS				E			C		

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: VINEYARD AVE & TOC DR/TILLSON  
 Agency: JCE Area Type: All other areas  
 Date: JUNE 2010 Jurisd:  
 Period: PEAK AM HOUR Year : 2013 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1704AMNB3  
 E/W St: TOC DRIVE/TILLSON AVENUE N/S St: VINEYARD AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
LGConfig	LTR			LTR			LTR			LTR		
Volume	51	86	11	48	17	61	3	175	72	120	102	27
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left	A				SB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	37.0				43.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 656 1596 0.25 0.41 17.6 B 17.6 B

Westbound

LTR 608 1478 0.23 0.41 17.4 B 17.4 B

Northbound

LTR 833 1743 0.33 0.48 14.8 B 14.8 B

Southbound

LTR 612 1281 0.45 0.48 16.2 B 16.2 B

Intersection Delay = 16.2 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: VINEYARD AVE & TOC DR/TILLSON  
 Agency: JCE Area Type: All other areas  
 Date: JUNE 2010 Jurisd:  
 Period: PEAK PM HOUR Year : 2013 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1704PMNB3  
 E/W St: TOC DRIVE/TILLSON AVENUE N/S St: VINEYARD AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
LGConfig	LTR			LTR			LTR			LTR		
Volume	13	65	15	98	77	107	6	141	66	131	148	27
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left	A				SB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	34.0				46.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 650 1721 0.16 0.38 18.6 B 18.6 B

Westbound

LTR 569 1506 0.55 0.38 23.2 C 23.2 C

Northbound

LTR 882 1726 0.27 0.51 12.6 B 12.6 B

Southbound

LTR 701 1371 0.49 0.51 14.8 B 14.8 B

Intersection Delay = 17.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: VINEYARD AVE & TOC DR/TILLSON  
 Agency: JCE Area Type: All other areas  
 Date: JUNE 2010 Jurisd:  
 Period: PEAK AM HOUR Year : 2013 BUILD TRAFFIC VOLUMES  
 Project ID: 1704AMB3  
 E/W St: TOC DRIVE/TILLSON AVENUE N/S St: VINEYARD AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
LGConfig	LTR			LTR			LTR			LTR		
Volume	78	151	16	48	38	61	5	175	72	120	102	35
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left	A				SB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	37.0				43.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 646 1571 0.42 0.41 19.3 B 19.3 B

Westbound

LTR 604 1468 0.27 0.41 17.8 B 17.8 B

Northbound

LTR 830 1738 0.34 0.48 14.9 B 14.9 B

Southbound

LTR 613 1284 0.46 0.48 16.3 B 16.3 B

Intersection Delay = 17.0 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: R.H. Inter.: VINEYARD AVE & TOC DR/TILLSON  
 Agency: JCE Area Type: All other areas  
 Date: JUNE 2010 Jurisd:  
 Period: PEAK PM HOUR Year : 2013 BUILD TRAFFIC VOLUMES  
 Project ID: 1704PMB3  
 E/W St: TOC DRIVE/TILLSON AVENUE N/S St: VINEYARD AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
LGConfig	LTR			LTR			LTR			LTR		
Volume	31	108	18	98	154	107	13	141	66	131	148	59
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
WB Left	A				SB Left	A		
Thru	A				Thru	A		
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	34.0				46.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 616 1630 0.28 0.38 19.8 B 19.8 B

Westbound

LTR 584 1545 0.68 0.38 26.8 C 26.8 C

Northbound

LTR 869 1700 0.28 0.51 12.7 B 12.7 B

Southbound

LTR 704 1378 0.53 0.51 15.6 B 15.6 B

Intersection Delay = 19.4 (sec/veh) Intersection LOS = B

APPENDIX "D"

STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-minute analysis period. The criteria are given in Exhibit 16-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 16-2

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (S/VEH)
A	≤10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

LEVEL OF SERVICE A describes operations with low control delay, up to 10 seconds per vehicle (s/veh). This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LEVEL OF SERVICE B describes operations with control delay greater than 10 and up to 20 seconds per vehicle (s/veh). This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with Level of Service "A", causing higher levels of delay.

LEVEL OF SERVICE C describes operations with control delay greater than 20 and up to 35 seconds per vehicle (s/veh). These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LEVEL OF SERVICE D describes operations with control delay greater than 35 and up to 55 seconds per vehicle (s/veh). At Level of Service D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL OF SERVICE E describes operations with control delay greater than 55 and up to 80 seconds per vehicle (s/veh). This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LEVEL OF SERVICE F describes operations with control delay in excess of 80 seconds per vehicle (s/veh). This level is considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

The Level of Service (LOS) for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. Control delay is defined as the total elapsed time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to speed of vehicles in queue. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation. The Level of Service Criteria are given in Exhibit 17-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 17-2

LEVEL OF SERVICE FOR CRITERIA  
FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	AVERAGE CONTROL DELAY (S/VEH)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

APPENDIX "E"

PUBLIC TRANSPORTATION INFORMATION

ULSTER COUNT AREA TRANSIT INFORMATION

**General Information**

No bus service on New Year's Day, Martin Luther King Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Thanksgiving Day and Christmas Day. Saturday service is provided on day after Thanksgiving.

Reservations for next day ADA curb to curb service is available by calling (845) 334-8458 Monday through Friday 9:00 am to 4:00 pm. Prior authorization is required. Applications are available online and at 1 Danny Circle, Kingston. All passengers in wheelchairs must allow bus driver to secure wheelchair in accordance to manufacturer's recommendations.

To board bus, riders should hail bus with hand signal at any safe point on the bus route.

**Fare Information**

Fares are based on the number of zones traveled. Fare zones correspond with Ulster County Town and City municipal boundaries. All buses require exact change.

\$1.00 minimum fare (entitles rider to 1 zone); \$0.25 for each additional zone.

Seniors, persons with disabilities, and Medicare recipients may ride 1/2 fare during the hours of 10 am and 2 pm. Must present a valid identification card upon boarding. Children occupying a seat or over the age of five must pay full fare.

**General Information**

**Telephone Numbers:**  
 (888) 827-8228 or (845) 334-8458  
 TTY: (800) 662-1220  
 Fax: (845) 340-3336

**Addresses:**  
 1 Danny Circle  
 Kingston, NY 12401

Email: [ucats@co.ulster.ny.us](mailto:ucats@co.ulster.ny.us)  
 Web: [www.co.ulster.ny.us/ucats](http://www.co.ulster.ny.us/ucats)

**Hours of Bus Operations:**  
 Mon-Fri: 5:00 am to 10:00 pm  
 Sat-Sun: 8:00 am to 7:00 pm

**Office Hours:**  
 Monday-Friday: 9:00 am to 5:00 pm

**Director:**  
 Robert J. DiBella

Effective April 1, 2010

**H Route**

**Bus Schedule and Map for Service Between New Paltz and Highland, New York**

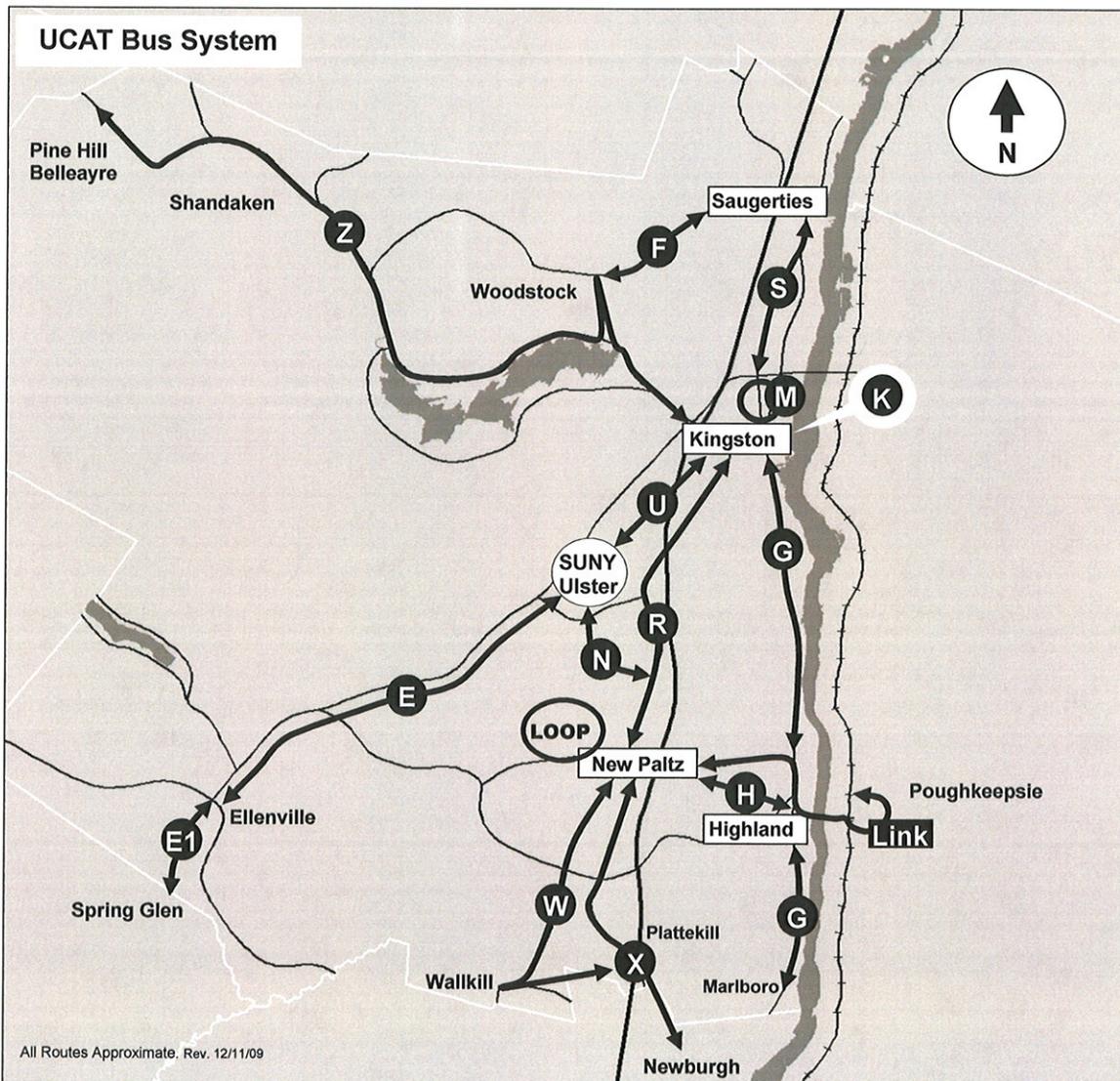
*Serving New Paltz, Ohioville, Lloyd and Highland*

Powered By



Visit Ulster County Area Transit online at [www.co.ulster.ny.us/UCAT](http://www.co.ulster.ny.us/UCAT)

Michael P. Hein, County Executive





### WEEKDAYS FROM GRAND CENTRAL VIA POUGHKEEPSIE TO ULSTER

Station	AM Light Fares, PM Bold Face																			
	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45									
Grand Central Terminal	-	-	-	-	6:41	7:38	8:45	10:45	-	12:45	-	2:50	3:30	4:10	4:45	5:08	5:52	6:15	7:53	
Poughkeepsie Station	-	-	-	-	8:29	9:29	10:35	12:34	-	2:34	-	4:32	5:13	5:52	6:27	6:37	7:33	7:58	9:34	
Poughkeepsie Station	5:45	6:00	6:45	7:00	7:15	7:45	8:45	9:40	10:40	12:45	-	4:45	5:20	6:00	6:35	6:45	7:40	+ 8:30	+ 9:40	
Poughkeepsie Main & Market	5:48	6:03	6:48	7:03	7:18	7:48	8:48	9:43	10:43	12:48	-	4:48	5:23	6:03	6:38	6:48	7:43	8:33	9:43	
Wingate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bridgeview Plaza	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Vineyard & Tilson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Milton & Vineyard	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Highland Park & Ride	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Old New Paltz Rd /Chodilee Lake Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Old New Paltz Rd / Pancake Hollow Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Old New Paltz Rd / Rt. 299	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New Paltz - SUNY HAR Shelter	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New Paltz Park & Ride	6:15	6:30	7:45	-	7:45	8:15	9:40	10:15	11:10	1:20	3:40	5:15	5:50	6:30	7:25	7:15	8:05	9:00	10:10	
Rosendale Park & Ride	6:30	-	-	-	-	-	-	-	-	-	-	5:30	-	-	-	-	-	8:20	9:15	10:18

<sup>c</sup> Bus charge required.  
<sup>+</sup> Buses will wait at Poughkeepsie for the train in the event of a train delay on the two final trips on weekdays and the final trip on weekends.

### MTA METRO-NORTH RAILROAD'S GUARANTEED RIDE HOME PROGRAM

MTA Metro-North monthly UniTicket customers who ride the Ulster-Poughkeepsie LINK to Poughkeepsie Station and commute to Grand Central Terminal or Harlem-125th Street can get up to two free taxi rides per month to their car or home from Poughkeepsie Station during the few select times when the Ulster-Poughkeepsie LINK is not scheduled to meet a train.

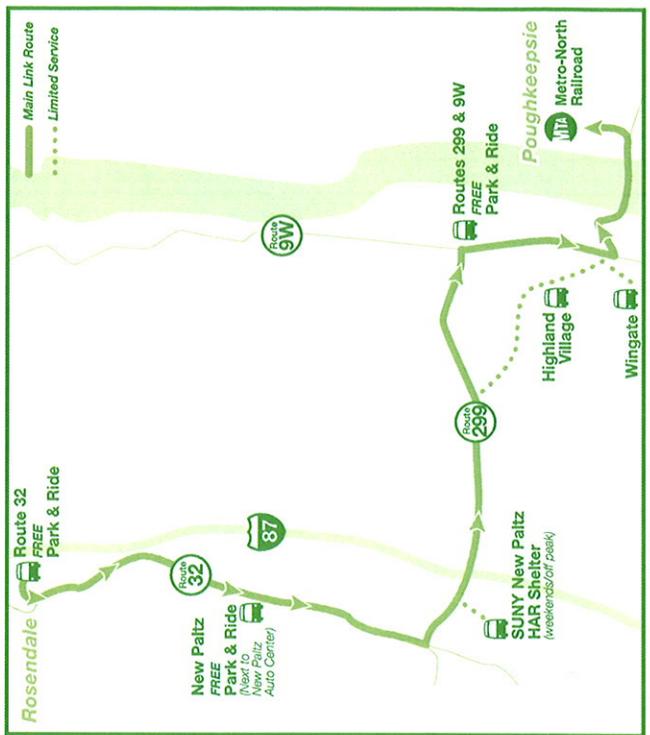
#### HERE'S HOW THE PROGRAM WORKS

- Your guaranteed ride will be provided by Delroy Taxi (945-452-1222) at Poughkeepsie Station. Just follow these simple steps:
1. Present your valid UniTicket at any ticket window in Grand Central Terminal or, between 6:40 AM and 7:51 PM, at Harlem-125th Street Station.
  2. The ticket agent will stamp the UniTicket and give you a validated voucher. (Laminated UniTickets will not be accepted.)
  3. Take a train listed on the Guaranteed Ride Home Program Schedule (available at [www.mta.info](http://www.mta.info)) to Poughkeepsie Station, and go to the Delroy Taxi stand. (If you like, call the number above so the driver is expecting you.)
  4. Present your voucher to the driver when you enter the taxi. (The voucher is good only for the day or the requested ride.)
- It's that simple! You'll be taken to your car, home, or to any location in Ulster or Orange counties within 20 miles of Poughkeepsie Station.

**PLEASE NOTE:**  
 The program cannot be used when there is a delay in bus or train service due to breakdown or other problems.  
<sup>+</sup> Trains leaving Grand Central Terminal between 4 PM and 8 PM are not included in this program.

### WEEKENDS VIA POUGHKEEPSIE TO ULSTER

Station	AM Light Fares, PM Bold Face				
	9:45	11:45	1:45	3:45	5:45
Grand Central Terminal	7:47	9:52	11:45	1:45	3:52
Poughkeepsie Station	9:34	11:34	1:35	3:35	5:34
Poughkeepsie Station	9:45	11:45	1:45	3:45	+ 5:45
Poughkeepsie Main & Market	9:48	11:48	1:48	3:45	5:48
Highland Park & Ride	10:00	12:00	2:00	4:00	6:00
New Paltz - SUNY HAR Shelter	10:07	12:07	2:07	4:07	6:07
New Paltz Park & Ride	10:15	12:15	2:15	4:15	6:15
Rosendale Park & Ride	10:30	12:30	2:30	4:30	6:30



The Ulster-Poughkeepsie LINK is operated by Ulster County Area Transit - UCAT - under contract with the New York State Department of Transportation and in cooperation with Metro-North Railroad.

# H NEW PALTZ - HIGHLAND

## Monday - Friday Service

EASTBOUND: New Paltz to Highland						WESTBOUND: Highland to New Paltz					
Depart: New Paltz; Main at Prospect Streets/ Trailways	New Paltz: Route 299 at S. Elting Corners Rd	Lloyd: New Paltz Rd and Rt 299	Highland: Main St at Vineyard Ave	Arrive: Highland; Wingate at 9W	Arrive: Highland- Bridgeview Plaza at 9W	Depart: Highland- Bridgeview Plaza at 9W	Arrive: Highland; Wingate at 9W	Highland: Main St at Vineyard Ave	Lloyd: New Paltz Rd and Rt 299	New Paltz: Route 299 at S. Elting Corners Rd	Arrive: New Paltz; Main at Prospect Streets/ Trailways
1	2	3	4	5	6	6	5	4	3	2	1
9:15	9:22	9:25	9:35	9:40	9:45	9:45	-	9:50	10:00	10:03	10:10
<b>12:45</b>	<b>12:52</b>	<b>12:55</b>	<b>1:05</b>	<b>1:10</b>	<b>1:15</b>	<b>1:15</b>	-	<b>1:20</b>	<b>1:30</b>	<b>1:33</b>	<b>1:45</b>
<b>2:15</b>	<b>2:22</b>	<b>2:25</b>	<b>2:35</b>	<b>2:40</b>	<b>2:45</b>	<b>2:45</b>	-	<b>2:50</b>	<b>3:00</b>	<b>3:03</b>	<b>3:15</b>

**PM Trips in Bold** Effective April 1, 2010  
 Addition Service to Highland via the Ulster-Poughkeepsie Link  
 All times approximate





# G KINGSTON - MARLBORO

## Monday - Friday Service SOUTHBOUND: Kingston to Marlboro

Depart: Golden Hill Dr at Route 32	Kingston Plaza at Hannaford	Albany Ave at DSS	Broadway at Garraghan Dr	Hudson Valley Mall Food Court	Port Ewen: 9W at BOCES	Highland Park Ride Lot	Highland: Main St at Vineyard Ave	Highland: Bridgeview Plaza at 9W	Arrive: Marlboro: King St at 9W
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
6:30	6:45	-	6:48	-	7:00	7:15	7:20	-	7:40
<b>4:35</b>	<b>4:45</b>	<b>4:50</b>		<b>5:00</b>	<b>5:10</b>	<b>5:20</b>	<b>5:25</b>		<b>5:45</b>

## NORTHBOUND: Marlboro to Kingston

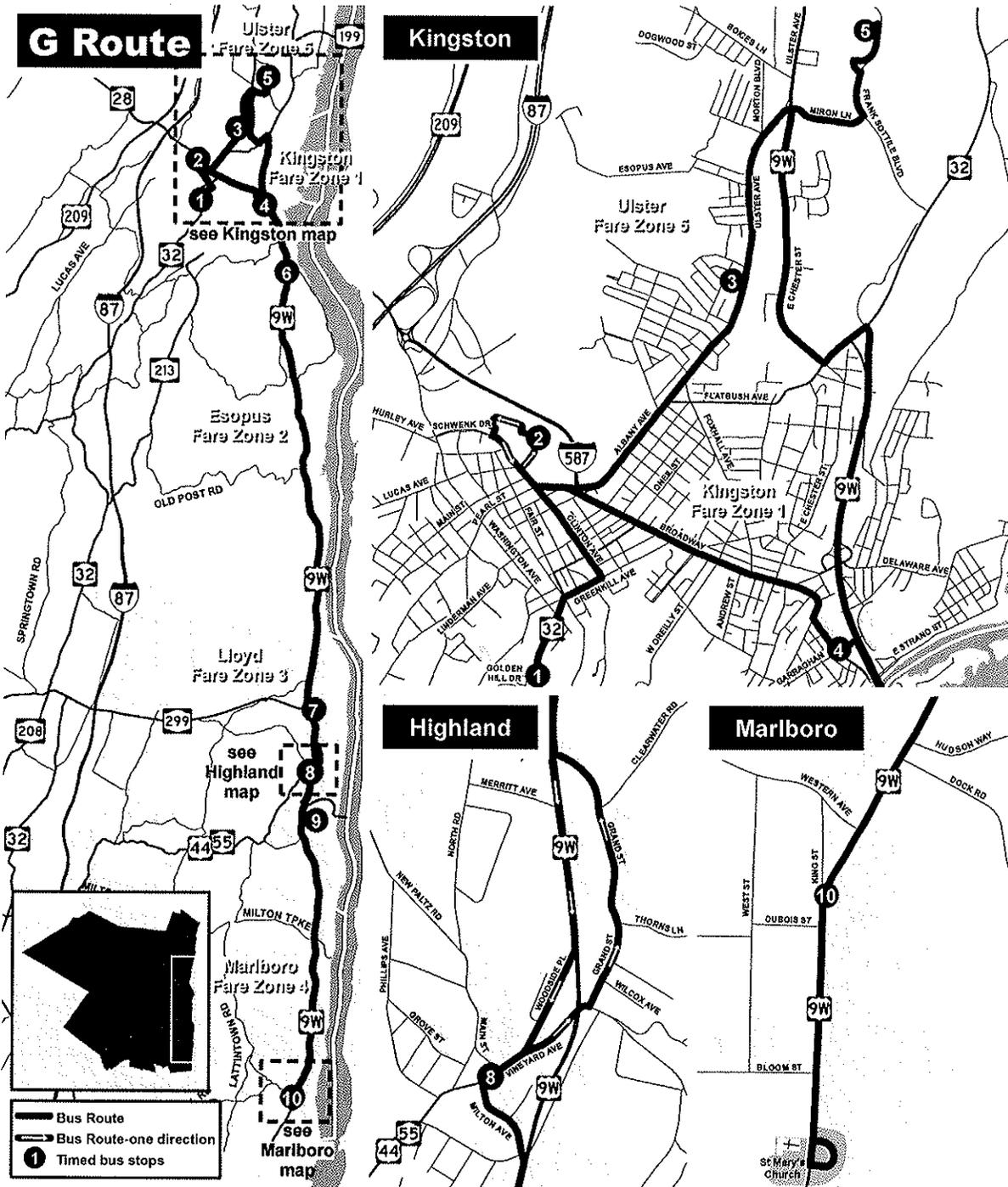
Depart: Marlboro: King St at 9W	Highland: Bridgeview Plaza at 9W	Highland: Main St at Vineyard Ave	Highland Park Ride Lot	Port Ewen: 9W at BOCES	Hudson Valley Mall Food Court	Broadway at Garraghan Dr	Albany Ave at DSS	Kingston Plaza at Hannaford	Arrive: Golden Hill Dr at Route 32
<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
7:40	7:55	7:57	8:00	8:10	8:20	-	8:35	8:45	9:00
<b>5:45</b>	<b>6:00</b>	<b>6:02</b>	<b>6:05</b>	<b>6:15</b>		<b>6:20</b>		<b>6:30</b>	<b>6:45</b>

PM Trips in Bold

All times approximate

\*Maps created by Ulster County Information Services

## No Saturday or Sunday Service



POUGHKEEPSIE TRAIN STATION  
INFORMATION AND SCHEDULES

[Home](#) > [Metro North Railroad](#) > Stations

**POUGHKEEPSIE**

**Location**

41 Main Street, at the Route 9 interchange  
 Poughkeepsie, NY 12602  
 (73.5 miles to Grand Central Terminal)

**Train Service**

HUDSON LINE [SCHEDULES](#)

**Metro-North Train Time™**

**Connecting Service**

**Operator:** Dutchess LOOP **Tel.#:** (845) 485- 4690  
**Route:** Hyde Park and Apple Valley Loop CTC  
**Schedule:** [www.co.dutchess.ny.us/CountyGov/Departments/Planning/PLLoopSchedules.htm](http://www.co.dutchess.ny.us/CountyGov/Departments/Planning/PLLoopSchedules.htm)  
**Fare:** \$1.75; UniTicket: \$5/wk; \$15/mo.  
**Taxi Op:** Delroy Taxi **Tel.#:** (845) 452- 1222



**Ulster-Poughkeepsie LINK**

**Enterprise Rent-A-Car** (Enterprise available at this station: (845) 485-2222)

**Station Parking**

**Operator:** LAZ Parking **Commuter Capacity** 1,035

**Tel.#:** (888) 682- PARK

**Free Weekend/Holiday Policy:** Yes

**Daily Metered Information**

<b>Meter Type:</b>	<b>16-hr</b>	<b>24-hr</b>
<b>Fee:</b>	\$3.00	\$5.00

**Permit Information** \*Relevant Sales Tax may apply.

	<b>12 Month</b>	<b>6 Month</b>	<b>3 Month</b>	<b>Monthly</b>
<b>Resident:</b>	\$307.00	\$179.00	\$96.00	\$36.00
<b>Non-Resident:</b>	\$307.00	\$179.00	\$96.00	\$36.00
<b>Comments:</b>	None			

[Parking Station Area Map](#)

Please Note: Parking information is subject to change, customers should contact the parking operator for the most accurate information.

**Taxis**

Delroy Taxi: (845) 452-1222 (Guaranteed Ride Home Program); Valley Taxi (845) 454-1818; Dandy the Lion Taxi (845) 452-0429

**Accessibility\***

FULL ACCESS: Features available at this station include elevators, tactile warning strips, tactile signage, TDD and variable message signs.

\*FULL ACCESS stations comply with all requirements of the Americans with Disabilities Act and have accessibility features for persons with mobility, visual and hearing impairments. Accessibility at other stations is limited to the features listed.

**Elevator Status** (Elevator status is subject to change without notice.)

<input type="checkbox"/> Elevator from the main station overpass to the Tracks 1 & 3 platform.	working
<input type="checkbox"/> Elevator from the east-side parking garage.	working
<input type="checkbox"/> Elevator from the west-side parking garage.	working
<input type="checkbox"/> Elevator from the station overpass to the Track 2 platform.	working

[Click here for elevator status at other stations.](#)

**Ticket Machines**

There are three Ticket Machines at this station. Two machines are located in the overpass. One machine is located on the New York bound platform near the entrance to the parking garage.

**Ticket Office Hours**

<b>Station Hours</b>
The ticket office is open daily from 6:10 am through 9:00 pm.

**Get Driving Directions    MAP****Northbound:**

From US 9 Northbound Exit at Main Street. At the stop sign, make a left onto Main Street. Go to the bottom of the hill, and make a right into the station parking lot.

**Southbound:**

From US 9 Southbound After going under the Mid-Hudson Bridge, exit left for Route 9 North. When on Route 9 North, get into right lane and exit at Main Street. At the stop sign, make a left onto Main Street. Go to the bottom of the hill, and make a right into the station parking lot.

**Additional:**

From I-87 (N.Y.S. Thruway) Northbound and Southbound. Exit 18, Route 299 Eastbound, Poughkeepsie. At end of exit, follow Route 299 Eastbound to end. Follow Route 9w Southbound to Route 44 Eastbound, Mid-Hudson Bridge. After bridge, follow exit for Route 9. This puts you in left lane of southbound Route 9. Immediately exit left for Route 9 North. When on Route 9 North, get into right lane and exit at Main Street. At stop sign, make left onto Main Street. Go to the bottom of the hill, and make a right into the station parking lot.

[Station List](#)



[Home](#) > [Metro North Railroad](#) > Schedules

172 GS  
172 GS

### Schedules & Fares

**MNR Schedules Look-up Results:**

**Origin Station:** **POUGHKEEPSIE**  
**Destination Station:** **GRAND CENTRAL**  
**Travel Date:** **06/29/2010**

To help you plan your trip, we have given you your time selection as well as the trains 2½ hours before

**Note:**  
and 2½ hours after.

*If bold letter appears in Note column, click on it for details.*

Departs	Notes	Arrives	Notes	Travel Time	Transfer(s)	Peak Fares Apply?
POUGHKEEPSIE		GRAND CENTRAL		In Minutes		
4:15 AM		5:50 AM		94	THROUGH TRAIN	PEAK
4:45 AM		6:20 AM		94	THROUGH TRAIN	PEAK
5:15 AM		6:50 AM		94	THROUGH TRAIN	PEAK
5:40 AM		7:17 AM		96	THROUGH TRAIN	PEAK
6:00 AM		7:42 AM		102	THROUGH TRAIN	PEAK
6:15 AM		7:47 AM		92	THROUGH TRAIN	PEAK
6:26 AM		8:09 AM		103	THROUGH TRAIN	PEAK
6:47 AM		8:17 AM		90	THROUGH TRAIN	PEAK
6:55 AM		8:39 AM		104	THROUGH TRAIN	PEAK
7:10 AM		8:43 AM		92	THROUGH TRAIN	PEAK
7:26 AM		9:10 AM		104	THROUGH TRAIN	PEAK
8:00 AM		9:37 AM		96	THROUGH TRAIN	PEAK
8:49 AM		10:26 AM		96	THROUGH TRAIN	OFF PEAK
9:40 AM		11:21 AM		101	THROUGH TRAIN	OFF PEAK
10:40 AM		12:25 PM		105	THROUGH TRAIN	OFF PEAK
11:40 AM		1:25 PM		105	THROUGH TRAIN	OFF PEAK
12:40 PM		2:25 PM		105	THROUGH TRAIN	OFF PEAK
1:40 PM		3:26 PM		106	THROUGH TRAIN	OFF PEAK
2:40 PM		4:26 PM		106	THROUGH TRAIN	OFF PEAK
3:40 PM		5:20 PM		99	THROUGH TRAIN	OFF PEAK
4:40 PM		6:20 PM		99	THROUGH TRAIN	OFF PEAK
5:01 PM		6:38 PM		96	THROUGH TRAIN	OFF PEAK
5:40 PM		7:26 PM		106	THROUGH TRAIN	OFF PEAK
6:40 PM		8:25 PM		105	THROUGH TRAIN	OFF PEAK
7:40 PM		9:25 PM		105	THROUGH TRAIN	OFF PEAK
8:40 PM		10:25 PM		105	THROUGH TRAIN	OFF PEAK
9:59 PM		12:09 AM		130	TRANSFER AT CROTON HARMON(AR 10:56 PM & LV 11:00 PM)	OFF PEAK
10:59 PM		1:04 AM		125	TRANSFER AT CROTON HARMON(AR 11:56 PM & LV 11:59 PM)	OFF PEAK

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[Trains After Midnight](#)
[Fares](#)
  
[Buy Tickets Now](#)



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172 GS  
172 GS

### Schedules & Fares

**MNR Schedules Look-up Results:**

**Origin Station:** GRAND CENTRAL  
**Destination Station:** POUGHKEEPSIE  
**Travel Date:** 06/29/2010

To help you plan your trip, we have given you your time selection as well as the trains 2½ hours before

**Note:**  
and 2½ hours after.

*If bold letter appears in Note column, click on it for details.*

Departs	Notes	Arrives	Notes	Travel Time	Transfer(s)	Peak Fares Apply?
GRAND CENTRAL		POUGHKEEPSIE		In Minutes		
12:08 AM		1:59 AM		111	THROUGH TRAIN	OFF PEAK
1:00 AM		3:07 AM		127	TRANSFER AT CROTON HARMON(AR 2:05 AM & LV 2:08 AM)	OFF PEAK
1:50 AM		3:57 AM		127	TRANSFER AT CROTON HARMON(AR 2:55 AM & LV 2:58 AM)	OFF PEAK
6:41 AM		8:29 AM		108	THROUGH TRAIN	PEAK
7:11 AM		8:59 AM		108	THROUGH TRAIN	PEAK
7:38 AM		9:29 AM		111	THROUGH TRAIN	PEAK
8:45 AM		10:35 AM		110	THROUGH TRAIN	PEAK
9:45 AM		11:34 AM		109	THROUGH TRAIN	OFF PEAK
10:45 AM		12:34 PM		109	THROUGH TRAIN	OFF PEAK
11:45 AM		1:34 PM		109	THROUGH TRAIN	OFF PEAK
12:45 PM		2:34 PM		109	THROUGH TRAIN	OFF PEAK
1:50 PM		3:32 PM		102	THROUGH TRAIN	OFF PEAK
2:50 PM		4:32 PM		102	THROUGH TRAIN	OFF PEAK
3:30 PM		5:13 PM		103	THROUGH TRAIN	OFF PEAK
4:10 PM		5:52 PM		102	THROUGH TRAIN	PEAK
4:45 PM		6:27 PM		102	THROUGH TRAIN	PEAK
5:08 PM		6:37 PM		89	THROUGH TRAIN	PEAK
5:31 PM		7:00 PM		89	THROUGH TRAIN	PEAK
5:52 PM		7:33 PM		101	THROUGH TRAIN	PEAK
6:15 PM		7:58 PM		103	THROUGH TRAIN	PEAK
6:45 PM		8:27 PM		102	THROUGH TRAIN	PEAK
7:21 PM		9:02 PM		101	THROUGH TRAIN	PEAK
7:53 PM		9:34 PM		101	THROUGH TRAIN	PEAK
8:29 PM		10:10 PM		101	THROUGH TRAIN	OFF PEAK
9:05 PM		10:58 PM		113	THROUGH TRAIN	OFF PEAK
9:44 PM		12:15 AM		151	THROUGH TRAIN	OFF PEAK
10:05 PM		11:58 PM		113	THROUGH TRAIN	OFF PEAK
11:05 PM		12:58 AM		113	THROUGH TRAIN	OFF PEAK

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172 GS

POUGHKEEPSIE - GCT [Reverse Trip](#)

Best possible fare is through [WebTicket](#).

Please [click here](#) to purchase tickets online.

Restrictions apply. Please [click here](#) for further information.

TYPE OF TICKET	ON BOARD	STATION	WEBTICKET
ONE-WAY			
PEAK			
One Way Peak	\$26.00	\$19.50	\$18.53
One Way Senior/Disabled/Medicare <small>This ticket is not valid on inbound AM peak trains.</small>	\$9.75	\$9.75	\$9.26
One Way Child Peak	\$16.00	\$9.75	\$9.26
OFF-PEAK			
One Way Off-Peak	\$21.00	\$14.50	\$13.78
One Way Senior/Disabled/Medicare	\$9.75	\$9.75	\$9.26
One Way Child Off-Peak	\$13.00	\$7.25	\$6.89
ROUND TRIP			
PEAK			
Round Trip Peak	N/A	\$39.00	\$37.06
Round Trip Child Peak	N/A	\$19.50	\$18.52
OFF-PEAK			
Round Trip Off-Peak	N/A	\$29.00	\$27.56
Round Trip Senior/Disabled/Medicare	N/A	\$19.50	\$18.52
Round Trip Child Off-Peak	N/A	\$14.50	\$13.78
FAMILY FARE			
Family Fare (Child)	\$1.00	\$0.75	\$0.71
Round Trip: Family Fare Child	N/A	\$1.50	\$1.43
TEN TRIP			
Ten Trip Peak	N/A	\$195.00	\$185.25
Ten Trip Off-Peak	N/A	\$123.25	\$117.09
Ten Trip Senior/Disabled/Medicare <small>This ticket is not valid on inbound AM peak trains.</small>	N/A	\$97.50	\$92.63
WEEKLY - MONTHLY			
Weekly	N/A	\$129.25	\$122.79
School Monthly	N/A	\$271.00	N/A
Monthly	N/A	\$404.00	\$395.92
WEEKEND CITYTICKET			
For information about CityTicket go to <a href="http://mta.info/mta/cityticket.htm">http://mta.info/mta/cityticket.htm</a>	N/A	N/A	N/A

**From NEW YORK To NEWBURGH • FISHKILL • POUGHKEEPSIE • RHINEBECK**

SCHEDULE NUMBER	729	731	733	727	773	385	735/ 703*	723	405/ 717*	737	725	739/ 777*	775	741	743	753	711	745	715	747	749	751	771	
FREQUENCY	M-F	DAILY	DAILY	DAILY	M-F	S&S	DAILY	M-F	DAILY	DAILY	M-F	DAILY	M-F	DAILY	M-F	M-F	M-F	M-F	M-F	DAILY	M-F	DAILY	DAILY	
NEW YORK (PABT) (41st St. & 8th Ave.)	lv	655a	715a	830a	830a	930a	930a	1000a	1115a	1130a	1245p	245p	245p	345p	415p	458p	505p	525p	530p	600p	615p	715p	845p	1045p
Paramus, NJ (Rt. 17 & Century Road)																								
RIDGEWOOD, NJ (Rt. 17 S / Park & Ride term.)			747a	P 858a		1005a	1005a	P1028a		1155a	P115p		P 313p	415p	445p	P 528p			P 558p		P 643p			1116p
Ramsey (Lake Street)																								
Central Valley PK. & Ride Lot (Jc. 6 & 17)			817a	D				D			D	DD	451p	517p	600p				632p		717p	817p	947p	1155p
WOODBURY COMMON, NY (Bus Shelter)			822a	935a	935a	1030a	1030a	1105a	1215p	1230p	150p	350p	350p	448p	517p	600p			632p		717p	817p	947p	1155p
Woodbury Common Highway Stop													HS	HS	HS				HS		722p	822p	952p	HS
Central Valley, NY Jct. Rt. 13 & Smith Clove Rd.			829a	942a				1112a	1222p		157p		357p	455p	525p	608p			639p		729p	829p	954p	1202a
Highland Mills, NY			832a	945a				1115a	1225p		200p		400p	458p	528p	611p			642p		732p	832p	957p	1205a
Washingtonville, NY																								
Mountainville, NY			839a	952a				1122a	1232p		207p		407p	505p	535p	618p			649p		739p	839p	1004p	1212a
Storm King Art Center								D					407p	505p	535p	618p			649p		739p	839p	1004p	1212a
Vails Gate, NY (Jct. 32-94-300)			846a	959a				1129a	1239p		214p		414p	512p	550p	625p			656p		746p	846p	1011p	1219a
West Point, NY (Visitors Center)					955a																			
Newburgh, NY (Bwy & Fullerton Ave.)			854a	1007a				1137a	1247p		222p		422p	520p	557p	633p			704p		754p	854p	1018p	1227a
NEWBURGH, NY (Trans. Ctr. Rt. 17K)	ar	815a	859a	1012a				1142a	1252p		227p	415p	427p	525p	600p	638p	630p	650p	709p	720p	759p	859p	1022p	1231a
NEWBURGH, NY (Trans. Ctr. Rt. 17K)	lv		904a	1017a				1147a			232p			600p										
Orange County Choppers								1147a																
Fishkill (Merit Blvd, Rt. 9, light in front of Wal-Mart)	lv		923a	1038a				1206p			251p			619p										
Wappinger Falls (Route 9)	lv		933a	1046a				1216p			301p			629p										
Town of Poughkeepsie Flag Stop, Rt. 9			945a	1058a				1228p			313p			641p										
Poughkeepsie, NY (Rail Station, 41 Main St.)			950a	1103a				1233p			318p			645p										
POUGHKEEPSIE, NY (Main Mall Stop)			953a	1106a				1236p			321p			649p										
Marist College (11 Marist Dr., Loop Bus Shelter)			958a	1111a				1241p			326p			654p										
Hudson Riv. ST. Hosp., NY (Pough.)				1112a							327p													
Cull.Inst. Of America (Rt. 9 Ent.)				1114a							329p													
F.D. Roosevelt Home				hs							hs													
Hyde Park, NY				1118a							333p													
Vanderbilt Mansion				1119a																				
Staatsburgh, NY (Route 9)				1132a							344p													
RHINEBECK, NY	ar			1139a							351p													

\* Run 703 runs as additional Bus from NYC to Woodbury Common Monday-Friday  
 \* Run 717 runs as additional Bus from NYC to Woodbury Common Sat. & Sun.  
 \* Runs 719 and 777 run as additional Buses to Woodbury Common on Sundays.

D = Discharge only; P = Pick up only; hs = highway stop only; HS = Highway stop on route 32 only; DD = Discharge only Sat., Sun. and holidays; H = Sat., Sun. and holidays only

**From NEW YORK To BEAR MTN • WEST POINT**

Schedule No.	727	781	783	785	787	789
Frequency	M-Sat	Daily	Daily	SSH	M-F	SSH
New York, NY (PABT) HTL	830a	845a	1115a	215p	245p	615p
Ridgewood Park and Ride	---	915a	1147a	247p	310p	647p
Suffern, NY (94 Orange Ave) IBS-HTL	ar	938a	1208p	308p	338p	708p
Jct. Rt. 202 & Viola Rd	---	942a	1212p	312p	342p	712p
Pomona Heights, NY (Rt. 202-306)	---	947a	1217p	317p	347p	717p
Mount Ivy, NY (Rt. 202 - Pal. Pkwy)	---	950a	1220p	320p	350p	720p
Haverstraw, NY (Jct. 9W - 202)	---	1001a	1231p	331p	401p	731p
West Haverstraw, NY (Rt. 9W)	---	1003a	1233p	333p	403p	733p
Stony Point, NY (Rt. 9W)	---	1007a	1237p	337p	407p	737p
Tompkins Cove, NY (Rt. 9W)	---	1011a	1241p	341p	411p	741p
Woodbury Common Premium Outlets	---	940a	---	---	---	---
Bear Mountain, NY (Bear Mountain Inn)	---	1015a	1245p	345p	415p	745p
Fort Montgomery, NY (Rt. 9W)	---	1018a	1248p	348p	418p	748p
Highland Falls (307 Main St)	---	1023a	1253p	353p	423p	753p
West Point, NY (Visitor's Center)	1000a	1027a	1257p	357p	427p	757p
Cornwall, NY (Rt. 218)	---	---	118p	---	459p	818p
New Windsor, NY (Rt. 9W)	---	---	123p	---	504p	823p
Newburgh, NY (Broadway & Robinson)	---	---	129p	---	511p	829p
Newburgh, NY (Terminal Rt. 17K) IBS	---	---	134p	---	515p	834p

◆ = Bus to hold at Visitor's Center for shuttle bus carrying West Point employees until 4:45 pm

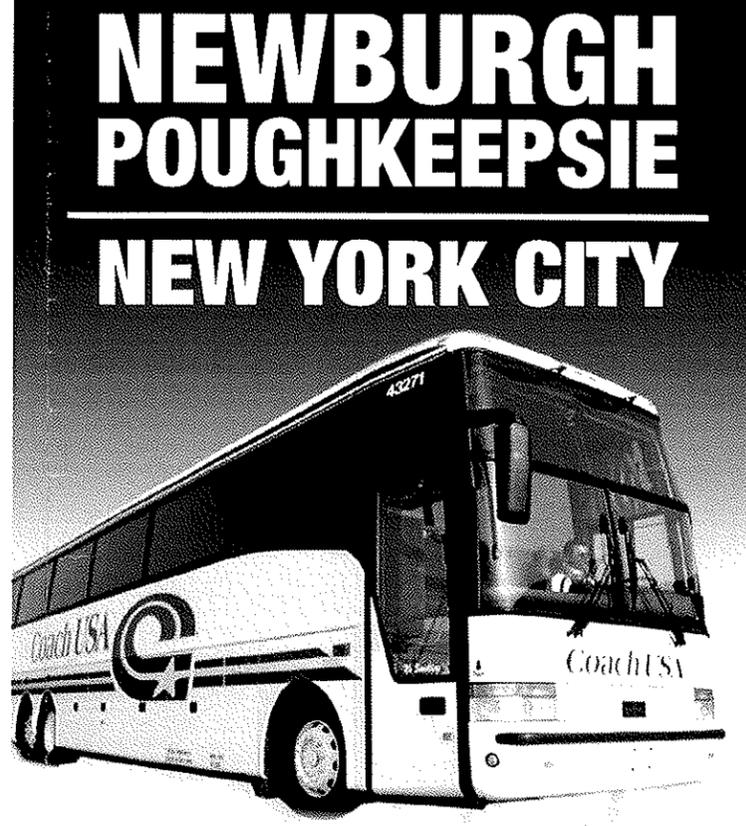
**From WEST POINT To BEAR MTN • NEW YORK**

Schedule No.	709	788	782	784	744	786	790
Frequency	M-F	SSH	M-F	Daily	Daily	Daily	SSH
Newburgh, NY (Terminal Rt. 17 K)	650a	800a	---	---	---	225p	---
Newburgh, NY (Broadway & Robinson)	654a	804a	---	---	---	229p	---
New Windsor, NY (Rt. 9 W)	701a	811a	---	---	---	236p	---
Cornwall, NY (Rt. 218)	706a	816a	---	---	---	241p	---
West Point, NY (Visitor's Center)	---	837a	837a	1107a	100p	307p	507p
Highland Falls, NY (307 Main Street)	726a	841a	841a	1111a	---	311p	511p
Fort Montgomery, NY (Rt. 9W)	---	846a	846a	1116a	---	316p	516p
Bear Mountain, NY (Bear Mountain Inn)	---	849a	849a	1119a	---	319p	519p
Woodbury Common Premium Outlets	---	---	---	---	120p	---	---
Tompkins Cove, NY (Rt. 9W)	---	852a	852a	1122a	---	322p	522p
Stony Point, NY (Rt. 9W)	---	856a	856a	1126a	---	326p	526p
West Haverstraw, NY (Rt. 9W)	---	900a	900a	1130a	---	330p	530p
Haverstraw, NY (Rt. 9W-Rt. 202)	---	902a	902a	1132a	---	332p	532p
Mount Ivy, NY (Rt. 202 - Pal. Pkwy)	---	908a	908a	1138a	---	338p	538p
Pomona Heights, NY (Rt. 202-306)	---	911a	911a	1141a	---	341p	541p
Jct. Rt. 202 & Viola Rd, NY	---	916a	916a	1146a	---	346p	546p
Suffern, NY (94 Orange Ave) HTL	---	930a	930a	1201p	---	400p	600p
Ridgewood (Park and Ride, Rt. 17)	---	951a	951a	1221p	---	421p	621p
New York, NY (PABT) 41st and 8th Ave.	---	1030a	1030a	100p	---	500p	700p

--- Sat., Sun. and holidays only

**TERMINALS**

- NEW YORK, NY:**  
 Port Authority Terminal  
 41st & 8th Avenue  
 212-736-4700
- All service located in North Wing (New Terminal Building)
  - ShortLine Ticket Plaza located on Suburban Concourse.
  - ShortLine coaches depart from Suburban bus level gates 307-314.
- CENTRAL VALLEY, NY:**  
 Danny's Market & Deli  
 4 Smith Clove  
 845-928-9614
- HIGHLAND FALLS, NY:**  
 The Variety Store  
 307 Main Street  
 800-631-8405
- MIDDLETOWN, NY:**  
 ShortLine Terminal  
 14 Railroad Avenue  
 845-343-3903
- NEWBURGH, NY:**  
 ShortLine Transp. Center  
 Rt. 17K at Thwy. Entrance  
 845-561-0734
- NEWBURGH, NY:**  
 Citgo  
 Rt. 32 and Broadway  
 800-631-8405
- MARIST COLLEGE:**  
 Campus Deli  
 11 Marist Drive  
 800-631-8405
- POUGHKEEPSIE, NY:**  
 Milt's Cigar & Variety  
 57 Market Street  
 845-452-7651
- RHINEBECK, NY:**  
 Bus stops in front of Beekman Arms.
- RIDGEWOOD, NJ:**  
 Ridgewood Park & Ride  
 201-444-7005
- (Southbound - Bus Shelter, Route 17 South)
  - (Northbound - Bus Shelter, Route 17 North)
- VAILS GATE, NY:**  
 Mobil, Route 32 S.  
 800-631-8405, ext. 3



- Serving:**
- Woodbury Common
  - Fishkill
  - Wappinger Falls
  - Poughkeepsie
  - Improved Service for Marist College
  - Central Valley and Newburgh
  - Culinary Institute of America
  - Hyde Park
  - Rhinebeck
  - West Point
  - Bear Mountain
  - Highland Falls



**800-631-8405**  
 www.shortlinebus.com

**EFFECTIVE JUNE 2010**

**ADA Notice**  
 Any Passenger requiring an ADA accessible bus must inform us no later than 48 hours prior to departure.

**No C.O.D. express or checked baggage over the lines of ShortLine (HTL).**

**BECAUSE WE CARE ABOUT YOUR HEALTH...**

Thank you! Your cooperation will make this a more pleasant trip for everyone.

**From RHINEBECK • POUGHKEEPSIE • FISHKILL • NEWBURGH To NEW YORK**

Schedule Number	726	772	728	730	732	714	710	734	712	736	738	700	740	538	376	744	702	708	776	742	798/ 778* 716*	750	746	458	546/ 706*	748	752	812	770		
FREQUENCY	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-S	M-F	M-S	DAILY	DAILY	DAILY	M-F	S & S	DAILY	M-F	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	M-F	S & S	DAILY		
<b>RHINEBECK, NY</b> lv																		1208p													
Staatsburgh, NY (Route 9)																		1215p													
Hyde Park, NY																		1226p													
F.D. Roosevelt Home																		hs													
Cull. Inst. of America (Rt. 9 Ent.)																		1230p													
Hudson Riv. St. Hosp., NY (Pough.)																		1232p													
Marist College (11 Marist Drive, Loop Bus Shelter)													1035a					1233p												754p	
<b>POUGHKEEPSIE, NY</b> (Main Mall Stop)																		1238p												759p	
<b>Poughkeepsie, NY</b> (Rail Station, 41 Main St.)																		1241p												802p	
<b>Town of Poughkeepsie</b> Flag Stop, Rt. 9																		1246p												807p	
Wappinger Falls (Route 9)																		1257p												818p	
Fishkill (Merrit Blvd, Rt. 9, light in front of Wal-Mart) lv																		1109a												828p	
Orange County Choppers																															
<b>NEWBURGH, NY</b> (Trans. Ctr. Rt. 17K) ar																														847p	
<b>NEWBURGH, NY</b> (Trans. Ctr. Rt. 17K) lv	420a	440a	505a	545a	605a	610a	630a	640a	650a	700a	830a	1000a	1130a					126p												850p	
Newburgh, NY (Bwy & Lake St. Citgo Station)		444a	514a	554a	610a			647a		707a	837a		1137a					130p								622p	750p			850p	
West Point, NY (Visitors Center)																		137p								629p				857p	
Vails Gate, NY (Jct. 32-94-300)		450a	520a	600a	616a			654a		715a	845a		1145a			100p		145p								637p				905p	
Storm King Art Center																															
Mountainville, NY		456a	526a	606a	622a			701a		722a	852a		1152a					151p								644p				912p	
Highland Mills, NY		501a	531a	611a	626a			708a		729a	859a		1159a					154p								651p				919p	
Central Valley, NY (Jct. 32 Smith Clove Rd.)		504a	534a	614a	629a			713a		732a	902a		1202p					158p								654p				922p	
<b>WOODBURY COMMON, NY</b> (Bus Shelter)																		906a								658p	816p	826a		926p	
Woodbury Common Highway Stop				HS	HS			HS		HS								1206p	1245p	1245p	120p	130p	202p	325p	336p	410p	445p	521p	545p	615p	658p
Central Valley PK. & Ride Lot (Jc. 6 & 17)	438a	511a	540a	623a	640a			718a		738a			1213p													705p				933p	
Harriman, NY (Jct. 17 & 17M)																														935p	
Southfields, NY																														943p	
<b>RIDGEWOOD, NJ</b> (Rt. 17 S / Park & Ride term.)			D 617a		D 710a			D 741a		D 800a	930a	D 1038a	D 1240p													D 729p				1018p	
<b>NEW YORK (PABT)</b> (41st St. & 8th Ave) ar	550a	611a	641a	723a	745a			829a		853a	1007a	1120a	115p	145p	145p		245p	300p	445p	445p	600p	615p	625p	646p	730p	803p	911p	921a	1050p		

D = Discharge only; P = Pick up only; HS = Highway stop on route 32 only

\* Run 716 runs as additional Bus from Woodbury Common to NYC Mon-Fri.  
\* Runs 798, 778 and 706 run as additional Buses from Woodbury Common to NYC Sat. & Sun.

**Run 726 (continued from above)**

New York PABT	550a
30th & 9th	555a
26th & 9th	557a
26th & 7th	559a
26th & 5th	601a
Broadway & 3rd	605a
Broadway & Spring Street	607a
Broadway & Leonard	609a
Broadway & Chambers	612a
Broadway & Liberty	614a
Broadway & Wall Street	615a

**New Schedule**

	G	H	I
40th & 8th	7:30 am	7:50 am	8:10am
40th & 6th	7:33 am	7:53 am	8:13 am
58th & 5th	7:38 am	7:58 am	8:18 am
34th & 5th	7:44 am	8:04 am	8:24 am
23rd & 5th	7:50 am	8:10 am	8:30 am

NOTE: New service does not service PABT

**Holiday Service**

Holiday schedule will be operated on New Year's Day, President's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas. Reduced Service will be in effect on days preceding or following above Holidays and during holiday periods for Columbus Day, Martin Luther King Jr. Day, Veterans Day, Rosh Hashana and Good Friday.

**Ticket Refunds**

**Regular Full Fare Tickets:** Wholly or partly unused tickets valid for travel will be refunded if presented within ninety (90) days after the last date of possible use and will not be redeemed if presented thereafter. Wholly unused tickets, which have not been presented and used for transportation, will be redeemed at the purchase price paid less 10%. In the event, failure to use these tickets was the result of any act or default of the Company, the ten (10%) percent will not be deducted. Application for refund should be mailed to Refund Dept. ShortLine, 4 Leisure Lane, Mahwah, NJ 07430. Refunds take approximately 4 weeks for processing. Heavily discounted or special fare tickets may not be refundable. Check when purchasing for details.

**Baggage**

Two pieces of luggage will be accepted for transportation in the luggage compartment and one piece may be carried on the bus free of charge. ShortLine Coach USA reserves the right to limit and charge customers for additional pieces of luggage in peak periods. At this time at ticket will be issued and required on all additional baggage and a fee of \$5.00 per piece on a space available basis will be in effect.

Baggage is transported at the customer's risk; the company is not responsible for lost or damaged luggage, or its contents.

**Commuter Tickets:** Except in the case of job loss, cash refunds will no longer be allowed on commuter tickets. In the event of illness, business travel or vacation, unused tickets may be returned for credit toward the purchase of additional commuter tickets by using the commuter credit voucher. A letter stating the reason for returning tickets with the actual tickets must be mailed within fifteen (15) days after the last date of possible use to ShortLine, 4 Leisure Lane, Mahwah, NJ 07430, to Attention: REFUND DEPT. A personal voucher will be issued and mailed. Only one credit voucher may be redeemed at one time against the purchase of another commuter book of tickets.

**Hudson Transit Lines, Inc.**  
4 Leisure Lane, Mahwah, NJ 07430  
*Owns and operates all interstate routes*

See Below

**Hudson Transit Corporation**  
Post Office Box 386, Montgomery, NY

*Owns and operates all New York interstate routes and owns and operates interstate routes between Binghamton, NY and Olean, NY*

**Commuter Ticket Policy**

10 Trips	Good for 20 days	No Credit, No Refund
40 Trips	Good for 40 days	Up to 10 tickets may be returned for credit or refund (if turned in 15 days after last date valid)
50 Trips	Good for 90 days	May Be Shared, No Credit, No Refund
One Way	Good for 30 days	Refundable up to 90 days after last date of possible use
Round Trip	Good for 120 days	Refundable up to 90 days after last date of possible use

**A 10% Service Charge will be deducted on all refunds.**

**TERMINALS**

**NEW YORK, NY:**  
Port Authority Terminal  
41st & 8th Avenue  
212-736-4700

- All service located in North Wing (New Terminal Building)
- ShortLine Ticket Plaza located on Suburban Concourse.
- ShortLine coaches depart from Suburban bus level gates 307-314.

**CENTRAL VALLEY, NY:**  
Danny's Market & Deli  
4 Smith Clove  
845-928-9614

**HIGHLAND FALLS, NY:**  
The Variety Store  
307 Main Street  
800-631-8405

**NEWBURGH, NY:**  
ShortLine Transp. Center  
Rt. 17K at Thwy. Entrance  
845-561-0734

**NEWBURGH, NY:**  
Citgo  
Rt. 32 and Broadway  
800-631-8405

**MARIST COLLEGE:**  
Campus Deli  
11 Marist Drive  
800-631-8405

**POUGHKEEPSIE, NY:**  
Milt's Cigar & Variety  
57 Market Street  
845-452-7651

**RHINEBECK, NY:**  
Bus stops in front of Beekman Arms.

**RIDGEWOOD, NJ:**  
Ridgewood Park & Ride  
201-444-7005

- (Southbound – Bus Shelter, Rt 17S)
- (Northbound – Bus Shelter, Rt 17N)

**VAILS GATE, NY:**  
Mobil, Route 32 S.  
800-631-8405, ext. 3

This Company is not responsible for errors in the timetable, inconvenience or damage resulting from delayed buses. Schedules are subject to change.

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