Mohonk Preserve Foothills Project

Town of New Paltz
Ulster County, New York

Transportation Evaluation Study

April 6, 2015

Mohonk Preserve Foothills Project
Town of New Paltz
Ulster County, New York

Transportation Evaluation Study

April 6, 2015

Prepared For:

Mohonk Preserve, Inc.
PO Box 715
New Paltz, New York 12561

Prepared By:

Barton & Loguidice, D.P.C.
Engineers • Environmental Scientists • Planners • Landscape Architects
10 Airline Drive
Suite 200
Albany, NY 12205

Table of Contents

Figures

Tables

Appendices

1.0. Introduction

This report summarizes the results of a Transportation Evaluation Study for the proposed Mohonk Preserve Testimonial Gateway Project located in the Town of New Paltz, Ulster County.

The Mohonk Preserve Foothills (Foothills) is an 857-acre +/- agricultural and forested parcel roughly bound by NYS Route 299, Gatehouse Road and Pine Road and encompasses a portion of Butterville Road. Mohonk Preserve, Inc. is proposing to initiate a series of recommendations presented in the 2012 Mohonk Preserve Foothills Land Asset Management Plan (a.k.a. LAMP) with this Mohonk Preserve Foothills Project. The project will require a coordinated SEQRA review, approval for a 2-lot subdivision and approval for specific site plan improvements from the Town of New Paltz Planning Board.

The site plan application project will include 836 of the 857 acres of the Mohonk Preserve Foothills as described in detail in the LAMP. Three actions will be undertaken:

1. A connected but separate subdivision of the 856.7 acre Foothills parcel (S/B/L #86.1-1-40.1) into 2 parcels. The first of 836-acres will be retained by the Mohonk Preserve, Inc. Second, 19.1-acres of (the Hillside Lot) will be conveyed back to Open Space Institute Land Trust, Inc. A third area of 0.6-acres of land will be conveyed to neighboring property owner Jenkins Properties, LLC (S/B/L #85.2-1-3.110) to correct an existing deed overlap with the Foothills parcel.

2. A site plan approval for the formalization of safe and managed public access and visitor parking (113 parking spaces) into the Foothills parcel at two locations, the Testimonial Gateway Site Plan Area (with 90 new parking spaces) and the Hasbrouck House Site Plan Area (3 existing parking spaces with 20 new parking spaces) within the 836-acre parcel to be retained by Mohonk Preserve, Inc. noted above.

3. A coordinated SEQRA review of the proposed project as described in the aforementioned subdivision and site plan applications.

1.1 Planned Project

The proposed project includes the redevelopment of two sites within the Foothills, specifically at the Testimonial Gateway and Hasbrouck House. The project location map is shown on Figure 1 and the conceptual site plans are included in Appendix A.

Testimonial Gateway

Site plan approval is being sought for the Testimonial Gateway project including formalized vehicular access into the site and visitor parking facilities for 90 cars, 2 school buses and 3 horse-trailers, construction of a visitor contact station and trailhead containing an orientation kiosk, a self-contained restroom facility, and landscaping, establishment of related stormwater management facilities, establishment of pedestrian trails, installation of trail wayside structures and educational, interpretive and directional signage. Specifically, site plan elements include:

- Establishment of a new entry driveway from Route 299 west of Gatehouse Road;
- Formalization of vehicular access to alleviate parking pressures on Lenape Lane at Gatehouse Road with a new circular visitor parking area consisting of 90 permanent parking spaces with additional parallel parking for school buses and horse trailers, a small visitor contact station, pole mounted LED lights, and green infrastructure treatment for stormwater, tree plantings and landscaping;
- Visitor contact station will be placed 180 ft. off of Route 299 on the new entrance driveway to the parking facility. The offset to the contact station will provide for the queuing of approximately 9 vehicles on the entrance driveway. Adjacent to the entrance driveway, a 10 ft. wide bypass lane will be constructed to use during peak periods when the 9 car queue is full.
- Placement of a new visitor trailhead to the Testimonial Gateway including a typical Mohonk Preserve orientation kiosk and self-contained visitor restroom building,

pole mounted LED lights, and two (2) new multi-use trail connections to Lenape Lane (one east of the gatehouse and one west);

- Surface restoration of Lenape Lane from Gatehouse Road to Butterville Road including restoration to the tree lined section of Lenape Lane known as the "Pin Oak Allee";

- Replacement of the Lenape Lane bridge deck;

- Pedestrian site amenities including a small, open-air education terrace at the historic gatehouse, a small research dock at the north Gateway Pond, and short interpretive footpath within and surrounding the Gateway Ponds, and a small open air Mohonk-style gazebo "Summer House" at the east end of the Pin Oak Allee;

- Landscaping including buffer and property-edge enhancements, foundation plantings surrounding the Testimonial Gateway, native plantings within the new trailhead, and establishment of on-site Pin Oak nursery; and

- Reconfiguration of existing driveway connection to Gatehouse Road with gating, agricultural-style fencing along Gatehouse Road (from ponds, past Breezy Lawn Barn to bridge abutment), educational, interpretive, and directional signage, and benches.

Hasbrouck House

Site plan approval is also being sought for the Hasbrouck House Site Plan Area including formalized vehicular access into the site utilizing the existing Hasbrouck House driveway, construction of parking facilities, a school bus parking/drop-off space, a visitor contact station, a self-contained restroom building, a rustic education cabin, an open air bird blind, establishment of pedestrian trails, installation of signage, establishment of related stormwater management facilities, and landscaping. Specifically, site plan elements include:

- Improvements to existing driveway and connection to Route 299, including widening of existing curb cut, green infrastructure treatment of stormwater, and underground placement of existing utilities;

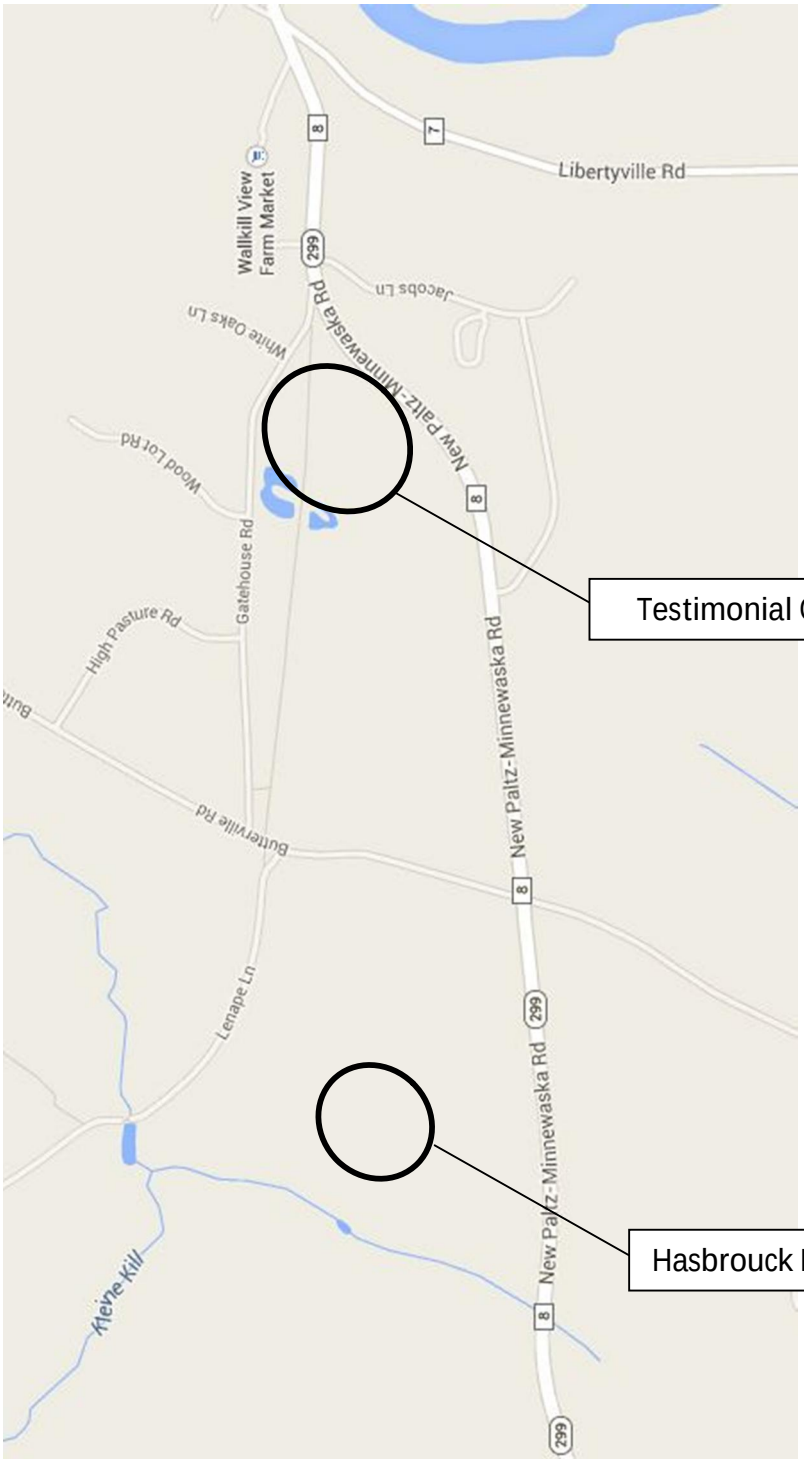
- Formalization of vehicular access with a vehicle turnaround area and a small visitor contact station, three (3) tenant parking spaces for Hasbrouck House, controlled parking for 20 visitor vehicles, a self-contained visitor restroom building, pole mounted LED lighting, and green infrastructure treatment of stormwater;

- Construction of a 1,200 SF+/- Rustic Education Cabin located to the northeast of the Hasbrouck House along east side of Wawarsing Turnpike;

- Surface restoration of Wawarsing Turnpike from Hasbrouck House to Lenape Lane;

- Installation of pedestrian site amenities including a small trailhead kiosk, multi-use trail with an 800 linear foot +/- elevated walkway across the Humpo Marsh and an open air bird blind structure at the marsh edge, and interpretive and directional signage.

Figure 1 – Project Location Map



PROJECT LOCATION
Mohonk Preserve Foothills Project
Town of New Paltz
Ulster County, New York

1.2 Study Area and Methodology

The purpose of this study is to evaluate the traffic impacts of the proposed redevelopment on the area transportation system.

The study area for this analysis was determined based on a review of the surrounding roadway network, meetings with local involved transportation officials and agencies, and public input. The following intersections are included in the study area:

1) Butterville Road/Route 299/Albany Post Road
2) Gatehouse Road/Route 299
3) Jacobs Lane/Route 299

The potential traffic impact of the proposed project was determined by documenting the existing traffic conditions in the area, projecting future traffic volumes, including the peak hour trip generation of the site, and determining the operating conditions of the study area intersections after development of the proposed project.

2.0 Existing Conditions

2.1 Study Area Roadways serving the site

1) Route 299 – Route 299 is designated as a principal arterial in the project corridor. Route 299 generally provides east-west travel through Ulster County via access from the interchange with the New York State Thruway (I-87) to the Shawangunk Ridge to the west and Poughkeepsie to the east. Route 299 within the project limits is owned and maintained by Ulster County. Route 299 provides one 11 ft. wide travel lane in each direction and shoulders that vary in width from 0 to 1 ft. wide. There are no sidewalks within the project corridor. The posted speed limit is 55 mph and the operating speed was found to be approximately 60 mph in the project area.

2.2 Study Area Intersections

1) Butterville Road/Route 299/Albany Post Road – This is a four-leg, two-way stop controlled intersection located between the two project site driveways. Each approach provides a single lane for shared Left/Through/Right movements. There are no sidewalks or crosswalks at this intersection.
2) Gatehouse Road/Route 299 – This is a three-leg intersection located east of the Testimonial Gateway site. The intersection operates under stop sign control on the Gatehouse Road approach. Each approach provides a single lane for shared movements. There are no sidewalks or crosswalks at this intersection. The geometry of the intersection is skewed with an intersection angle of 5 degrees.
3) Jacobs Lane/Route 299 - This is a three-leg intersection located east of the Testimonial Gateway site. The intersection operates under stop sign control on the Jacobs Lane approach. Each approach provides a single lane for shared movements. There are no sidewalks or crosswalks at this intersection.

2.3 Existing Traffic Volumes

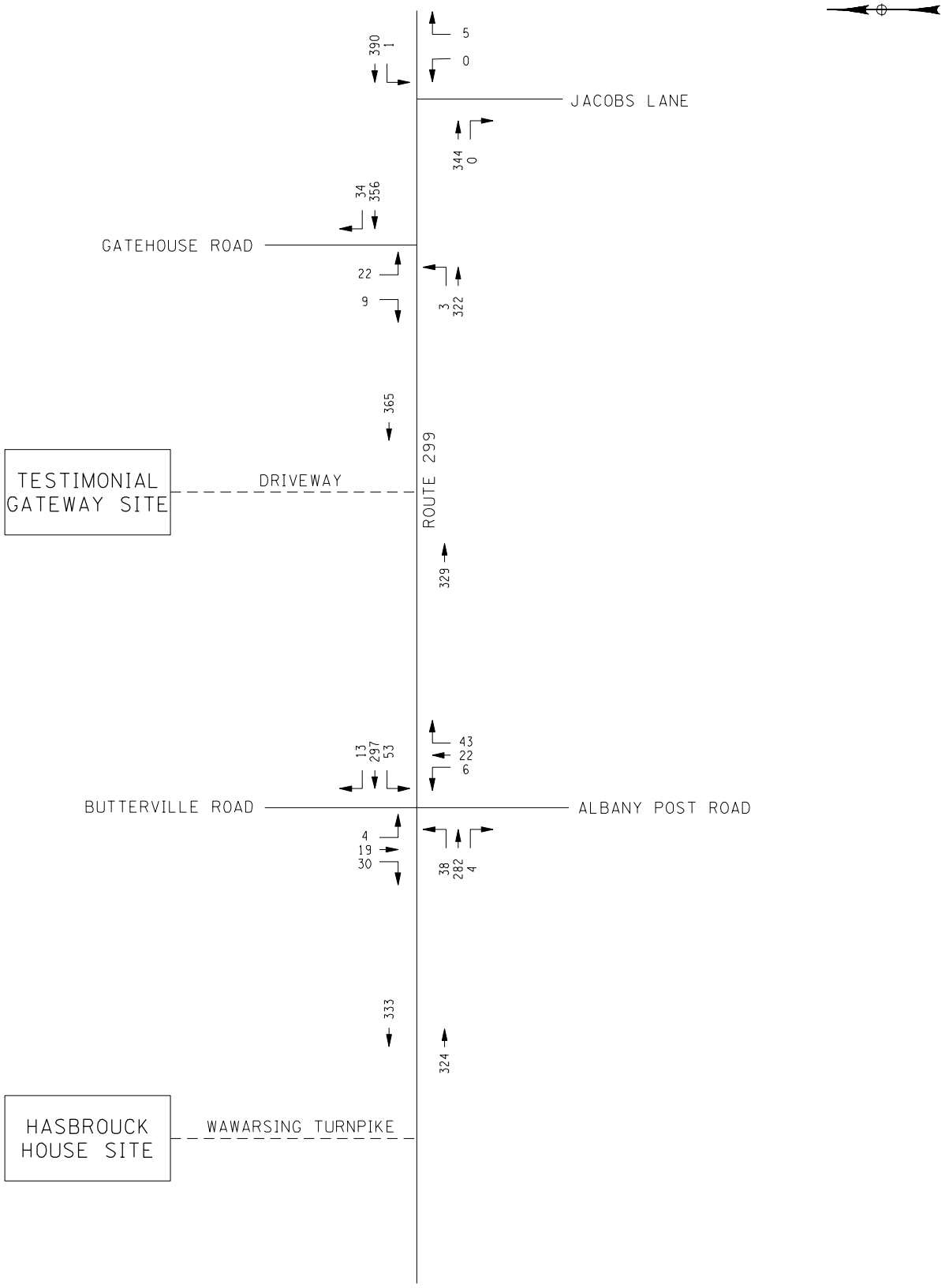
In accordance with industry standard practices and interactions with the Town of New Paltz Planning Board, this traffic study focuses on the weekend peak period that is typical for recreational facilities and the Mohonk Preserve. Traffic volume data was collected at the study area intersections in the Spring and Fall of 2014. Data was collected on Saturday April 26, 2014 from 9 to 11 AM and from 3 to 6 PM. Additional data was collected for comparison and analysis on Saturday, October 18, 2014 from 10 AM to 2 PM. The raw traffic count data is provided in Appendix B. Based on public input and review of the data collected, the October Saturday peak hour traffic counts provide existing traffic conditions at the study area intersections and are shown on Figure 2. They form the basis for all traffic forecasts herein.

Automatic traffic recorders (ATR) were utilized on the study area roadways to record hourly traffic volumes. ATR's were placed on Gatehouse Road to collect existing hourly traffic volumes from April 26 to May 2, 2014. Also, ATR data for Route 299, Butterville Road, and Albany Post Road collected by Ulster County from October 10 to October 14, 2014 is referenced and utilized in this study.

Existing parking counts were recorded over the Columbus Day weekend (Oct. 11 – 13) in 2014 at various locations in and around the project vicinity, at formal parking lots and on-road parking. At earlier public presentations on the project, the public expressed concern over the current trend of on-road parking for visitors to utilize the Testimonial Gateway, although it is not currently open for public or member use. Parking data was specifically gathered on Gatehouse Road and Butterville Road, as these were specifically mentioned by local residents. A total of 12 and 13 vehicles, respectively, were parked on these two roadways on Sunday, October 12, 2014. The parking data collected is included in Appendix F.

In the general project vicinity there is currently one development project, the Samuel F. Pryor III Shawangunk Gateway Campground in the Town of Gardiner. The 50-acre campground on Route 299 is scheduled to open May 15, 2015 and includes 24 drive-in tent sites and 26 walk-in tent sites. The campground is located approximately 4

miles west of the Testimonial Gateway Site on Route 299 and is within walking distance to the Trapps, Near Trapps, and the Mohonk Preserve Visitor Center. To properly account for all background traffic volumes in the area, the campground site generated trips have been added to the existing traffic volumes. A traffic impact study was not required for the development of the campground site, therefore the site generated trips were estimated for utilization in the background traffic volumes. As a first reference, the *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers (ITE), Land Use Code 416 – Campground / Recreational Vehicle Park was referred to. Due to the small sample size (3 sites total in California, Rhode Island, and Washington) and trip generation rates for weekday peak hour, the *Trip Generation* manual was not utilized for campground trip generation rates. Based on existing traffic data collected and as further described in Chapter 3.2 and 3.3 respectively, the weekend peak hour of 1 to 2 PM and a 50/50 Route 299 traffic distribution was used for estimating the campground traffic volumes. Utilizing the above referenced methodology, it is estimated that the campground site will add 12 total vehicular (6 east and 6 west) trips to Route 299 in the project vicinity during the peak hour, assuming 50% turnover of the 24 available drive-in tent sites.



Barton & Loguidice, D.P.C.

Engineers • Environmental Scientists • Planners • Landscape Architects

MOHONK PRESERVE FOOTHILLS PROJECT
TOWN OF NEW PALTZ, ULSTER COUNTY, NY

2014 EXISTING
TRAFFIC VOLUMES
WEEKEND PEAK HOUR (1-2PM)

DATE: MARCH 2015

Figure

2

Project No.

1610.001.001

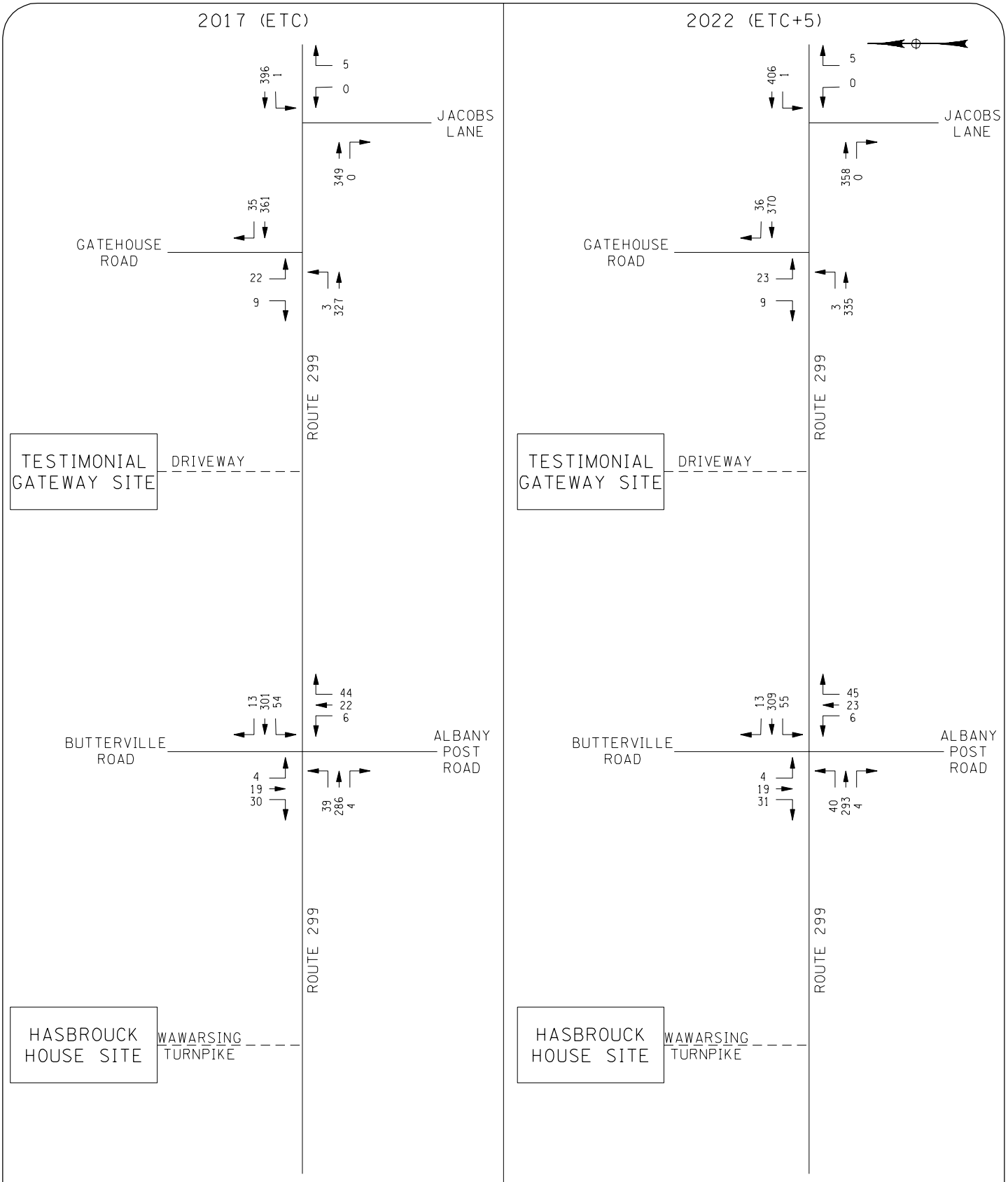
FILE NAME = L:\MSTN Projects\1600\1610.001.001 Mohonk\FIGURES\1610001001_002_existing 2014.dgn

3.0 Future Conditions

3.1 2017 and 2022 No-Build Conditions

The full build-out of the project is expected to be completed by 2017. To evaluate the traffic impacts of the project in the context of background conditions in this future year, No-Build condition traffic volumes were developed for this future year of 2017 (Estimated Time of Completion (ETC)). Also, at the request of the Ulster County Planning Department and the Town of New Paltz, an additional future year projection was developed for 2022 (ETC+5). Based on information obtained from the Ulster County Planning Department there is not expected to be significant background vehicular traffic growth in the project study area for the design horizon. To make a conservative estimate of the future traffic volumes without the site development, a growth rate of 0.5% per year was applied to the 2014 existing volumes. Discussions with the Town and County indicated that no significant development projects within the study area are in the process of review/approval.

The 2017 and 2022 No-Build peak hour traffic volumes are shown on Figure 3.



Barton & Loguidice, D.P.C.

Engineers • Environmental Scientists • Planners • Landscape Architects

MOHONK PRESERVE FOOTHILLS PROJECT
TOWN OF NEW PALTZ, ULSTER COUNTY, NY

NO-BUILD TRAFFIC VOLUMES
WEEKEND PEAK HOUR

DATE: MARCH 2015

Figure

3

Project No.

1610.001.001

FILE NAME = L:\MSTN Projects\1600\1610.001.001 Mohonk\FIGURES\1610001001_003_no build Volumes.dgn

3.2 Trip Generation

To evaluate the future impacts of the proposed Mohonk Preserve Foothills Project on the transportation system, an estimate of the trip generating potential of the site was calculated. *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers (ITE) is an industry-standard and typical resource for estimating the traffic generated by various types of land uses. However, due to the nature of this project, lack of historical data, and a land use that does not categorically fit within the published data, the data provided in *Trip Generation* was not used to estimate the site generated trips for this project.

The trip generation for this project was determined through data collection of the study area, parking analysis during peak periods of the project sites and other Preserve sites, observations of the existing transportation network, discussions with Preserve staff, discussions with local transportation officials and agencies, and analysis of Preserve membership data.

The Mohonk Preserve Foothills project sites will be open daily from dawn to one-hour after dusk. Site entry fees will be collected from 9 AM to 5 PM, weather dependent. The proposed use of the sites will be walking, hiking, biking, equestrian riding, cross country skiing, and snow shoeing with an average duration of stay (turnover rate) of 3 hours. As is typical for recreational facilities and other Preserve facilities, the peak use of the sites will be mid-day (10 AM to 2 PM) on the Weekend.

In review of existing traffic data, parking data, and discussions with the Preserve on the overall use of the sites, it is reasonable to conclude that arrivals to these sites will begin in the mornings on the weekend. With the anticipated turnover rate of 3 hours, the Peak Hour (1 to 2 PM) will capture the highest volume of entering and exiting vehicular trips. Therefore, the sites and parking lots will reach 85% capacity during the design peak hour (Gateway = 77 trips and Hasbrouck House = 20 trips) on average throughout the Spring and Fall seasons. Since the duration of the turnover rate will span the peak hour and some vehicles will remain in the parking lot through the peak hour, 70% of the parking lot capacity will turnover during the peak hour.

Pass-by traffic represents trips that would otherwise utilize the roadway and passing by the project site. For example, a Preserve member who would already travel west on Route 299 to walk/hike the carriage roads at West Trapps, may now choose to stop to walk/hike at the Testimonial Gateway Site. It has been observed that the Testimonial Gateway site is currently used for hiking and walking and as expressed in public meetings, there is concern regarding the existing off street parking for those who are utilizing the Testimonial Gateway Site. The pass-by credit will account for these vehicles which are already utilizing the nearby roadway network and will not increase traffic volumes.

The pass-by traffic credit was calculated utilizing projected site use volumes. It is estimated that this sites will draw approximately 15,000 visitors annually (averaging 40 per day), of these visitors 25% (3,750 annually) are estimated to be new trips to the area destined for one of the two proposed sites. The remaining 75% (11,250 annually) will be existing Preserve members or day pass users that would already be utilizing Mohonk Preserve facilities. Since the proposed project sites are located at the eastern limits of the Preserve, no pass-by credit is applied to westbound entering and eastbound exiting traffic as these are all new trips on the roadway network. A conservative credit of 65% has been applied to eastbound entering and westbound existing traffic. The pass-by trip assignment credits are displayed on Figure 6.

Parking data was collected over Columbus Day weekend in 2014. The data verifies the local resident observations that there are number of vehicles parked along local roadways, specifically Gatehouse Road and Butterville Road. The occupants of these parked vehicles are utilizing the existing features of the Testimonial Gateway and adjacent Foothills. The formalized parking area at the Testimonial Gateway and Hasbrouck House sites will now properly accommodate these vehicles and alleviate parking on the existing roads. While these existing users are additional pass-by trips, no additional credit is being applied for.

A summary of the peak hour site generated trips is presented in Table 3.1.

Table 3.1 - Peak Hour Site Generated Trips

Land Use	Peak Hour				
	Enter		Exit		Total
	EB LT	WB RT	EB LT	WB RT	
Testimonial Gateway Site	27	27	27	27	108
Pass By Trip Adjustment	-0	-17	-17	-0	-34
Subtotal Testimonial Gateway Site	27	10	10	27	74
Hasbrouck House Site	7	7	7	7	28
Pass By Trip Adjustment	-0	-4	-4	-0	-8
Subtotal Hasbrouck House Site	7	3	3	7	20
Total Net Vehicle Trip Generation	34	13	13	34	94

The project will generate a total of 94 new vehicle trips during the Saturday peak hour. It is standard recommended practice of the Institute of Transportation Engineers (ITE) and New York State Department of Transportation (NYSDOT) to require Transportation Evaluations/Traffic Impact Studies for developments which will generate greater than 100 peak hour vehicle trips. Although the project generated trips is technically below this standard threshold, this Transportation Evaluation Study was still pursued to investigate any potential impacts created by the projects site generated traffic.

3.3 Trip Distribution

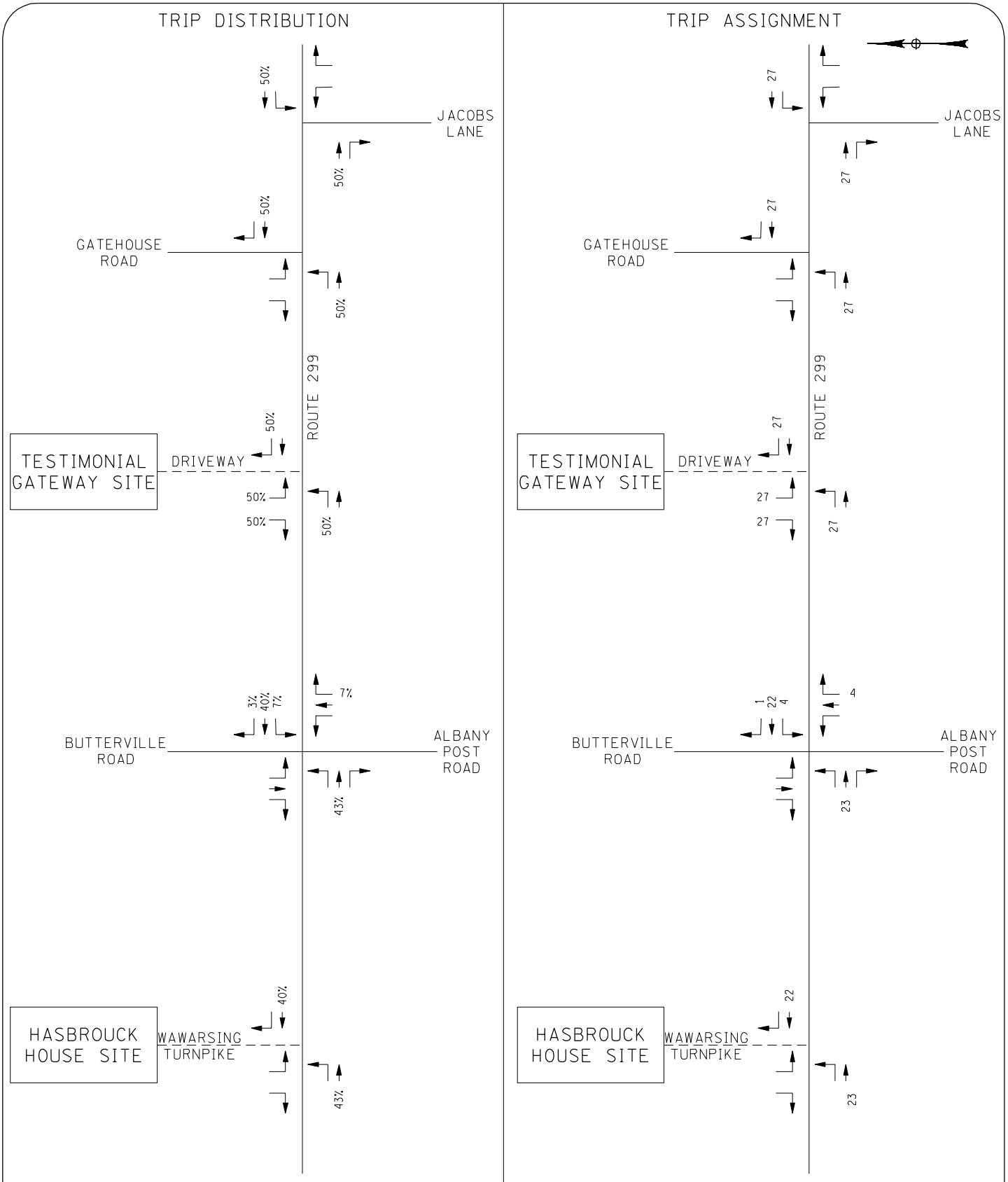
Trip distribution describes where traffic originates or where traffic is destined. Trip distribution patterns were estimated from existing peak hour traffic patterns in the vicinity of the sites and considering the relationship of the project sites to area population and activity centers. The existing traffic data indicates that there is a 50% split in the eastbound and westbound traffic on Route 299 and therefore the site generated traffic will also follow this same pattern. The trip distribution percentages for traffic entering and exiting from the sites are shown on Figures 4 and 5.

3.4 Trip Assignment

Trip assignment combines the results of the trip generation and trip distribution and determines the travel patterns that will be used by the origin and destination traffic generated by the project sites. Figures 4 and 5 illustrate the estimated site traffic assignments to the study intersections for the peak hour.

3.5 2017 (ETC) and 2022 (ETC+5) Build Conditions

The site-generated trips for the project sites were combined with the pass-by trip assignments and the 2017 (ETC) and 2022 (ETC+5) No-Build traffic volumes to obtain the2017 (ETC) and 2022 (ETC+5) Build traffic volumes for the peak hour. These Build condition volumes are presented on Figure 7.



Barton & Loguidice, D.P.C.

Engineers • Environmental Scientists • Planners • Landscape Architects

MOHONK PRESERVE FOOTHILLS PROJECT
TOWN OF NEW PALTZ, ULSTER COUNTY, NY

TESTIMONIAL GATEWAY SITE
TRIP DISTRIBUTION AND ASSIGNMENT

DATE: MARCH 2015

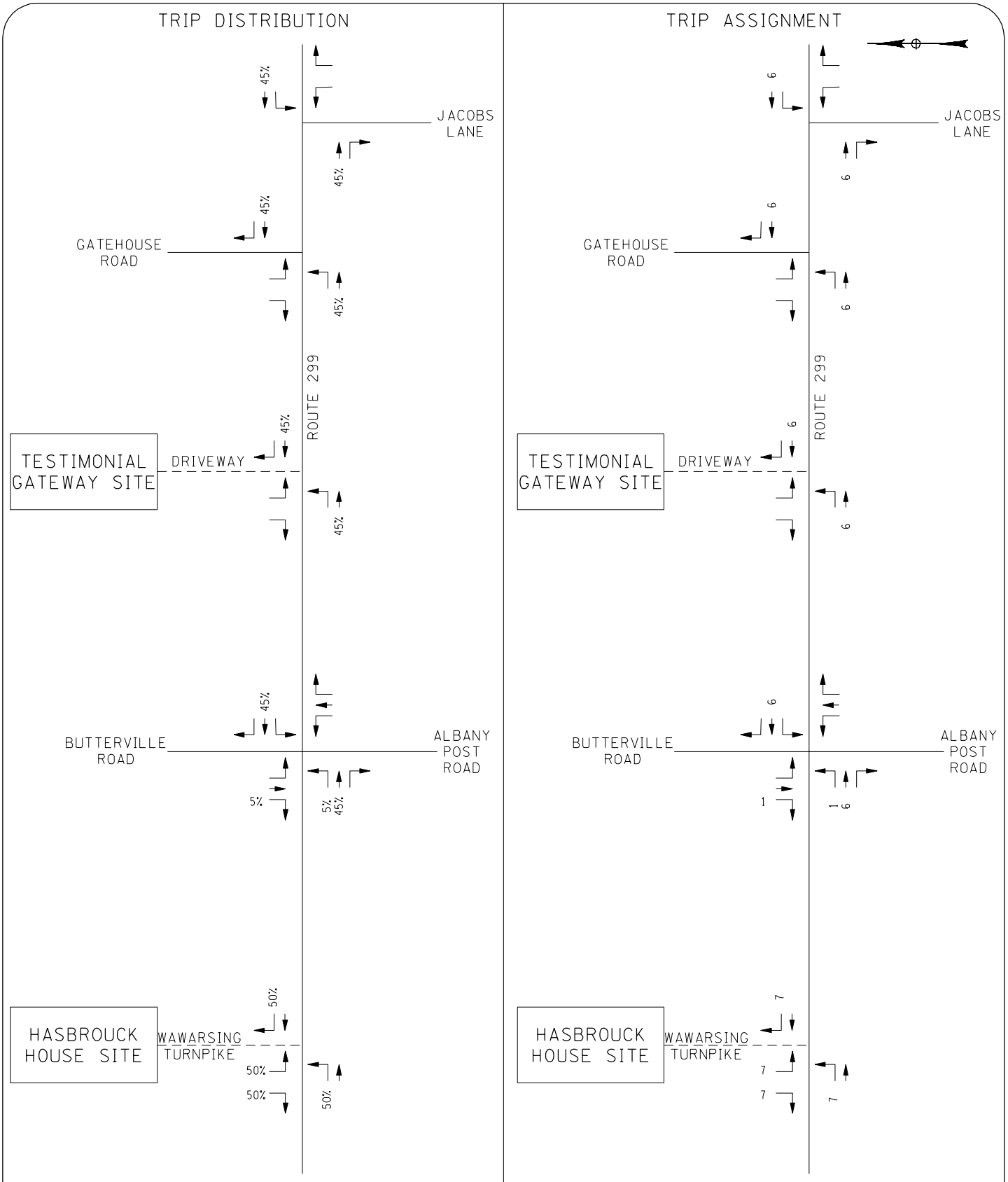
Figure

4

Project No.

1610.001.001

FILE NAME = L:\MSTN Projects\1600\1610.001.001 Mohonk\FIGURES\161000100l_004_Gateway trip distribution.dgn



Barton & Loguidice, D.P.C.

Engineers • Environmental Scientists • Planners • Landscape Architects

MOHONK PRESERVE FOOTHILLS PROJECT
TOWN OF NEW PALTZ, ULSTER COUNTY, NY

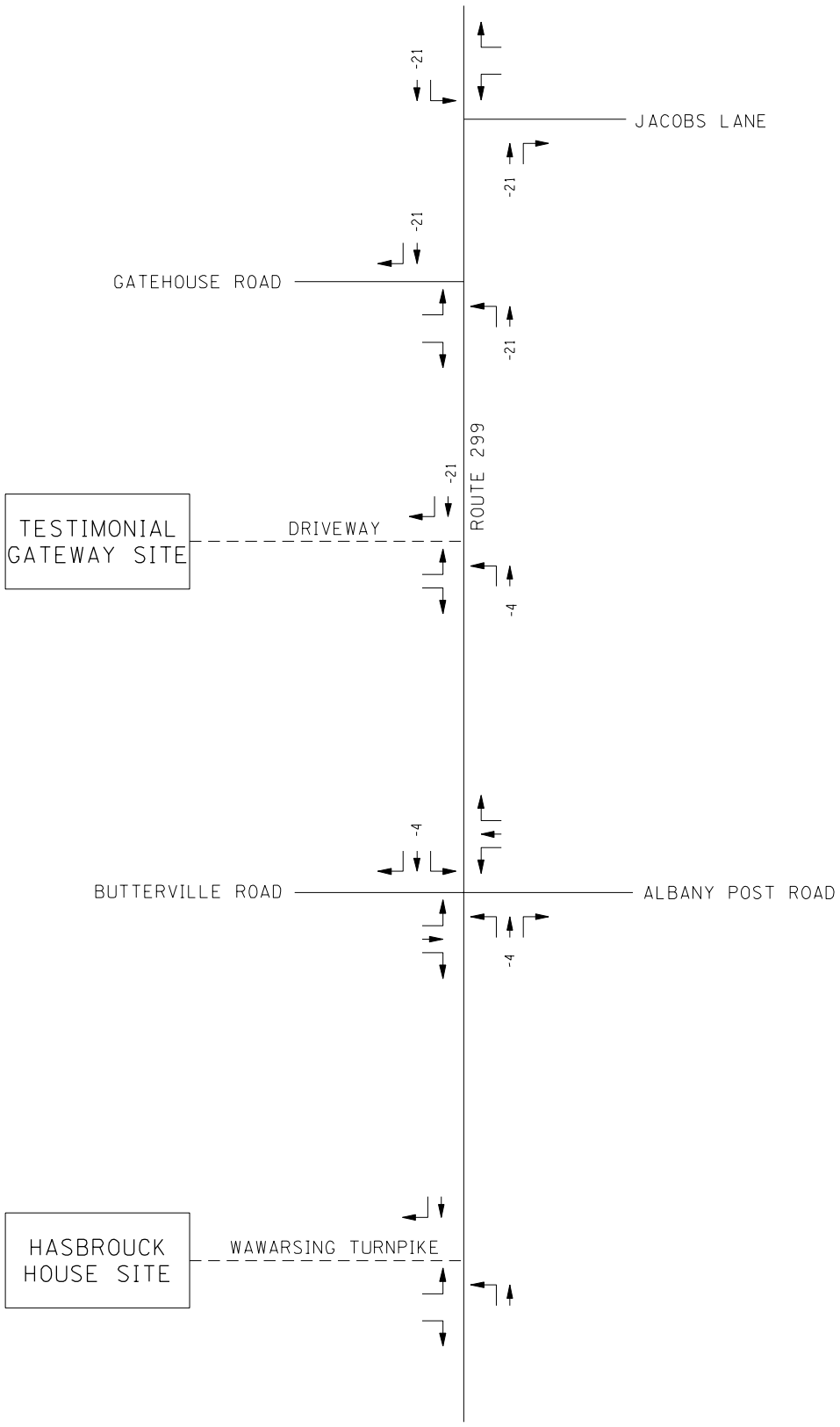
HASBROUCK HOUSE SITE
TRIP DISTRIBUTION AND ASSIGNMENT

DATE: MARCH 2015

Figure
5

Project No.
1610.001.001

FILE NAME = L:\MSTN Projects\1600\1610.001.001 Mohonk\FIGURES\1610001001_005_Marshlands trip distribution.dgn



Barton & Loguidice, D.P.C.

Engineers • Environmental Scientists • Planners • Landscape Architects

MOHONK PRESERVE FOOTHILLS PROJECT
TOWN OF NEW PALTZ, ULSTER COUNTY, NY

PASS-BY TRIP ASSIGNMENT
WEEKEND PEAK HOUR

DATE: MARCH 2015

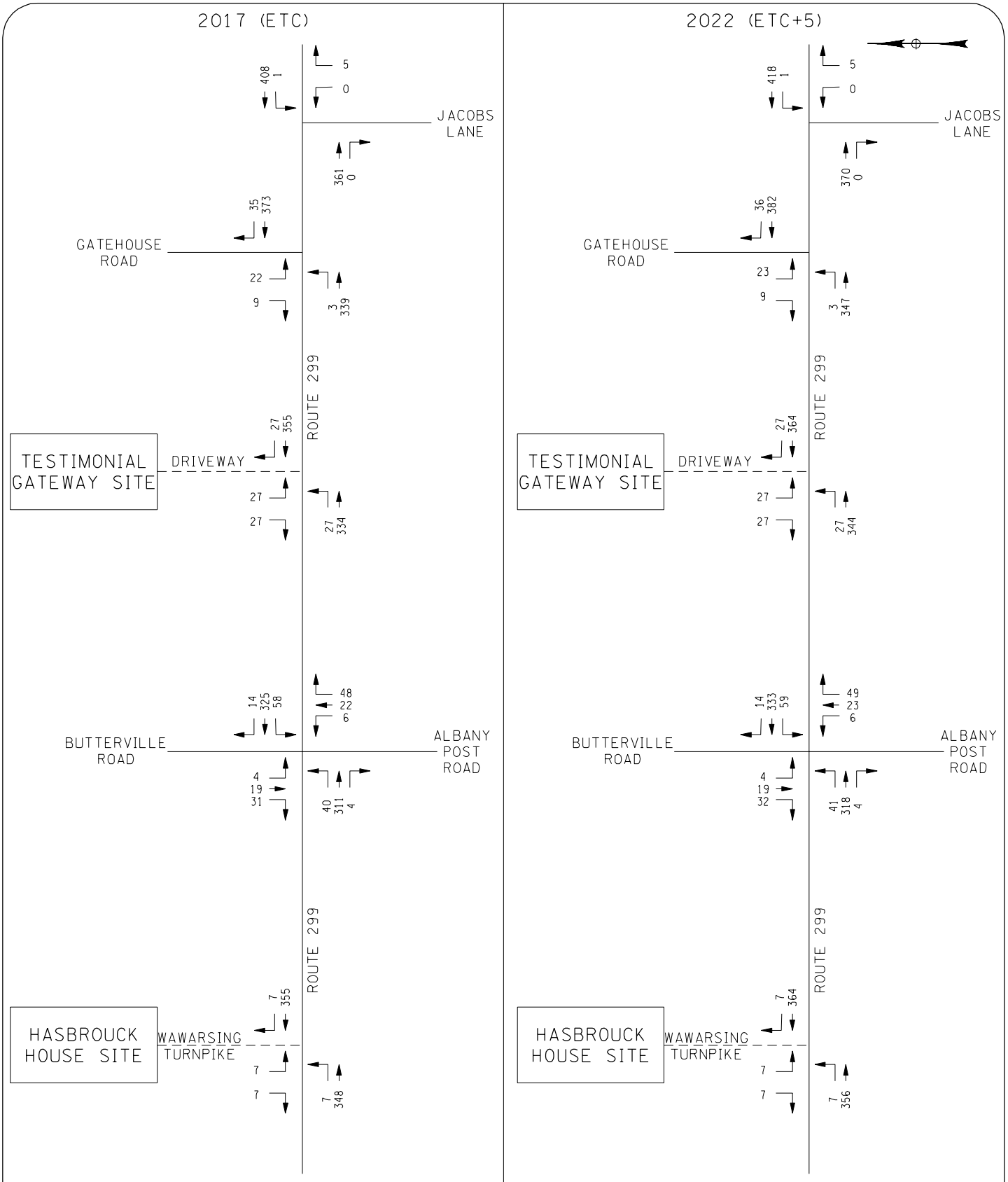
Figure

6

Project No.

1610.001.001

FILE NAME = L:\MSTN Projects\1600\1610.001.001 Mohonk\FIGURES\1610001001_006_Pass-by Assignment.dgn



Barton & Loguidice, D.P.C.

Engineers • Environmental Scientists • Planners • Landscape Architects

MOHONK PRESERVE FOOTHILLS PROJECT
TOWN OF NEW PALTZ, ULSTER COUNTY, NY

BUILD TRAFFIC VOLUMES
WEEKEND PEAK HOUR

DATE: MARCH 2015

Figure

7

Project No.

1610.001.001

FILE NAME = L:\MSTN Projects\1600\1610.001.001 Mohonk\FIGURES\1610001001_007_Build Volumes.dgn

4.0 Capacity and Level of Service Analysis

The operating conditions of transportation facilities are evaluated based on the relationship of existing or projected traffic volumes to the theoretical capacity of the highway facility. The current standards for evaluating capacity and operating conditions are contained in the *2010 Highway Capacity Manual (HCM)*, published by the Transportation Research Board. The procedures describe operating conditions in terms of Level of Service (LOS). In general, "A" represents the best operating condition and "F" represents the worst. Descriptions of LOS and the associated performance measures set forth in the HCM are provided in Appendix D.

To determine the impact of the proposed project on the operations of the adjacent intersections, traffic operations were analyzed for the weekend peak hour for the 2014 Existing condition, 2017 (ETC) and 2022 (ETC+5) No-Build conditions, and 2017 (ETC) and 2022 (ETC+5) Build conditions. The LOS analysis is summarized in Table 4.1 and computations worksheet summaries are provided in Appendix D.

Table 4.1 - Peak Hour Level of Service Summary

Intersection Approach		Control	2014 Existing	2017 ETC No-Build	2022 ETC+5 No-Build	2017 ETC Build	2022 ETC+5 Build
Jacobs Lane / 299		TW					
Route 299 WB	LT		A (8.0)	A (8.1)	A (8.1)	A (8.1)	A (8.2)
Jacobs Lane NB	LR		B (10.2)	B (10.5)	B (10.5)	B (10.6)	B (10.6)
Gatehouse Road / 299		TW					
Route 299 EB	LT		A (8.2)	A (8.2)	A (8.3)	A (8.3)	A (8.3)
Gatehouse Road SB	LR		B (14.2)	B (14.6)	B (14.9)	B (14.9)	B (15.2)
Testimonial Gateway / 299		TW					
Route 299 EB	LT					A (8.3)	A (8.3)
Testimonial Gateway Driveway SB	LR					B (14.5)	B (14.7)
Butterville Road / 299		TW					
Route 299 EB	LTR		A (8.0)	A (8.1)	A (8.1)	A (8.1)	A (8.2)
Route 299 WB	LTR		A (8.0)	A (8.0)	A (8.0)	A (8.1)	A (8.1)
Albany Post Road NB	LTR		B (14.7)	C (15.0)	C (15.4)	C (15.8)	C (16.2)
Butterville Road SB	LTR		B (14.8)	C (15.1)	C (15.3)	C (16.0)	C (16.2)
Wawarsing Turnpike / 299		TW					
Route 299 EB	LT					A (8.1)	A (8.2)
Wawarsing Turnpike SB	LR					B (13.1)	B (13.2)

Key: X (Y.Y) = Level of Service (Delay, seconds per vehicle).
TW – Two-Way Stop controlled intersection
NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches.
LTR = Left-turn, thru, and/or right-turn movements.

Observations from this analysis include:

1) Jacobs Lane/Route 299 – The analysis shows that under the existing and future conditions this intersection operates with good LOS (A/B) with little or no increase in the average vehicle delay as a result of the construction of the project. No mitigation is recommended.
2) Gatehouse Road/Route 299 – The analysis shows that under the existing and future conditions this intersection operates with good LOS (A/B) with little or no increase in the average vehicle delay as a result of the construction of the project. It is noted that no credit has been applied in the analysis for the reduction of existing vehicles which currently utilize Gatehouse Road for parking to access the current informal trail system at the Testimonial Gateway site, which is conservative. No mitigation is recommended.
3) Testimonial Gateway Driveway/Route 299 – The Testimonial Gateway site driveway intersection with Route 299 will operate at LOS A/B with construction of the proposed project. The site driveway will operate satisfactorily with stop sign control and a single lane driveway approach.
4) Butterville Road/Route 299/Albany Post Road – The analysis shows that under the future conditions this intersection operates with good LOS (A and C) with little or no increase in the average vehicle delay as a result of the construction of the project. No mitigation is recommended.
5) Wawarsing Turnpike (Hasbrouck House Site Driveway)/Route 299 - The Hasbrouck House site driveway intersection with Route 299 will operate at LOS A/B with construction of the proposed project. The site driveway will operate satisfactorily with stop sign control and a single lane driveway approach.

5.0 Sight Distance Evaluation

A sight distance evaluation was completed at the proposed Testimonial Gateway Site Driveway intersection with Route 299 and at the proposed Hasbrouck House Site at Wawarsing Turnpike with Route 299. The available intersection sight distances were measured from the perspective of a driver exiting the project site access points, looking left and right along Route 299. In addition, the sight distance looking straight for vehicles traveling eastbound on Route 299 making a left-turn onto the project site access points was also measured.

Stopping sight distance was also measured on Route 299 at the proposed site access locations. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at the operating speed to stop before reaching a stationary object in its path. The following diagram from American Association of State Highway Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets 2011*, illustrates these sight distance measurements.

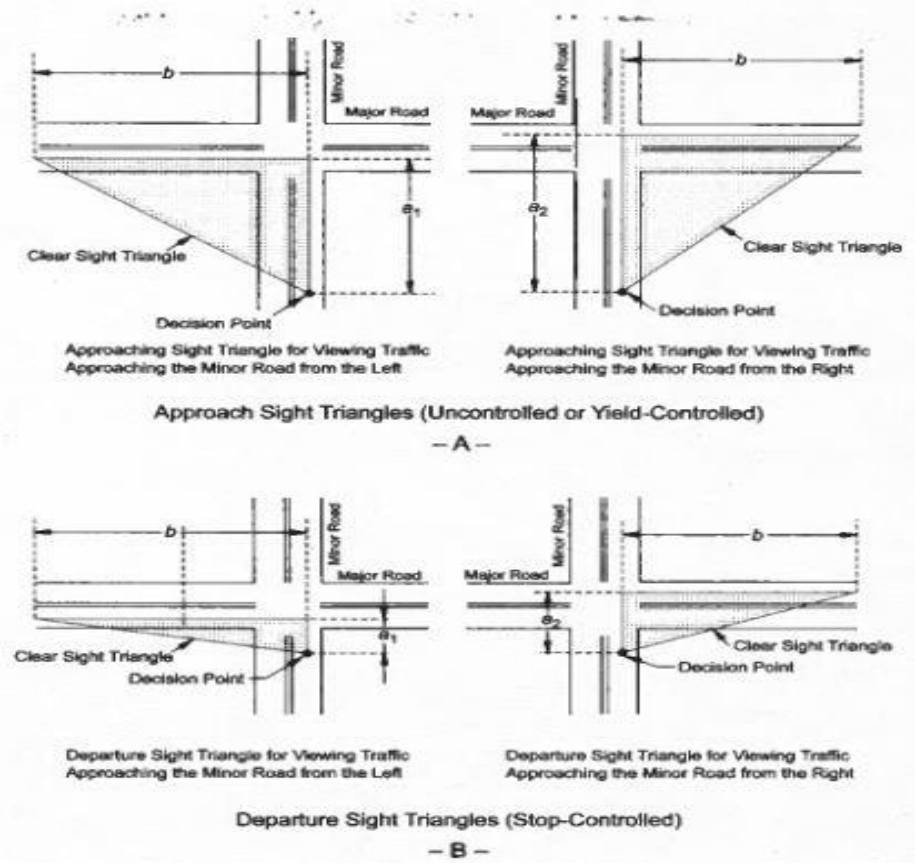


Figure 8 – Intersection Sight Distance

The posted speed limit on Route 299 within the project site is 55 mph. The operating speed of Route 299 was collected using the actual running speeds found using the pacing method. The average operating speed was found to be 60 mph. The sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets 2011 for a 60 mph operating speed.* The results of the sight distance evaluations are summarized in Table 5.1.

Table 5.1 – Sight Distance Summary

Intersection		Intersection Sight Distance (ft.)[1]				Stopping Sight Distance (ft.)[2]	
		Right-Turn from Site	Left-Turn from Site		Left Turn from 299	299 EB Approach	299 WB Approach
			Looking Left	Looking Right			
Testimonial Gateway Site Driveway	Available	558*	558*	802	460*	802	530*
	w/ Clearing	884	884	-	706	-	882
	Recommended	575	665	665	490	570	570
Wawarsing Turnpike (Marshlands Site)	Available	263*	263*	716	900	1107	735
	w/ Clearing	825	825				
	Recommended	575	665	665	490	570	598

** Non Standard Stopping Sight Distance*

1. Measured at 14.5 feet back from the travel way at an object and eye height of 3.5 feet.

2. Measured for a 2 foot object located in the path of EB and WB vehicles on Route 299 at an eye height of 3.5 feet.

5.1 Testimonial Gateway Site Driveway

Driveway Looking Left Driveway Looking Right

Figure 9 –Testimonial Gateway Site Driveway at Route 299

The results of the analysis indicate that the measured intersection sight distances and the Route 299 WB approach stopping sight distance at the proposed

Route 299/Testimonial Gateway Site Driveway intersection were less than the AASHTO recommended sight distances for all maneuvers into and out of the site driveway. It is noted that the sight distance measurements take into account the existing site conditions including tree lines and overgrown brush. In addition, there is an existing Ulster County DPW vegetation clearing easement, which has not been enforced, opposite the Testimonial Gateway Site Driveway (SE Quadrant), see Figure 5.2.

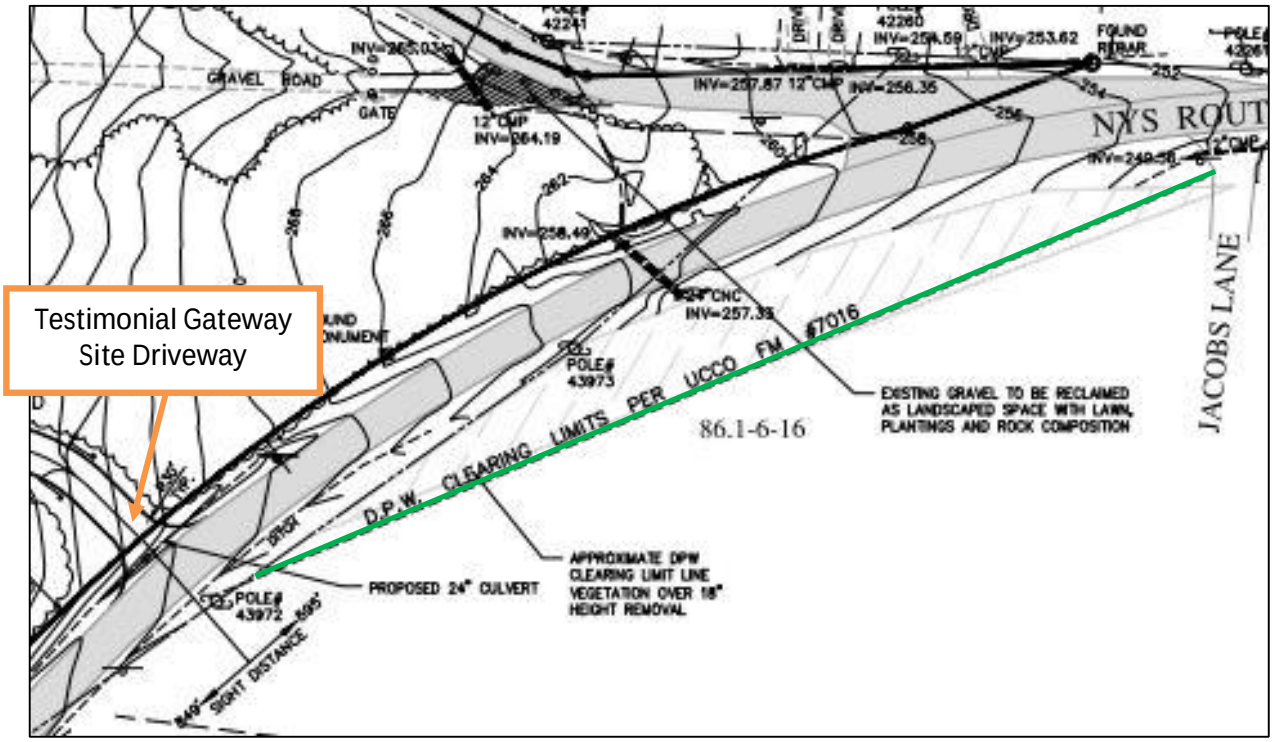


Figure 10 – Vegetation Clearing Easement @ Testimonial Gateway Site Driveway

An additional sight distance analysis was performed assuming the clearing easement was enforced. The results are included in Table 5.1 and confirm that sight distances greater than the AASHTO recommended values can be obtained when the existing vegetation is cleared up to the easement limits.

5.1 Wawarsing Turnpike (Hasbrouck House Site Driveway)

Driveway Looking Left Driveway Looking Right

Figure 11 –Hasbrouck House Site Driveway at Route 299

The sight distance analysis shows that the available sight distances at the Wawarsing Turnpike intersection with Route 299 meet the AASHTO recommended guidelines, except for the movements looking left when exiting the site. When exiting the site and looking left, sight lines are restricted due to existing brush and vegetation. An additional analysis was performed assuming the vegetation is cleared. The results are included in Table 5.1 and indicate that the sight distances would be greater than the AASHTO recommended guidelines.

It shall be noted that the posted speed limit is 55 mph and the recommended sight distances are based on a 60 mph operating speed. At previous public meetings, many residents expressed the desire to have the speed limit on Route 299 reduced to 45 mph. The Mohonk Preserve supports this speed reduction initiative and issued a formal request letter to the Town of New Paltz on November 20, 2013 (see Appendix G). A reduction in the speed limit and operating speed will equate to reduced recommended sight distances, thus reducing or eliminating the non-standard sight distances indicated in Table 5.1.

6.0 Accident Analysis

An accident analysis was performed for the project area, in accordance with the NYSDOT Highway Design Manual (HDM) Chapter 5, for a 5 year period from February 2008 to February 2013. During this period a total of 28 accidents were reported within the study limits on Route 299 and 2 accidents at the intersection of Route 299 and Gatehouse Road. Please refer to Appendix E for copies of the accident data that was obtained.

The New York statewide average accident rate for similar rural two-lane undivided facilities is 2.24 Accidents per Million Vehicle Miles (Acc/MVM). There were twenty-eight (28) total accidents within the Route 299 segment of the project limits. Of the fifteen accidents the predominate crash types were fifteen (15) Animal related (54%), four (4) Adverse weather/pavement conditions (14%), three (3) driver inattentiveness (11%), three (3) Alcohol related (11%), and three (3) speed related (11%). There were no accidents reported for the Route 299 project corridor that could be directly associated with roadway geometry deficiencies. The accident rate for Route 299 in the study area over this analysis period is greater than the statewide average and calculated to be 5.60 Acc/MVM.

The New York statewide average intersection accident rate for rural, 3 leg, no mainline control intersections is 0.07 Accidents per Million Entering Vehicles (Acc/MEV). There were two (2) accidents reported at the intersection of Gatehouse Road and Route 299. One (1) accident was due to snow and slippery pavement conditions, the other was a collision with a deer. The Route 299 and Gatehouse Road accident rate was calculated to be 0.21 Acc/MEV over the study period, which is higher than the satewide average rate. At the Gatehouse Road intersection, there were no accidents reported that were the result of poor intersection geometery.

7.0 Conclusions and Recommendations

This *Transportation Evaluation Study* was completed for the proposed Mohonk Preserve Foothills project which includes the development of the Testimonial Gateway Site and the Hasbrouck House Site. Based on the results of this *Transportation Evaluation Study*, the following conclusions and recommendations are offered:

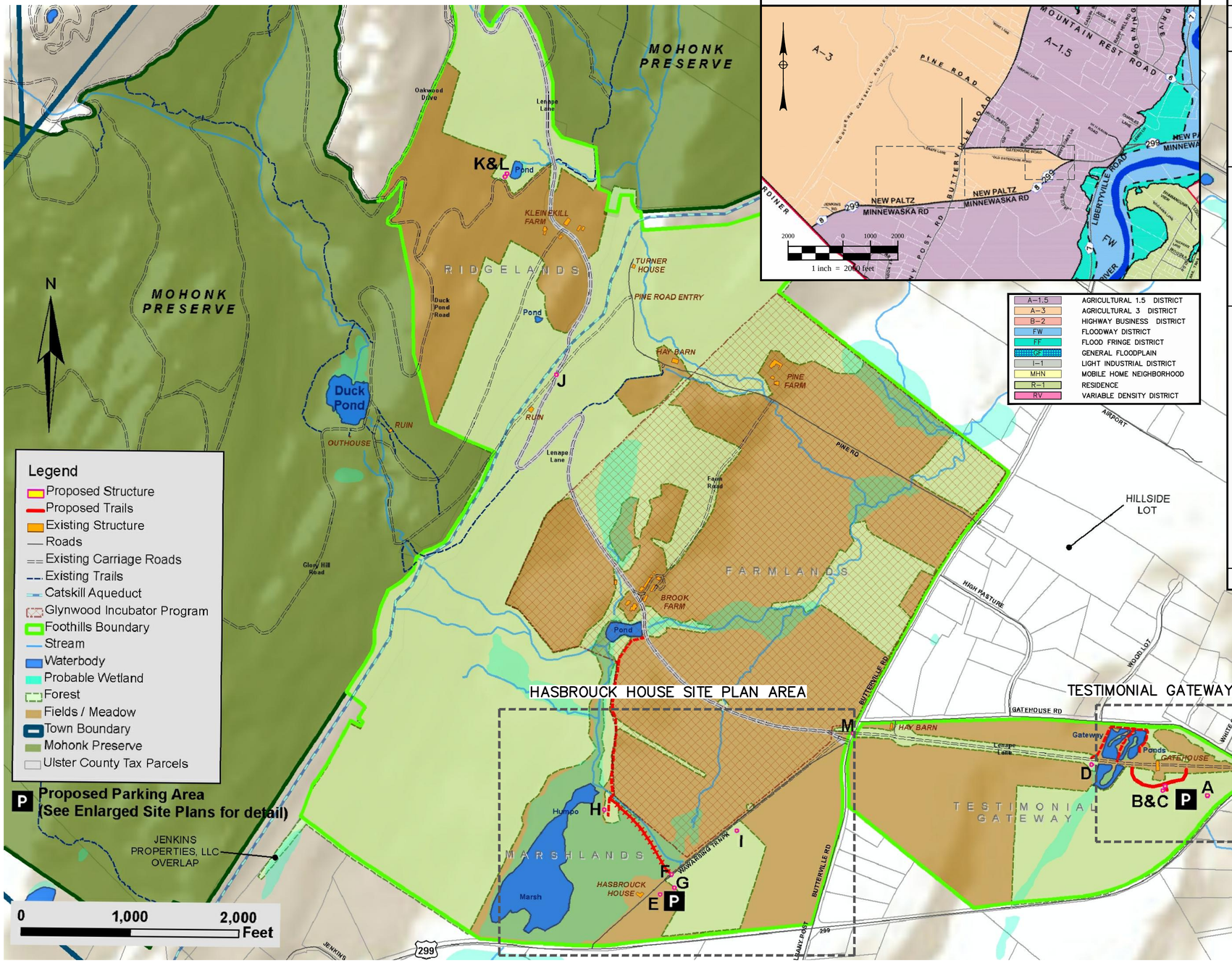
1. The project is expected to be completed in 2017.
2. The project will generate a total of 94 new vehicle trips during the Saturday peak hour.
3. Both site driveway intersections with Route 299 will operate adequately as stop controlled intersections with a single lane approach.
4. For the Build condition, the intersections of Jacobs Lane/Route 299, Gatehouse Road/Route 299, and Butterville Road/Route 299/Albany Post Road will operate sufficiently compared to the No Build conditions, with no change in LOS and minimal increase in average vehicle delay.
5. The sight distance analysis shows that the sight distance measurements are greater than the recommended AASHTO guidelines for a 60-mph operating speed with vegetation clearing.
    a. The applicant is requesting that the Ulster County DPW enforce their existing clearing easement opposite Route 299 from the Testimonial Gateway Site Driveway.
    b. The applicant will remove vegetation as necessary at the Wawarsing Turnpike (Hasbrouck House Site Driveway) to meet or exceed the recommended AASHTO guidelines.
6. The applicant supports a speed limit reduction on Route 299 to 45 mph. The sight distance improvements indicated in 5a and 5b will be initiated and are not contingent on the speed reduction.
7. The accident rate of Route 299 and the intersection of Route 299 with Gatehouse Road in the project corridor is higher than the statewide average for similar facilities in New York State. The predominate crash types are not related to roadway or intersection geometry.

8. The applicant shares in the existing on-street parking concerns of the neighboring community and has proposed installing an agricultural fencing system along Gatehouse Road to better control unauthroized parking and site access. The proposed stie improvements at the Testimonial Gateway and Hasbrouck House sites will provide formalized parking areas and site access for all users. The applicant would also support the installation of No Parking signs along Gatehouse Road, so long as signage is not visually obtrusive.

APPENDICES

APPENDIX A

CONCEPTUAL SITE PLAN



PROJECT LOCATIONS AND ZONING MAP

PROJECT SITE STATISTICS

BUILDING FLOOR SPACE ANALYSIS

	Key	Structure Description	Existing (Sq Ft)	Proposed (Sq Ft)	Use
Testimonial Gateway		GATEHOUSE	1,440	1,440	HISTORIC PRESERVATION
	A	Visitor Contact Station (at Parking Area Entrance)		100	ACCESSORY
	B	Orientation Kiosk (at Trailhead)		75	ACCESSORY
	C	Vault Restroom Building (at Trailhead)		200	ACCESSORY
	D	Rustic Gazebo (at Pin Oak Allee)		400	ACCESSORY
Hasbrouck House		HASBROUCK HOUSE	1,744	1,744	RESIDENTIAL
	E	Visitor Contact Station (at Parking Area Entrance)		100	ACCESSORY
	F	Orientation Kiosk (at Trailhead)		30	ACCESSORY
	G	Vault Restroom Building (at Parking Area)		200	ACCESSORY
	H	Bird Blind (at Humpo Marsh Prominent)		400	ACCESSORY
	I	Rustic Education Cabin (along Wawarsing Turnpike)		1,200	CONSERVATION EDUCATION
Other	J	Visitor Contact Station / Orientation Kiosk (at Pine Road Entry)		100	ACCESSORY
	K	Open-Air Education Structure (at Farm Pond northwest of Kleinekill Farm)		900	ACCESSORY
	L	Vault Restroom Building (at Farm Pond northwest of Kleinekill Farm)		120	ACCESSORY
	M	Lenape Lane Bridge Deck Replacement			
		Brook Farmhouse	2,850	2,850	
		Brook Farm Barns	10,500	10,500	
		Pine Farmhouse	2,250	2,250	
		Pine Farm Barns	7,400	7,400	
		Kleinekill Farmhouse	1,825	1,825	
		Kleinekill Barns	6,800	6,800	
		Turner House	920	920	
		TOTAL SQUARE FOOTAGE	35,729	39,554	

PARKING

	Existing	Proposed
TESTIMONIAL GATEWAY	0	90
MARSHLANDS	3	23
PARKING TOTALS	3	113

ZONING INFORMATION

DISTRICT	838 ACRES ZONED A-3 AGRICULTURAL	
	Required	Provided
MIN. FRONT YARD SETBACK	50'	
MIN. SIDE YARD SETBACK	20'	
MIN. REAR YARD SETBACK	50'	
MAX. LOT COVERAGE	25	< 1%
MAX. BUILDING HEIGHT	35'	
MIN. OPEN SPACE	65	> 99%

MAP REFERENCES:

1. OVERALL MOHONK PRESERVE FOOTHILLS BOUNDARY AND SUBDIVISION INFORMATION FROM "SUBDIVISION OF LANDS OF OPEN SPACE CONSERVANCY, INC.", PREPARED BY BROOKS AND BROOKS SURVEYORS, P.C., DATED MAY 2014.

2. BOUNDARY, PLANIMETRIC AND TOPOGRAPHIC INFORMATION FOR THE HASBROUCK HOUSE SITE FROM GIS DATAFILES MAINTAINED BY THE MOHONK PRESERVE, INC. AND FROM "MAP OF TOPOGRAPHY OF A PORTION OF LANDS OF OPEN SPACE CONSERVANCY, INC.", PREPARED BY BROOKS AND BROOKS, LAND SURVEYORS, PC, DATED MAY 2014.

3. BOUNDARY, PLANIMETRIC AND TOPOGRAPHIC INFORMATION FOR THE TESTIMONIAL GATEWAY SITE FROM GIS DATAFILES MAINTAINED BY THE MOHONK PRESERVE, INC. AND FROM "MAP OF TOPOGRAPHY OF A PORTION OF LANDS OF OPEN SPACE CONSERVANCY, INC.", PREPARED BY BROOKS AND BROOKS, LAND SURVEYORS, PC, DATED SEPTEMBER 10, 2014.

4. THE ENTIRE PROJECT SITE IS IN ULSTER COUNTY AGRICULTURAL DISTRICT UC-002

COMPLETED CONSTRUCTION

Significant Construction Changes Are Shown

By _____ Date _____

Ck'd _____ Date _____

REVISIONS	
1	JANUARY 2015

TOWN OF NEW PALTZ
MOHONK PRESERVE FOOTHILLS PROJECT

OVERALL PLAN AND KEY MAP

ULSTER COUNTY, NEW YORK

TOWN OF NEW PALTZ

Barton & Loguidice, D.P.C.

taconic site design & landscape architecture

Date MAY 2014

Scale AS SHOWN

Sheet Number G 0.1

File Number 1610.001.001

Plotted: Jan 06, 2015 - 4:48PM By: kps
Z:\BL-Vault\D2\18217A02-1C71-4823-8927-99D5C4054147\D\659000-659999\659963\L\L\1610001_GD_Overall (ID 659963).dwg

Checked by _____ Drawn by KPS Designed by _____ TMK In charge of TMK

86.1-4-27

86.1-4-29

GATEHOUSE ROAD (TOWN ROAD)

12"CMP

POLE# 112370

POLE# 42238

86.1-4-32

POLE# 84497

WHITE OAKS LANE

POLE# 42239

86.1-4-33

HIGHWAY BOUNDS

25'

86.1-4-34

POLE# 42240

347.6'

W O O D E D

POND

POND

POND

EXISTING GATEHOUSE TO BE PRESERVED (1440 SF)

W O O D E D

L A W N

544.5'

EXISTING SURFACE OF LENAPE LANE TO BE REHABILITATED

28" 3-bole ASH

LENAPE LANE

GRAVEL ROAD

POND

POND

292 294 296 298 300

PROPOSED 8' WIDE STONE DUST TRAIL

4.5' dia. o CONC. COVER

TESTIMONIAL GATE HOUSE

PROPOSED 12 BIKE RACK (4' x 12' PAD)

PROPOSED RAINGARDEN / BIO-RETENTION AREA

PROPOSED 60 CAR GRAVEL PARKING LOT

9' TYP.

24'

19'

10' WIDE BYPASS LANE

388.3'

PROPOSED 6' WIDE STONE DUST TRAIL

PROPOSED ASPHALT PAVEMENT TO CONTACT STATION

PROPOSED GATED ACCESS CONTROL POINT

FOUND MONUMENT

W O O D E D

PROPOSED VAULTED RESTROOM (12' x 14')

PROPOSED DRY SWALE

612.9'

PROPOSED INFORMATIONAL KIOSK (6' DIA.)

PROPOSED RAINGARDEN / BIO-RETENTION AREA

PROPOSED 8' WIDE STONE DUST TRAIL

APPROXIMATE LIMITS OF WOODLANDS TO BE RETAINED

PINK RIBBON

ORANGE RIBBON

PROPOSED 30 CAR GRAVEL PARKING LOT

137.8'

R30' TYP.

PROPOSED CONTACT STATION (65 SF)

PROPOSED TURF PARKING FOR SCHOOL BUSES AND FILTER STRIP

PROPOSED DRY SWALE

FOUND MONUMENT

198.4'

SEASONAL STREAM

POLE# 43971

INV=275.79

EXISTING SEASONAL STREAM

86.1-6-15

24"CNC INV=274.27

POLE# 43970

FOUND MONUMENT

DITCH

DITCH

100' WETLAND BUFFER

PINK RIBBON

26 June, 2013

O N

86.1-4-35

86.1-4-36

POLE# 42241

DRIVE

DRIVE

POLE# 42260 INV=254.59

12"CMP

DRIVE

INV=253.62

FOUND REBAR

POLE# 42261

INV=257.87 12"CMP

INV=256.35

NYS ROUT

12"CMP INV=249.56

INV=265.03

GATE

12"CMP INV=264.19

GRAVEL ROAD

INV=258.49

24"CNC INV=257.33

POLE# 43973

EXISTING GRAVEL TO BE RECLAIMED AS LANDSCAPED SPACE WITH LAWN, PLANTINGS AND ROCK COMPOSITION

JACOBS LANE

#7016

86.1-6-16

D.P.W. CLEARING LIMITS PER UCCO FM

APPROXIMATE DPW CLEARING LIMIT LINE VEGETATION OVER 18" HEIGHT REMOVAL

PROPOSED 24" CULVERT

POLE# 43972

595' SIGHT DISTANCE

849' SIGHT DISTANCE

DITCH

60 0 30 60

1 inch = 60 feet

Plotted: Jan 23, 2015 - 3:09PM SYR By: kps
Z:\BL-Vault\D2\18217A02-1C71-4823-8927-9905C405414?\D\659000-659999\659965\L\L\1610001_G1_Site-Plan (ID 659965).dwg

Checked by _____ Drawn by KPS Designed by _____ In charge of TMK

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

COMPLETED CONSTRUCTION

Significant Construction Changes Are Shown

By _____ Date _____

Ck'd _____ Date _____

REVISIONS	
1	JANUARY 2015

TOWN OF NEW PALTZ
MOHONK PRESERVE FOOTHILLS PROJECT
ULSTER COUNTY, NEW YORK

DETAIL SITE PLAN

Barton & Loguidice, D.P.C.

Mohonk Preserve saving the land for life

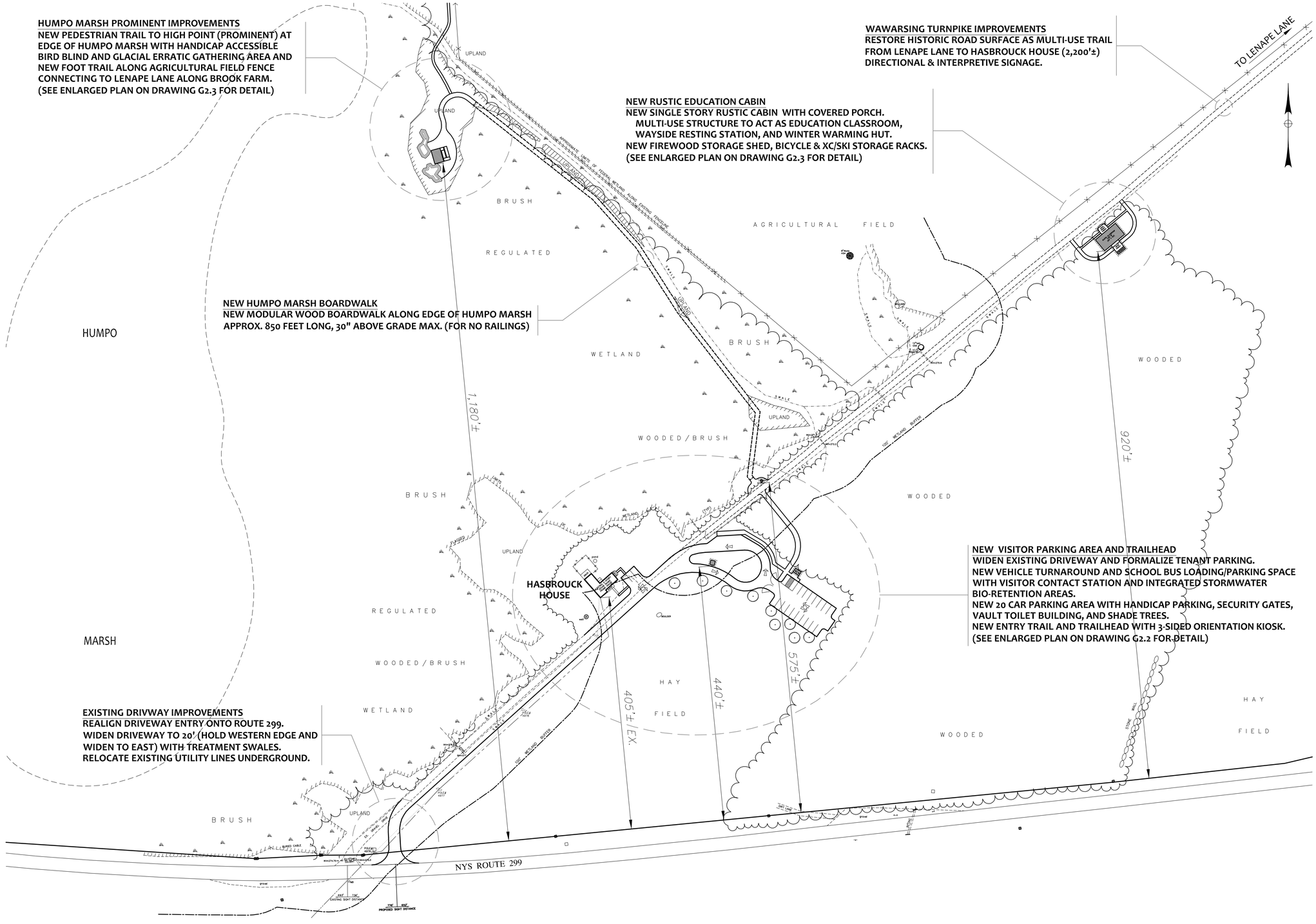
taconic site design & landscape architecture

Date MAY 2014

Scale AS SHOWN

Sheet Number G 1.1

File Number 1610.001.001



By _____ Date _____
Ck'd _____ Date _____

REVISIONS	
1	JANUARY 2015

TOWN OF NEW PALTZ
MOHONK PRESERVE FOOTHILLS PROJECT
HASBROUCK HOUSE SITE
OVERALL SITE PLAN
ULSTER COUNTY, NEW YORK

TOWN OF NEW PALTZ

Barton & Loguidice, D.P.C.

Mohonk Preserve
serving the land for life
taconic
site design & landscape architecture

Date
MAY 2014

Scale
1" = 80'

Sheet Number
G 2.1

File Number
1610.001.001

Plotted: Jan 06, 2015 – 7:40PM SYR By: Pete
C:\TSD\Active Projects\14-01_MohonkPreserve_FoothillsPlanning\Foothills4 base.dwg

Checked by PAK Drawn by PAK Designed by PAK In charge of PAK

APPENDIX B

TURNING MOVEMENT COUNTS

Barton & Loguidice, D.P.C.
Engineers • Environmental Scientists • Planners • Landscape Architects
10 Airline Drive, Suite 200, Albany, NY 12205
Phone 518.218.1801 · Fax 518.218.1805

JOB	1610.001 - Mohonk Preserve Testimonial Gateway Foothills Project
SHEET NO.	1 of
CALC. BY	CMH DATE 10/27/14
CHCKD. BY	DJR DATE 3/12/2015
SUBJECT	Fall Weekend Peak - NO BUILD
INTERSECTION	Albany Post and Butterville Roads at 299

Existing (2014) Peak Hour

	Butterville Road Southbound				*Route 299 Eastbound*				*Albany Post Road Northbound*				*Route 299 Westbound*				Interval Totals
Period Starts	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
1:00 PM	1	6	10	17	10	50	2	62	1	5	14	20	16	73	4	93	192
1:15 PM	0	7	5	12	14	57	0	71	1	2	14	17	11	71	1	83	183
1:30 PM	1	2	10	13	9	86	2	97	0	4	10	14	13	71	4	88	212
1:45 PM	2	4	5	11	5	83	0	88	4	11	5	20	13	76	4	93	212
Campground	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
TOTAL	4	19	30	53	38	282	4	324	6	22	43	71	53	297	13	363	811
PHF																	0.942

ETC (2017) No Build Peak Hour

Growth Rate = 0.5 %

	Butterville Road Southbound				*Route 299 Eastbound*				*Albany Post Road Northbound*				*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
TOTAL	4	19	30	53	39	286	4	329	6	22	44	72	54	301	13	368	822

ETC + 5 (2022) No Build Peak Hour

	Butterville Road Southbound				*Route 299 Eastbound*				*Albany Post Road Northbound*				*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
TOTAL	4	19	31	54	40	293	4	337	6	23	45	74	55	309	13	377	842

ETC (2017) Build Peak Hour

	Butterville Road Southbound				*Route 299 Eastbound*				*Albany Post Road Northbound*				*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
No Build Volumes	4	19	30	53	39	286	4	329	6	22	44	72	54	301	13	368	822
Gateway Trip Assignment	0	0	0	0	0	23	0	23	0	0	4	4	4	22	1	27	54
Marshlands Trip Assignment	0	0	1	1	1	6	0	7	0	0	0	0	0	6	0	6	14
Pass By Trip Assignment	0	0	0	0	0	-4	0	-4	0	0	0	0	0	-4	0	-4	-8
TOTAL	4	19	31	54	40	311	4	355	6	22	48	76	58	325	14	397	882

ETC + 5 (2022) Build Peak Hour

	Butterville Road Southbound				*Route 299 Eastbound*				*Albany Post Road Northbound*				*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
No Build Volumes	4	19	31	54	40	293	4	337	6	23	45	74	55	309	13	377	842
Gateway Trip Assignment	0	0	0	0	0	23	0	23	0	0	4	4	4	22	1	27	54
Marshlands Trip Assignment	0	0	1	1	1	6	0	7	0	0	0	0	0	6	0	6	14
Pass By Trip Assignment	0	0	0	0	0	-4	0	-4	0	0	0	0	0	-4	0	-4	-8
TOTAL	4	19	32	55	41	318	4	363	6	23	49	78	59	333	14	406	902

Barton & Loguidice, D.P.C.
Engineers • Environmental Scientists • Planners • Landscape Architects
10 Airline Drive, Suite 200, Albany, NY 12205
Phone 518.218.1801 · Fax 518.218.1805

JOB	1610.001 - Mohonk Preserve Testimonial Gateway Foothills Project
SHEET NO.	2 of
CALC. BY	CMH DATE 10/27/14
CHCKD. BY	DJR DATE 3/12/2015
SUBJECT	Fall Weekend Peak - NO BUILD
INTERSECTION	Gatehouse Road at 299

Existing (2014) Peak Hour

	Gatehouse Road Southbound				*Route 299 Eastbound*								*Route 299 Westbound*				Interval Totals
Period Starts	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
1:00 PM	5	0	2	7	3	62	0	65					0	93	7	100	172
1:15 PM	3	0	1	4	0	73	0	73					0	78	11	89	166
1:30 PM	9	0	1	10	0	91	0	91					0	93	7	100	201
1:45 PM	5	0	5	10	0	90	0	90					0	86	9	95	195
Campground	0	0	0	0	0	6	0	6					0	6	0	6	12
TOTAL	22	0	9	31	3	322	0	325					0	356	34	390	746
PHF																	0.913

ETC (2017) No Build Peak Hour

Growth Rate = 0.5 %

	Gatehouse Road Southbound				*Route 299 Eastbound*								*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
TOTAL	22	0	9	31	3	327	0	330	0	0	0	0	0	361	35	396	757

ETC + 5 (2022) No Build Peak Hour

	Gatehouse Road Southbound				*Route 299 Eastbound*								*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
TOTAL	23	0	9	32	3	335	0	338	0	0	0	0	0	370	36	406	776

ETC (2017) Build Peak Hour

	Gatehouse Road Southbound				*Route 299 Eastbound*								*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
No Build Volumes	22	0	9	31	3	327	0	330	0	0	0	0	0	361	35	396	757
Gateway Trip Assignment	0	0	0	0	0	27	0	27	0	0	0	0	0	27	0	27	54
Marshlands Trip	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Pass By Trip Assignment	0	0	0	0	0	-21	0	-21	0	0	0	0	0	-21	0	-21	-42
TOTAL	22	0	9	31	3	339	0	342	0	0	0	0	0	373	35	408	781

ETC + 5 (2022) Build Peak Hour

	Gatehouse Road Southbound				*Route 299 Eastbound*								*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
No Build Volumes	23	0	9	32	3	335	0	338	0	0	0	0	0	370	36	406	776
Gateway Trip Assignment	0	0	0	0	0	27	0	27	0	0	0	0	0	27	0	27	54
Marshlands Trip	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Pass By Trip Assignment	0	0	0	0	0	-21	0	-21	0	0	0	0	0	-21	0	-21	-42
TOTAL	23	0	9	32	3	347	0	350	0	0	0	0	0	382	36	418	800

Barton & Loguidice, D.P.C.
Engineers • Environmental Scientists • Planners • Landscape Architects
10 Airline Drive, Suite 200, Albany, NY 12205
Phone 518.218.1801 · Fax 518.218.1805

JOB	1610.001 - Mohonk Preserve Testimonial Gateway Foothills Project
SHEET NO.	2 of
CALC. BY	CMH DATE 10/27/14
CHCKD. BY	DJR DATE 3/12/2015
SUBJECT	Fall Weekend Peak - NO BUILD
INTERSECTION	Jacobs Lane at 299

Existing (2014) Peak Hour

					Route 299 Eastbound				*Jacobs Lane Northbound*				*Route 299 Westbound*				
Period Starts	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Interval Totals
10:00 AM					0	67	0	67	0	0	2	2	0	100	0	100	169
10:15 AM					0	76	0	76	0	0	1	1	0	89	0	89	166
10:30 AM					0	100	0	100	0	0	1	1	1	100	0	101	202
10:45 AM					0	95	0	95	0	0	1	1	0	95	0	95	191
Campground					0	6	0	6	0	0	0	0	0	6	0	6	12
TOTAL					0	344	0	344	0	0	5	5	1	390	0	391	740
PHF																	0.901

ETC (2017) No Build Peak Hour

Growth Rate = 0.5 %

					Route 299 Eastbound				*Jacobs Lane Northbound*				*Route 299 Westbound*				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Interval Totals
TOTAL	0	0	0	0	0	349	0	349	0	0	5	5	1	396	0	397	751

ETC + 5 (2022) No Build Peak Hour

					Route 299 Eastbound				*Jacobs Lane Northbound*				*Route 299 Westbound*				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Interval Totals
TOTAL	0	0	0	0	0	358	0	358	0	0	5	5	1	406	0	407	770

ETC (2017) Build Peak Hour

					Route 299 Eastbound				*Jacobs Lane Northbound*				*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
No Build Volumes	0	0	0	0	0	349	0	349	0	0	5	5	1	396	0	397	751
Gateway Trip Assignment	0	0	0	0	0	27	0	27	0	0	0	0	0	27	0	27	54
Marshlands Trip	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Pass By Trip Assignment	0	0	0	0	0	-21	0	-21	0	0	0	0	0	-21	0	-21	-42
TOTAL	0	0	0	0	0	361	0	361	0	0	5	5	1	408	0	409	775

ETC + 5 (2022) Build Peak Hour

					Route 299 Eastbound				*Jacobs Lane Northbound*				*Route 299 Westbound*				Interval Totals
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	
No Build Volumes	0	0	0	0	0	358	0	358	0	0	5	5	1	406	0	407	770
Gateway Trip Assignment	0	0	0	0	0	27	0	27	0	0	0	0	0	27	0	27	54
Marshlands Trip	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Pass By Trip Assignment	0	0	0	0	0	-21	0	-21	0	0	0	0	0	-21	0	-21	-42
TOTAL	0	0	0	0	0	370	0	370	0	0	5	5	1	418	0	419	794

Butterville Road at NYS 299

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

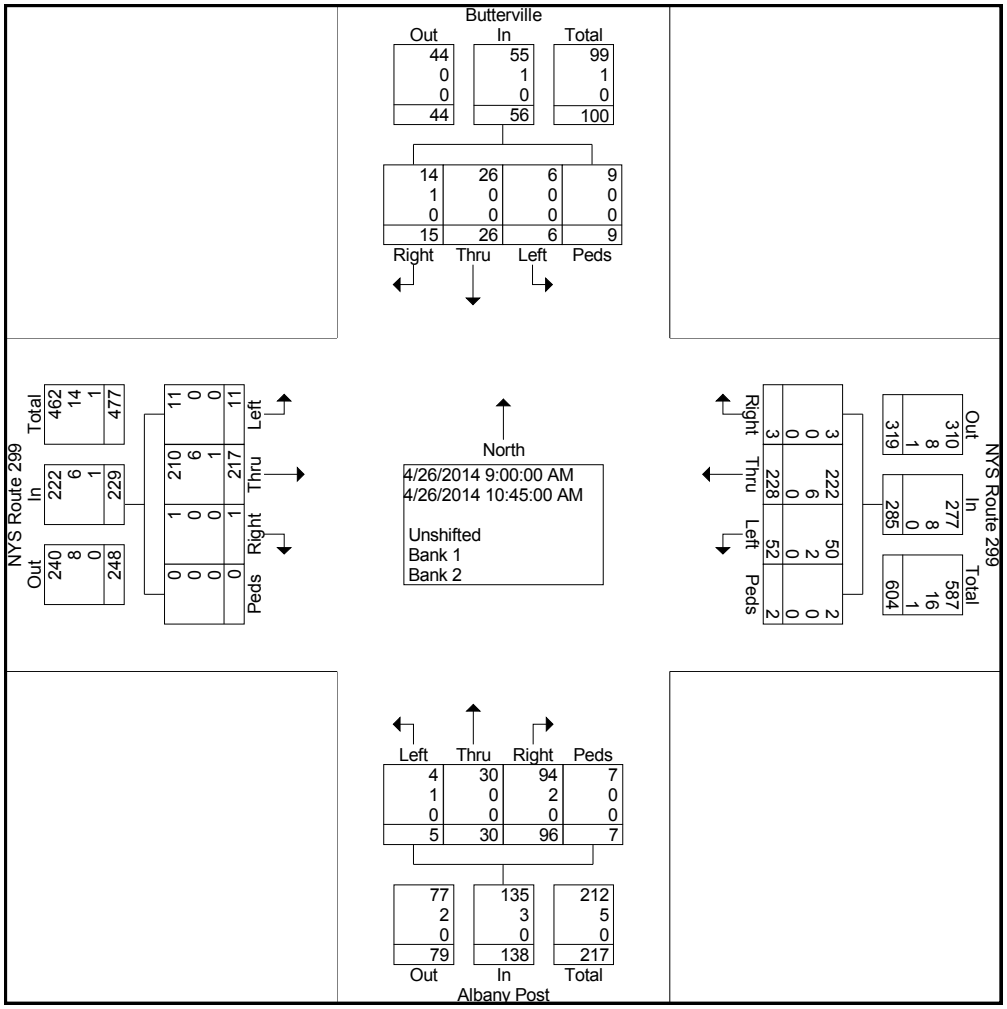
File Name : 004P6H~E
Site Code : 00000001
Start Date : 4/26/2014
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	Butterville From North					NYS Route 299 From East					Albany Post From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	3	2	0	1	6	0	33	7	0	40	13	4	0	3	20	0	33	0	0	33	99
09:15 AM	3	2	0	4	9	2	25	4	0	31	12	5	1	0	18	0	21	2	0	23	81
09:30 AM	1	4	1	0	6	0	26	4	0	30	17	2	1	1	21	0	24	2	0	26	83
09:45 AM	0	6	1	0	7	0	24	4	0	28	17	3	1	0	21	0	20	1	0	21	77
Total	7	14	2	5	28	2	108	19	0	129	59	14	3	4	80	0	98	5	0	103	340
10:00 AM	1	1	0	0	2	0	26	5	2	33	7	6	0	0	13	0	30	1	0	31	79
10:15 AM	2	3	1	0	6	0	27	6	0	33	6	2	1	0	9	1	25	2	0	28	76
10:30 AM	3	4	2	1	10	0	40	12	0	52	11	5	1	0	17	0	28	2	0	30	109
10:45 AM	2	4	1	3	10	1	27	10	0	38	13	3	0	3	19	0	36	1	0	37	104
Total	8	12	4	4	28	1	120	33	2	156	37	16	2	3	58	1	119	6	0	126	368
Grand Total	15	26	6	9	56	3	228	52	2	285	96	30	5	7	138	1	217	11	0	229	708
Apprch %	26.8	46.4	10.7	16.1		1.1	80.0	18.2	0.7		69.6	21.7	3.6	5.1		0.4	94.8	4.8	0.0		
Total %	2.1	3.7	0.8	1.3	7.9	0.4	32.2	7.3	0.3	40.3	13.6	4.2	0.7	1.0	19.5	0.1	30.6	1.6	0.0	32.3	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6H~E
Site Code : 00000001
Start Date : 4/26/2014
Page No : 2



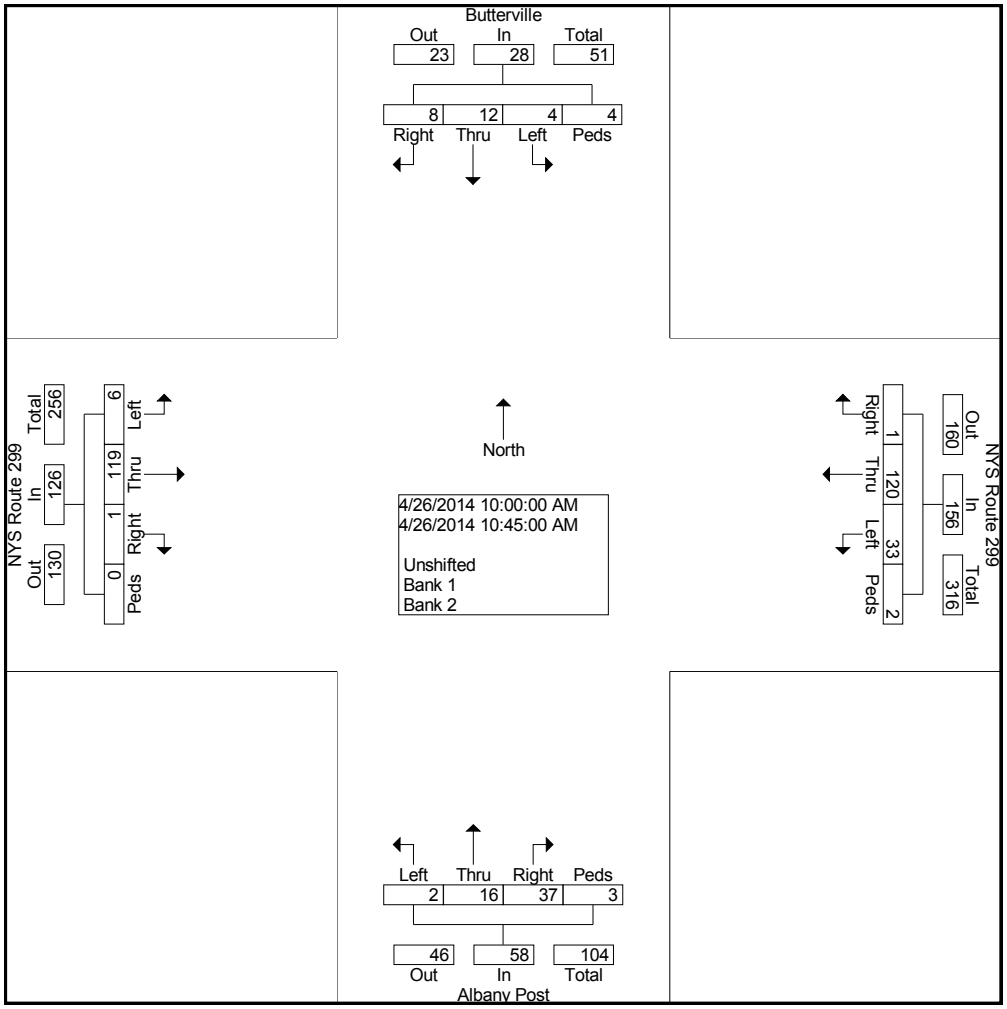
Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6H~E
Site Code : 00000001
Start Date : 4/26/2014

	Butterville From North					NYS Route 299 From East					Albany Post From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 09:00 AM to 10:45 AM - Peak 1 of 1																					
Intersection	10:00 AM																				
Volume	8	12	4	4	28	1	120	33	2	156	37	16	2	3	58	1	119	6	0	126	368
Percent	28.6	42.9	14.3	14.3		0.6	76.9	21.2	1.3		63.8	27.6	3.4	5.2		0.8	94.4	4.8	0.0		
10:30 Volume	3	4	2	1	10	0	40	12	0	52	11	5	1	0	17	0	28	2	0	30	109
Peak Factor																					0.844
High Int.	10:30 AM					10:30 AM					10:45 AM					10:45 AM					
Volume	3	4	2	1	10	0	40	12	0	52	13	3	0	3	19	0	36	1	0	37	
Peak Factor					0.700					0.750					0.763					0.851	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6H~E
Site Code : 00000001
Start Date : 4/26/2014
Page No : 4



Butterville Road

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

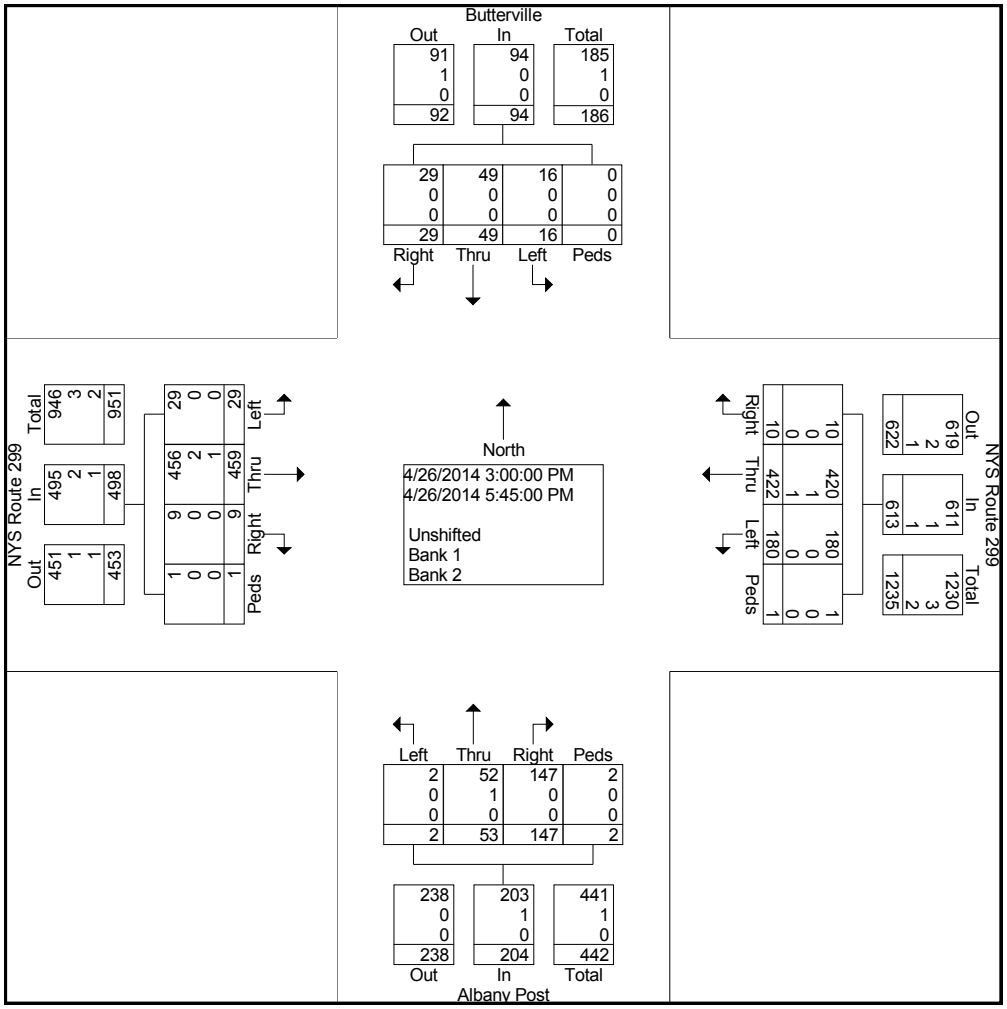
File Name : 004P6G~E
Site Code : 00000012
Start Date : 4/26/2014
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	Butterville From North					NYS Route 299 From East					Albany Post From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	3	3	0	0	6	1	37	13	0	51	9	3	0	2	14	1	31	2	0	34	105
03:15 PM	1	2	2	0	5	1	29	12	0	42	15	2	1	0	18	2	38	1	0	41	106
03:30 PM	2	5	1	0	8	0	40	22	0	62	9	5	0	0	14	0	26	4	0	30	114
03:45 PM	6	5	3	0	14	0	49	11	0	60	15	5	0	0	20	0	40	3	0	43	137
Total	12	15	6	0	33	2	155	58	0	215	48	15	1	2	66	3	135	10	0	148	462
04:00 PM	2	3	2	0	7	1	32	19	0	52	10	3	0	0	13	1	40	3	0	44	116
04:15 PM	3	7	1	0	11	2	42	14	0	58	10	1	1	0	12	0	36	4	1	41	122
04:30 PM	0	7	3	0	10	1	38	14	0	53	11	5	0	0	16	1	32	1	0	34	113
04:45 PM	2	4	1	0	7	1	30	14	0	45	16	12	0	0	28	1	48	3	0	52	132
Total	7	21	7	0	35	5	142	61	0	208	47	21	1	0	69	3	156	11	1	171	483
05:00 PM	2	7	1	0	10	0	34	20	0	54	13	6	0	0	19	2	53	1	0	56	139
05:15 PM	2	3	0	0	5	1	29	9	0	39	13	7	0	0	20	0	43	4	0	47	111
05:30 PM	3	0	2	0	5	0	26	13	1	40	13	3	0	0	16	0	41	2	0	43	104
05:45 PM	3	3	0	0	6	2	36	19	0	57	13	1	0	0	14	1	31	1	0	33	110
Total	10	13	3	0	26	3	125	61	1	190	52	17	0	0	69	3	168	8	0	179	464
Grand Total	29	49	16	0	94	10	422	180	1	613	147	53	2	2	204	9	459	29	1	498	1409
Apprch %	30.9	52.1	17.0	0.0		1.6	68.8	29.4	0.2		72.1	26.0	1.0	1.0		1.8	92.2	5.8	0.2		
Total %	2.1	3.5	1.1	0.0	6.7	0.7	30.0	12.8	0.1	43.5	10.4	3.8	0.1	0.1	14.5	0.6	32.6	2.1	0.1	35.3	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6G~E
Site Code : 00000012
Start Date : 4/26/2014
Page No : 2



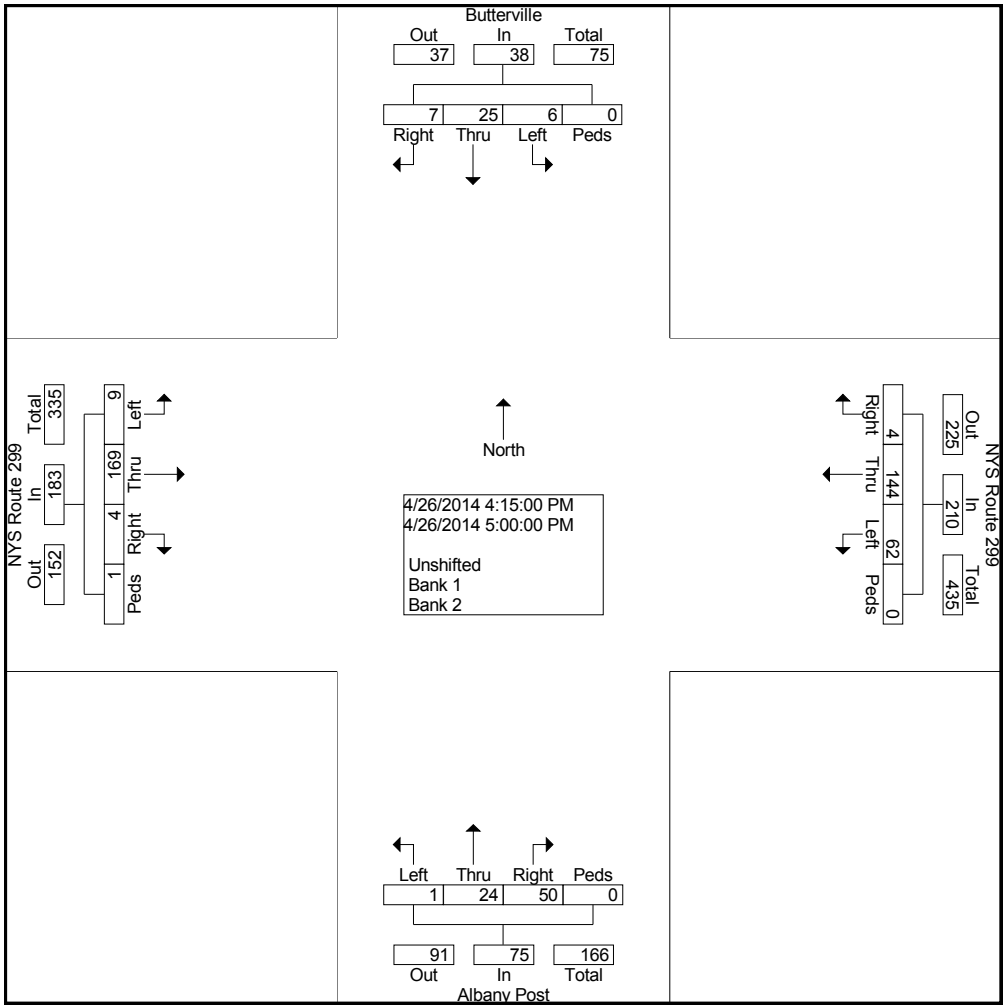
Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6G~E
Site Code : 00000012
Start Date : 4/26/2014

	Butterville From North					NYS Route 299 From East					Albany Post From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	7	25	6	0	38	4	144	62	0	210	50	24	1	0	75	4	169	9	1	183	506
Percent	18.4	65.8	15.8	0.0		1.9	68.6	29.5	0.0		66.7	32.0	1.3	0.0		2.2	92.3	4.9	0.5		
05:00 Volume	2	7	1	0	10	0	34	20	0	54	13	6	0	0	19	2	53	1	0	56	139
Peak Factor																					0.910
High Int.	04:15 PM					04:15 PM					04:45 PM					05:00 PM					
Volume	3	7	1	0	11	2	42	14	0	58	16	12	0	0	28	2	53	1	0	56	
Peak Factor					0.864					0.905					0.670					0.817	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6G~E
Site Code : 00000012
Start Date : 4/26/2014
Page No : 4



Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: D4-2840
Collected by: ARD
Notes:

File Name : untitled1
Site Code : 12345678
Start Date : 10/18/2014
Page No : 1

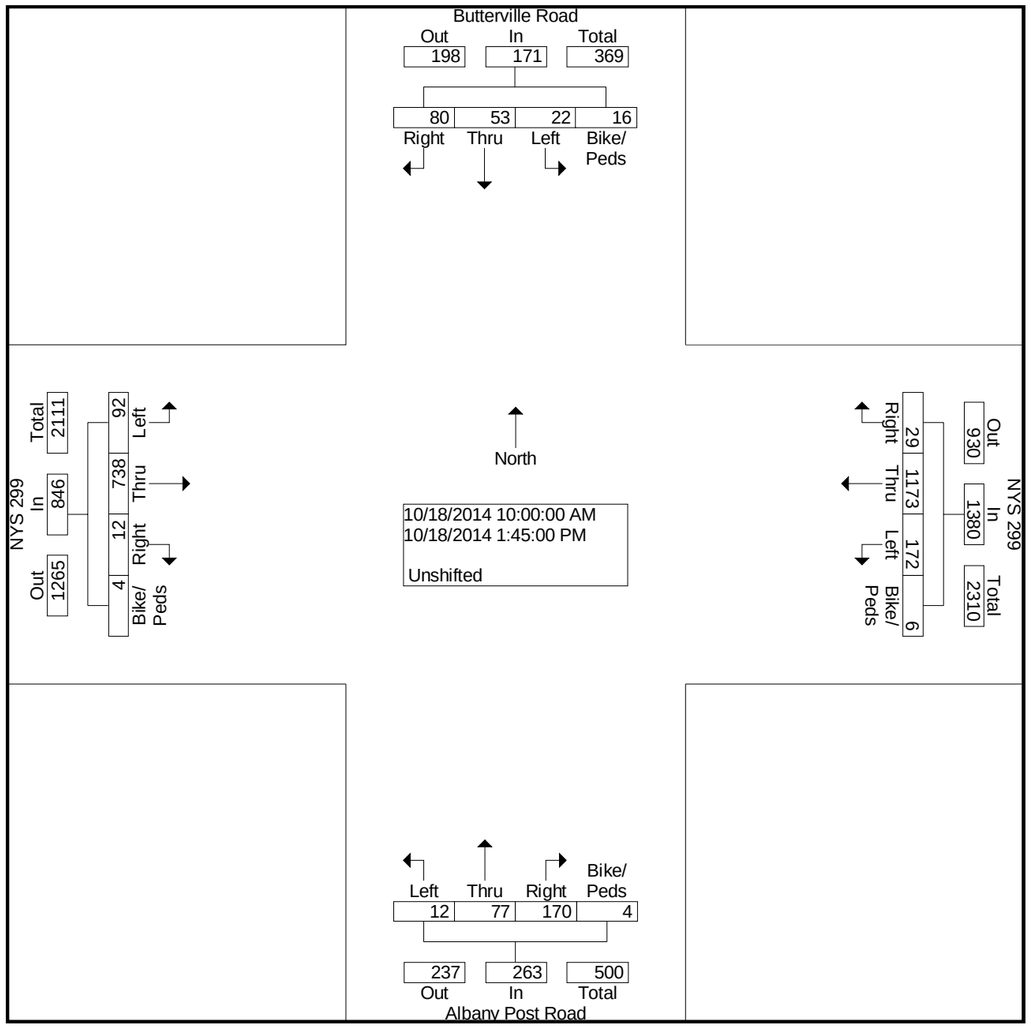
Groups Printed- Unshifted

	Butterville Road From North					NYS 299 From East					Albany Post Road From South					NYS 299 From West					
Start Time	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
10:00 AM	1	1	0	0	2	1	60	6	0	67	13	3	0	1	17	1	23	1	0	25	111
10:15 AM	4	2	2	0	8	2	70	1	0	73	9	7	3	0	19	0	33	1	0	34	134
10:30 AM	1	3	1	1	6	2	74	6	3	85	11	8	0	0	19	0	29	7	0	36	146
10:45 AM	2	1	2	0	5	1	64	9	0	74	17	5	0	0	22	1	38	4	2	45	146
Total	8	7	5	1	21	6	268	22	3	299	50	23	3	1	77	2	123	13	2	140	537
11:00 AM	2	5	1	0	8	0	80	10	0	90	11	4	0	0	15	0	25	3	0	28	141
11:15 AM	6	0	1	4	11	1	79	13	0	93	9	2	0	0	11	0	33	1	0	34	149
11:30 AM	6	5	4	0	15	1	73	11	0	85	16	6	0	0	22	0	35	3	1	39	161
11:45 AM	6	2	0	5	13	0	74	9	0	83	8	3	1	0	12	3	43	3	0	49	157
Total	20	12	6	9	47	2	306	43	0	351	44	15	1	0	60	3	136	10	1	150	608
12:00 PM	5	4	4	0	13	1	82	12	0	95	12	7	0	3	22	1	44	3	0	48	178
12:15 PM	5	3	1	0	9	2	72	8	0	82	10	1	1	0	12	1	62	9	0	72	175
12:30 PM	7	4	1	0	12	2	71	18	2	93	4	6	1	0	11	1	42	12	0	55	171
12:45 PM	5	4	1	0	10	3	83	16	0	102	7	3	0	0	10	0	55	7	0	62	184
Total	22	15	7	0	44	8	308	54	2	372	33	17	2	3	55	3	203	31	0	237	708
01:00 PM	10	6	1	0	17	4	73	16	1	94	14	5	1	0	20	2	50	10	1	63	194
01:15 PM	5	7	0	0	12	1	71	11	0	83	14	2	1	0	17	0	57	14	0	71	183
01:30 PM	10	2	1	4	17	4	71	13	0	88	10	4	0	0	14	2	86	9	0	97	216
01:45 PM	5	4	2	2	13	4	76	13	0	93	5	11	4	0	20	0	83	5	0	88	214
Total	30	19	4	6	59	13	291	53	1	358	43	22	6	0	71	4	276	38	1	319	807
Grand Total	80	53	22	16	171	29	1173	172	6	1380	170	77	12	4	263	12	738	92	4	846	2660
Apprch %	46.8	31.0	12.9	9.4		2.1	85.0	12.5	0.4		64.6	29.3	4.6	1.5		1.4	87.2	10.9	0.5		
Total %	3.0	2.0	0.8	0.6	6.4	1.1	44.1	6.5	0.2	51.9	6.4	2.9	0.5	0.2	9.9	0.5	27.7	3.5	0.2	31.8	

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: D4-2840
Collected by: ARD
Notes:

File Name : untitled1
Site Code : 12345678
Start Date : 10/18/2014
Page No : 2



Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: D4-2840
Collected by: ARD
Notes:

File Name : 005HH(~E
Site Code : 12345678
Start Date : 10/18/2014
Page No : 1

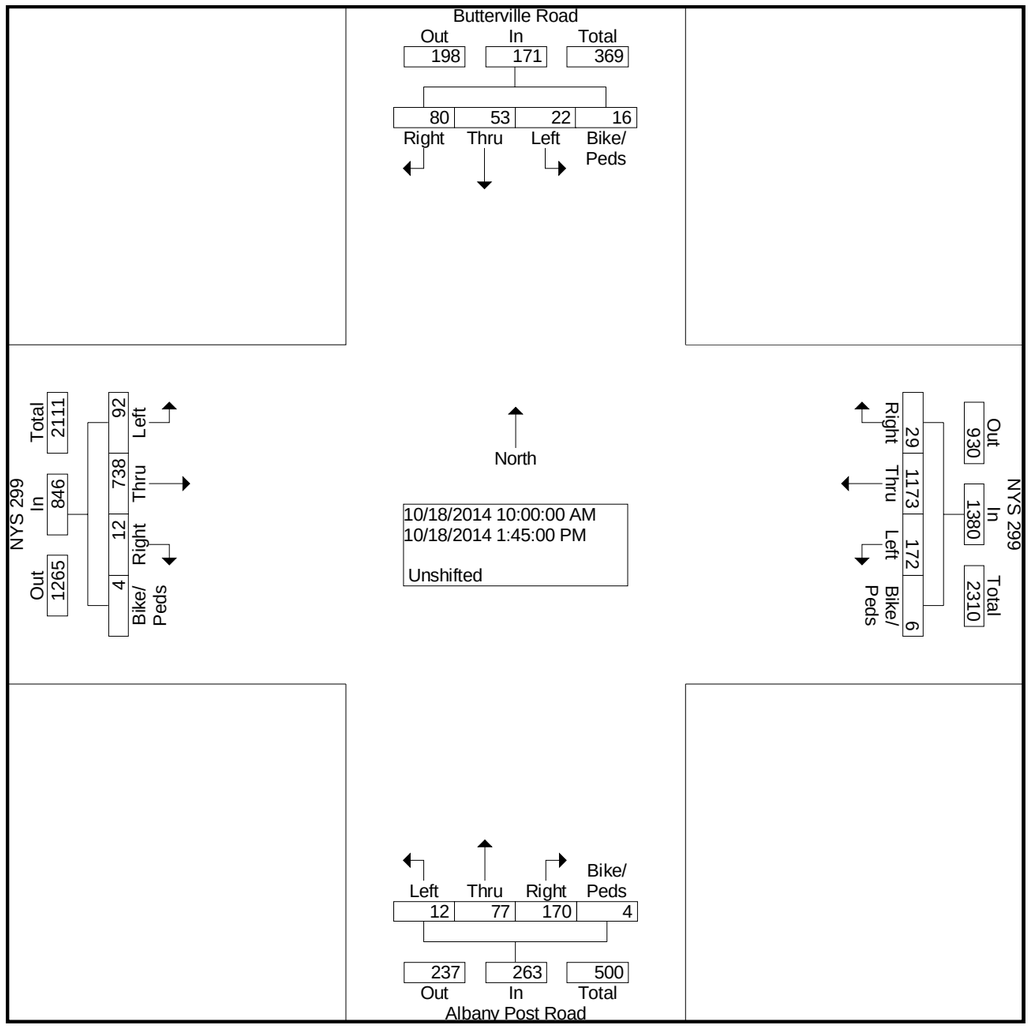
Groups Printed- Unshifted

	Butterville Road From North					NYS 299 From East					Albany Post Road From South					NYS 299 From West					
Start Time	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
10:00 AM	1	1	0	0	2	1	60	6	0	67	13	3	0	1	17	1	23	1	0	25	111
10:15 AM	4	2	2	0	8	2	70	1	0	73	9	7	3	0	19	0	33	1	0	34	134
10:30 AM	1	3	1	1	6	2	74	6	3	85	11	8	0	0	19	0	29	7	0	36	146
10:45 AM	2	1	2	0	5	1	64	9	0	74	17	5	0	0	22	1	38	4	2	45	146
Total	8	7	5	1	21	6	268	22	3	299	50	23	3	1	77	2	123	13	2	140	537
11:00 AM	2	5	1	0	8	0	80	10	0	90	11	4	0	0	15	0	25	3	0	28	141
11:15 AM	6	0	1	4	11	1	79	13	0	93	9	2	0	0	11	0	33	1	0	34	149
11:30 AM	6	5	4	0	15	1	73	11	0	85	16	6	0	0	22	0	35	3	1	39	161
11:45 AM	6	2	0	5	13	0	74	9	0	83	8	3	1	0	12	3	43	3	0	49	157
Total	20	12	6	9	47	2	306	43	0	351	44	15	1	0	60	3	136	10	1	150	608
12:00 PM	5	4	4	0	13	1	82	12	0	95	12	7	0	3	22	1	44	3	0	48	178
12:15 PM	5	3	1	0	9	2	72	8	0	82	10	1	1	0	12	1	62	9	0	72	175
12:30 PM	7	4	1	0	12	2	71	18	2	93	4	6	1	0	11	1	42	12	0	55	171
12:45 PM	5	4	1	0	10	3	83	16	0	102	7	3	0	0	10	0	55	7	0	62	184
Total	22	15	7	0	44	8	308	54	2	372	33	17	2	3	55	3	203	31	0	237	708
01:00 PM	10	6	1	0	17	4	73	16	1	94	14	5	1	0	20	2	50	10	1	63	194
01:15 PM	5	7	0	0	12	1	71	11	0	83	14	2	1	0	17	0	57	14	0	71	183
01:30 PM	10	2	1	4	17	4	71	13	0	88	10	4	0	0	14	2	86	9	0	97	216
01:45 PM	5	4	2	2	13	4	76	13	0	93	5	11	4	0	20	0	83	5	0	88	214
Total	30	19	4	6	59	13	291	53	1	358	43	22	6	0	71	4	276	38	1	319	807
Grand Total	80	53	22	16	171	29	1173	172	6	1380	170	77	12	4	263	12	738	92	4	846	2660
Apprch %	46.8	31.0	12.9	9.4		2.1	85.0	12.5	0.4		64.6	29.3	4.6	1.5		1.4	87.2	10.9	0.5		
Total %	3.0	2.0	0.8	0.6	6.4	1.1	44.1	6.5	0.2	51.9	6.4	2.9	0.5	0.2	9.9	0.5	27.7	3.5	0.2	31.8	

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: D4-2840
Collected by: ARD
Notes:

File Name : 005HH(~E
Site Code : 12345678
Start Date : 10/18/2014
Page No : 2



Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: D4-2840
Collected by: ARD
Notes:

File Name : 005HH(~E
Site Code : 12345678
Start Date : 10/18/2014
Page No : 3

	Butterville Road From North					NYS 299 From East					Albany Post Road From South					NYS 299 From West					
Start Time	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Int. Total
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	01:00 PM																				
Volume	30	19	4	6	59	13	291	53	1	358	43	22	6	0	71	4	276	38	1	319	807
Percent	50.8	32.2	6.8	10.2		3.6	81.3	14.8	0.3		60.6	31.0	8.5	0.0		1.3	86.5	11.9	0.3		
01:30 Volume	10	2	1	4	17	4	71	13	0	88	10	4	0	0	14	2	86	9	0	97	216
Peak Factor																					0.934
High Int.	01:00 PM					01:00 PM					01:00 PM					01:30 PM					
Volume	10	6	1	0	17	4	73	16	1	94	14	5	1	0	20	2	86	9	0	97	
Peak Factor					0.868					0.952					0.888					0.822	

Gatehouse Road at NYS 299

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

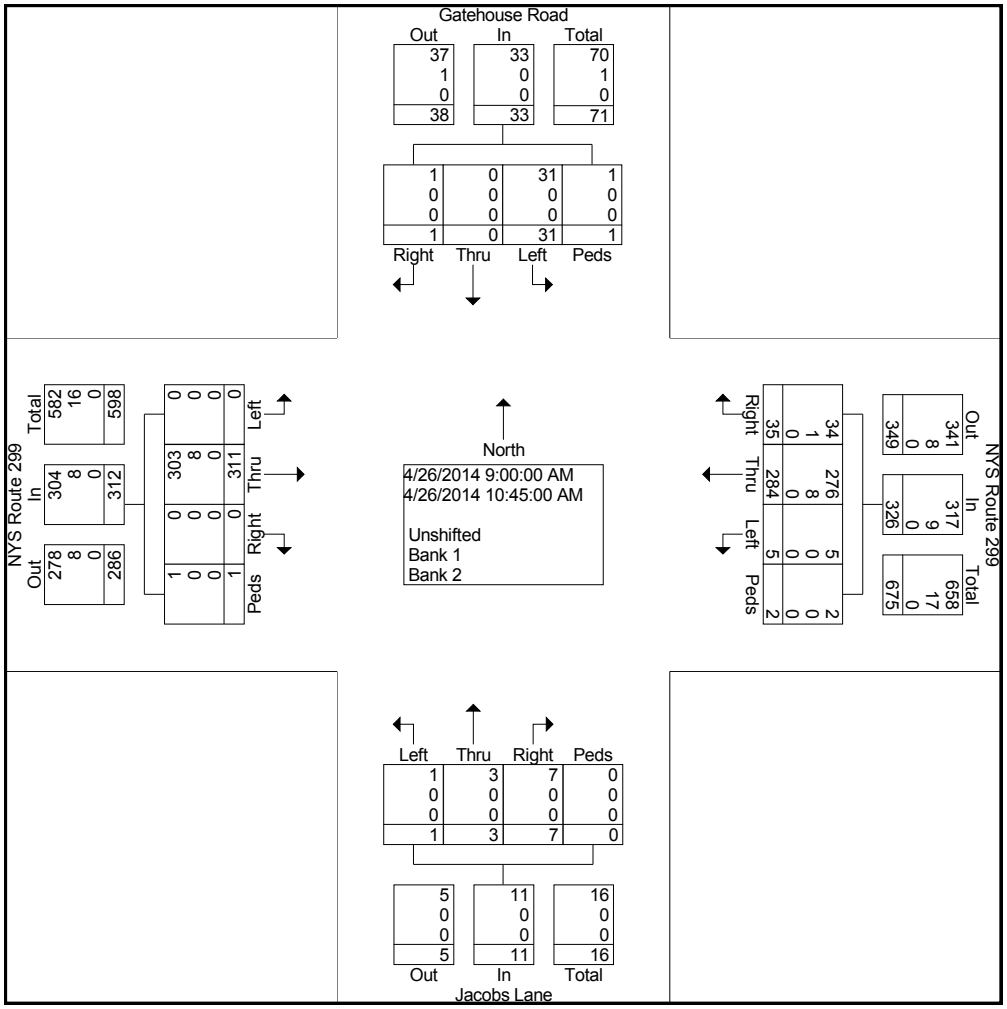
File Name : 004P6B~E
Site Code : 00000002
Start Date : 4/26/2014
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	Gatehouse Road From North					NYS Route 299 From East					Jacobs Lane From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	0	0	2	0	2	4	39	0	0	43	1	2	0	0	3	0	46	0	1	47	95
09:15 AM	0	0	4	0	4	2	29	1	0	32	0	0	0	0	0	0	33	0	0	33	69
09:30 AM	0	0	2	0	2	4	30	1	0	35	0	1	0	0	1	0	40	0	0	40	78
09:45 AM	1	0	6	1	8	2	30	1	0	33	1	0	1	0	2	0	35	0	0	35	78
Total	1	0	14	1	16	12	128	3	0	143	2	3	1	0	6	0	154	0	1	155	320
10:00 AM	0	0	3	0	3	5	30	1	2	38	1	0	0	0	1	0	35	0	0	35	77
10:15 AM	0	0	3	0	3	8	34	0	0	42	2	0	0	0	2	0	33	0	0	33	80
10:30 AM	0	0	5	0	5	3	53	0	0	56	1	0	0	0	1	0	41	0	0	41	103
10:45 AM	0	0	6	0	6	7	39	1	0	47	1	0	0	0	1	0	48	0	0	48	102
Total	0	0	17	0	17	23	156	2	2	183	5	0	0	0	5	0	157	0	0	157	362
Grand Total	1	0	31	1	33	35	284	5	2	326	7	3	1	0	11	0	311	0	1	312	682
Apprch %	3.0	0.0	93.9	3.0		10.7	87.1	1.5	0.6		63.6	27.3	9.1	0.0		0.0	99.7	0.0	0.3		
Total %	0.1	0.0	4.5	0.1	4.8	5.1	41.6	0.7	0.3	47.8	1.0	0.4	0.1	0.0	1.6	0.0	45.6	0.0	0.1	45.7	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6B~E
Site Code : 00000002
Start Date : 4/26/2014
Page No : 2



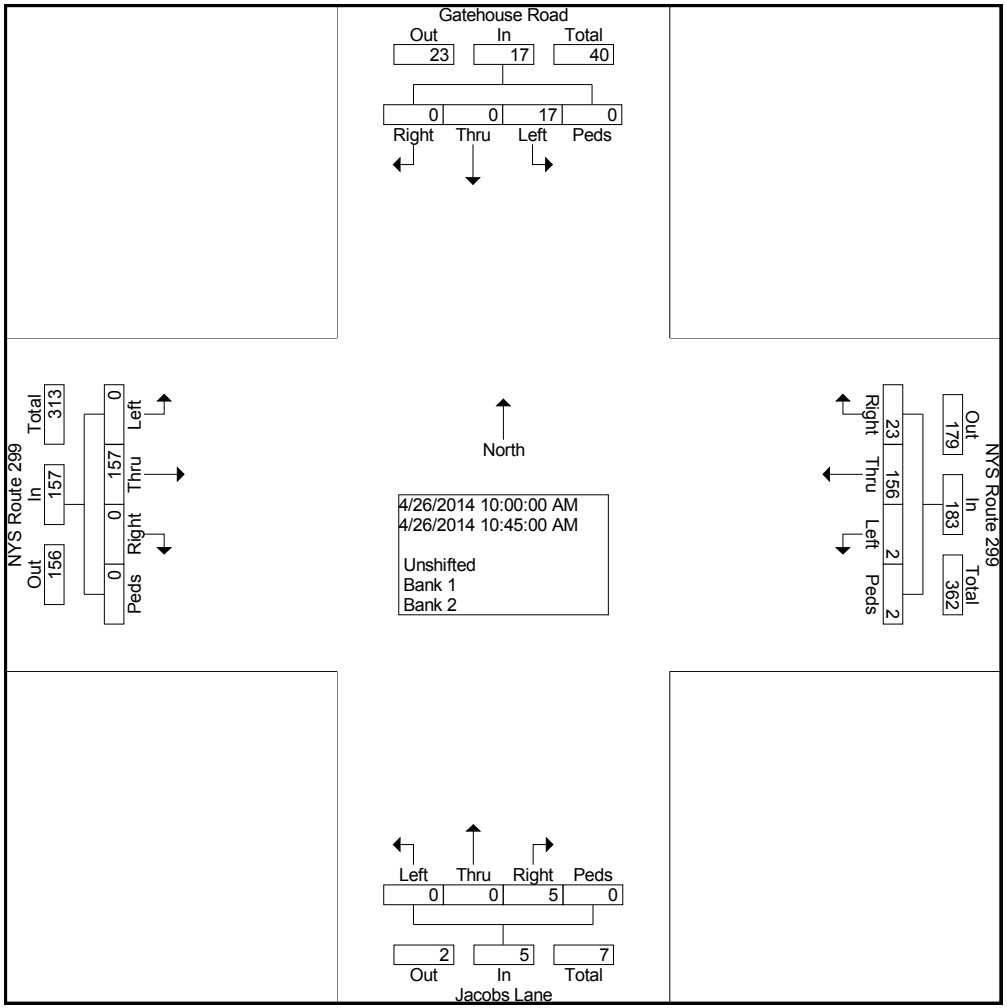
Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6B~E
Site Code : 00000002
Start Date : 4/26/2014

	Gatehouse Road From North					NYS Route 299 From East					Jacobs Lane From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 09:00 AM to 10:45 AM - Peak 1 of 1																					
Intersection	10:00 AM																				
Volume	0	0	17	0	17	23	156	2	2	183	5	0	0	0	5	0	157	0	0	157	362
Percent	0.0	0.0	100.0	0.0		12.6	85.2	1.1	1.1		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
10:30 Volume	0	0	5	0	5	3	53	0	0	56	1	0	0	0	1	0	41	0	0	41	103
Peak Factor																					0.879
High Int.	10:45 AM					10:30 AM					10:15 AM					10:45 AM					
Volume	0	0	6	0	6	3	53	0	0	56	2	0	0	0	2	0	48	0	0	48	
Peak Factor					0.708					0.817					0.625					0.818	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6B~E
Site Code : 00000002
Start Date : 4/26/2014
Page No : 4



Gatehouse Road at NYS 299

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

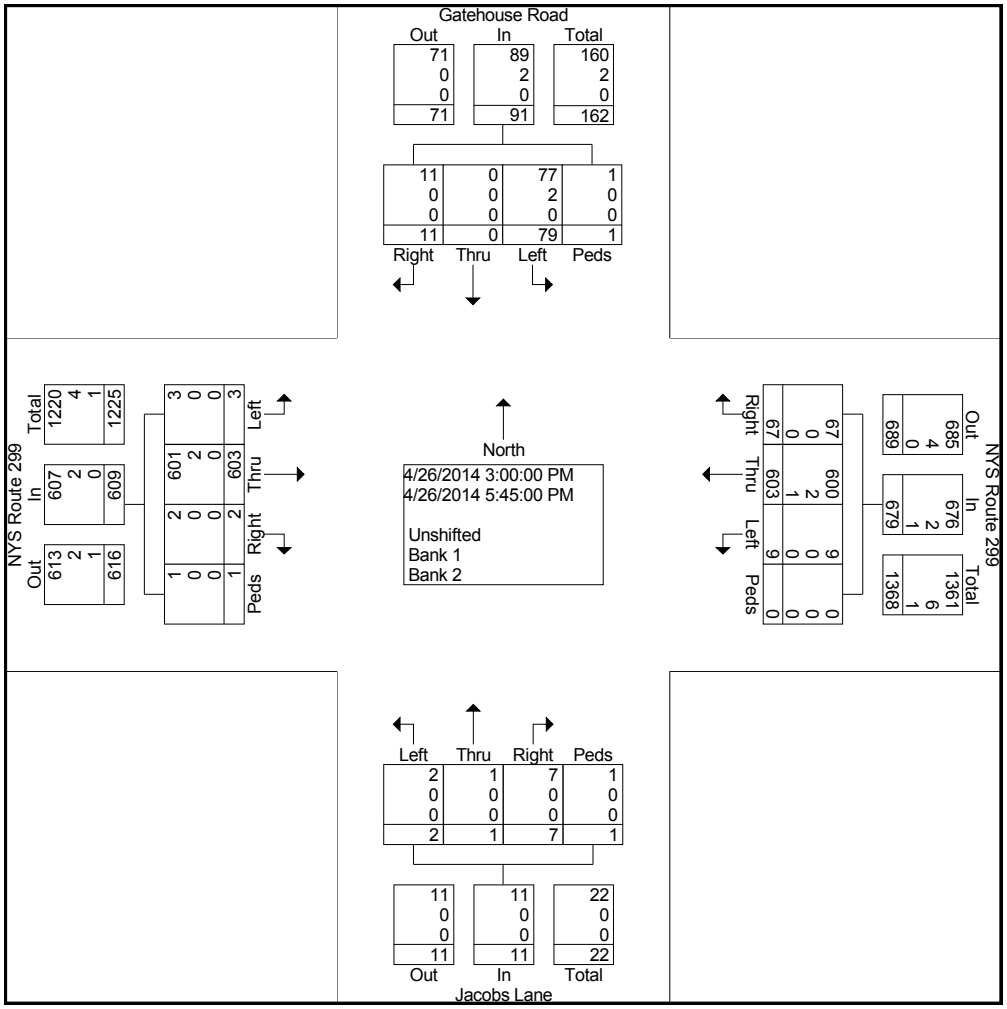
File Name : 004P6A~E
Site Code : 00000022
Start Date : 4/26/2014

Groups Printed- Unshifted - Bank 1 - Bank 2

	Gatehouse Road From North					NYS Route 299 From East					Jacobs Lane From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	3	0	4	0	7	8	52	3	0	63	0	0	0	0	0	0	38	0	0	38	108
03:15 PM	1	0	2	0	3	6	36	1	0	43	0	0	1	0	1	0	55	0	0	55	102
03:30 PM	0	0	6	0	6	9	70	1	0	80	1	0	0	0	1	1	34	0	0	35	122
03:45 PM	2	0	8	0	10	2	50	1	0	53	0	1	0	0	1	0	54	1	0	55	119
Total	6	0	20	0	26	25	208	6	0	239	1	1	1	0	3	1	181	1	0	183	451
04:00 PM	1	0	15	0	16	8	53	0	0	61	1	0	0	0	1	1	51	0	0	52	130
04:15 PM	2	0	15	0	17	7	55	2	0	64	0	0	0	0	0	0	42	0	1	43	124
04:30 PM	0	0	3	1	4	5	50	0	0	55	3	0	0	0	3	0	50	0	0	50	112
04:45 PM	0	0	6	0	6	3	50	0	0	53	0	0	0	0	0	0	61	0	0	61	120
Total	3	0	39	1	43	23	208	2	0	233	4	0	0	0	4	1	204	0	1	206	486
05:00 PM	1	0	5	0	6	1	48	0	0	49	0	0	0	0	0	0	63	0	0	63	118
05:15 PM	0	0	7	0	7	8	40	0	0	48	1	0	0	0	1	0	60	1	0	61	117
05:30 PM	0	0	4	0	4	7	43	0	0	50	1	0	0	0	1	0	54	0	0	54	109
05:45 PM	1	0	4	0	5	3	56	1	0	60	0	0	1	1	2	0	41	1	0	42	109
Total	2	0	20	0	22	19	187	1	0	207	2	0	1	1	4	0	218	2	0	220	453
Grand Total	11	0	79	1	91	67	603	9	0	679	7	1	2	1	11	2	603	3	1	609	1390
Apprch %	12.1	0.0	86.8	1.1		9.9	88.8	1.3	0.0		63.6	9.1	18.2	9.1		0.3	99.0	0.5	0.2		
Total %	0.8	0.0	5.7	0.1	6.5	4.8	43.4	0.6	0.0	48.8	0.5	0.1	0.1	0.1	0.8	0.1	43.4	0.2	0.1	43.8	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6A~E
Site Code : 00000022
Start Date : 4/26/2014
Page No : 2



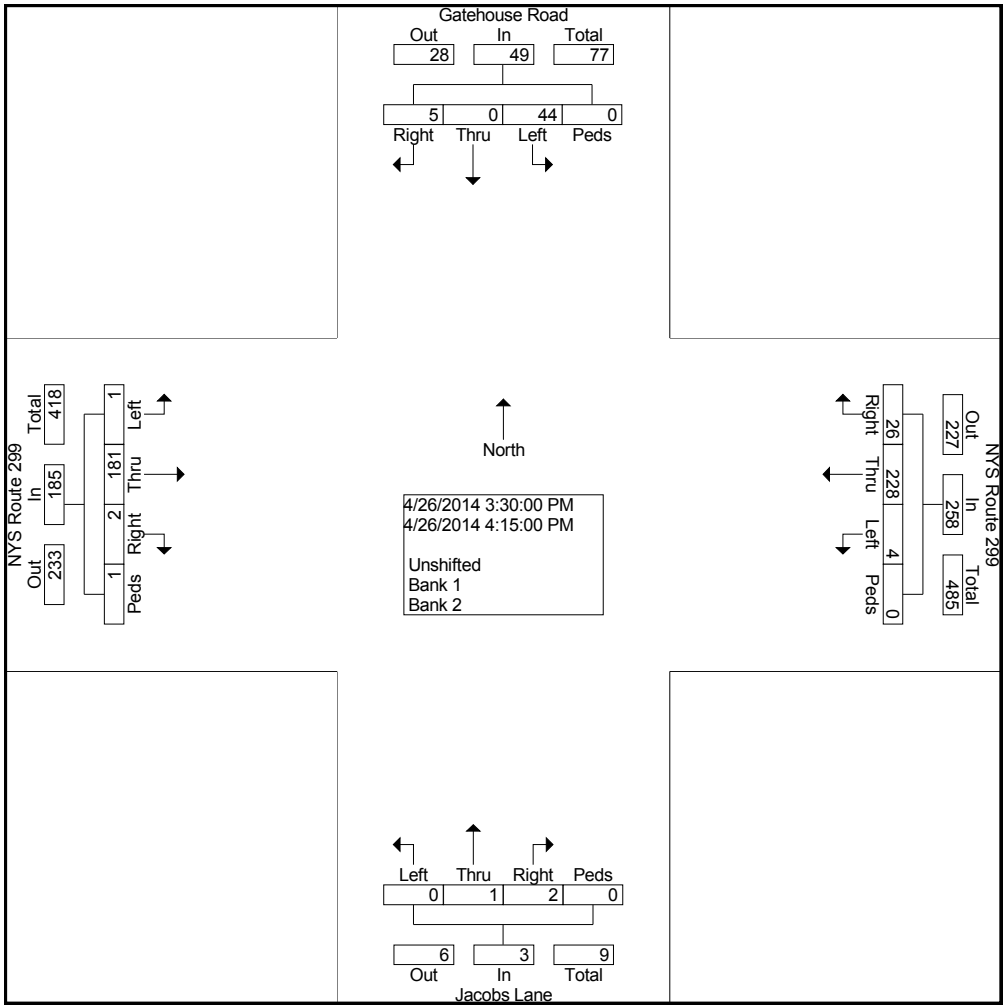
Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6A~E
Site Code : 00000022
Start Date : 4/26/2014

	Gatehouse Road From North					NYS Route 299 From East					Jacobs Lane From South					NYS Route 299 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	03:30 PM																				
Volume	5	0	44	0	49	26	228	4	0	258	2	1	0	0	3	2	181	1	1	185	495
Percent	10.2	0.0	89.8	0.0		10.1	88.4	1.6	0.0		66.7	33.3	0.0	0.0		1.1	97.8	0.5	0.5		
04:00 Volume	1	0	15	0	16	8	53	0	0	61	1	0	0	0	1	1	51	0	0	52	130
Peak Factor																					0.952
High Int.	04:15 PM					03:30 PM					03:30 PM					03:45 PM					
Volume	2	0	15	0	17	9	70	1	0	80	1	0	0	0	1	0	54	1	0	55	
Peak Factor					0.721					0.806					0.750					0.841	

Barton & Loguidice
10 Airline Drive - Suite 200
Albany, New York 12205
(518) 218-1801

File Name : 004P6A~E
Site Code : 00000022
Start Date : 4/26/2014
Page No : 4



Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: TU-0556
Collected by: CMH
Notes:

File Name : Gatehouse-NYS 299
Site Code : 00002991
Start Date : 10/18/2014
Page No : 1

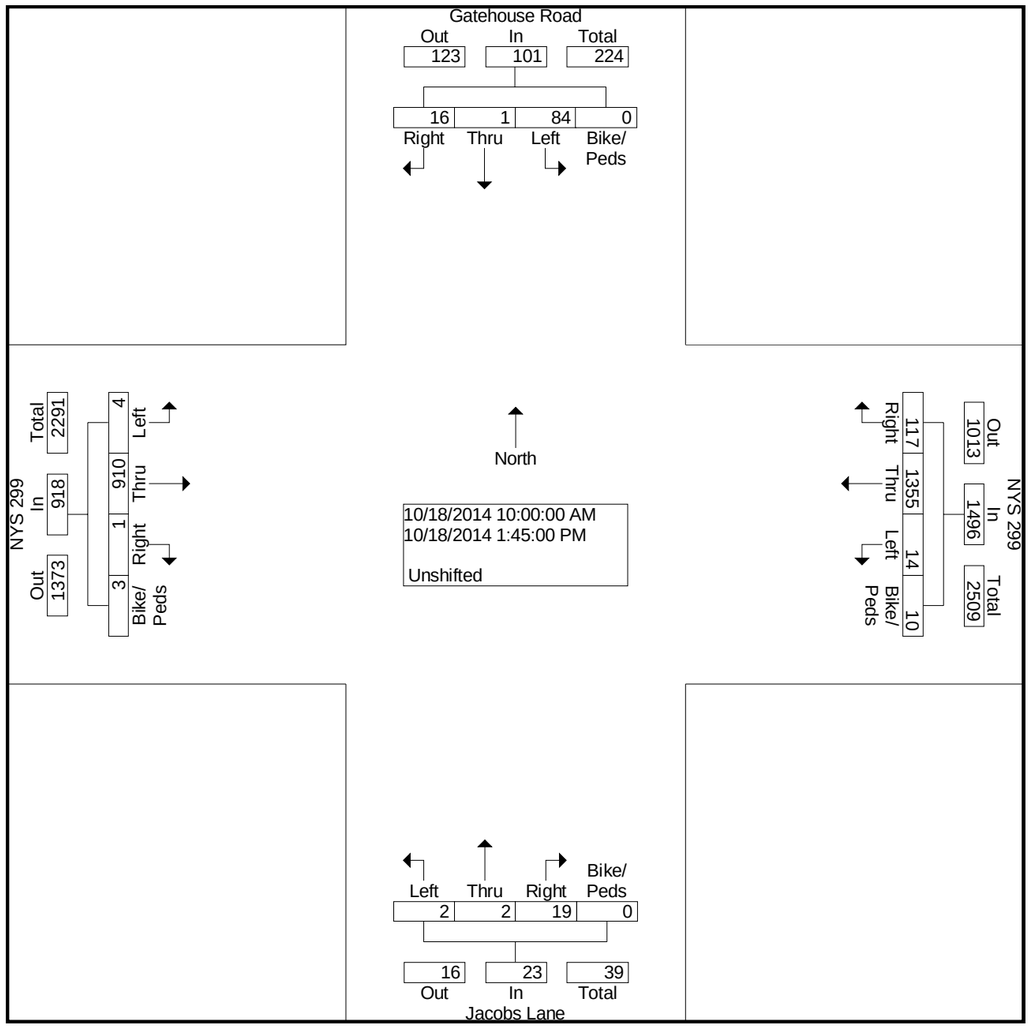
Groups Printed- Unshifted

	Gatehouse Road From North					NYS 299 From East					Jacobs Lane From South					NYS 299 From West					
Start Time	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
10:00 AM	0	0	6	0	6	3	70	1	0	74	3	1	0	0	4	0	36	0	0	36	120
10:15 AM	0	0	4	0	4	7	68	2	0	77	0	0	1	0	1	0	43	0	0	43	125
10:30 AM	0	0	4	0	4	3	82	1	3	89	0	0	0	0	0	0	39	0	0	39	132
10:45 AM	1	0	5	0	6	7	72	2	0	81	0	0	0	0	0	0	59	0	0	59	146
Total	1	0	19	0	20	20	292	6	3	321	3	1	1	0	5	0	177	0	0	177	523
11:00 AM	1	0	5	0	6	8	89	0	0	97	1	0	0	0	1	0	37	0	0	37	141
11:15 AM	0	0	3	0	3	7	90	1	0	98	2	0	1	0	3	0	42	0	3	45	149
11:30 AM	2	1	6	0	9	6	82	3	0	91	1	0	0	0	1	0	44	0	0	44	145
11:45 AM	0	0	9	0	9	9	83	0	3	95	1	0	0	0	1	0	56	1	0	57	162
Total	3	1	23	0	27	30	344	4	3	381	5	0	1	0	6	0	179	1	3	183	597
12:00 PM	0	0	3	0	3	5	97	0	0	102	1	0	0	0	1	0	58	0	0	58	164
12:15 PM	0	0	2	0	2	7	82	1	1	91	2	1	0	0	3	1	73	0	0	74	170
12:30 PM	3	0	8	0	11	13	95	1	2	111	1	0	0	0	1	0	44	0	0	44	167
12:45 PM	0	0	7	0	7	8	95	1	0	104	2	0	0	0	2	0	63	0	0	63	176
Total	3	0	20	0	23	33	369	3	3	408	6	1	0	0	7	1	238	0	0	239	677
01:00 PM	2	0	5	0	7	7	93	0	0	100	2	0	0	0	2	0	62	3	0	65	174
01:15 PM	1	0	3	0	4	11	78	0	0	89	1	0	0	0	1	0	73	0	0	73	167
01:30 PM	1	0	9	0	10	7	93	1	0	101	1	0	0	0	1	0	91	0	0	91	203
01:45 PM	5	0	5	0	10	9	86	0	1	96	1	0	0	0	1	0	90	0	0	90	197
Total	9	0	22	0	31	34	350	1	1	386	5	0	0	0	5	0	316	3	0	319	741
Grand Total	16	1	84	0	101	117	1355	14	10	1496	19	2	2	0	23	1	910	4	3	918	2538
Apprch %	15.8	1.0	83.2	0.0		7.8	90.6	0.9	0.7		82.6	8.7	8.7	0.0		0.1	99.1	0.4	0.3		
Total %	0.6	0.0	3.3	0.0	4.0	4.6	53.4	0.6	0.4	58.9	0.7	0.1	0.1	0.0	0.9	0.0	35.9	0.2	0.1	36.2	

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: TU-0556
Collected by: CMH
Notes:

File Name : Gatehouse-NYS 299
Site Code : 00002991
Start Date : 10/18/2014
Page No : 2



Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: TU-0556
Collected by: CMH
Notes:

File Name : 005HIP~E
Site Code : 00002991
Start Date : 10/18/2014
Page No : 1

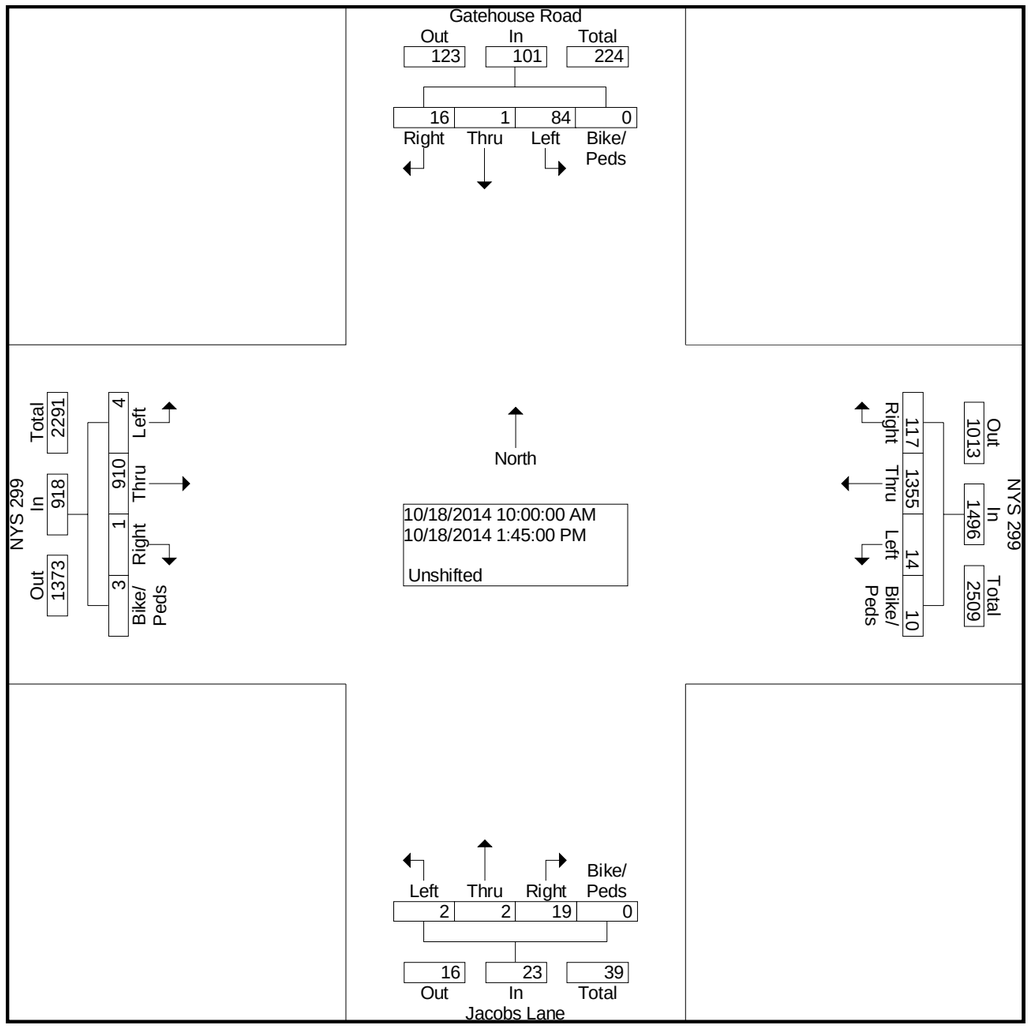
Groups Printed- Unshifted

	Gatehouse Road From North					NYS 299 From East					Jacobs Lane From South					NYS 299 From West					
Start Time	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
10:00 AM	0	0	6	0	6	3	70	1	0	74	3	1	0	0	4	0	36	0	0	36	120
10:15 AM	0	0	4	0	4	7	68	2	0	77	0	0	1	0	1	0	43	0	0	43	125
10:30 AM	0	0	4	0	4	3	82	1	3	89	0	0	0	0	0	0	39	0	0	39	132
10:45 AM	1	0	5	0	6	7	72	2	0	81	0	0	0	0	0	0	59	0	0	59	146
Total	1	0	19	0	20	20	292	6	3	321	3	1	1	0	5	0	177	0	0	177	523
11:00 AM	1	0	5	0	6	8	89	0	0	97	1	0	0	0	1	0	37	0	0	37	141
11:15 AM	0	0	3	0	3	7	90	1	0	98	2	0	1	0	3	0	42	0	3	45	149
11:30 AM	2	1	6	0	9	6	82	3	0	91	1	0	0	0	1	0	44	0	0	44	145
11:45 AM	0	0	9	0	9	9	83	0	3	95	1	0	0	0	1	0	56	1	0	57	162
Total	3	1	23	0	27	30	344	4	3	381	5	0	1	0	6	0	179	1	3	183	597
12:00 PM	0	0	3	0	3	5	97	0	0	102	1	0	0	0	1	0	58	0	0	58	164
12:15 PM	0	0	2	0	2	7	82	1	1	91	2	1	0	0	3	1	73	0	0	74	170
12:30 PM	3	0	8	0	11	13	95	1	2	111	1	0	0	0	1	0	44	0	0	44	167
12:45 PM	0	0	7	0	7	8	95	1	0	104	2	0	0	0	2	0	63	0	0	63	176
Total	3	0	20	0	23	33	369	3	3	408	6	1	0	0	7	1	238	0	0	239	677
01:00 PM	2	0	5	0	7	7	93	0	0	100	2	0	0	0	2	0	62	3	0	65	174
01:15 PM	1	0	3	0	4	11	78	0	0	89	1	0	0	0	1	0	73	0	0	73	167
01:30 PM	1	0	9	0	10	7	93	1	0	101	1	0	0	0	1	0	91	0	0	91	203
01:45 PM	5	0	5	0	10	9	86	0	1	96	1	0	0	0	1	0	90	0	0	90	197
Total	9	0	22	0	31	34	350	1	1	386	5	0	0	0	5	0	316	3	0	319	741
Grand Total	16	1	84	0	101	117	1355	14	10	1496	19	2	2	0	23	1	910	4	3	918	2538
Apprch %	15.8	1.0	83.2	0.0		7.8	90.6	0.9	0.7		82.6	8.7	8.7	0.0		0.1	99.1	0.4	0.3		
Total %	0.6	0.0	3.3	0.0	4.0	4.6	53.4	0.6	0.4	58.9	0.7	0.1	0.1	0.0	0.9	0.0	35.9	0.2	0.1	36.2	

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: TU-0556
Collected by: CMH
Notes:

File Name : 005HIP~E
Site Code : 00002991
Start Date : 10/18/2014
Page No : 2



Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany NY, 12205

Weather: Overcast
Serial Number: TU-0556
Collected by: CMH
Notes:

File Name : 005HIP~E
Site Code : 00002991
Start Date : 10/18/2014
Page No : 3

	Gatehouse Road From North					NYS 299 From East					Jacobs Lane From South					NYS 299 From West					
Start Time	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Right	Thru	Left	Bike/ Peds	App. Total	Int. Total
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 01:00 PM																					
Volume	9	0	22	0	31	34	350	1	1	386	5	0	0	0	5	0	316	3	0	319	741
Percent	29.0	0.0	71.0	0.0		8.8	90.7	0.3	0.3		100.0	0.0	0.0	0.0		0.0	99.1	0.9	0.0		
01:30 Volume	1	0	9	0	10	7	93	1	0	101	1	0	0	0	1	0	91	0	0	91	203
Peak Factor																					0.913
High Int.	01:30 PM					01:30 PM					01:00 PM					01:30 PM					
Volume	1	0	9	0	10	7	93	1	0	101	2	0	0	0	2	0	91	0	0	91	
Peak Factor					0.775					0.955					0.625					0.876	

APPENDIX C

AUTOMATIC TRAFFIC RECORDER DATA

Barton & Loguidice
10 Airline Drive, Suite 200
Albany, New York 12205
(518) 218-1801

Site Code: 1
Station ID:

GATEHOUSE ROAD

Latitude: 0' 0.000 South

Start	26-Apr-14		27-Apr-14		28-Apr-14		29-Apr-14		30-Apr-14		01-May-14		02-May-14		Week Average	
Time	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A
12:00 AM	*	*	1	0	1	0	2	0	1	0	1	0	8	10	2	2
01:00	*	*	1	0	1	0	0	0	0	0	0	0	4	1	1	0
02:00	*	*	0	1	0	1	0	0	2	0	0	0	3	2	1	1
03:00	*	*	0	0	0	2	1	0	0	0	0	0	1	5	0	1
04:00	*	*	1	0	1	1	1	1	0	0	1	0	5	10	2	2
05:00	*	*	1	2	0	1	0	1	2	3	0	0	9	19	2	4
06:00	*	*	1	0	2	5	2	5	6	5	5	7	**17**	**49**	6	12
07:00	*	*	6	4	6	**20**	6	16	4	**22**	6	18	5	23	6	17
08:00	*	*	8	10	13	18	5	**19**	**11**	12	11	21	*	*	10	16
09:00	*	*	12	**18**	13	20	**18**	19	11	16	50	75	*	*	21	**30**
10:00	*	*	13	15	11	18	6	14	7	12	76	74	*	*	23	27
11:00	*	*	**19**	15	**16**	14	15	11	8	4	**99**	**80**	*	*	**31**	25
12:00 PM	21	19	14	10	20	15	18	13	7	11	91	64	*	*	28	22
01:00	24	19	18	16	15	14	13	14	7	12	87	91	*	*	27	28
02:00	22	20	18	**18**	23	19	**26**	14	10	3	109	107	*	*	35	30
03:00	**25**	24	25	17	**32**	14	16	14	15	13	**161**	101	*	*	**46**	30
04:00	20	**40**	**28**	10	22	**20**	18	**16**	19	13	159	**118**	*	*	44	**36**
05:00	20	23	11	17	19	13	21	14	**25**	**22**	161	108	*	*	43	33
06:00	22	11	13	10	21	13	12	10	16	9	137	81	*	*	37	22
07:00	14	11	13	13	16	8	10	11	8	3	122	60	*	*	30	18
08:00	8	9	9	11	6	3	2	2	15	5	86	45	*	*	21	12
09:00	8	5	4	1	7	3	12	2	2	2	64	22	*	*	16	6
10:00	5	4	1	1	5	3	4	1	2	1	37	21	*	*	9	5
11:00	4	2	0	0	0	0	3	1	1	0	10	15	*	*	3	3
Total	193	187	217	189	250	225	211	198	179	168	1473	1108	52	119	444	382
Day	380		406		475		409		347		2581		171		826	
AM Peak			11:00	09:00	11:00	07:00	09:00	08:00	08:00	07:00	11:00	11:00	06:00	06:00	11:00	09:00
Vol.			19	18	16	20	18	19	11	22	99	80	17	49	31	30
PM Peak	15:00	16:00	16:00	14:00	15:00	16:00	14:00	16:00	17:00	17:00	15:00	16:00			15:00	16:00
Vol.	25	40	28	18	32	20	26	16	25	22	161	118			46	36

Comb. Total	380		406		475		409		347		2581		171		826	

ADT ADT 844 AADT 844

STATION: **860009**

County of Ulster
Traffic Count Hourly Report

ROUTE #: **NY 299** ROAD NAME: **NY 299**
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 6 WK OF YR: 41
DATE OF COUNT: 10/10/2014
NOTES LANE 1: EB travel lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

FROM: **TOWN OF GARDINER & TOWN OF N**
REC. SERIAL #: AP84
PLACEMENT: .28 Mi E of Albany Post Rd
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **CR 61 LIBERTYVILLE RD**
FUNC. CLASS: 04
NHS: no
JURIS: Village
CC Stn:
BATCH ID: ULS-Processed

PROCESSED BY: ORG CODE: ULS INITIALS: DS

COUNTY: **Ulster**
TOWN: **NEW PALTZ**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F	**13**	**7**	**5**	**6**	**18**	**42**	**139**	**214**	**224**	**203**	**155**	**190**	**190**	**170**	**202**	**205**	**255**	**229**	**250**	**146**	**95**	**74**	**57**	**37**	3126	255	16
11	S	**22**	**7**	**8**	**5**	**10**	**22**	**28**	**80**	**149**	**171**	**165**	**198**	**167**	**181**	**203**	**234**	**249**	**317**	**305**	**177**	**81**	**71**	**56**	**31**	2937	317	17
12	S	**33**	**17**	**5**	**3**	**6**	**15**	**25**	**60**	**123**	**211**	**201**	**255**	**316**	**360**	**407**	**470**	**443**	**494**	**405**	**195**	**99**	**74**	**37**	**20**	4274	494	17
13	M	**20**	**5**	**4**	**5**	**8**	**44**	**92**	**116**	**143**	**165**	**214**	**202**	**206**	**228**	**252**	**254**	**238**	**186**	**141**	**76**	**55**	**28**	**17**	**10**	2709	254	15
14	T	**9**	**1**	**0**	**6**	**9**	**54**	**148**	**187**	**238**	**183**	**134**	**154**	**126**	**138**													
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

11	4	2	6	14	48	126	172	202	184	168	182	166	183	252	254	238	186	141	76	55	28	17	10	**ADT** 2725

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	110	2	44	254	9%	1.000	1.060

ESTIMATED

AADT
2571

County of Ulster

Traffic Count Hourly Report

ROUTE #: **NY 299** ROAD NAME: **NY 299**
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 7 WK OF YR: 41
DATE OF COUNT: 10/10/2014
NOTES LANE 1: WB travel lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

FROM: **TOWN OF GARDINER & TOWN OF N**
REC. SERIAL #: AP84
PLACEMENT: .28 Mi E of Albany Post Rd
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES

PROCESSED BY: ORG CODE: ULS INITIALS: DS

TO: **CR 61 LIBERTYVILLE RD**
FUNC. CLASS: 04
NHS: no
JURIS: Village
CC Stn:
BATCH ID: ULS-Processed

COUNTY: **Ulster**
TOWN: **NEW PALTZ**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F	**23**	**16**	**14**	**10**	**1**	**19**	**55**	**80**	**122**	**158**	**145**	**217**	**202**	**213**	**221**	**302**	**259**	**286**	**233**	**188**	**169**	**141**	**135**	**91**	3300	302	15
11	S	**61**	**26**	**21**	**11**	**12**	**9**	**24**	**43**	**82**	**127**	**197**	**250**	**284**	**291**	**266**	**252**	**276**	**234**	**161**	**157**	**119**	**152**	**130**	**78**	3263	291	13
12	S	**42**	**23**	**16**	**10**	**18**	**9**	**20**	**64**	**203**	**310**	**365**	**364**	**422**	**425**	**367**	**410**	**345**	**308**	**213**	**149**	**110**	**85**	**75**	**46**	4399	425	13
13	M	**18**	**14**	**6**	**3**	**3**	**16**	**30**	**66**	**96**	**139**	**200**	**196**	**224**	**193**	**195**	**193**	**179**	**187**	**145**	**123**	**82**	**68**	**41**	**25**	2442	224	12
14	T	**17**	**6**	**3**	**1**	**4**	**19**	**57**	**86**	**104**	**123**	**121**	**137**	**169**	**161**													
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
20	**11**	**8**	**6**	**2**	**19**	**47**	**77**	**107**	**140**	**155**	**183**	**196**	**177**	**195**	**193**	**179**	**187**	**145**	**123**	**82**	**68**	**41**	**25**	**2386**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	110	2	44	196	8%	1.000	1.060

ESTIMATED

AADT

2251

STATION: **868292**

County of Ulster

Traffic Count Hourly Report

ROAD #: ROAD NAME: **BUTTERVILLE RD**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 6 WK OF YR: 41
DATE OF COUNT: 10/10/2014
NOTES LANE 1: NB travel lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

FROM: **SR 299 W**
REC. SERIAL #: CM42
PLACEMENT: 500' N of SR 299
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES

PROCESSED BY: ORG CODE: ULS INITIALS: DS

TO: **MT REST RD**
FUNC. CLASS: 09
NHS: no
JURIS: Town
CC Stn:
BATCH ID: ULS-Processed

COUNTY: **Ulster**
TOWN: **NEW PALTZ**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F	**1**	**0**	**0**	**0**	**0**	**2**	**16**	**28**	**32**	**34**	**35**	**33**	**32**	**22**	**31**	**38**	**44**	**46**	**27**	**8**	**12**	**10**	**12**	**4**	467	46	17
11	S	**2**	**0**	**0**	**1**	**0**	**1**	**8**	**21**	**13**	**25**	**21**	**32**	**30**	**21**	**43**	**41**	**32**	**43**	**36**	**25**	**7**	**7**	**10**	**6**	425	43	14
12	S	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**21**	**22**	**44**	**48**	**49**	**61**	**61**	**72**	**62**	**58**	**69**	**59**	**23**	**6**	**5**	**8**	**4**	686	72	14
13	M	**3**	**2**	**1**	**0**	**0**	**2**	**12**	**25**	**23**	**26**	**28**	**24**	**29**	**25**	**27**	**32**	**35**	**33**	**19**	**10**	**7**	**4**	**9**	**1**	377	35	16
14	T	**2**	**0**	**0**	**1**	**1**	**1**	**13**	**32**	**29**	**27**	**20**	**13**	**24**														
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
2	**0**	**0**	**0**	**0**	**2**	**14**	**28**	**28**	**29**	**28**	**23**	**26**	**25**	**27**	**32**	**35**	**33**	**19**	**10**	**7**	**4**	**9**	**1**	**382**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	109	2	43	35	9%	1.000	1.060

ESTIMATED

AADT
360

County of Ulster

Traffic Count Hourly Report

ROAD #:
ROAD NAME: **BUTTERVILLE RD**
DIRECTION: Southbound
FACTOR GROUP: 30
STATE DIR CODE: 7
WK OF YR: 41
DATE OF COUNT: 10/10/2014
NOTES LANE 1: SB travel lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

FROM: **SR 299 W**
REC. SERIAL #: CM42
PLACEMENT: 500' N of SR 299
@ REF MARKER:
ADDL DATA:
COUNT TYPE: VEHICLES

PROCESSED BY: ORG CODE: ULS INITIALS: DS

TO: **MT REST RD**
FUNC. CLASS: 09
NHS: no
JURIS: Town
CC Stn:
BATCH ID: ULS-Processed

COUNTY: **Ulster**
TOWN: **NEW PALTZ**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F	**0**	**0**	**1**	**3**	**1**	**5**	**11**	**19**	**22**	**25**	**27**	**26**	**35**	**30**	**30**	**45**	**40**	**53**	**45**	**7**	**5**	**10**	**9**	**7**	456	53	17
11	S	**4**	**0**	**3**	**0**	**0**	**4**	**4**	**11**	**10**	**16**	**19**	**22**	**31**	**29**	**45**	**55**	**59**	**52**	**34**	**22**	**9**	**15**	**14**	**7**	465	59	16
12	S	**2**	**3**	**0**	**3**	**0**	**5**	**3**	**7**	**16**	**26**	**32**	**54**	**56**	**78**	**80**	**86**	**134**	**116**	**55**	**15**	**16**	**12**	**10**	**3**	812	134	16
13	M	**4**	**0**	**0**	**1**	**2**	**2**	**1**	**11**	**13**	**19**	**28**	**31**	**39**	**28**	**38**	**50**	**48**	**41**	**24**	**17**	**9**	**4**	**9**	**6**	425	50	15
14	T	**4**	**0**	**0**	**2**	**1**	**2**	**16**	**14**	**13**	**20**	**18**	**15**	**23**														
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

2	**0**	**0**	**2**	**1**	**4**	**9**	**15**	**16**	**21**	**24**	**24**	**31**	**28**	**38**	**50**	**48**	**41**	**24**	**17**	**9**	**4**	**9**	**6**	**ADT 423**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	109	2	43	50	12%	1.000	1.060

ESTIMATED

AADT

399

STATION: **868291**

County of Ulster

Traffic Count Hourly Report

ROAD #: ROAD NAME: **ALBANY POST RD** FROM: **SR 299W** TO: **TOWN LINE** COUNTY: **Ulster**
DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: CM27 FUNC. CLASS: 09 TOWN: **NEW PALTZ**
STATE DIR CODE: 6 WK OF YR: 41 PLACEMENT: 1158' S of SR 299 NHS: no LION#:
DATE OF COUNT: 10/10/2014 @ REF MARKER: JURIS: Town BIN:
NOTES LANE 1: NB travel lane ADDL DATA: CC Stn: RR CROSSING:
COUNT TYPE: VEHICLES BATCH ID: ULS-Processed HPMS SAMPLE:
COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK PROCESSED BY: ORG CODE: ULS INITIALS: DS

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F	**4**	**3**	**0**	**0**	**0**	**13**	**58**	**109**	**116**	**81**	**70**	**61**	**67**	**55**	**69**	**73**	**79**	**84**	**83**	**44**	**38**	**26**	**21**	**15**	1169	116	8
11	S	**11**	**1**	**2**	**4**	**1**	**11**	**10**	**46**	**65**	**66**	**63**	**75**	**52**	**59**	**57**	**69**	**53**	**57**	**67**	**47**	**27**	**22**	**13**	**11**	889	75	11
12	S	**12**	**8**	**2**	**1**	**1**	**0**	**17**	**35**	**69**	**120**	**84**	**85**	**73**	**75**	**66**	**68**	**63**	**51**	**59**	**28**	**21**	**13**	**9**	**8**	968	120	9
13	M	**10**	**1**	**1**	**1**	**2**	**17**	**37**	**52**	**67**	**58**	**65**	**50**	**50**	**54**	**50**	**61**	**58**	**48**	**36**	**30**	**27**	**12**	**11**	**3**	801	67	8
14	T	**0**	**0**	**0**	**3**	**3**	**15**	**56**	**87**	**105**	**76**	**50**	**39**	**47**														
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
2	**2**	**0**	**2**	**2**	**14**	**50**	**83**	**96**	**72**	**62**	**50**	**48**	**54**	**50**	**61**	**58**	**48**	**36**	**30**	**27**	**12**	**11**	**3**	**873**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	109	2	43	96	11%	1.000	1.060

ESTIMATED

AADT

824

County of Ulster

Traffic Count Hourly Report

ROAD #: ROAD NAME: **ALBANY POST RD** FROM: **SR 299W** TO: **TOWN LINE** COUNTY: **Ulster**
DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: CM27 FUNC. CLASS: 09 TOWN: **NEW PALTZ**
STATE DIR CODE: 7 WK OF YR: 41 PLACEMENT: 1158' S of SR 299 NHS: no LION#:
DATE OF COUNT: 10/10/2014 @ REF MARKER: JURIS: Town BIN:
NOTES LANE 1: SB travel lane ADDL DATA: CC Stn: RR CROSSING:
COUNT TYPE: VEHICLES BATCH ID: ULS-Processed HPMS SAMPLE:
COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK PROCESSED BY: ORG CODE: ULS INITIALS: DS

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F	**10**	**3**	**2**	**8**	**2**	**10**	**29**	**32**	**45**	**45**	**47**	**47**	**65**	**61**	**71**	**118**	**83**	**104**	**95**	**52**	**54**	**52**	**57**	**36**	1128	118	15
11	S	**21**	**10**	**10**	**4**	**2**	**4**	**7**	**15**	**17**	**31**	**42**	**61**	**67**	**68**	**69**	**73**	**78**	**75**	**79**	**55**	**41**	**56**	**42**	**21**	948	79	18
12	S	**14**	**9**	**4**	**7**	**3**	**2**	**6**	**8**	**22**	**29**	**51**	**55**	**65**	**84**	**76**	**114**	**140**	**180**	**109**	**60**	**50**	**29**	**35**	**11**	1163	180	17
13	M	**7**	**4**	**1**	**1**	**4**	**7**	**11**	**22**	**31**	**24**	**40**	**49**	**58**	**47**	**65**	**68**	**75**	**94**	**58**	**56**	**45**	**27**	**17**	**12**	823	94	17
14	T	**7**	**3**	**0**	**3**	**2**	**7**	**38**	**30**	**33**	**29**	**31**	**30**	**41**														
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

8	3	1	6	2	8	26	28	36	33	39	42	50	47	65	68	75	94	58	56	45	27	17	12	ADT 846

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	109	2	43	94	11%	1.000	1.060

ESTIMATED

AADT

798

APPENDIX D

LEVEL OF SERVICE ANALYSIS

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DJR*
Agency/Co.	*Mohonk Preserve*
Date Performed	*11/3/14*
Analysis Time Period	*AM*

Site Information

Intersection	*Butterville / 299*
Jurisdiction	*New Paltz*
Analysis Year	*FALL 2014*

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Butterville Road / Albany Post*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*38*	*276*	*4*	*53*	*291*	*13*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*40*	*293*	*4*	*56*	*309*	*13*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*6*	*22*	*43*	*4*	*19*	*30*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*6*	*23*	*45*	*4*	*20*	*31*
Percent Heavy Vehicles	*3*	*3*	*3*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*40*	*56*		*74*			*55*	
C (m) (veh/h)	*1232*	*1259*		*445*			*423*	
v/c	*0.03*	*0.04*		*0.17*			*0.13*	
95% queue length	*0.10*	*0.14*		*0.59*			*0.44*	
Control Delay (s/veh)	*8.0*	*8.0*		*14.7*			*14.8*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*14.7*			*14.8*		
Approach LOS	--	--	*B*			*B*		

HCS+™ Version 5.3

Generated: 3/15/2015 3:19 PM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DJR*
Agency/Co.	*Mohonk Preserve*
Date Performed	*3/12/15*
Analysis Time Period	*Weekend*

Site Information

Intersection	*Butterville / 299*
Jurisdiction	*New Paltz*
Analysis Year	*NO BUILD ETC 2017*

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Butterville Road / Albany Post*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*39*	*286*	*4*	*54*	*301*	*13*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*41*	*304*	*4*	*57*	*320*	*13*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*6*	*22*	*44*	*4*	*19*	*30*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*6*	*23*	*46*	*4*	*20*	*31*
Percent Heavy Vehicles	*3*	*3*	*3*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*41*	*57*		*75*			*55*	
C (m) (veh/h)	*1221*	*1247*		*434*			*411*	
v/c	*0.03*	*0.05*		*0.17*			*0.13*	
95% queue length	*0.10*	*0.14*		*0.62*			*0.46*	
Control Delay (s/veh)	*8.1*	*8.0*		*15.0*			*15.1*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*15.0*			*15.1*		
Approach LOS	--	--	*C*			*C*		

HCS+™ Version 5.3

Generated: 3/15/2015 3:04 PM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DJR*
Agency/Co.	*Mohonk Preserve*
Date Performed	*3/12/15*
Analysis Time Period	*Weekend*

Site Information

Intersection	*Butterville / 299*
Jurisdiction	*New Paltz*
Analysis Year	*NO BUILD ETC+5 202:2*

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Butterville Road / Albany Post*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*40*	*293*	*4*	*55*	*309*	*13*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*42*	*311*	*4*	*58*	*328*	*13*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*6*	*23*	*45*	*4*	*19*	*31*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*6*	*24*	*47*	*4*	*20*	*32*
Percent Heavy Vehicles	*3*	*3*	*3*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*42*	*58*		*77*			*56*	
C (m) (veh/h)	*1213*	*1240*		*423*			*404*	
v/c	*0.03*	*0.05*		*0.18*			*0.14*	
95% queue length	*0.11*	*0.15*		*0.66*			*0.48*	
Control Delay (s/veh)	*8.1*	*8.0*		*15.4*			*15.3*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*15.4*			*15.3*		
Approach LOS	--	--	*C*			*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DJR*
Agency/Co.	*Mohonk Preserve*
Date Performed	*3/12/15*
Analysis Time Period	*Weekend*

Site Information

Intersection	*Butterville / 299*
Jurisdiction	*New Paltz*
Analysis Year	*BUILD ETC 2017*

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Butterville Road / Albany Post*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*40*	*311*	*4*	*58*	*325*	*14*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*42*	*330*	*4*	*61*	*345*	*14*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*6*	*22*	*48*	*4*	*19*	*31*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*6*	*23*	*51*	*4*	*20*	*32*
Percent Heavy Vehicles	*3*	*3*	*3*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*42*	*61*		*80*			*56*	
C (m) (veh/h)	*1194*	*1220*		*414*			*382*	
v/c	*0.04*	*0.05*		*0.19*			*0.15*	
95% queue length	*0.11*	*0.16*		*0.71*			*0.51*	
Control Delay (s/veh)	*8.1*	*8.1*		*15.8*			*16.0*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*15.8*			*16.0*		
Approach LOS	--	--	*C*			*C*		

HCS+™ Version 5.3

Generated: 3/15/2015 3:16 PM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DJR*
Agency/Co.	*Mohonk Preserve*
Date Performed	*3/12/15*
Analysis Time Period	*Weekend*

Site Information

Intersection	*Butterville / 299*
Jurisdiction	*New Paltz*
Analysis Year	*BUILD ETC+5 2022*

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Butterville Road / Albany Post*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*41*	*318*	*4*	*59*	*333*	*14*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*43*	*338*	*4*	*62*	*354*	*14*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*6*	*23*	*49*	*4*	*19*	*32*
Peak-Hour Factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*6*	*24*	*52*	*4*	*20*	*34*
Percent Heavy Vehicles	*3*	*3*	*3*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*43*	*62*		*82*			*58*	
C (m) (veh/h)	*1185*	*1211*		*403*			*378*	
v/c	*0.04*	*0.05*		*0.20*			*0.15*	
95% queue length	*0.11*	*0.16*		*0.75*			*0.54*	
Control Delay (s/veh)	*8.2*	*8.1*		*16.2*			*16.2*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*16.2*			*16.2*		
Approach LOS	--	--	*C*			*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Gatehouse / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*Existing 2014*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Gatehouse Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*316*			*350*	*34*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*3*	*347*	*0*	*0*	*384*	*37*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*22*		*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*24*	*0*	*9*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*3*						*33*	
C (m) (veh/h)	*1133*						*423*	
v/c	*0.00*						*0.08*	
95% queue length	*0.01*						*0.25*	
Control Delay (s/veh)	*8.2*						*14.2*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*14.2*	
Approach LOS	--	--					*B*	

HCS+™ Version 5.3

Generated: 3/15/2015 3:28 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Gatehouse / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*NO-BUILD ETC 2017*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Gatehouse Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*327*			*361*	*35*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*3*	*359*	*0*	*0*	*396*	*38*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*22*		*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*24*	*0*	*9*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*3*						*33*	
C (m) (veh/h)	*1120*						*409*	
v/c	*0.00*						*0.08*	
95% queue length	*0.01*						*0.26*	
Control Delay (s/veh)	*8.2*						*14.6*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*14.6*		
Approach LOS	--	--				*B*		

HCS+™ Version 5.3

Generated: 3/15/2015 3:31 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Gatehouse / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*NO-BUILD ETC+5 2022*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Gatehouse Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*335*			*370*	*36*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*3*	*368*	*0*	*0*	*406*	*39*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*23*		*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*25*	*0*	*9*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*3*						*34*	
C (m) (veh/h)	*1110*						*398*	
v/c	*0.00*						*0.09*	
95% queue length	*0.01*						*0.28*	
Control Delay (s/veh)	*8.3*						*14.9*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*14.9*		
Approach LOS	--	--				*B*		

HCS+™ Version 5.3

Generated: 3/15/2015 3:33 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Gatehouse / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*BUILD ETC 2017*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Gatehouse Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*339*			*373*	*35*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*3*	*372*	*0*	*0*	*409*	*38*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*22*		*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*24*	*0*	*9*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*3*						*33*	
C (m) (veh/h)	*1108*						*397*	
v/c	*0.00*						*0.08*	
95% queue length	*0.01*						*0.27*	
Control Delay (s/veh)	*8.3*						*14.9*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*14.9*	
Approach LOS	--	--					*B*	

HCS+™ Version 5.3

Generated: 3/15/2015 3:40 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Gatehouse / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*BUILD ETC+5 2022*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Gatehouse Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*347*			*382*	*36*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*3*	*381*	*0*	*0*	*419*	*39*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*24*	*0*	*9*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*3*						*33*	
C (m) (veh/h)	*1098*						*387*	
v/c	*0.00*						*0.09*	
95% queue length	*0.01*						*0.28*	
Control Delay (s/veh)	*8.3*						*15.2*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--					*15.2*	
Approach LOS	--	--					*C*	

HCS+™ Version 5.3

Generated: 3/15/2015 3:44 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Jacobs / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*Existing 2014*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Jacobs Lane*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*316*	*0*	*1*	*384*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*351*	*0*	*1*	*426*	*0*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*5*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*1*		*5*				
C (m) (veh/h)		*1202*		*697*				
v/c		*0.00*		*0.01*				
95% queue length		*0.00*		*0.02*				
Control Delay (s/veh)		*8.0*		*10.2*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.2*					
Approach LOS	--	--	*B*					

HCS+™ Version 5.3

Generated: 3/15/2015 3:44 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Jacobs / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*NO-BUILD ETC 2017*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Jacobs Lane*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*349*	*0*	*1*	*396*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*387*	*0*	*1*	*440*	*0*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*5*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*1*		*5*				
C (m) (veh/h)		*1166*		*665*				
v/c		*0.00*		*0.01*				
95% queue length		*0.00*		*0.02*				
Control Delay (s/veh)		*8.1*		*10.5*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--		*10.5*				
Approach LOS	--	--		*B*				

HCS+™ Version 5.3

Generated: 3/15/2015 3:49 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Jacobs / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*NO-BUILD ETC+5 2022*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* North/South Street: *Jacobs Lane*

Intersection Orientation: *East-West* Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*358*	*0*	*1*		
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*397*	*0*	*1*	*440*	*0*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*5*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*1*		*5*				
C (m) (veh/h)		*1156*		*657*				
v/c		*0.00*		*0.01*				
95% queue length		*0.00*		*0.02*				
Control Delay (s/veh)		*8.1*		*10.5*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.5*					
Approach LOS	--	--	*B*					

HCS+™ Version 5.3 Generated: 3/15/2015 3:50 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Jacobs / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*BUILD ETC 2017*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Jacobs Lane*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*361*	*0*	*1*	*408*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*401*	*0*	*1*	*453*	*0*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*5*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*1*		*5*				
C (m) (veh/h)		*1152*		*653*				
v/c		*0.00*		*0.01*				
95% queue length		*0.00*		*0.02*				
Control Delay (s/veh)		*8.1*		*10.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.6*					
Approach LOS	--	--	*B*					

HCS+™ Version 5.3

Generated: 3/15/2015 3:51 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Jacobs / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*BUILD ETC+5 2022*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Jacobs Lane*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*370*	*0*	*1*	*418*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*411*	*0*	*1*	*464*	*0*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*5*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*1*		*5*				
C (m) (veh/h)		*1142*		*645*				
v/c		*0.00*		*0.01*				
95% queue length		*0.00*		*0.02*				
Control Delay (s/veh)		*8.2*		*10.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.6*					
Approach LOS	--	--	*B*					

HCS+™ Version 5.3

Generated: 3/15/2015 3:52 PM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DJR*
Agency/Co.	*Mohonk Preserve*
Date Performed	*3/12/15*
Analysis Time Period	*FALL Peak (1 - 2)*

Site Information

Intersection	*Hasbrouck / 299*
Jurisdiction	*New Paltz*
Analysis Year	*BUILD ETC 2017*

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Hasbrouck DWY*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*7*	*348*			*355*	*7*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*7*	*382*	*0*	*0*	*390*	*7*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*7*		*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*7*	*0*	*7*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*7*						*14*	
C (m) (veh/h)	*1156*						*461*	
v/c	*0.01*						*0.03*	
95% queue length	*0.02*						*0.09*	
Control Delay (s/veh)	*8.1*						*13.1*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*13.1*	
Approach LOS	--	--					*B*	

HCS+™ Version 5.3

Generated: 3/25/2015 3:16 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	*Hasbrouck / 299*
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*BUILD ETC+5 2022*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*7*	*356*			*364*	*7*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*7*	*391*	*0*	*0*	*399*	*7*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*7*		*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*7*	*0*	*7*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*7*						*14*	
C (m) (veh/h)	*1147*						*451*	
v/c	*0.01*						*0.03*	
95% queue length	*0.02*						*0.10*	
Control Delay (s/veh)	*8.2*						*13.2*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*13.2*	
Approach LOS	--	--					*B*	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DJR*	Intersection	
Agency/Co.	*Mohonk Preserve*	Jurisdiction	*New Paltz*
Date Performed	*3/12/15*	Analysis Year	*BUILD ETC 2017*
Analysis Time Period	*FALL Peak (1 - 2)*		

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Testimonial Gateway DWY*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*27*	*334*			*355*	*27*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*29*	*367*	*0*	*0*	*390*	*29*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*27*		*27*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*29*	*0*	*29*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*29*						*58*	
C (m) (veh/h)	*1135*						*436*	
v/c	*0.03*						*0.13*	
95% queue length	*0.08*						*0.46*	
Control Delay (s/veh)	*8.3*						*14.5*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*14.5*	
Approach LOS	--	--					*B*	

HCS+™ Version 5.3

Generated: 3/25/2015 3:18 PM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DJR*
Agency/Co.	*Mohonk Preserve*
Date Performed	*3/12/15*
Analysis Time Period	*FALL Peak (1 - 2)*

Site Information

Intersection	*Testimonial Gateway / 299*
Jurisdiction	*New Paltz*
Analysis Year	*BUILD ETC+5 2022*

Project Description *Mohonk Preserve Testimonial Gateway*

East/West Street: *299* | North/South Street: *Testimonial Gateway DWY*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*27*	*344*			*364*	*27*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.88*	*0.88*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*29*	*378*	*0*	*0*	*399*	*29*
Percent Heavy Vehicles	*3*	--	--	*3*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*27*		*27*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.91*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*29*	*0*	*29*
Percent Heavy Vehicles	*0*	*0*	*0*	*3*	*3*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*29*						*58*	
C (m) (veh/h)	*1126*						*428*	
v/c	*0.03*						*0.14*	
95% queue length	*0.08*						*0.47*	
Control Delay (s/veh)	*8.3*						*14.7*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*14.7*	
Approach LOS	--	--					*B*	

HCS+™ Version 5.3

Generated: 3/25/2015 3:18 PM

APPENDIX E

ACCIDENT ANALYSIS

Accident Location Information System (ALIS)

Date: 10/10/13
10:40

Page: 1

County Interim Accident Summary

9853 ASR Segment of Rt 299, Ulster

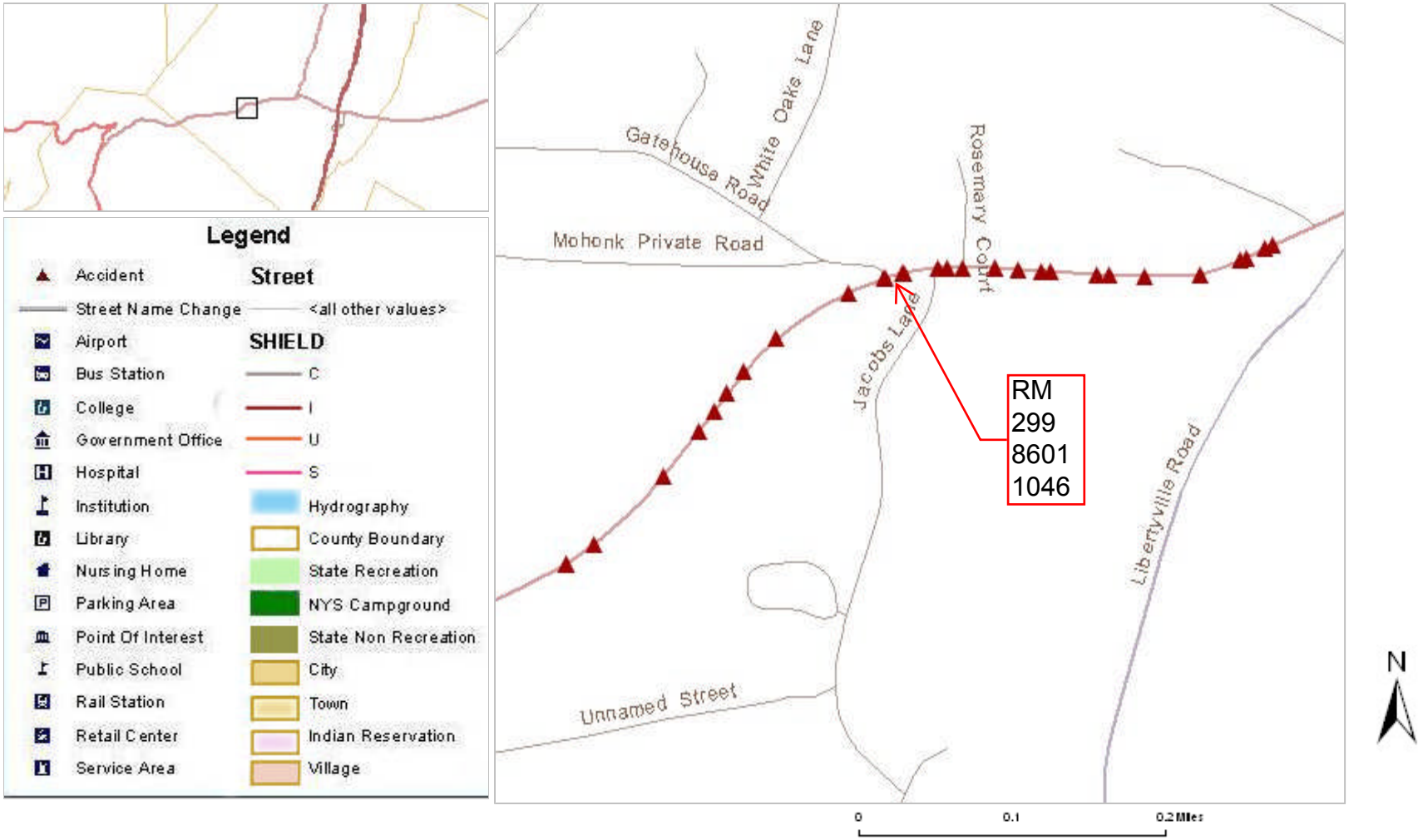
Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

Number Of Accidents

COUNTY	TOTAL	AT INT.	FTL	INJ	PDO	N/R	WET ROAD	FIXED OBJ	PED & BIKE	TRUCK	LIGHT CONDITION DWN/DSK	DAY	NIGHT
ULSTER	30	2	0	6	19	5	3	10	0	2	4	12	13
Total	30	2	0	6	19	5	3	10	0	2	4	12	13

9853 VDR Segment of Rt 299, Ulster



Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Accident Verbal Description Report

Page: 1

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: STATE ROUTE 299 W
134 Meters East of JACOBS LN

3/8/2008 Sat 04:19 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32528897**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT, UNSAFE SPEED

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011048 Street: [Route] 299
91 Meters West of DRIVEWAY

7/1/2008 Tue 06:01 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32654607**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 19000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011048 Street: [Route] 299

12/9/2008 Tue 09:38 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32829838**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3221 State of Registration: NY

Num of Occupants: 1	Driver's Age: 18	Sex: M	Citation Issued: Y
Direction of Travel: WEST	Public Property Damage: N		School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

Accident Location Information System (ALIS)

Accident Verbal Description Report

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011043 Street: STATE HWY 299 W

12/20/2008 Sat 18:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32847593**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2754 State of Registration: NY
Num of Occupants: 2 Driver's Age: 72 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011042 Street: STATE HWY 299 W

1/22/2009 Thu 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32883844**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3089 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011047 Street: STATE ROUTE 299 W
203 Meters West of Driveway

8/1/2009 Sat 19:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33108304**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
Num of Occupants: 4 Driver's Age: 46 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4786 State of Registration: NY
Num of Occupants: 3 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Accident Verbal Description Report

Page: 3

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011047 Street: [Route] 299
167 Meters East of Rosemary Ct

8/25/2009 Tue 06:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33116833**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2514 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, DRIVER INEXPERIENCE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011048 Street: STATE ROUTE 299 W
51 Meters West of Driveway

12/23/2009 Wed 08:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33277170**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3406 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: STATE HWY 299

AT INTERSECTION WITH ROSEMARY CT

12/23/2009 Wed 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33310404**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: STATE HWY 299
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4281 State of Registration: NY
Num of Occupants: 2 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011047 Street: STATE ROUTE 299 W
153 Meters East of Rosemary Ct

1/24/2010 Sun 14:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33310281**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3783 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011044 Street: [Route] 299
556 Meters East of Unnamed Street

7/24/2010 Sat 07:21 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33519540**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4245 State of Registration: NY
Num of Occupants: 3 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011042 Street: STATE HWY 299 W
335 Meters East of Unnamed Street

8/10/2010 Tue 08:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33529673**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Accident Verbal Description Report

Page: 5

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011042 Street: STATE HWY 299 W
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2388 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, PAVEMENT SLIPPERY

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011042 Street: STATE HWY 299 W
297 Meters East of Unnamed Street

9/6/2010 Mon 13:59 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB **Case: 2010-33567281**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 595 State of Registration: NY
Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011044 Street: STATE HWY 299 W
585 Meters East of Unnamed Street

11/3/2010 Wed 19:10 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33634342**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2401 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNSAFE SPEED, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3974 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: [Route] 299
63 Meters East of Rosemary Ct
12/18/2010 Sat 04:20 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33706459**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Accident Verbal Description Report

Page: 6

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: [Route] 299
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, ALCOHOL INVOLVEMENT

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011044 Street: STATE ROUTE 299 W
636 Meters East of Unnamed Street

2/5/2011 Sat 22:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33768197**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH SNOW EMBANKMENT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, ALCOHOL INVOLVEMENT

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011045 Street: STATE HWY 299 W
731 Meters East of Unnamed Street

12/22/2010 Wed 00:40 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33718929**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3190 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: Street: GATEHOUSE RD
AT INTERSECTION WITH State Route 299 W

1/7/2011 Fri 11:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33723188**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH SNOW EMBANKMENT Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Intersection of Gatehouse road and NYS 299

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Page: 7

Accident Verbal Description Report

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: Street: GATEHOUSE RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4166 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011047 Street: STATE HWY 299 W
139 Meters West of Driveway

3/23/2011 Wed 23:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-33824299**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: HEAD ON Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 11928 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2504 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: [Route] 299
15 Meters East of JACOBS LN

3/2/2011 Wed 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33840882**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011048 Street: STATE HWY 299
83 Meters West of Driveway

10/23/2011 Sun 18:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34058859**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Accident Verbal Description Report

Page: 8

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011048 Street: STATE HWY 299
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: [Route] 299
4 Meters East of Jacobs Ln

11/5/2011 Sat 23:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34080505**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3260 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2657 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011044 Street: STATE HWY 299

505 Meters East of Unnamed Street

1/28/2012 Sat 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34188296**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY

Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Accident Verbal Description Report

Page: 9

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: STATE HWY 299
37 Meters East of Rosemary Ct

2/29/2012 Wed 13:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34217829**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3175 State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011045 Street: [Route] 299
AT INTERSECTION WITH GATEHOUSE RD

4/26/2012 Thu 06:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34284892**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
intersection
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2627 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: STATE HWY 299
89 Meters East of Rosemary Ct

12/13/2012 Thu 07:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34569267**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2420 State of Registration: NY

Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Accident Verbal Description Report

Page: 10

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011046 Street: STATE HWY 299
37 Meters East of Rosemary Ct

1/8/2013 Tue 17:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34602006**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011045 Street: STATE HWY 299
20 Meters East of Gatehouse Rd

1/9/2013 Wed 17:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34604166**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011045 Street: STATE HWY 299
22 Meters East of Gatehouse Rd

10/11/2012 Thu 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34468248**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3384 State of Registration: NY

Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, CELL PHONE (HAND HELD)

Accident Location Information System (ALIS)

Date: 10/10/13
10:36

Page: 11

Accident Verbal Description Report

9853 VDR Segment of Rt 299, Ulster

Data in this report covers the period Feb 28, 2008 - Feb 28, 2013

Complete Accident data from NYSDMV is only available thru 2/28/2013

County: Ulster Muni: New Paltz(T) Ref. Marker: 299 86011044 Street: STATE HWY 299
532 Meters East of Unnamed Street

11/13/2012 Tue 18:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34522006**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE

(BASED ON ACCIDENT DATA August 1, 2011 TO July 31, 2013)

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

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

MAINLINE & JUNCTURE ACCIDENTS: "Intersection & Non-Intersection Accidents/MVM" includes intersection and mainline accidents. They are used for analysis of linear highway sections where intersections are involved within the analysis limits and are the most commonly used rates for accident analysis purposes.

FACILITY TYPE

FREE ACCESS CONTROLLED	MAINLINE ACCIDENTS ONLY			MAINLINE & JUNCTURE ACCIDENTS		
RURAL FUNCTION CLASS	ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD	FIXED OBJECT
UNDIVIDED	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM
2 LANES	2.24	0.41	0.62	2.68	0.49	0.7
3 LANES	1.81	0.35	0.51	2.14	0.41	0.61
4 LANES	2.01	0.39	0.32	2.66	0.53	0.36
ALL LANES	2.22	0.41	0.6	2.67	0.49	0.7
DIVIDED						
2 LANES	2.21	0.4	0.49	2.75	0.55	0.54
4 LANES	1.91	0.33	0.49	2.11	0.35	0.53
ALL LANES	2.01	0.36	0.5	2.31	0.41	0.53
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	2.25	0.41	0.34	3.38	0.62	0.46
3 LANES	2.48	0.5	0.22	3.71	0.72	0.29
4 LANES	3.2	0.65	0.2	5.08	1.01	0.41
ALL LANES	2.46	0.46	0.31	3.75	0.7	0.42
DIVIDED						
2 LANES	2.81	0.5	0.24	4.46	0.8	0.29
4 LANES	2.79	0.54	0.2	4.25	0.81	0.25
6 LANES	3.84	0.72	0.16	4.9	0.92	0.2
7 LANES	3.29	0.73	0.19	4.14	0.85	0.2
ALL LANES	3.07	0.58	0.19	4.48	0.84	0.26

PARTIAL CONTROL OF ACCESS	MAINLINE ACCIDENTS ONLY			MAINLINE & JUNCTURE ACCIDENTS		
RURAL FUNCTION CLASS	ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD	FIXED OBJECT
UNDIVIDED	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM
2 LANES	1.74	0.3	0.43	2.1	0.39	0.49
ALL LANES	1.73	0.29	0.44	2.08	0.38	0.47
DIVIDED						
4 LANES	1.62	0.31	0.69	1.72	0.33	0.71
ALL LANES	1.64	0.31	0.69	1.75	0.33	0.71
URBAN FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.66	0.32	0.4	2.27	0.43	0.45
ALL LANES	1.99	0.38	0.35	2.89	0.56	0.39
DIVIDED						
4 LANES	1.4	0.3	0.3	1.68	0.35	0.34
6 LANES	1.53	0.31	0.28	1.73	0.35	0.3
ALL LANES	1.49	0.31	0.31	1.79	0.36	0.32
CONTROLLED ACCESS (FULL)						
RURAL FUNCTION CLASS						
UNDIVIDED						
2 LANES	1.79	0.33	0.47	2.12	0.39	0.55
ALL LANES	1.85	0.34	0.48	2.18	0.4	0.56
DIVIDED						
4 LANES	0.99	0.16	0.41	1.01	0.17	0.41
5 LANES	1.09	0.21	0.56	1.1	0.22	0.57
6 LANES	0.84	0.15	0.36	0.88	0.16	0.38
ALL LANES	1	0.17	0.42	1.02	0.17	0.42

	MAINLINE ACCIDENTS ONLY			MAINLINE & JUNCTURE ACCIDENTS		
URBAN FUNCTION CLASS	ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD	FIXED OBJECT
UNDIVIDED	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM
ALL LANES	1.44	0.26	0.22	1.97	0.36	0.27
DIVIDED						
4 LANES	1.01	0.21	0.28	1.09	0.22	0.3
5 LANES	0.94	0.17	0.33	1.11	0.22	0.36
6 LANES	1.04	0.2	0.21	1.09	0.21	0.21
7 LANES	1.28	0.38	0.43	1.38	0.4	0.46
ALL LANES	1.02	0.2	0.21	1.08	0.22	0.22

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE

(BASED ON ACCIDENT DATA August 1, 2011 TO July 31, 2013)

INTERSECTION TYPE RURAL FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER-TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE-SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.22	0.04	0.02	0.08	0.02	0.03	0.01	0.00	0.00
SIGN ALL LANES	0.14	0.03	0.01	0.02	0.01	0.01	0.00	0.00	0.00
NO CONTROL ALL LANES	0.07	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00
4LEGGED&>INTERSECTIONS									
SIGNAL ALL LANES	0.49	0.09	0.05	0.13	0.02	0.12	0.02	0	0.01
SIGN ALL LANES	0.3	0.06	0.02	0.04	0.01	0.09	0.01	0	0.01
NO CONTROL ALL LANES	0.19	0.03	0	0.03	0.01	0.03	0.01	0	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.57	0	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.01	0	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.08	0.08	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2&> LANES	0.04	0.01	- -	- -	- -	- -	- -	- -	- -

INTERSECTION TYPE URBAN FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END ACC/MEV	OVER-TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE-SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL 1-4 LANES	0.27	0.05	0.02	0.1	0.03	0.03	0.01	0	0
SIGNAL W/ LEFT TURN 5 & > LANES	0.16	0.03	0.01	0.06	0.03	0.02	0.01	0	0
SIGNAL W/0 LEFT TURN 5 & > LANES	0.13	0.02	0.01	0.05	0.02	0.02	0	0	0
SIGN 1-3 LANES	0.15	0.03	0.01	0.05	0.01	0.02	0	0	0
SIGN 4 LANES	0.1	0.02	0.01	0.03	0.01	0.01	0	0	0
SIGN 5 & > LANES	0.06	0.01	0.01	0.02	0.01	0.01	0	0	0
NO CONTROL ALL LANES	0.04	0.01	0	0.01	0	0	0	0	0
4 LEGGED &> INTERSECTIONS									
SIGNAL 1-4 LANES	0.45	0.09	0.05	0.17	0.04	0.06	0.01	0.01	0
SIGNAL W/ LEFT TURN 5 & > LANES	0.21	0.04	0.02	0.09	0.03	0.03	0.01	0	0
SIGNAL W/0 LEFT TURN 5 & > LANES	0.14	0.03	0.01	0.04	0.02	0.03	0	0	0
SIGN 1-3 LANES	0.26	0.05	0.02	0.07	0.01	0.06	0.01	0	0
SIGN 4 & > LANES	0.14	0.03	0.01	0.04	0.01	0.03	0	0	0
NO CONTROL ALL LANES	0.13	0.02	0.01	0.03	0.01	0.02	0.01	0	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.12	0.02	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.02	0	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.01	0	- -	- -	- -	- -	- -	- -	- -
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.08	0.01	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 2 LANES	0.02	0	- -	- -	- -	- -	- -	- -	- -
MERGE W/ 3&> LANES	0.01	0	- -	- -	- -	- -	- -	- -	- -

APPENDIX F

PARKING COUNT DATA

NOTE: COUNT REPRESENTS OBSERVED # OF PARKED CARS AT LOCATION AT TIME OF INSPECTION.

Site:	Foothills - Gatehouse Road - New Paltz		
Counted By:	Frank T (SAT, SUN, MON)		
Time	Saturday Oct.11	Sunday Oct.12	Monday Oct.13
7:00 AM			
8:00 AM			
9:00 AM		0	0
10:00 AM	0		
11:00 AM			
12:00 PM		6	
1:00 PM	1		
2:00 PM			2
3:00 PM		12	
4:00 PM			
5:00 PM	1		0
6:00 PM			

Site:	Foothills - Butterville Road - New Paltz		
Counted By:	Frank T (SAT, SUN, MON)		
Time	Saturday Oct.11	Sunday Oct.12	Monday Oct.13
7:00 AM			
8:00 AM			
9:00 AM		10	1
10:00 AM	1		
11:00 AM			
12:00 PM		12	
1:00 PM	5		
2:00 PM			11
3:00 PM		13	
4:00 PM			
5:00 PM	5		2
6:00 PM			

Site:	Foothills - Pine Road - New Paltz		
Counted By:	Frank T (SAT, SUN, MON)		
Time	Saturday Oct.11	Sunday Oct.12	Monday Oct.13
7:00 AM			
8:00 AM			
9:00 AM		3	6
10:00 AM	0		
11:00 AM			
12:00 PM		22	
1:00 PM	6		12
2:00 PM			
3:00 PM		35	
4:00 PM			
5:00 PM	2		16
6:00 PM			

APPENDIX G

CORRESPONDENCE

Mohonk Preserve
saving the land for life

P. O. Box 715
New Paltz, NY 12561-0715
845-255-0919 • fax: 845-255-5646
www.mohonkpreserve.org

November 20, 2013

COPY

Susan Zimet, Supervisor
Town of New Paltz
1 Veteran's Drive
P.O. Box 550
New Paltz, NY 12561

RE: Request for Speed Reduction on Route 299 between Libertyville Road and Butterville Road.

Dear Susan:

The Mohonk Preserve would like to request a speed reduction on the section of Route 299 between Libertyville Road and Butterville Road. This section of road is currently posted "55MPH" yet it has numerous driveways, the intersections of Gatehouse Road and Jacobs Lane with Route 299, and some horizontal curves. The Mohonk Preserve is currently planning a proposed new ingress/egress to the Testimonial Gateway tract in order to provide a parking trailhead where the public can gain access to the Mohonk Preserve Foothills landscape.

In a September 30, 2013 meeting between the Mohonk Preserve's traffic and design consultants, Ulster County officials Dennis Doyle and Kim Dufresne, and Town of New Paltz Representatives Chris Marx, Eileen Banyra, and Stacy Delarede, the need for a speed reduction was discussed.

Furthermore, in an October 17, 2013 meeting with neighbors to the Testimonial Gateway tract, where the Preserve's plans for a proposed entrance were presented, there was strong neighbor input in favor of a speed reduction for this section of road to improve safety.

While the Preserve's new entrance will use the best siting, design, and engineering standards to optimize a safe new point of ingress/egress, we feel that an essential ingredient to ensure safety is also a speed reduction. We respectfully request that the Town of New Paltz, working together with Ulster County, lower the speed limit in this section of Route 299 to 45 MPH.

Thank you.

Sincerely,

Glenn D. Hoagland
Executive Director

Cc: Christopher Marx, Town of New Paltz Highway Superintendent
Eileen Banyra, Town of New Paltz Planning Board
Stacy Delarede, Town of New Paltz Building Inspector
Kim Dufresne, Senior Engineer, Ulster County DPW
Dennis Doyle, Director, Ulster County Planning Board
Dan Rourke, Traffic Engineer, Barton & Loguidice