



Department of
Transportation

NYS Rt. 59 over South Pascack Road Bridge Rehabilitation

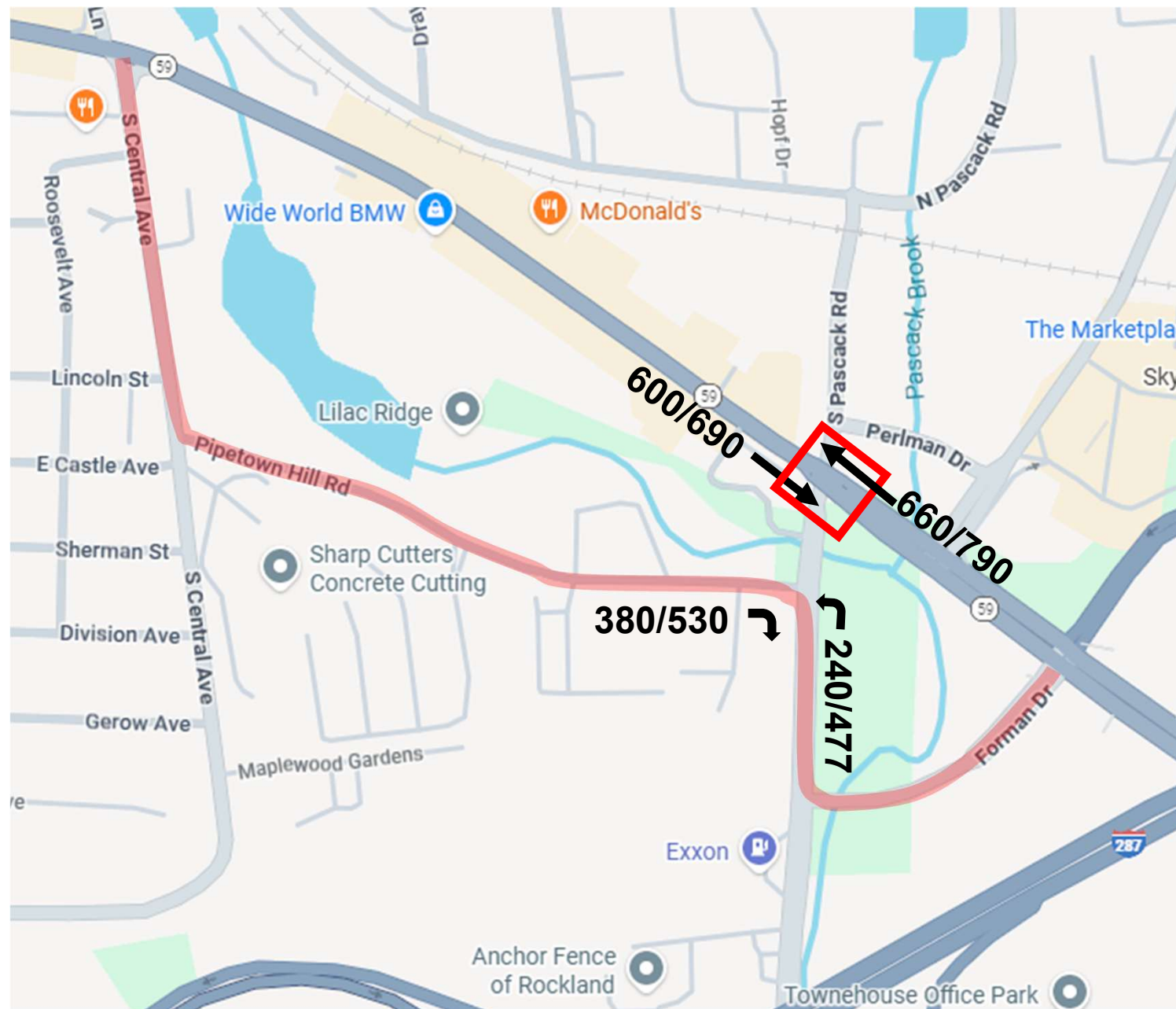
NYSDOT Region 8

January 30, 2026

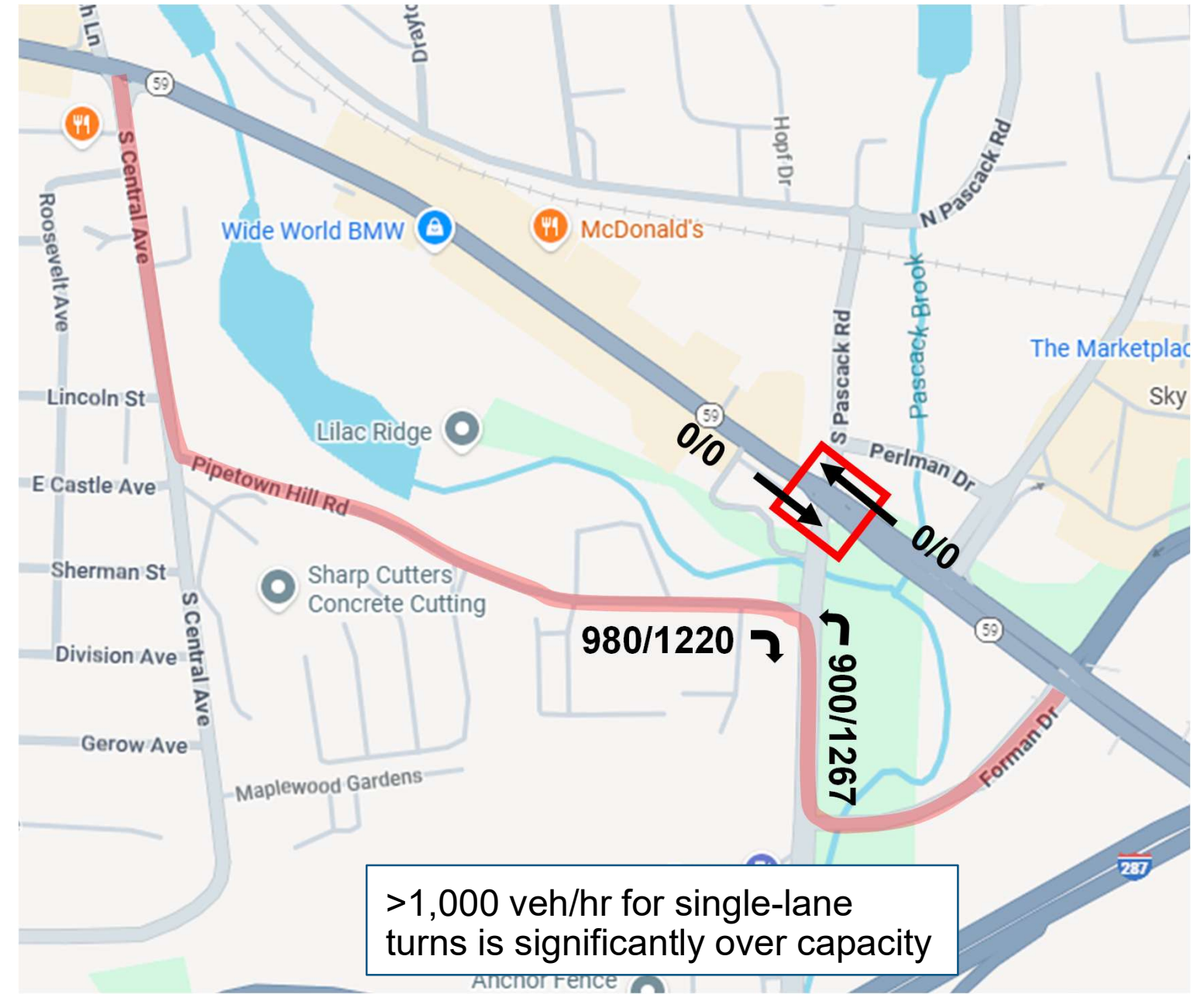
NYS Route 59 over South Pascack Road



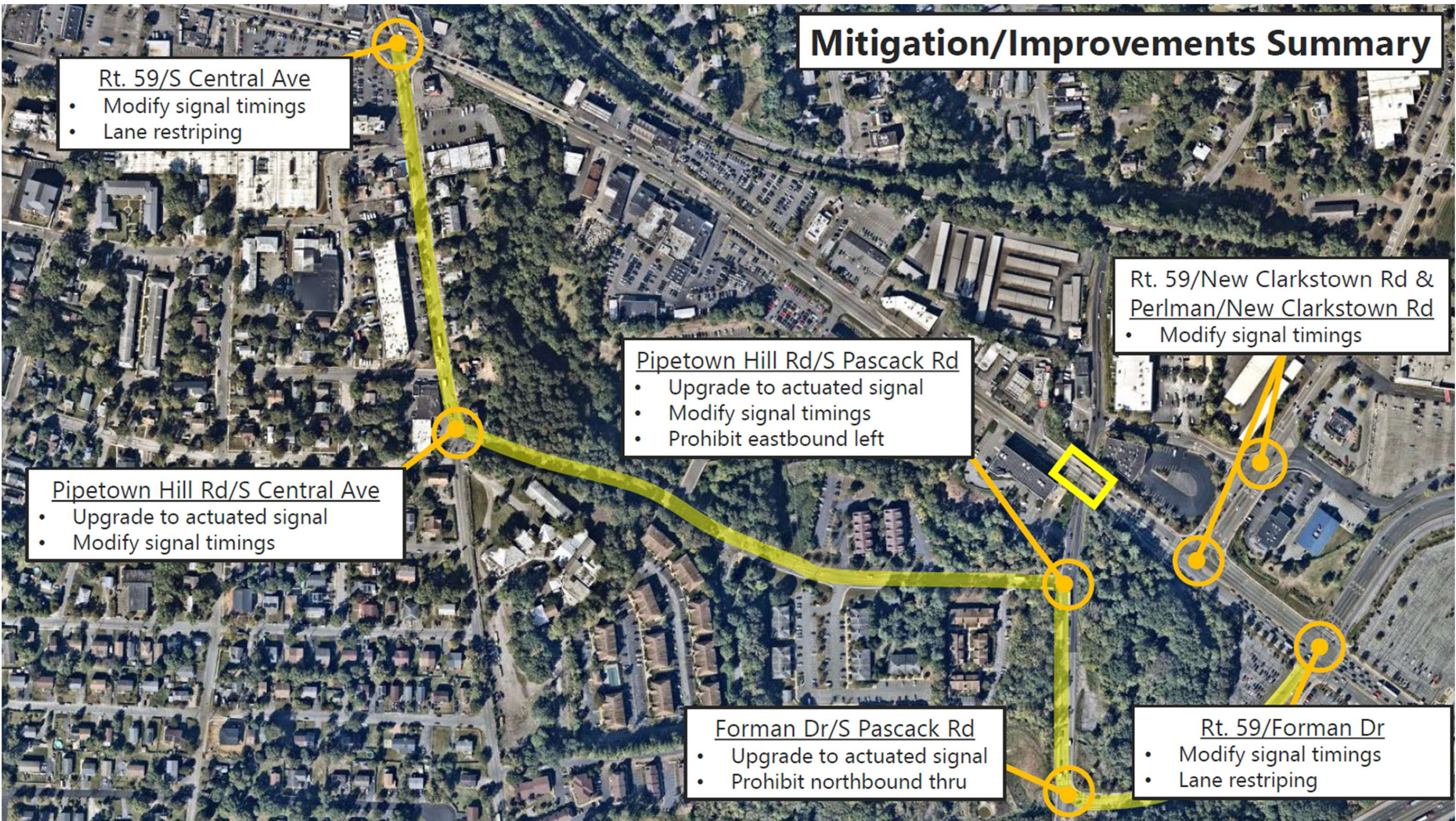
Existing Condition Peak hour volumes (AM/PM)



Detour Condition Peak hour volumes (AM/PM)



Mitigation/Improvements Summary



Rt. 59/S Central Ave

- Modify signal timings
- Lane restriping

Rt. 59/New Clarkstown Rd & Perlman/New Clarkstown Rd

- Modify signal timings

Pipetown Hill Rd/S Pascack Rd

- Upgrade to actuated signal
- Modify signal timings
- Prohibit eastbound left

Pipetown Hill Rd/S Central Ave

- Upgrade to actuated signal
- Modify signal timings

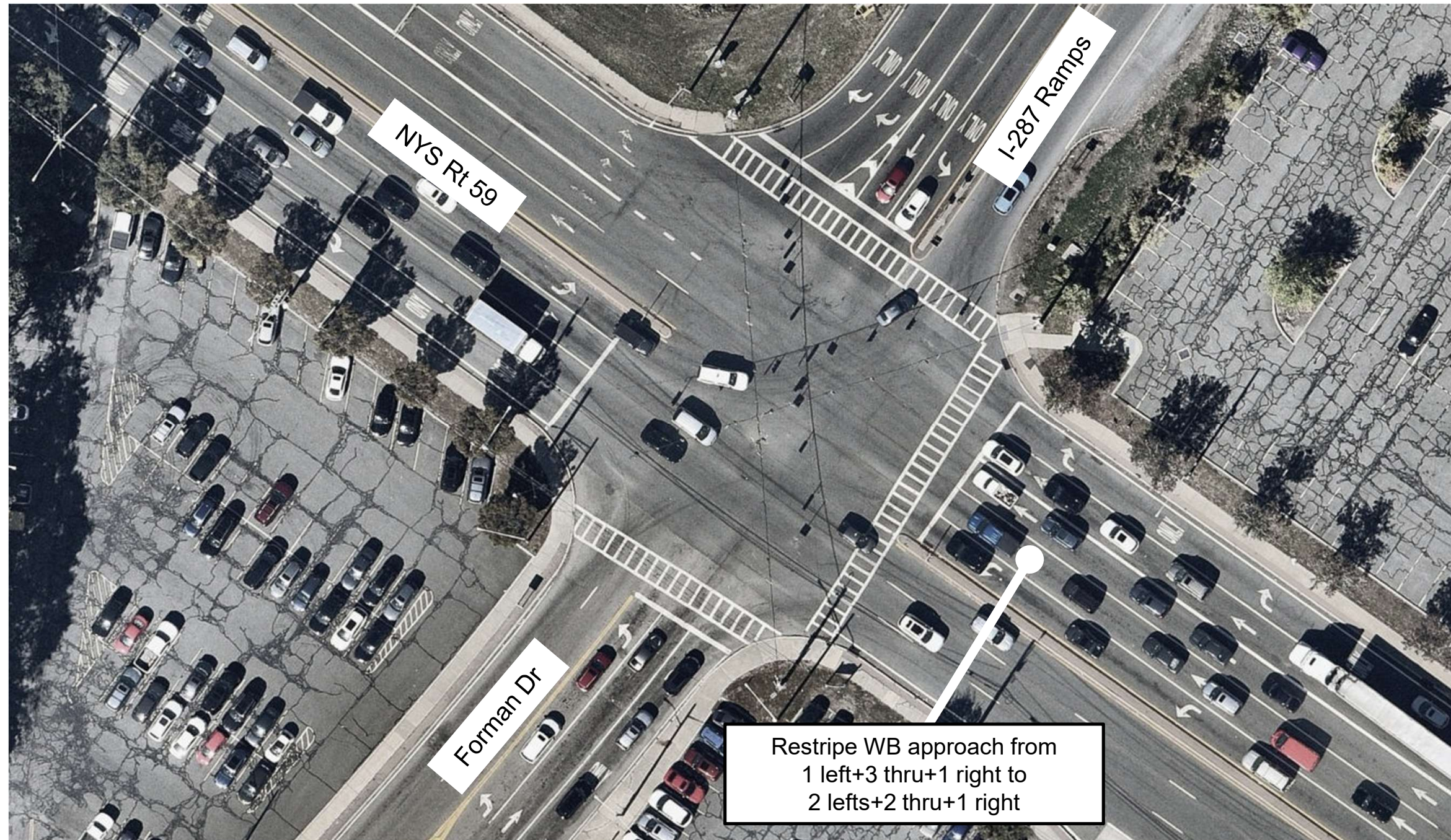
Forman Dr/S Pascack Rd

- Upgrade to actuated signal
- Prohibit northbound thru

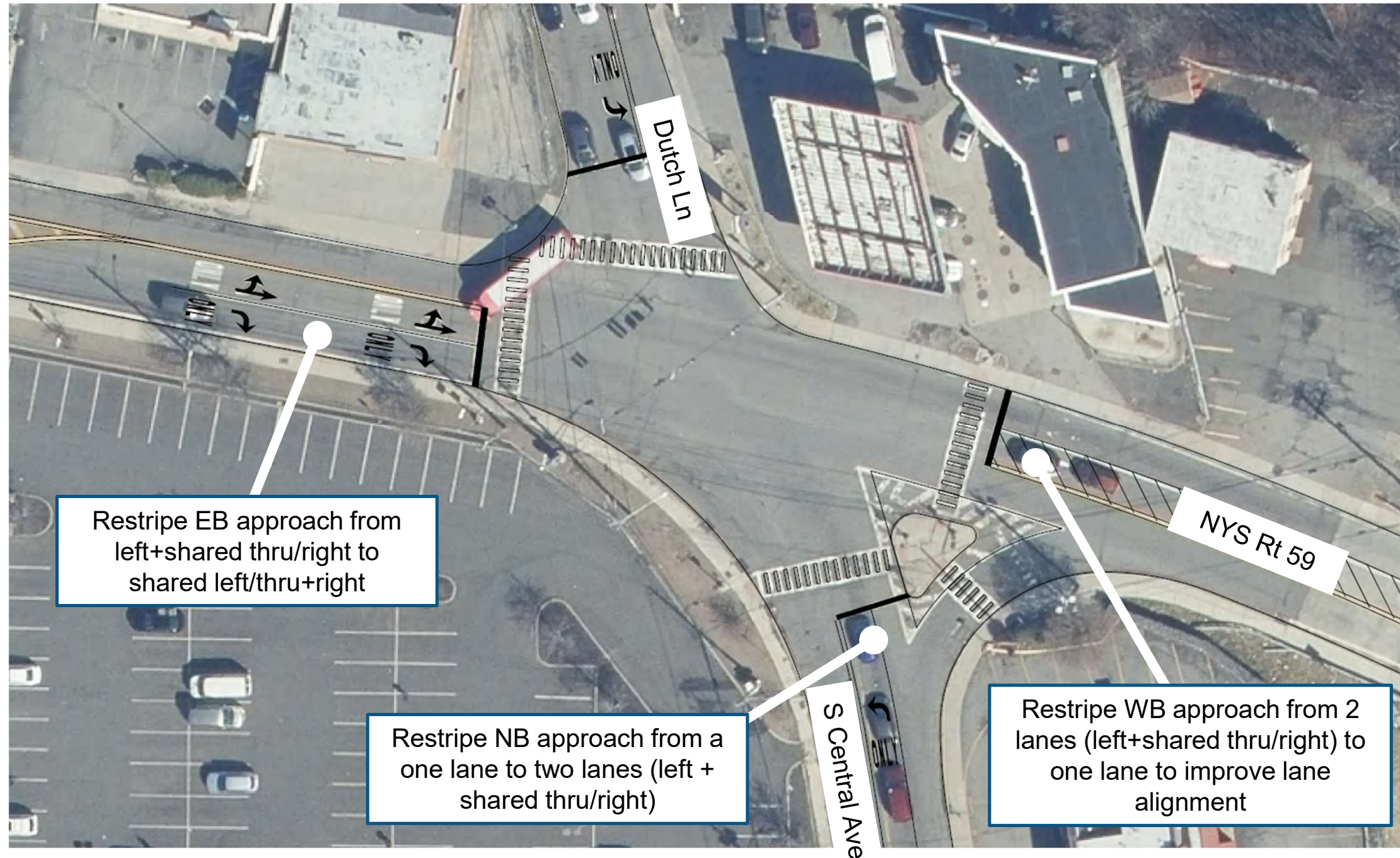
Rt. 59/Forman Dr

- Modify signal timings
- Lane restriping

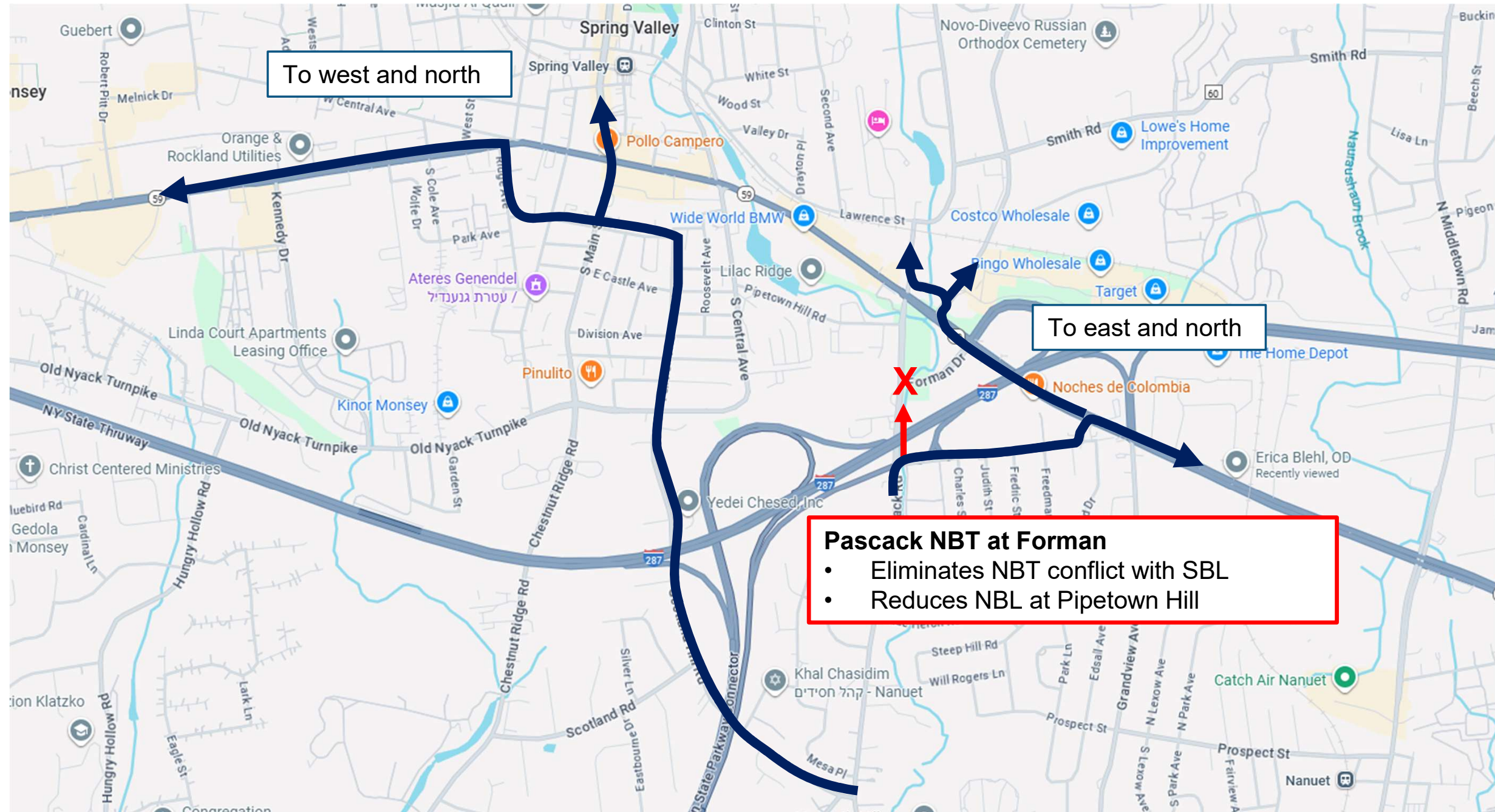
Proposed Mitigation at Rt. 59/Forman Dr/I-287 Ramps Intersection



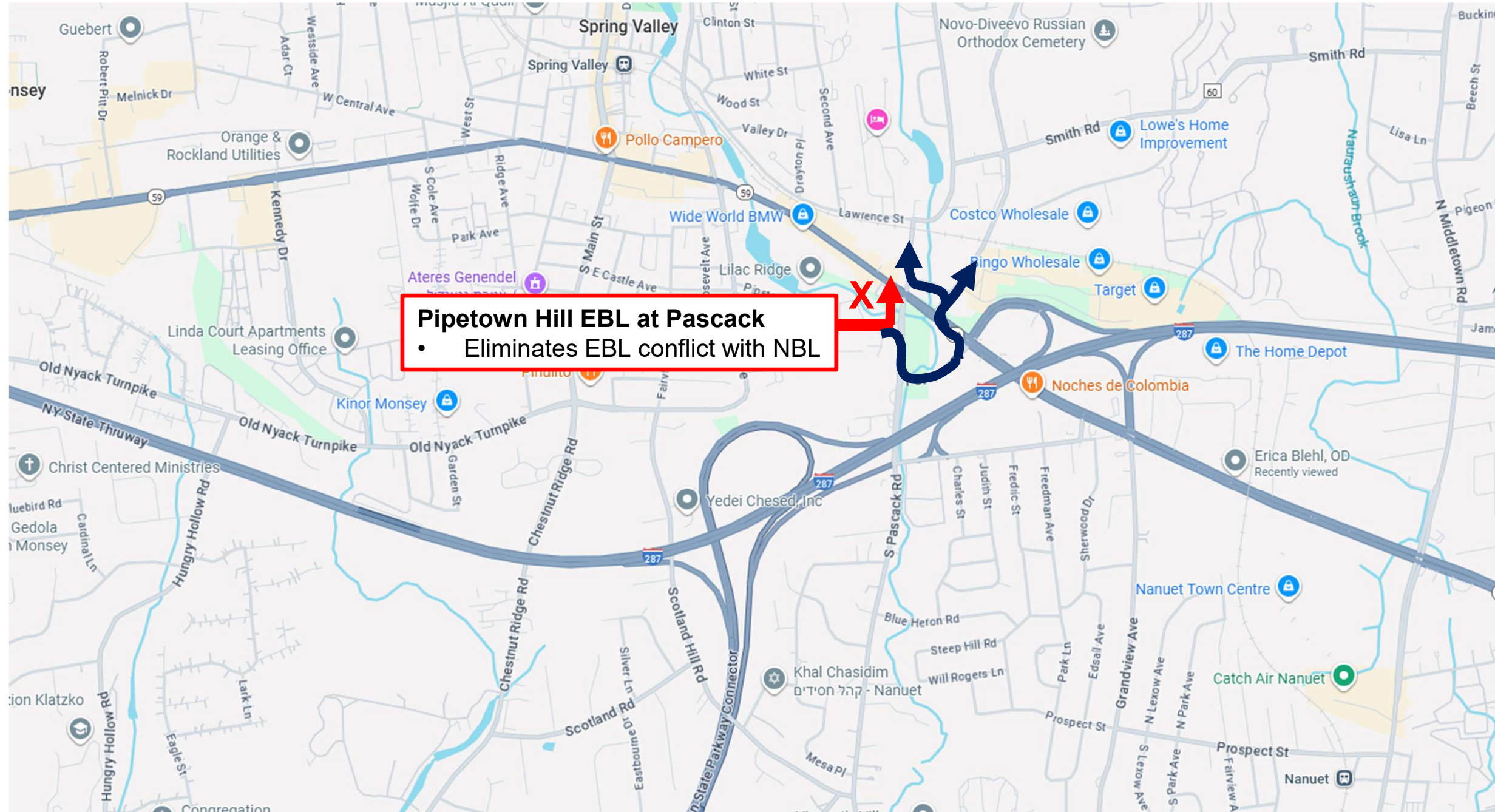
Proposed Mitigation at Rt. 59/Central Ave/Dutch Ln Intersection



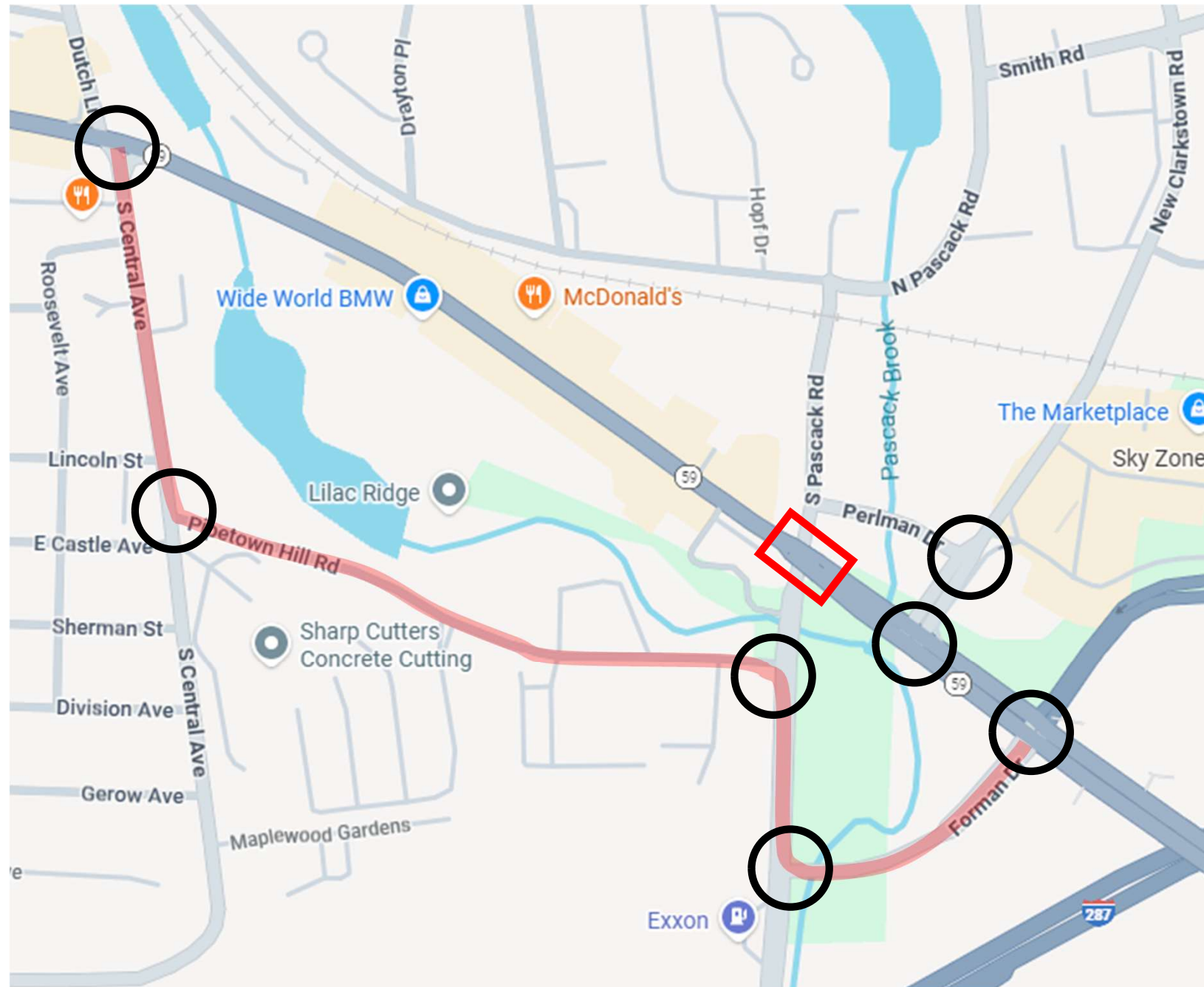
Prohibited Movements: Pascack Northbound Thru Movement at Forman



Prohibited Movements: Pipetown Hill Eastbound Left at Pascack



Traffic Analysis & Sensitivity Analysis



- 7 intersections
- Weekday AM and PM peak hours
- Synchro 12 software
- Scenarios
 - Existing condition
 - Detour condition (85% Volume AM; 50% Volume PM) based on sensitivity analysis

Traffic Analysis Comparison: AM Peak Hour

Intersection	Existing Condition		Full Closure at 85% Volume	
	Overall LOS	# of lane groups beyond LOS D	Overall LOS	# of lane groups beyond LOS D
Rt 59/Forman Dr/I-287 Ramps	C	E: 2	D	E: 3
S Pascack Rd/Forman Dr	B	None	B	None
S Pascack Rd/Pipetown Hill Rd	C	None	D	E:1
S Central Ave/Pipetown Hill Rd	E	F:1	C	E:1
Rt 59/S Central Ave/Dutch Ln	D	E:2 F:1	B	None
Rt 59/New Clarkstown Rd	B	None	A	None
Perlman Dr/New Clarkstown Rd	E	F:2	C	None

Traffic Analysis Results: Critical Intersection of Pascack/Pipetown Hill

AM Peak Hour

	Existing Condition		Full Closure at 85% Volume	
	V/C Ratio	LOS	V/C Ratio	LOS
Pipetown Hill EB Left	0.39	C	--	--
Pipetown Hill EB Right	0.58	A	0.97	C
S Pascack NB Left	0.58	C	0.93	D
S Pascack NB Thru	0.31	B	0.09	A
S Pascack SB Thru/Right	0.86	D	1.00	E
Intersection	--	C	--	D

Traffic Analysis Comparison: PM Peak Hour

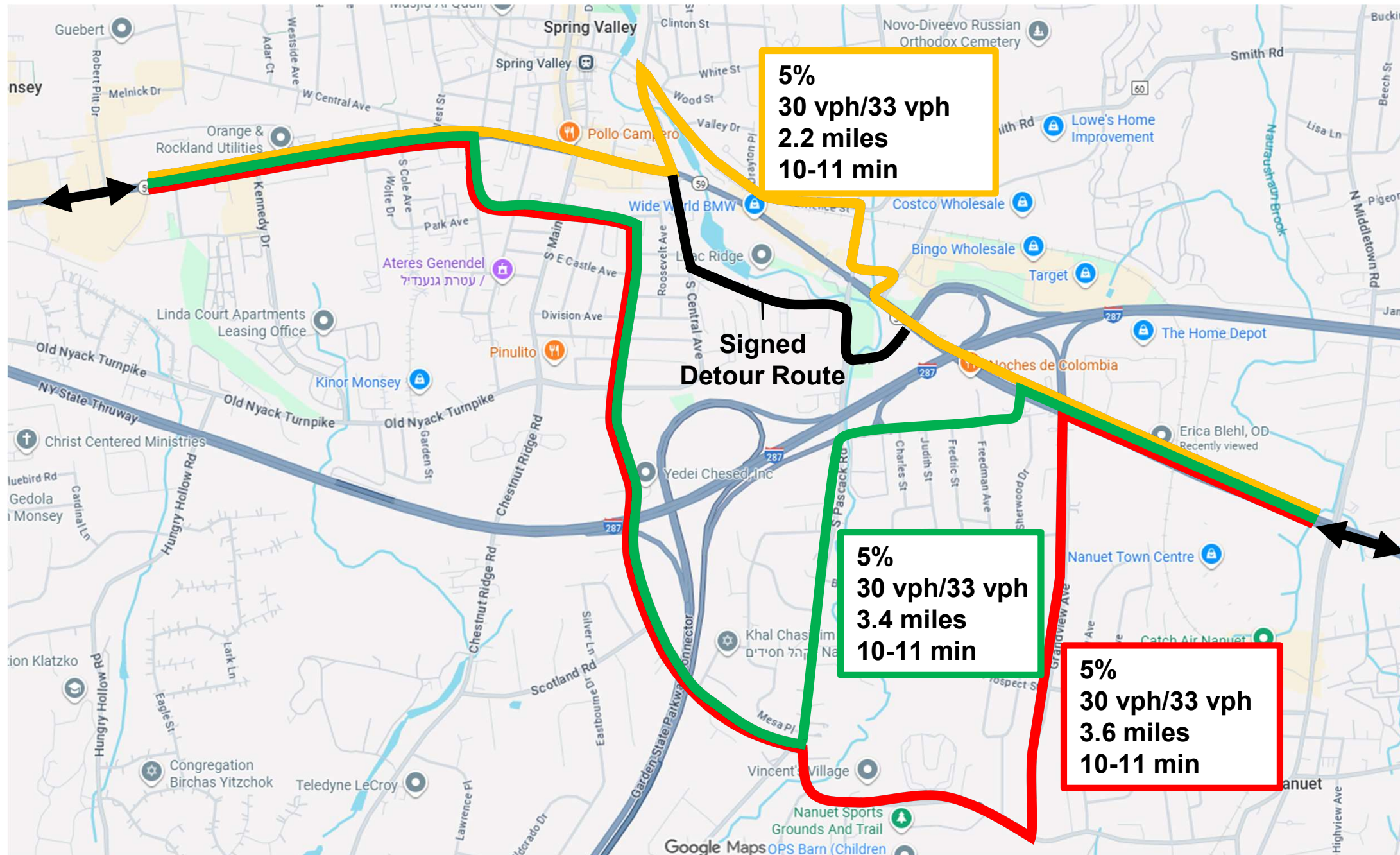
Intersection	Existing Condition		Full Closure at 85% Volume	
	Overall LOS	# of lane groups beyond LOS D	Overall LOS	# of lane groups beyond LOS D
Rt 59/Forman Dr/I-287 Ramps	D	E: 4 F: 2	E	E: 4 F: 3
S Pascack Rd/Forman Dr	C	E:1	C	E:1
S Pascack Rd/Pipetown Hill Rd	D	E:1	E	F:2
S Central Ave/Pipetown Hill Rd	D	E:1 F:1	D	E:3
Rt 59/S Central Ave/Dutch Ln	E	E: 1 F: 1	C	E: 2 F:1
Rt 59/New Clarkstown Rd	C	None	A	None
Perlman Dr/New Clarkstown Rd	F	E:1 F:1	E	E: 3 F: 2

Traffic Analysis Results: Critical Intersection of Pascack/Pipetown Hill

PM Peak Hour

S Pascack Rd/Pipetown Hill Rd	Existing Condition		Full Closure at 85% Volume	
	V/C Ratio	LOS	V/C Ratio	LOS
Pipetown Hill EB Left	0.53	C	--	--
Pipetown Hill EB Right	0.67	A	0.95	C
S Pascack NB Left	1.04	E	1.11	F
S Pascack NB Thru	0.30	B	0.23	A
S Pascack SB Thru/Right	0.95	D	1.09	F
Intersection	--	D	--	E

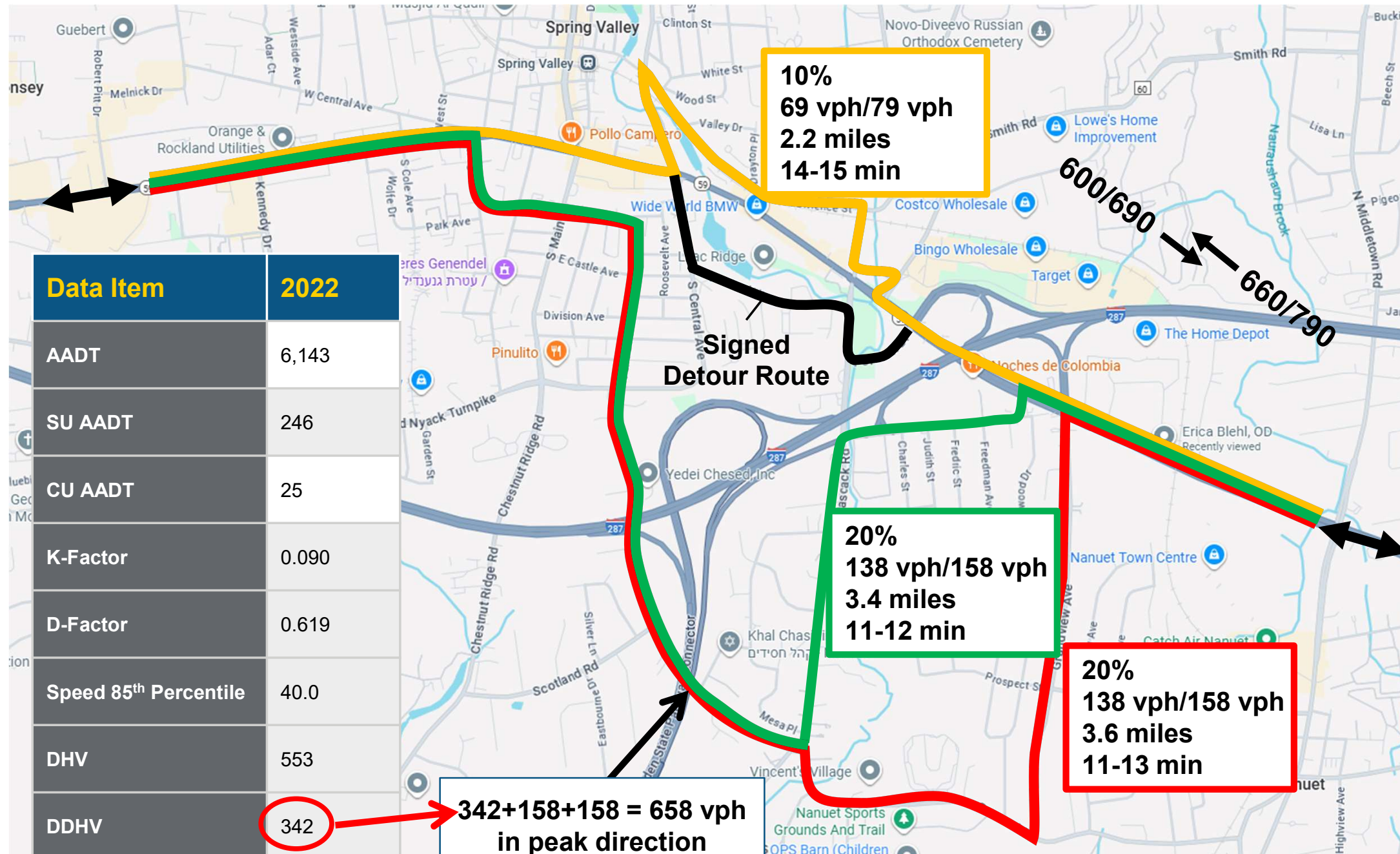
Routing Alternatives, AM Peak: 15% of Detour Volume



Notes:

- Travel times and distances sourced from Google Maps real-time traffic conditions during on Thu 12/11/25, AM peak period
- All routes take equal amounts of time during AM peak
- Volumes are listed as EB/WB

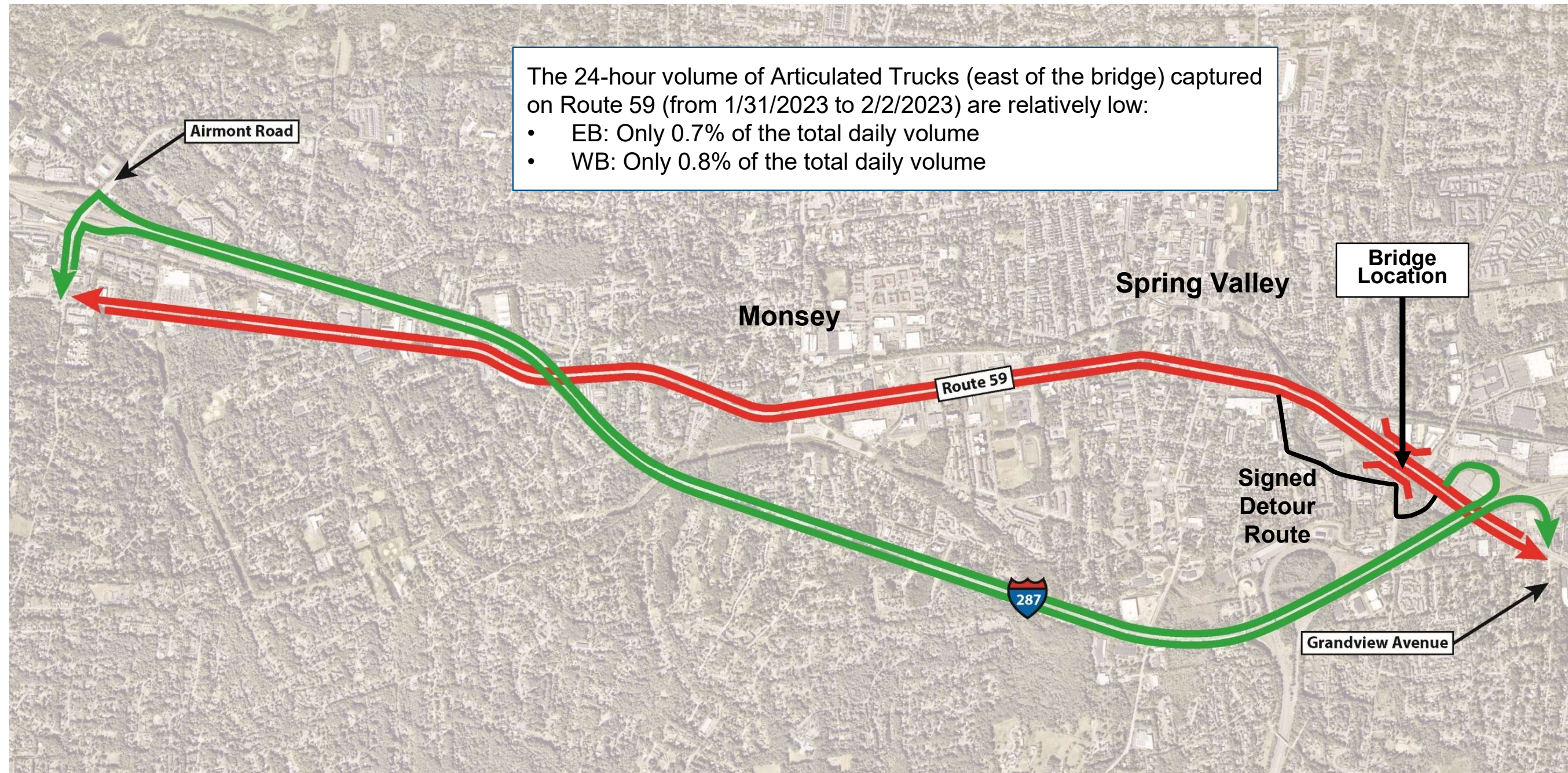
Routing Alternatives, PM Peak: 50% of Detour Volume



Notes:

- Travel times and distances sourced from Google Maps real-time traffic conditions during on Wed 12/10/25, PM peak period
- Shortest distance route (yellow) takes the longest during the PM peak
- Volumes are listed as EB/WB
- Volumes are worst-case as some traffic will distribute elsewhere or not make the trip

Trucks: I-287 Alternate Route for Articulated Trucks





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