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**TOWN OF NEWBURGH
PLANNING BOARD
TECHNICAL REVIEW COMMENTS**

PROJECT NAME: DUNKIN DONUTS
PROJECT NO.: 14-02
PROJECT LOCATION: SECTION 14, BLOCK. 1, LOT 43
REVIEW DATE: 30 APRIL 2015
MEETING DATE: 7 MAY 2015
REPRESENTATIVE: JOSEPH MINUTA

1. The Applicants have submitted an Engineer Report regarding testing of the existing subsurface sanitary sewer disposal system as well as information pertaining to the original design.
2. Project requires referral to the Orange County Planning Department due to projects location along state highways. A complete set of plans and reports must be provided for submission to Orange County Planning. The Applicant's Representative was to provide copies of plans for submission to County Planning which have not been received to date.
3. NYSDOT approval for access drive is outstanding.
4. The Applicants have provided breaks in the landscape wall pursuant to request from Jurisdictional Fire Department Representative.
5. A timber guiderail detail has been added to the plans based on conversations at the 19 March 2015 Planning Board Meeting regarding the installation of a fence or barrier at the western parking lot.

Respectfully submitted,

***McGoey, Hauser & Edsall
Consulting Engineers, D.P.C.***

Patrick J. Hines
Principal

MINUTA ARCHITECTURE

554 Temple Hill Road, New Windsor, New York 12553 P: 845.565.0055 F: 845.565.6622 E: info@minutaarchitecture.com

TRANSMITTAL

Attention:	Mr. Patrick Hines	Date:	4.27.15	Project No:	13123
To:	McGoey Hauser & Edsall	Re:	PB Project # 2014-02		
	33 Airport Center Drive, Suite 202				
	New Windsor NY 12553				
Delivered via:	Hand	<input type="checkbox"/> For Approval	<input checked="" type="checkbox"/> For Your Use	<input checked="" type="checkbox"/> For Review & Comment	

COPIES	DATE	DESCRIPTION
1 page	4/27/2015	Transmittal
1 Sets	4/20/2015	T-1, S-1,2-1, SD-1, S-2, S-3, S-4, S-5, L-1, LS-1, LS-2, A-1
1 Sets	4/24/2015	Narrative Update, Traffic Study by The Chazen Company, Dye Test Sanitary Disposal System
1	3/25/2015	Chazen Traffic Study
1	3/25/2015	Arden Consulting Sanitary Disposal System Observation

Remarks:

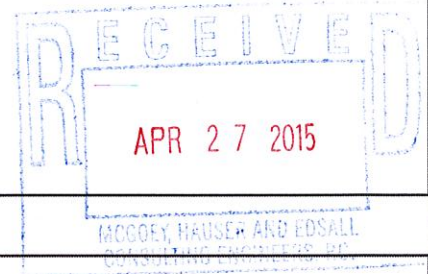
Mr. Ewasutyn, Please accept this package for the May 7th Meeting.
Please note: original survey and EAF were previously submitted.

cc: Michael Donnelly, Patrick Hines, Kenneth Wersted

Respectfully submitted,

Joseph J. Minuta RA, AIA, NCARB, CACB

CC: Kenneth Wersted, Patrick Hines, Michael Donnelly



Received By:

Signed:



MINUTA | ARCHITECTURE

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Narrative Update

To: Hon. John P. Ewasutyn, Chairman
Town of Newburgh Planning Board Chairman
308 Gardnertown Rd
Newburgh, NY 12550

From: Joseph J. Minuta, RA
CC: Planning Board Consultants: Pat Hines, Mike Donnelly, Ken Wersted, File, Owner
Via: Hand
Pages: 1 of 1
Date: April 24, 2015
Re: **Planning Board # 2014-02**
Dunkin' Donuts Convenience Store, 301 NYS Route 32
Proposed Redevelopment of an Existing Site

Dear Mr. Ewasutyn:

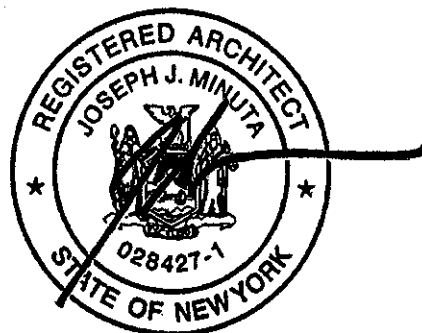
Pursuant to "Town of Newburgh Planning Board Application for Subdivisions and Site Plans" this correspondence shall serve as my narrative update for the proposed scope of work at 301 Route 32 in the Town of Newburgh NY.

Our office has addressed the Planning Board comments as presented to us by the Applicant from the 19 March 2015 meeting. Evidence of same is provided in our current submission for the intended meeting date of 7 May 2015.

We thank you for your consideration in the review of this project and believe you will find our design submission in order. We request that you and the Members of the Planning Board of the Town of Newburgh look favorably upon this application and grant Final Site Plan Approval at this meeting.

Respectfully Submitted,

Joseph J. Minuta, RA, AIA, NCARB, CACB
NYS Codes Certified





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Planners
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March 25, 2015

Joseph J. Minuta, RA, AIA
Minuta Architecture
554 Temple Hill Road
New Windsor, New York 12553

Re: *Dunkin Donuts – Newburgh
Amended Traffic Impact Study
NYS Route 32 and NYS Route 300
Town of Newburgh, Orange County, New York
Chazen Job # 31405.01*

Dear Mr. Minuta,

The Chazen Companies (Chazen) are pleased to present this amended traffic impact study (TIS) and correspondence with respect to the following application. Enclosed herewith, please find six (6) copies of the Dunkin Donuts – Newburgh Amended Traffic Impact Study (TIS), dated March 26, 2015.

Below are our responses to the Liberty General Contracting letter dated, March 20, 2015:

Comment 1: The No-build volumes utilize a 2% per year (for 2 years) growth rate and does not account directly for any other developments proposed/ approved in the area. Two residential projects (Driscoll and Polo Club), located south of the subject site have been approved for several years but have not been constructed. We reviewed our files to identify how much traffic was estimated to travel through Route 300/32 intersection from these projects; 36 trips total during the AM peak hour. The Dunkin Donuts analysis utilizing just the growth rate includes 49 additional trips. Therefore, use of the 2% growth rate would include the projected traffic from the Driscoll and Polo Club projects. It is noted that the No-build volumes on Figure 3 for the northbound approach to the signal are transposed between the left and right turn lanes, which is carried over to the Build volumes (Figure 4).

Response: *The use of the 2% growth rate discussion has been expanded to include discussion of the noted two specific projects. Traffic volumes for the No-Build figure have been corrected.*

Comment 2: The trip generation estimate is based on ITE data and estimates that the site will generate a total of 190 trips at the site driveway; approximately 50% of which will be from traffic already driving by the site, with the remaining 50% being new to the area. We concur with this estimate.

Response: Comment noted.

Comment 8: Any work proposed within the state ROW will require a NYSDOT highway work permit. NYSDOT Region 8 has initiated a new permitting and review process. Soliciting NYSDOT comments on the project requires the applicant/engineer to complete a Perm 33-COM. The permit application, instructions, and background is located on NYSDOT's website at www.dot.ny.gov.permits-beta . Additional permits may be necessary and will be determined through this initial application process.

Response: The required interaction with NYSDOT and the permit process has been noted in the amended assessment.

Please let me know if you have any questions or comments regarding the amended traffic impact study.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Romano". The signature is stylized with large, overlapping loops.

Peter Romano, PE
Director, Civil Engineering

cc: File

Engineering Report

Dunkin Donuts - Newburgh
Amended Traffic Impact Assessment

Town of Newburgh
Orange County, New York

March 26, 2015

Chazen Project No: 31405.01



Prepared for:

Liberty General Contracting
2629 Route 302
Middleton, NY 10941

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- Appendix A: Traffic Count Volume Data
- Appendix B: Dunkin Donuts Store Data
- Appendix C: Level of Service Analysis Results
- Appendix D: Queues Analysis Results

EXECUTIVE SUMMARY *AMENDED*

This Amended Traffic Impact Assessment is presented to address concerns raised by the Town of Newburgh after their review of the original assessment dated February 13, 2015.

The original Traffic Impact Assessment (TIA) dated February 13, 2015 was completed for the proposed Dunkin Donuts project to be located at the intersection of NYS Routes 32 (North Plank Road) and NYS Route 300 the Town of Newburgh, Orange County New York. A 1,750± square foot building currently occupies the site, but is presently vacant. Access to the site will be restricted to the existing driveway on Route 32 north of the noted intersection.

This document follows accepted national engineering practice and utilizes accepted engineering data sources and software analysis programs. Field reviews were undertaken and manual vehicle turning counts were completed for the study intersections. The TIA methodology is detailed in Section 1.1 Assessment Methodology. All field data and analysis results are presented in the Appendices to this report.

Amended sections of this assessment are presented in italics. Amended sections include trip generation /distribution/assignment, and analysis. Unless italicized, the narrative and analysis presented here are the same as that in the February 13, 2015 Assessment.

The following intersections were reviewed and analyzed for 2015 Existing, 2016 No-Build, and 2016 Build conditions for the AM peak traffic condition, consistent with the peak hour of site trip generation and roadway traffic.

- NYS Route 32 at NYS Route 300
- NYS Route 32 at the site driveway

The results of this assessment clearly demonstrate that the traffic generated by proposed project can be safely and efficiently integrated into the local roadway system without any significant negative impact to the system.

1.0 INTRODUCTION

A Traffic Impact Assessment has been completed for the proposed Newburgh Dunkin Donuts project to be located at the intersection of NYS Routes 32 and NYS Route 300 in the Town of Newburgh, Orange County, New York.

The project site is located in the northwest quadrant of the NYS Route 32 and NYS Route 300 intersection. The project site consists of an unoccupied 1,750± square foot building to be razed and the existing foundation utilized to construct a Dunkin Donuts shop. The proposed store will not have a drive-through window. Vehicular access and egress to/from the site will be provided by one driveway off of NYS Route 32. Section 3.0 presents a more detailed discussion of the proposed project.

This Assessment was completed to identify and quantify the traffic impacts associated with the proposed project and to identify any recommend mitigation for those impacts where appropriate. The Study follows accepted national engineering practice, and utilizes accepted engineering data sources and software analysis programs.

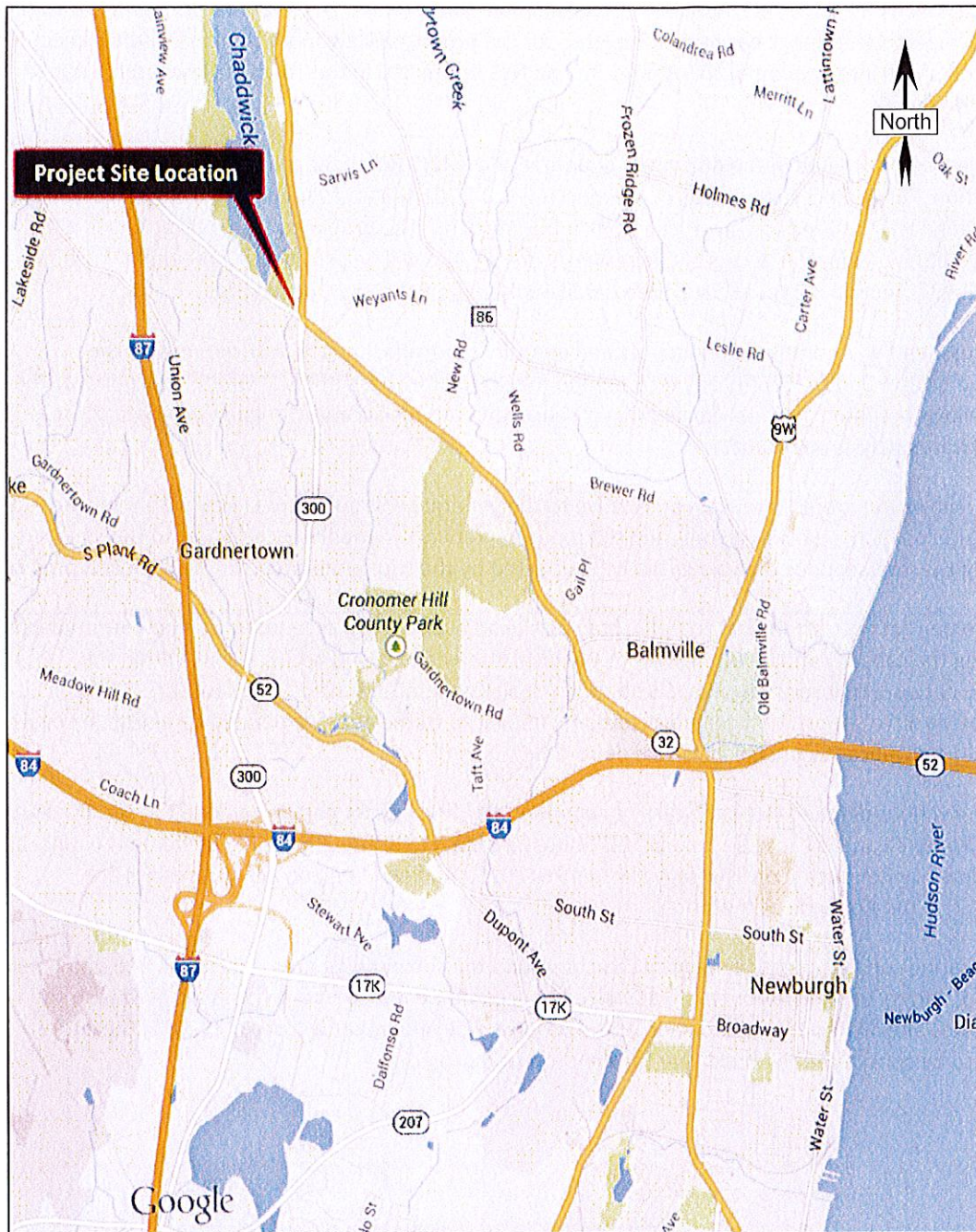
Figure 1 shows the project site location relative to the general geographic area. Figure 2 shows the project site location, study area limits and the roadway network immediately adjacent to the site including the intersections that would likely be affected by the trips generated by the proposed project.

Measurement of possible impact to traffic flow on the adjacent roadway network can be determined by reviewing the capacity and delay changes to the local intersections and access points within the roadway network that result from application of the site generated traffic. The New York State Department of Transportation generally considers impact to traffic as being defined by a drop in Level of Service or a significant increase in vehicle delay time.

The intersections deemed to be critical from a potential traffic impact perspective are the site driveway on NYS Route 32 and the intersection of NYS Route 32 with NYS Route 300. Traffic movement counts and site review was conducted on Thursday February 5, 2015. All field data and analysis results are presented in the Appendices to this report.

The operating conditions at the study intersections and the surrounding area were reviewed and analyzed, and recommendations were advanced to accommodate traffic activity associated with the project. It is anticipated that completion of the proposed development will occur in 2016; therefore 2016 is to be considered the build year for the proposed project.

Figure 1 - Area Map



	<p>Dunkin Donuts NYS Route 300 and Route 32 Town of Newburgh, Orange County, New York</p>	<p>Area Map</p>
	<p>Project #: 31405.01</p>	<p>Date: February 13, 2015</p>
	<p>Figure: #1</p>	

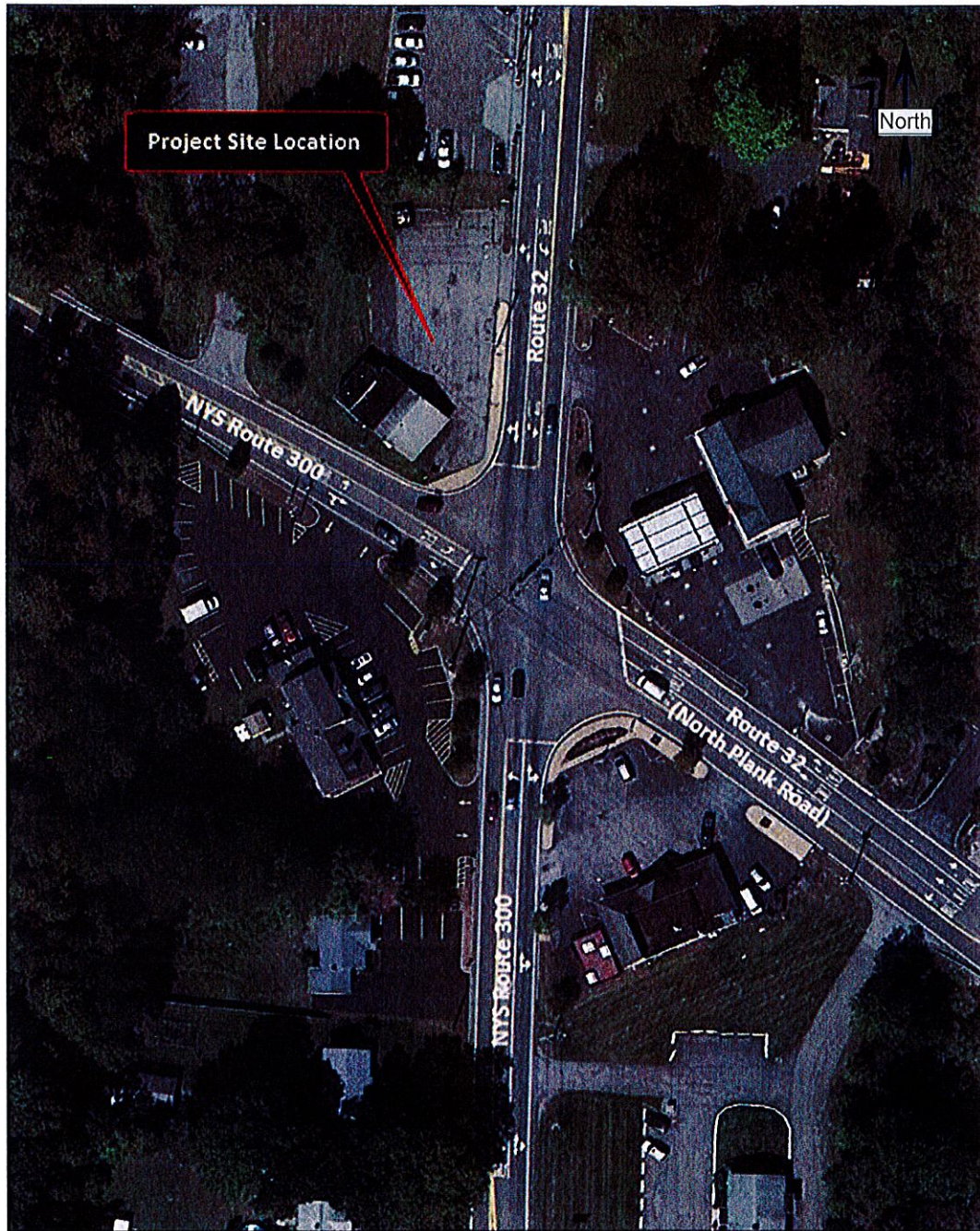
1.1 Assessment Methodology

This Assessment is based on the recommendations contained in the letter of March 17, 2014 from Creighton Manning Engineers to the Town of Newburgh Planning Board. The following is a brief description of the detailed tasks.

- Information pertinent to the existing traffic and roadway conditions was collected and analyzed relative to its effect on operating characteristics.
- Field observations were made in the AM commuter peak period to observe traffic movement, including vehicle queues, and pedestrian and bicycle movements within the existing roadway network to determine and verify traffic patterns and distributions.
- 2015 Existing traffic volumes were determined by conducting manual vehicular traffic counts at the critical intersections.
- A trip generation analysis and directional distribution analysis were conducted for the proposed land use component of the development.
- Operational analysis of the study intersections for the Existing, No Build, and Build conditions were conducted, as appropriate, for the peak hours of anticipated project operation to assist in the determination of possible improvements to the study intersections operation.
- A queue assessment was conducted based on both observed conditions and analysis.
- Conclusions and recommendations were made of the potential traffic improvements as a result of the data, facts gathered, and analyses in this study.

Throughout this study, distinction is made between the Existing traffic (i.e. traffic currently accommodated on the roadway network), No-Build traffic (i.e. traffic anticipated to exist on the system without the proposed project in the anticipated build year of 2016) and Build traffic (i.e. the combination of No-Build and site or project generated traffic volumes).

Figure 2 - Project Location



	<p>Dunkin Donuts NYS Route 300 and Route 32 Town of Newburgh, Orange County, New York</p>	<p>Project Location</p>	
	<p>Project #: 31405.01</p>	<p>Date: February 13, 2015</p>	<p>Figure: #2</p>

2.0 EXISTING CONDITIONS

2.1 Roadways and Intersections

2.1.1 Roadways

The following provides a description of the roadways in the study area, including general condition, travel lanes, pavement markings, on-street parking, and heavy vehicle information where available. As shown in Figure 2 the proposed site is bounded by NYS Route 32, NYS Route 300 and adjoining properties. Site access will be provided from/onto NYS Route 32 at the one existing driveway location north of the NYS Route 32/300 intersection.

NYS Route 32 is a two lane, New York State owned and operated roadway running west from NYS Route 9W and then heading north after its intersection with NYS Route 300. NYS Route 32 is characterized by residential and commercial development. NYS Route 32 is classified as an Urban Minor Arterial with a posted speed limit of 45 MPH, which increases to 55 mph shortly north of NYS Route 300 intersection. Latest NYSDOT data (2011) shows an AADT of 11,040 vehicles in the vicinity of the project. Parking is not designed along NYS Route 32 in the immediate study area and sidewalks are not provided.

NYS Route 300 is a two lane New York State owned and operated roadway running north from Interstate 84 and then heading west after its intersection with NYS Route 32. NYS Route 300 is characterized by residential and commercial development. NYS Route 300 is classified as an Urban Minor Arterial with a posted speed limit of 45 MPH before and after its intersection with NYS Route 32. NYSDOT data shows an estimated AADT of 6,380 vehicles in the vicinity of the project. Parking is not designed along NYS Route 300 in the immediate study area and sidewalks are not provided.

2.1.2 Intersections

The study intersections were analyzed relative to geometric and operating characteristics. These characteristics define the parameters used in the capacity analysis for each location.

NYS Route 32 with NYS Route 300 is a four way intersection under traffic signal control (NYSDOT signal O-34) with designated left turn lanes for all approaches, with each left turn lane in excess of 200' in length. In addition the NYS Route 300 westbound approach provides a designated right turn lane. The traffic signal operates as an eight phase actuated signal, providing signal phases to accommodate the various traffic movements, including permitted/exclusive left turn phasing for all approaches and an overlap arrow for the westbound right turn lane. There are no sidewalks and no marked pedestrian crosswalks

Commercial/retail facilities occupy the other three quadrants of the intersection, with the proposed Dunkin Donuts to be built in the northwest quadrant. The facilities, a gas station/mini-mart in the northeast quadrant, a deli in the southeast quadrant, and a restaurant/pizzeria in the southwest quadrant, each have access and egress to/from both NYS Route 32 and NYS Route 300 via channelized driveways.

Site Driveway with NYS Route 32 is an existing two-way driveway serving the project site. One lane for access and one lane for egress are provided. There are no traffic controls at this intersection. The center of the driveway is 110' from the traffic signal stop bar on the NYS Route 32 southbound approach.

2.2 Public Transportation

Public transportation is available throughout Orange County although it is more concentrated south of Interstate 84. Newburgh Area Transit provides bus service on NYS Route 32 south of the NYS Route 300 intersection into the City of Newburg via the Northside line. It also provides service Route 300 south of the NYS Route 32 intersection via the Crosstown line into the City of Newburgh. Other local and regional public transportation can then be accessed. Dial a Bus provides curb to curb service, via call up reservations made one week in advance, for all points within the Town of Newburgh.

2.3 Existing Traffic Volumes

Existing peak hour traffic volumes at the study intersection was documented via manual vehicular turning movement counts conducted on Thursday February 5th, 2015. The counts were conducted during the AM commuter peak, coinciding with the busiest time period for the proposed Dunkin Donuts shop as well as the local morning commuter peak. The peak hour volumes consist of the highest consecutive 60 minutes observed volumes at the study intersection.

Figure 3 summarizes the Existing traffic volumes for the study intersections for the AM peak hour as noted above. Traffic count and volume data is presented in Appendix A. Based upon the traffic count data collected the following observations are evident:

1. The AM peak hour was from 7:30 to 8:30 AM with 1194 vehicles traveling through the intersection.
2. The heaviest used approaches were NYS Route 32 from the north with 431 vehicles and NYS Route 300 from the west with 355 vehicles during the peak hour. This is consistent with an expected commuter pattern toward Newburgh, Interstate 84 and the NYS Thruway.

3.0 PROJECT DISCUSSION - AMENDED

The proposed Newburgh Dunkin Donuts project site is located in the northwest quadrant of the intersection of NYS Routes 32 and NYS Route 300 intersection. Site access will be provided at one location, via the existing two way driveway on NYS Route 32 north of the NYS Route 32/300 intersection.

The project involves the demolition of the existing above ground structure, the retention of the current foundation and the construction of a Dunkin Donuts shop. The shop will not have a drive-through window and will have minimal seating.

The completed facility will be similar to the existing Dunkin Donuts shop in Ellenville, N.Y. which also does not have a drive-thru window. Sales statistics from the Ellenville location show the busiest period of activity from 7:00 to 10:00 AM, coinciding with normal morning commuter traffic. Data from the Ellenville site showed 42 transactions during the 7:00 to 8:00 AM period and 51 transactions during the 8:00 to 9:00 AM period.

Two Dunkin Donuts facilities in the Newburgh area were also examined for peak hours and number of trips associated with the traffic on the local roadway system. These stores are located at the intersection of Route 17K with Homewood Avenue, immediately to south of Interstate 84, and on Route 207 just east of Breunig Road in the vicinity of Steward Airport. Both stores have a drive-thru window. Sales statistics indicate that peak sales occur between 7:00 AM and 9:00 AM at both locations with between 83 and 89 transactions per hour.

4.0 TRAFFIC FORECAST - AMENDED

4.1 2016 No-Build Traffic Conditions

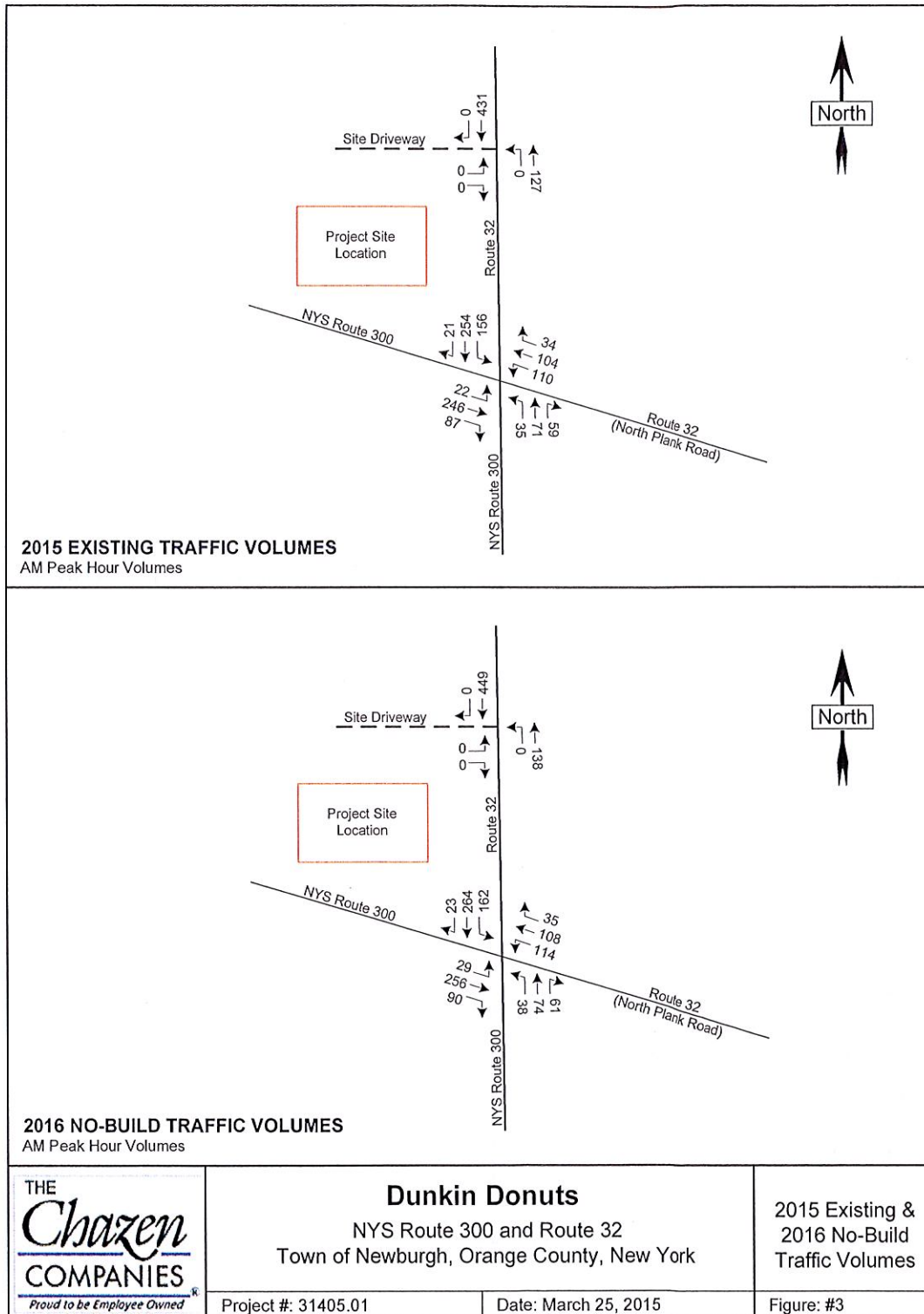
The No-Build traffic volumes were generated by projecting the 2015 Existing traffic volumes to the build year of 2016 using an estimated growth rate factor based on previous traffic growth trends in the area. The *NYS DOT 2011 Traffic Volume Report* indicates that traffic volumes on NYS Routes 32 and NYS Route 300 in the project area have stayed constant in recent years. To account for any new growth, a growth rate of 2% per annum was applied to the 2015 existing traffic volumes to project the future traffic conditions in the year of 2016 without the proposed project. Since that time frame may encompass almost two years, the Existing volumes were increased by 4% to arrive at the 2016 No-Build volumes.

The use of the 2% per year growth rate is estimated to be sufficient to cover trips generated by any large specific projects in the immediate area. The Town of Newburgh's review noted two such projects, the Driscoll and the Polo Club project. Both are residential in nature and the Town's review indicated that the two projects would generate 36 trips through the Route 32/Route 300 intersection. The use of the 2% per year growth rate is sufficient to cover these trips, as noted in the Town's review. The Town has also indicated that these projects have been approved for several years but have not moved forward to the construction phase.

Figure 3 shows the projected 2016 vehicular volumes for the weekday AM period, referred to as the No-Build condition. These volumes are those anticipated in 2016 without the proposed Dunkin Donuts project.

This information is utilized as the foundation volumes in 2016 to which the anticipated generation of the proposed project is added to predict the combined, or Build volumes anticipated in 2016.

Figure 3 - 2015 Existing and 2016 No-Build Traffic Volumes - Amended



4.2 Trip Generation Analysis - Amended

The trip generation analysis for the proposed project provides the basis for the anticipated traffic impact that can be expected as a result of that development. The Institute of Transportation Engineers (ITE) provides traffic and transportation professionals with a source document as a guide to trip generation rates for all land uses and building types. This document, Trip Generation Manual¹, 9th Edition, is updated periodically and details rates developed for the average weekday during the peak hours of the generator and during the peak hours of the adjacent roadway traffic.

The above noted resource provides trip generation data for Land Use 936: Coffee/Donut Shop without Drive-Through Window. This Land Use was utilized to establish the anticipated trips generated by the proposed project.

The proposed Dunkin Donuts store will generate traffic comprised of two types of trips: trips comprise of vehicles making a primary trip to the store which would not be on the local roadways without this trip, and vehicles already on the local roadways making a secondary trip to the store. The secondary trips are referred to as pass-by trips.

ITE does not provide data on pass-by trips for Land Use 936: Coffee/Donut Shop without Drive-Through Window. A pass-by trip is a trip that is already on the local roadway network and makes a stop at the subject land use. This stop is not the primary reason for the trip but is a secondary destination. A pass-by trip is analyzed at the site driveway but is not added to the overall traffic on the study roadways as it is already there.

The peak hours of a Dunkin Donut shop are the morning commute hours. Accordingly, it is apparent that many site trips are made by those already on the local roadways on their way to work. These trips to the site would be pass-by trips. A pass-by rate of 50% has been assumed to apply for this assessment. In reality this pass-by rate of 50% may be conservative. *It is noted that the Town's review approved this 50% pass-by rate.*

Table 1 presents the forecasted vehicular trip generation values for the proposed project.

Table 1 - Project Trip Generation

ITE Land Use #936: Coffee/Donut Shop without Drive-through window (1750 SF) ITE Trip rate: 108.38 trips per 1000 SF Gross Floor Space	Peak Hour Volumes Weekday AM		
	Enter (51%)	Exit (49%)	Total
New Trips Generated at the Site Driveway	97	93	190
Pass-by Trips at 50% Rate	48	46	94
Trips added to the local system.	49	47	96

¹Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

As per the above, during the AM peak hour, 190 trips (97 in and 93 out) will use the Dunkin Donuts driveway, with 94 trips (48 in and 46 out) already on the local roadways, and 96 trips (49 in and 47 out) being new trips generated by the new Dunkin Donuts.

The ITE trip figures indicate activity significantly greater than the number of transactions recorded at the Ellenville location, and are slightly greater than the two Newburgh locations, both of which have drive-thru service. These two stores are described in Section 3.0. Based on the transaction data for the three stores, presented in Appendix B, the following is presented.

The Ellenville figures show the highest hour of transaction was between 8:00 and 9:00 AM with 51 transactions taking place, indicating at most 100 ± trips (50 in and 50 out) using the site driveway.

The Route 17K location figures show the highest hour of transaction was between 8:00 and 9:00 AM with 89 transactions taking place, indicating at most 180 ± trips (90 in and 90 out) using the site driveway.

The Route 207 location figures show the highest hour of transaction was between 8:00 and 9:00 AM with 88 transactions taking place, again indicating at most 180 ± trips (90 in and 90 out) using the site driveway.

Each of the three existing Dunkin Donuts stores shows less activity during the AM peak hour than that would result from the ITE trip rates. These are worse case comparisons as they assume that each transaction is the result of one trip (in and out), where in reality multiple transactions could be conducted per some trips.

The use of the ITE trip rates result in more trips generated and have been used for this assessment. Based on the data from the existing stores it is anticipated that the actual number of trips may be less due to the location of the site, the lack of a drive-thru window, and the fact that access/egress will be provided only to/from NYS Route 32, north of the NYS Route 300 intersection.

4.3 Trip Distribution- Amended

The distribution of vehicular traffic describes where traffic originates or where traffic is destined. The trip distribution of the site generated vehicular traffic is based upon the land-uses being proposed and the marketing demographics based upon regional considerations. If the land-use being proposed is consistent with existing activity then the new traffic flows would approximate the distribution of the existing volumes at the locations monitored during the manual counts. Although the land use being considered serves the morning commuter flow, traffic to the proposed Dunkin Donuts is anticipated to arrive mainly from the north on NYS Route 32 due to the site driveway located on NYS Route 32. *It is anticipated that significant trips to the site will not come from traffic traveling in the other the three directions due to travel routes, including left turns into the site that would have to be followed.*

Accordingly 70% of all trips are considered as coming from the north, with 30% of all trips arriving via the Route 32 at Route 300 intersection, with 10% from each of the east, west, and south approaches to that intersection.

The distribution of trips also takes into consideration pass-by trips which are significant for a coffee shop such as proposed. Pass-by trips must be removed from their normal path, moved to a secondary path and distributed to the site driveway, and then placed back on a travel path to get back to their primary travel route.

Figure 4A presents the percentage of new primary trips assigned to the local roadway network and the site driveway, as well as the number of new primary trips.

Figure 4B presents the percentage of pass-by trips assigned to the local roadway network and the site driveway, as well as the number of pass-by trips.

4.4 Trip Assignment- Amended

Trip assignment combines the results of the trip generation and trip distribution and determines the number of trips utilizing specific paths and roadways between various origin/destination pairs. As with the trip distribution, the assignment of trips takes pass-by traffic into consideration. *The trip assignments for the proposed development are shown in Figures 4A and 4B.*

4.5 2016 Build Volumes- Amended

To estimate the 2016 Build traffic volumes, the results of the site generated trip assignments (*primary trips plus pass-by trips*) were added to the 2016 No-Build traffic volumes. These traffic volumes represent the future traffic conditions after full build-out of the proposed project and are presented in Figure 5.

Figure 4A - Primary Trip Distribution and Assignment Amended

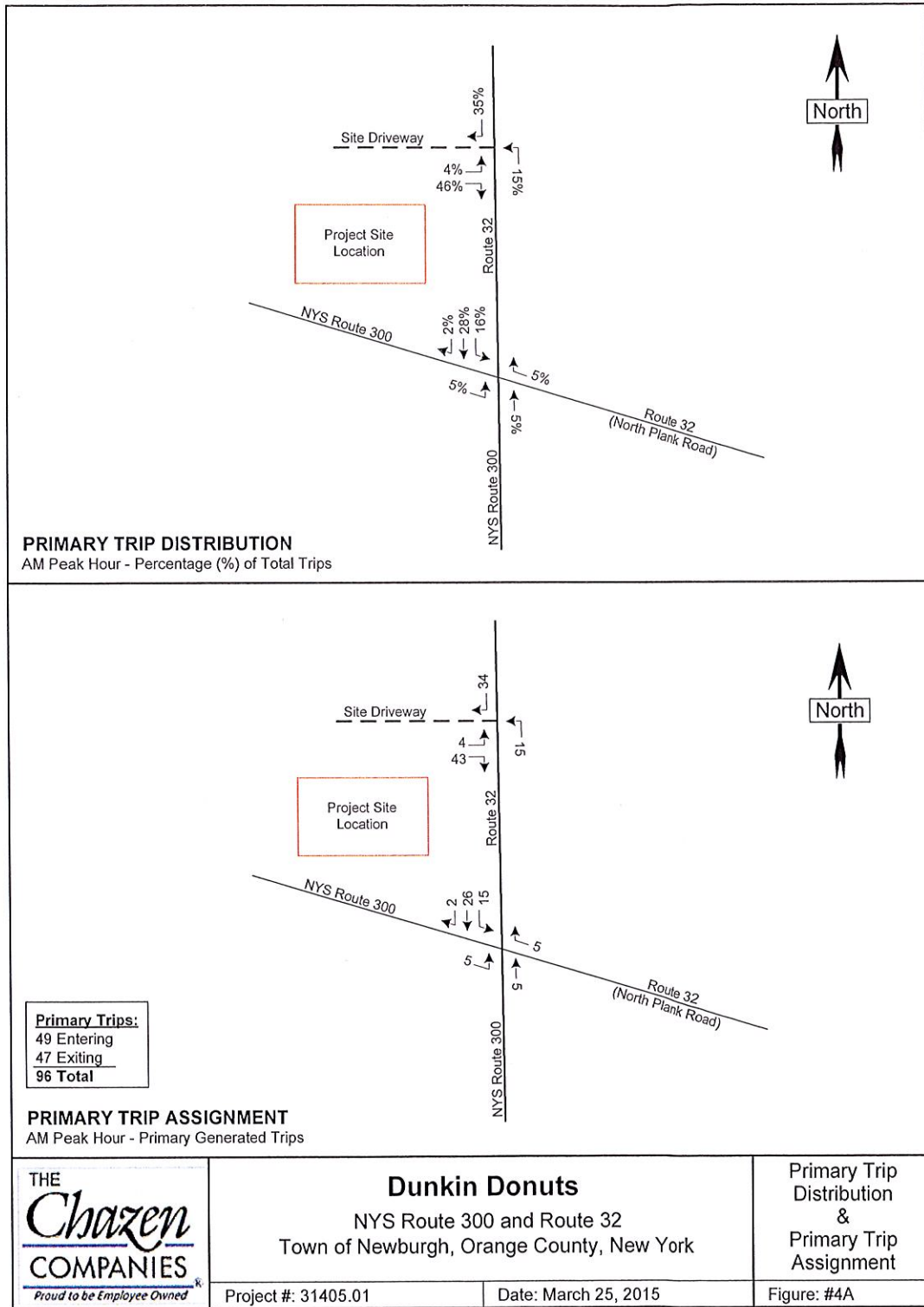


Figure 5B - Pass-By Trip Distribution and Assignment Amended

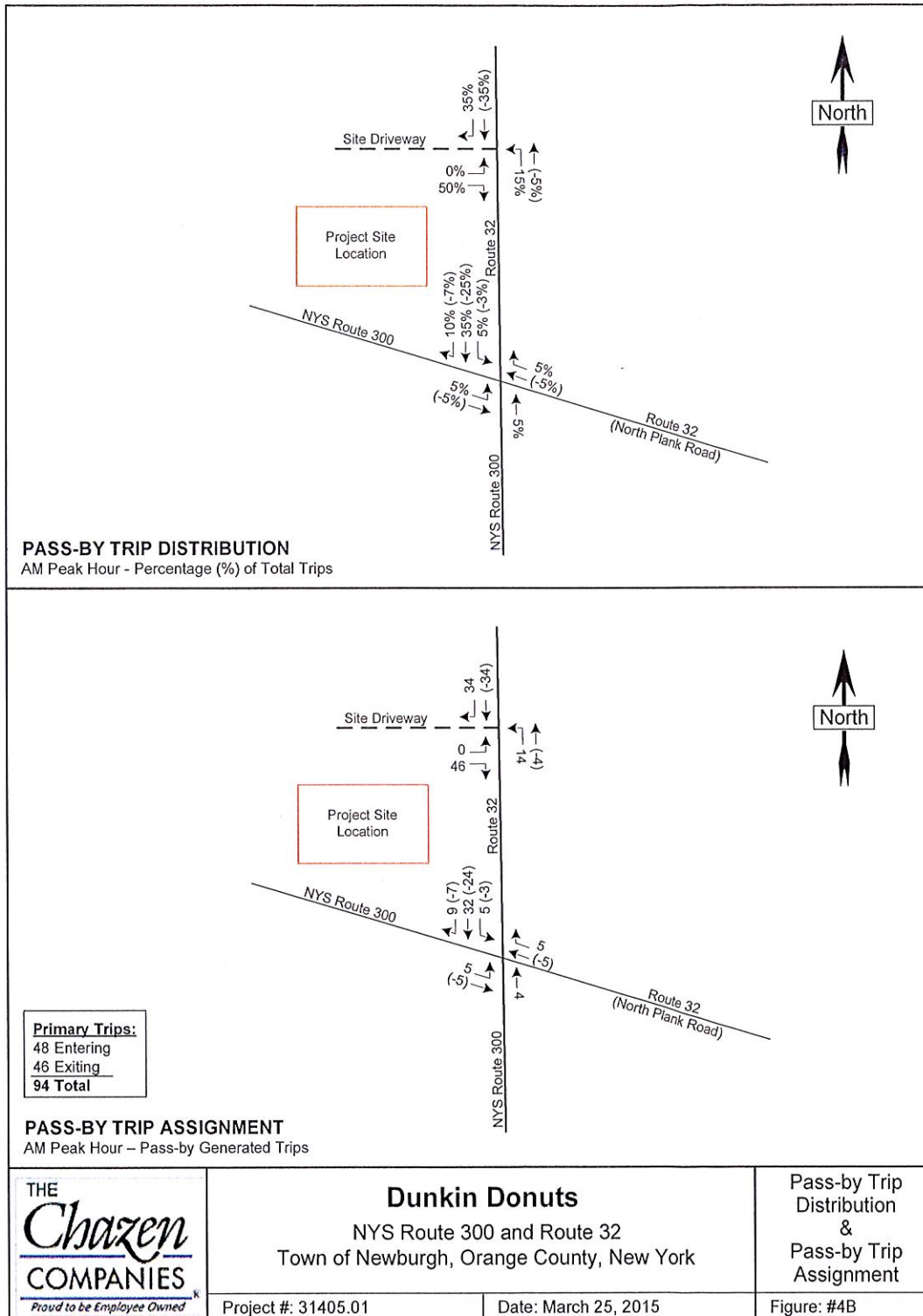
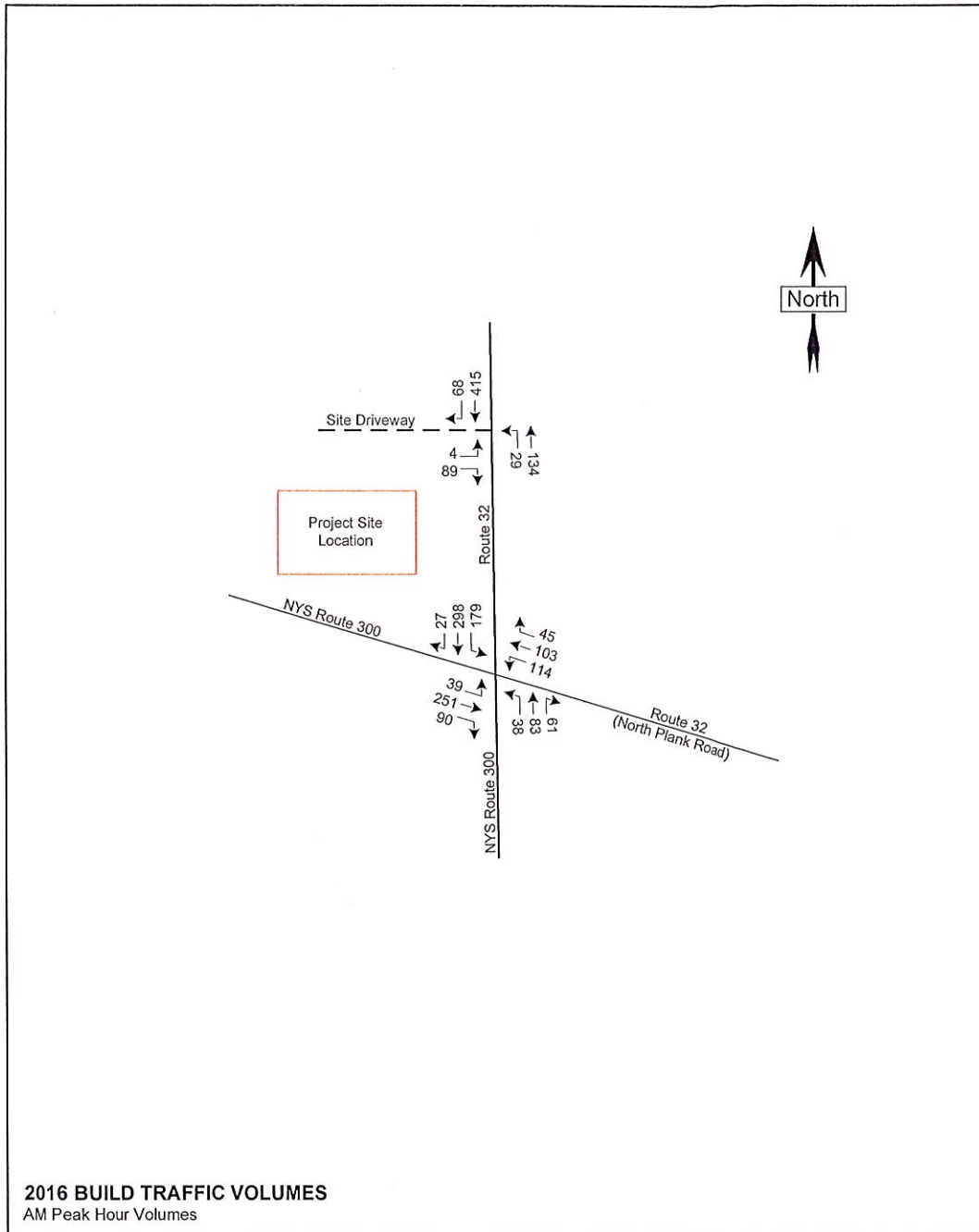



Figure 6 - 2016 Build Volumes Amended



	Dunkin Donuts NYS Route 300 and Route 32 Town of Newburgh, Orange County, New York		2016 Build Traffic Volumes
	Project #: 31405.01	Date: March 25, 2015	Figure: #5

5.0 ANALYSIS - *Amended*

5.1 Capacity/Level of Service Methodology *and Results*

A level of service analysis was conducted for the morning peak hour. As the project site building is currently vacant and not generating trips to the local roadway network, an operation analysis was not conducted for the 2015 Existing condition or the 2016 No Build condition.

The capacity analysis methodology is based upon the 2010 Highway Capacity Manual which utilizes "levels-of-service" (LOS) designations to identify traffic flow based on vehicle delay. A LOS A represents the best condition and a LOS F represents the worst condition. A LOS C is generally used as a design standard while a LOS D is acceptable during peak periods. LOS E represents an operation at or near capacity.

In order to identify a signalized intersection's level-of-service, the average amount of vehicle delay is computed for all traffic movements. Based on the vehicle delays computed levels of service are determined for each movement, each intersection approach and each approach.

To identify an un-signalized intersection's level-of-service, the average amount of vehicle delay is computed for the critical traffic movements. These are defined as the left turn into the minor road from the major road, and all movements from the minor road. Based on the vehicle delays computed levels of service are determined for the critical intersection movements.

Tables 2 and 3 summarize the level-of-service criteria for signalized and un-signalized intersections.

Table 2 - Signalized Intersection LOS Criteria

Level of Service (LOS)	Control Delay Per Vehicle (seconds)
A	Less than or equal to 10
B	Greater than 10 and less than or equal to 20
C	Greater than 20 and less than or equal to 35
D	Greater than 35 and less than or equal to 55
E	Greater than 55 and less than or equal to 80
F	Greater than 80

Table 3 - Un-Signalized Intersection LOS Criteria

Level of Service (LOS)	Control Delay Per Vehicle (seconds)
A	Less than or equal to 10
B	Greater than 10 and less than or equal to 15
C	Greater than 15 and less than or equal to 25
D	Greater than 25 and less than or equal to 35
E	Greater than 35 and less than or equal to 50
F	Greater than 50

The NYS Route 32 at NYS Route 300 intersection was analyzed during the weekday AM peak hour period for the Existing (2015), No-Build (2016), and Build (2016) conditions. The site driveway intersection with NYS Route 32 was analyzed for the 2016 Build condition as this driveway generates no traffic at the present time. The capacity analyses were undertaken with the use of the latest version of Synchro software by McTrans². The procedure is based on the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. The average amount of vehicle delay is computed for each critical movement to the intersection.

The results of the capacity analyses for the study intersection is summarized in Table 4 and discussed below. The analysis output is provided in Appendix C.

Table 4 - Level of Service Summary- Amended
 Level of Service/Estimated Delay (Seconds per Vehicle)

Intersections	2015 Existing Traffic Volumes	2016 No-Build Traffic Volumes	2016 Build Traffic Volumes
	AM Peak	AM Peak	AM Peak
NYS Route 32/NYS Route 300 (Signalized)			
NYS Route 300 EB LTR	D (47.4)	D (49.1)	D (47.5)
NYS Route 32 WB LTR	C (26.1)	C (27.1)	C (25.7)
NYS Route 300 NB LTR	C (28.2)	C (28.8)	C (30.6)
NYS Route 32 SB LTR	D (38.5)	D (39.9)	D (45.2)
Overall	D (36.7)	D (38.0)	D (39.6)
NYS Route32/Site Driveway (Unsignalized)			
NYS Route 32 NB L	--	--	A (8.6)
Site Driveway EB LR	--	--	B (10.9)

Key: X (Y.Y) = Level of Service/Estimate Delay (Seconds per Vehicle)
 NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches
 L, T, R = Left-turn, through, and/or right-turn movements.

As indicated in Table 4, the results of the analysis for the study intersections show that the level of service at the NYS Route 32/300 intersection is maintained at LOS "D" from the existing condition through the No-Build and Build conditions with only an increase in vehicle delay of 2.9 seconds in the Build condition. LOS "D" is considered acceptable at urban intersections as long as no approach operates at LOS "E" or worse. All approaches at this intersection maintain LOS "C" or "D" from the existing through the build conditions.

The proposed Dunkin Donuts driveway operates at LOS "B" during the Build condition with the left turn from NYS Route 32 into the site operating at LOS "A".

² Synchro 8 Software

Based on the analysis of the site driveway under the Build condition, it is not anticipated that any turn restrictions will be required.

5.2 Queue Assessment - Amended

A field review of the vehicle queues on the NYS Route 32 southbound approach was conducted. This approach carries the heaviest traffic during the AM commuter period and also is the location of the site driveway. Excessive queues up to and past the site driveway may be problematic for vehicles wishing to make a left turn into the site, and vehicles exiting the site. The site driveway is 110 feet from the stop bar at the signalized intersection.

During the manual traffic counts, it was observed that southbound traffic on NYS Route 32 did queue past the site driveway. Queues consistently cleared during the traffic signal green time provided.

The operational analysis of the Route 32 at Route 300 intersection, with site traffic added, showed anticipated queue lengths comparable with that observed in the field, as presented below.

1. *The Existing 50% queue length to be 77 feet for the southbound left turn lane and 221 feet for the southbound through lane. Queues will be less than these lengths 50% of the time.*
2. *The Existing 95% queue length to be 123 feet for the southbound left turn lane and 298 feet for the southbound through lane. Queues will be less than these lengths 95% of the time.*

In the Build condition, the NYS Route 32 queues will increase as would be expected with additional volumes.

1. The Build 50% queue length computes to 90 feet for the southbound left turn lane 275 feet for the southbound through lane. Queues will be less than these lengths 50% of the time.
2. The Build 95% queue length to be 140 feet for the southbound left turn lane and 369 feet for the southbound through lane. Queues will be less than these lengths 95% of the time.

The queue analysis results are presented in Appendix D.

The above results and discussion pertain to the one hour of greatest site activity and of high commuter traffic volumes. While the PM peak would likely produce slightly higher traffic volumes on NYS Route 32, the proposed land use generated trips are only 50% of the AM trips analyzed in this assessment. At other times during the day both overall traffic volumes and site generated trips will be substantially less. Accordingly queues of NYS Route 32 southbound approach would not be considered to be problematic except during the AM peak hour.

Traffic turning into or leaving a commercial facility often presents a conflict with queued traffic on the main roadway, especially near a signalized intersection in urban areas. Drivers routinely wait for queues to clear prior to making their respective turns onto the main road, make a right turn out while a vehicles

turns into the driveway, or are allowed to exit through the courtesy of drivers on the main roadway. The heavy volume movements at the driveway are rights in and rights out with over 70% of all trips making a right in and/or a right out. This situation will allow for vehicles to exit the driveway and head south while vehicles are turning into the driveway, as well as when the NYS Route 32 queue clears.

Accordingly based on field observations, operation analysis, and knowledge of normal driving conditions and driver behavior, it is not anticipated that the southbound NYS Route 32 traffic queues will be a significant detriment to access and egress to/from the proposed Dunkin Donuts.

The Chazen Companies

547 River Street
Troy, New York, 12180

www.chazencompanies.com

Project No: 31405.01
Counted By: S. Radloff
Intersection: Route 300 and Route 32
Time: 7:00 - 9:00 AM

File Name : TMC_Route 300&32_AM Peak Hour
Site Code : 31405.01
Start Date : 2/5/2015
Page No : 1

Groups Printed- Pass Vehicles - Heavy Vehicles - School Bus

Start Time	Route 32 Southbound					North Plank Road (Route 32) Westbound					Route 300 Northbound					Route 300 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App Total	Left	Thru	Right	RTOR	App Total	Left	Thru	Right	RTOR	App Total	Left	Thru	Right	RTOR	App Total	
07:00 AM	38	46	0	0	84	23	8	7	0	38	9	7	11	0	27	4	56	20	0	80	229
07:15 AM	39	50	3	0	92	18	17	13	0	48	3	13	4	0	20	3	51	27	0	81	241
07:30 AM	42	76	3	0	121	30	22	7	0	59	11	13	14	0	38	4	63	12	0	79	297
07:45 AM	32	64	6	0	102	29	30	14	0	73	9	12	8	0	29	7	58	27	0	92	296
Total	151	236	12	0	399	100	77	41	0	218	32	45	37	0	114	18	228	86	0	332	1063
08:00 AM	38	54	3	0	95	31	30	8	0	69	7	25	13	0	45	5	67	27	0	99	308
08:15 AM	44	60	9	0	113	20	22	5	0	47	8	21	24	0	53	6	58	21	0	85	298
08:30 AM	31	48	4	0	83	23	31	15	0	69	13	23	20	0	56	4	62	14	0	80	288
08:45 AM	24	36	3	0	63	33	22	12	0	67	10	23	20	0	53	4	50	19	0	73	256
Total	137	198	19	0	354	107	105	40	0	252	38	92	77	0	207	19	237	81	0	337	1150
Grand Total	288	434	31	0	753	207	182	81	0	470	70	137	114	0	321	37	465	167	0	669	2213
Apprch %	38.2	57.6	4.1	0		44	38.7	17.2	0		21.8	42.7	35.5	0		5.5	69.5	25	0		
Total %	13	19.6	1.4	0	34	9.4	8.2	3.7	0	21.2	3.2	6.2	5.2	0	14.5	1.7	21	7.5	0	30.2	
Pass Vehicles																					
% Pass Vehicles	99.3	98.8	93.5	0	98.8	95.2	93.4	97.5	0	94.9	80	89.8	92.1	0	88.5	94.6	98.1	96.4	0	97.5	96.1
Heavy Vehicles																					
% Heavy Vehicles	0.7	0.2	3.2	0	0.5	3.4	5.5	1.2	0	3.8	2.9	7.3	5.3	0	5.6	2.7	1.3	1.8	0	1.5	2.3
School Bus	0	4	1	0	5	3	2	1	0	6	12	4	3	0	19	1	3	3	0	7	37
% School Bus	0	0.9	3.2	0	0.7	1.4	1.1	1.2	0	1.3	17.1	2.9	2.6	0	5.9	2.7	0.6	1.8	0	1	1.7

The Chazen Companies

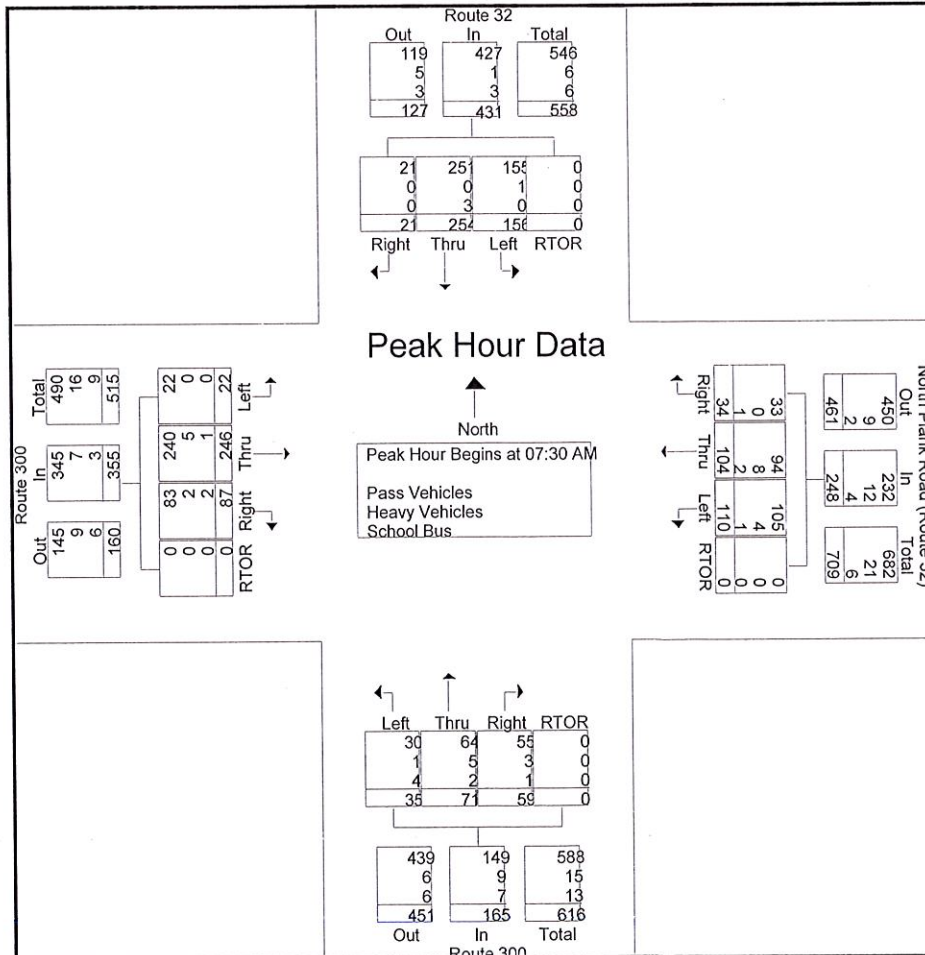
547 River Street
Troy, New York, 12180

www.chazencompanies.com

Project No: 31405.01
Counted By: S. Radloff
Intersection: Route 300 and Route 32
Time: 7:00 - 9:00 AM

File Name : TMC_Route 300&32_AM Peak Hour
Site Code : 31405.01
Start Date : 2/5/2015
Page No : 2

Start Time	Route 32 Southbound					North Plank Road (Route 32) Westbound					Route 300 Northbound					Route 300 Eastbound					Int Total
	Lef t	Thru	Right	RTOR	App. Total	Lef t	Thru	Right	RTOR	App. Total	Lef t	Thru	Right	RTOR	App. Total	Lef t	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	42	76	3	0	121	30	22	7	0	59	11	13	14	0	38	4	63	12	0	79	297
07:45 AM	32	64	6	0	102	29	30	14	0	73	9	12	8	0	29	7	58	27	0	92	296
08:00 AM	38	54	3	0	95	31	30	8	0	69	7	25	13	0	45	5	67	27	0	99	308
08:15 AM	44	60	9	0	113	20	22	5	0	47	8	21	24	0	53	6	58	21	0	85	298
Total Volume	156	254	21	0	431	110	104	34	0	248	35	71	59	0	165	22	246	87	0	355	1199
% App. Total	36.2	58.9	4.9	0		44.4	41.9	13.7	0		21.2	43	35.8	0		6.2	69.3	24.5	0		
PHF	.886	.836	.583	.000	.890	.887	.867	.607	.000	.849	.795	.710	.615	.000	.778	.786	.918	.806	.000	.896	.973
Pass Vehicles																					
% Pass Vehicles	99.4	98.8	100	0	99.1	95.5	90.4	97.1	0	93.5	85.7	90.1	93.2	0	90.3	100	97.6	95.4	0	97.2	96.2
Heavy Vehicles																					
% Heavy Vehicles	0.6	0	0	0	0.2	3.6	7.7	0	0	4.8	2.9	7.0	5.1	0	5.5	0	2.0	2.3	0	2.0	2.4
School Bus	0	3	0	0	3	1	2	1	0	4	4	2	1	0	7	0	1	2	0	3	17
% School Bus	0	1.2	0	0	0.7	0.9	1.9	2.9	0	1.6	11.4	2.8	1.7	0	4.2	0	0.4	2.3	0	0.8	1.4



Appendix B: Dunkin Donuts Store Data

New York State Department of Transportation
Traffic Volume Report

County Order	End Mile Point	Route	Section Reference	Section Length	Section Description	County	Region	LATEST COUNT		PREVIOUS COUNTS					Count Station Number	YR
								EST AADT	YR	EST AADT	YR	EST AADT	YR	EST AADT		
1	12.07	209 83012072	03.16	Route	SULLIVAN CO LINE	105	2760	11	3010	07	3060	04	2700	01	0535	
2	05.53	209 83012103	05.53	Route	US209	111	2840	11	3010	07	3500	04	2280	01	0283	
2	06.84	209 96021056	01.31	Route	ACC RT 17	111	5470	**	5360	09	5890	06	4710	08	0141	
2	14.07	209 96021069	07.23	Route	OLD RT 17	111	5430	**	5260	08	5970	06	5610	05	0002	
3	04.86	209 96021140	04.86	Route	ULSTER CO LN	111	6210	08	5750	08	7190	05	6580	02	0536	
3	06.40	209 86031047	01.74	Route	US209	111	15190	11	15900	08	16520	05	15190	02	0537	
3	10.78	209 86031064	04.38	Route	START 55 OLAP	111	10330	11	10800	08	11180	05	10770	02	0318	
3	16.31	209 86031108	05.53	Route	RT 44 END 55 OLAP	111	8910	11	9150	08	10570	05	9300	02	0113	
3	21.45	209 86021164	05.14	Route	CR 1 LUCAS TPK	111	8630	11	8870	08	10230	05	8390	02	0538	
3	22.29	209 86031215	00.84	Route	START 213 OLAP	111	12380	11	11890	08	12610	05	11660	02	0539	
3	22.96	209 86031224	00.67	Route	END 213 OLAP	111	12880	**	12760	09	10750	06	13200	03	0120	
3	29.06	209 86031231	06.10	Route	CR 26 COTTEKILL RD	111	11770	**	11700	09	12450	05	10520	02	0029	
3	31.37	209 86031292	02.31	Route	CR 8 WYNCOOP AVE	111	13840	**	13760	09	13100	06	14250	05	0540	
3	33.67	209 86031315	02.30	Route	RT 28	111	19200	**	19090	09	19410	06	22280	05	0541	
3	34.43	209 86031338	00.76	Route	CR 42 SAWKILL RD	111	29430	**	28220	08	30750	05	28850	01	0542	
3	35.00	209 86031345	00.57	Route	NEIGHBORHOOD RD	111	20160	11	19420	08	24540	05	22210	02	0006	
1	00.00	210 83011000	04.04	Route	RT 8W END 209	071	3620	**	3620	09	3390	06	4010	03	0149	
1	00.00	211 83011000	00.00	Route	NEW JERSEY STATE LN	071	2250	11	2680	08	2690	05	2570	02	0547	
1	02.60	211 83011026	07.61	Route	RT 17A END RT 210	071	1940	**	1940	09	2420	06	2170	04	0511	
1	10.21	211 83011102	00.74	Route	RT 209 JCT	071	6230	**	6230	10	8010	07	8950	04	0549	
1	10.95	211 83011102	00.78	Route	CR 61 OTISVILLE RD	071	8220	11	10790	08	10110	05	9480	02	0065	
1	11.73	211 83012007	00.82	Route	MIDDLETOWN W CITY LN	071	13850	11	13430	08	14130	02	13230	09	0359	
1	12.55	211 83012016	01.02	Route	START 17M OLAP	071	30940	**	30940	08	26240	03	22000	00	0368	
1	13.57	211 83012023	00.44	Route	END 17M OLAP	071	37660	**	37660	00	26680	97	19270	00	0512	
1	14.01	211 83013011	01.72	Route	MIDDLETOWN E CITY LN	071	25110	**	25110	08	18970	06	19270	00	0051	
1	15.73	211 83013015	05.93	Route	DUNNING RD CR 92	071	6540	11	6500	08	6630	05	6290	02	0361	
1	21.86	211 83013033	01.35	Route	CR 83 SCOTCHTOWN RD	071	8040	**	8040	10	8440	07	9950	04	0132	
1	23.01	211 83013033	01.35	Route	RT 416 MONTGOMERY	071	1080	**	1080	09	1100	05	1200	02	0556	
1	00.00	212 86011000	09.73	Route	RT 17K END 211	111	6210	11	6110	08	6710	05	6460	02	0056	
1	09.73	212 86011098	01.95	Route	CR 45 WITTENBERG RD	111	10310	**	10340	10	10940	07	11350	04	0551	
1	11.68	212 86011098	01.95	Route	CR 47A ROCK CITY RD	111	10310	**	10340	10	10940	07	11350	04	0551	
1	12.09	212 86011117	00.41	Route	RT 375	111	10310	**	10340	10	10940	07	11350	04	0551	

ELLENVILLE

New York State Department of Transportation
Traffic Volume Report

Date: 09/25/2012
Page: 187 of 294

County Order	End Mile Point	Count LDC Reference Marker	Section Length	Section End Description	County	Route	LATEST COUNT			PREVIOUS COUNTS			Count Station Number	YR		
							EST AADT	YR	Region	EST AADT	YR	Region			EST AADT	YR
1	00.77	207 83011002	00.77	NY207 NORTH & SOUTH CHURCH STS	071	ORANGE	11010	**	08	11010	10	11700	07	14800	04	0082
1	01.33	207 83011009	00.56	CR 66 CRAIGVILLE RD			14540	11		14610	08	13910	05	14680	02	0020
1	01.71	207 83011015	00.38	CR 8 SARAH WELLS TRL			9690	**		9690	10	10280	07	11870	04	0134
1	05.48	207 83011019	03.77	RT 416			6890	**		6890	09	7980	06	7770	03	0008
1	06.39	207 83011057	00.91	CR 4 MAVBROOK RD			5280	11		5890	08	6690	05	6090	02	0007
1	09.11	207 83011066	02.72	START 208 OLAP			3630	**		3630	09	4360	06	3540	00	0513
1	09.24	207 83011092	00.13	END 208 OLAP			6240	**		6240	09	7410	06	6170	00	0514
1	11.10	207 83011094	01.86	RIDGE RD			5000	11		4500	08	4280	02	4190	99	0510
1	13.78	207 83011112	02.68	CR 54 DRIURY LN			5450	**		5450	10	5720	07	6120	04	0515
1	15.63	207 83011139	01.85	AIRPORT ENTRANCE BRUNING RD			9710	**		9710	10	10570	07	11170	04	0138
1	16.57	207 83011157	00.94	START RT 300 OLAP			17050	11		18520	07	18310	04	15630	02	0050
1	16.96	207 83011167	00.39	END RT 300 OLAP			23940	**		23940	10	24530	07	26570	04	0516
1	19.10	207 83011170	02.14	RT 17K END 207			8600	**		8600	10	9130	07	10460	04	0517
1	00.00	208 83011000	00.00	RT 17M WILL MONROE	071	ORANGE	16890	**	08	16890	10	20700	07	18130	04	0032
1	00.89	208 83011009	02.94	CR 27 CLOVE RD			15920	11		17200	08	17000	05	16460	99	0031
1	07.42	208 83011039	03.60	RT 94 WASHINGTONVILLE			9050	**		9050	08	9340	05	9350	02	0522
1	09.62	208 83011075	02.20	CR 8 SARAH WELLS TRL			6950	**		6950	09	7510	06	6930	00	0523
1	11.10	208 83011096	01.46	START 207 OLAP			3370	**		3350	09	3680	06	3730	03	0524
1	11.23	208 83011111	00.13	END 207 OLAP			6240	**		6240	09	7410	06	6170	00	0514
1	13.22	208 83011113	01.99	CR 4 MAVBROOK RD			3180	11		3550	08	3830	02	3370	99	0525
1	15.72	208 83011134	02.50	ACC RT 841			7040	11		7470	08	8530	05	7780	02	0057
1	16.82	208 83011160	01.10	RT 17K			14540	**		14540	10	17100	06	16660	03	0526
1	19.43	208 83011171	02.61	START 52 OLAP			9740	11		10030	08	10050	05	11090	02	0289
1	19.49	52 83031076	00.06	END 52 OLAP			18570	11		14700	08	12410	05	13340	01	0299
1	20.46	208 83011198	00.97	LAKE OSIRIS RD			5420	**		5420	10	5610	07	6310	04	0290
1	22.11	208 83011207	01.65	ULSTER CO LN			4780	11		4350	08	5020	02	4000	99	0628
2	01.64	208 83011223	01.64	NY208 County	111	ULSTER	8570	**	08	8570	09	7810	06	9030	03	0529
2	06.97	208 86021017	05.33	RTS 44 55			5640	11		5930	08	6380	05	5330	02	0531
2	12.70	208 86021070	05.73	RT 299 32 SB END 208			5550	**		5510	09	5560	06	6260	03	0532
1	00.00	6 83011000	00.00	US209 County	071	ORANGE	10630	**	08	10570	09	12090	04	10780	02	0012
1	00.61	6 83011006	00.61	START 6 OLAP PRT JERVIS			8220	11		11880	08	12620	05	12780	02	0013
1	01.79	208 83011009	00.93	NY 42 / 97			9580	**		9500	08	7750	02	7090	99	0533
1	04.41	208 83012001	02.62	KINGSTON AV END 6 OLP			5830	11		6780	07	7420	04	6880	02	0534
1	08.91	208 83012027	04.50	PORT JERVIS E CITY LN			4580	11		4960	08	4300	02	4890	99	0128
				CR 80 NEVERSINK DR												
				FT 211 CUDEBACKVILLE												

122L
Stewart

L2L STEWART

Hourly Sales Activity Report

Business Unit: 345535 - New Windsor, NY

Start Business Date: 03/02/2015
 End Business Date: 03/02/2015
 Report Time: 03/20/2015 09:58:15

Time Period Begins	Gross Sales	% Gross Sales	Net Reductions	Refunds	Net Sales	Trans Count	Avg Gross Sale	Avg Net Sale	Labor Cost	Labor Hours	Labor Cost / Trans	Labor Cost % Net Sales	Gross Sales / Labor Hour	Net Sales / Labor Hour
12:00 AM														
01:00 AM														
02:00 AM									\$0.75	0.08				
03:00 AM									\$18.01	1.95				
04:00 AM	\$28.16	0.92%	\$0.49	\$0.00	\$27.67	9	\$3.13	\$3.07	\$28.52	3.12	\$3.17	103.07%	\$9.04	\$8.88
05:00 AM	\$71.40	2.33%	\$1.98	\$0.00	\$69.42	23	\$3.10	\$3.02	\$36.25	4.00	\$1.58	52.22%	\$17.85	\$17.36
06:00 AM	\$208.37	6.80%	\$19.78	\$1.99	\$186.60	44	\$4.85	\$4.24	\$36.25	4.00	\$0.82	19.43%	\$52.09	\$46.65
07:00 AM	\$330.67	10.79%	\$23.04	\$0.00	\$307.63	69	\$4.79	\$4.46	\$44.94	4.90	\$0.65	14.61%	\$67.53	\$62.82
08:00 AM	\$397.25	12.96%	\$25.48	\$0.00	\$371.77	88	\$4.51	\$4.22	\$51.29	5.63	\$0.58	13.80%	\$70.52	\$65.99
09:00 AM	\$413.06	13.48%	\$43.37	\$0.00	\$369.69	83	\$4.98	\$4.45	\$53.34	5.82	\$0.64	14.43%	\$70.97	\$63.52
10:00 AM	\$264.56	8.63%	\$15.28	\$0.00	\$249.28	62	\$4.27	\$4.02	\$45.25	4.94	\$0.73	18.15%	\$53.52	\$50.43
11:00 AM	\$269.07	8.78%	\$25.40	\$0.00	\$243.67	51	\$5.28	\$4.78	\$40.13	4.41	\$0.79	16.47%	\$60.97	\$55.21
12:00 PM	\$164.49	5.37%	\$13.36	\$0.00	\$151.13	40	\$4.11	\$3.78	\$55.11	6.07	\$1.38	36.47%	\$27.10	\$24.94
01:00 PM	\$178.29	5.82%	\$18.10	\$0.00	\$160.19	37	\$4.82	\$4.33	\$42.80	4.72	\$1.16	26.72%	\$37.77	\$33.94
02:00 PM	\$178.20	5.82%	\$26.43	\$6.48	\$145.29	32	\$5.94	\$4.54	\$38.55	4.28	\$1.20	26.53%	\$41.67	\$33.97
03:00 PM	\$88.38	2.88%	\$7.80	\$0.00	\$80.58	24	\$3.68	\$3.36	\$36.33	4.27	\$1.60	47.57%	\$20.71	\$18.89
04:00 PM	\$118.65	3.87%	\$9.90	\$0.00	\$108.75	34	\$3.49	\$3.20	\$41.65	4.69	\$1.23	38.30%	\$25.28	\$23.17
05:00 PM	\$176.59	5.76%	\$20.22	\$0.00	\$156.37	35	\$5.05	\$4.47	\$35.00	4.00	\$1.00	22.38%	\$44.15	\$39.09
06:00 PM	\$72.06	2.35%	\$3.64	\$0.00	\$68.42	24	\$3.00	\$2.85	\$29.31	3.35	\$1.22	42.84%	\$21.51	\$20.42
07:00 PM	\$54.29	1.77%	\$9.82	\$0.00	\$44.47	10	\$5.43	\$4.45	\$26.10	2.98	\$2.61	58.70%	\$18.20	\$14.91
08:00 PM	\$50.55	1.65%	\$19.51	\$0.00	\$31.04	13	\$3.89	\$2.39	\$17.50	2.00	\$1.35	56.38%	\$25.28	\$15.52
09:00 PM									\$17.50	2.00				
10:00 PM									\$4.58	0.52				
11:00 PM														
Total	\$3,064.04	100.00%	\$283.60	\$8.47	\$2,771.97	678	\$4.54	\$4.09	\$701.18	77.74	\$1.03	25.30%	\$39.41	\$35.66

New York State Department of Transportation
Traffic Volume Report

Date: 09/25/2012
Page: 56 of 294

222 Homewood

County Order	End Mile Point	Count LLOC Reference Marker	Section Length	Section Description	County	BROOME	LATEST COUNT		PREVIOUS COUNTS					Count Station Number	YR	
							EST AADT	YR	EST AADT	YR	EST AADT	YR	EST AADT			YR
2	06.13	17C91021058	00.36	BRIDGE OVER RT 17	007	BROOME	24750	11	29220	08	25730	02	27710	99	0850	
2	06.50	17C91021062	00.37	ACC RT 17			28720	11	31570	08	30830	06	29530	02	0123	
2	08.32	17C91021085	01.82	RT 201 OVER			12580	11	10550	08	9720	07	13420	02	0814	
2	09.53	17C91021084	01.21	BINGHAMTON W CITY LN JOHNSON CITY WORKERS BRCH			11210	**	11220	10	10790	07	11110	02	0349	
2	10.03	17C91021095	00.50	HELLEN ST			11200	**	11210	10	12100	07	13240	05	0125	
2	10.91	17C91022005	00.88	WALNUT ST			17930	**	17920	05	15980	02	16770	99	0126	
2	11.23	17C91022013	00.32	RT 11 END RT 17C			12070	**	12090	09	16250	01	16050	98	0001	
1	00.00		00.00	NY17K County 071 ORANGE	071	ORANGE	Region 08									
1	00.36	17K83011000	00.36	OLD RT 17			4290	**	4310	09	4990	06	4930	03	0163	
1	03.72	17K83011004	03.36	RT 302 BULLVILLE			4100	**	4130	09	5160	06	5280	04	0674	
1	10.36	17K83011037	06.64	CR 14 ALBANY POST RD			5910	**	5940	09	5710	06	6210	03	0133	
1	10.66	17K83011104	00.30	RT 211 MONTGOMERY			13990	**	13990	10	13900	06	15750	04	0676	
1	12.59	17K83011107	01.93	RT 208			12150	**	12150	10	12850	07	14780	04	0677	
1	15.16	17K83011126	02.57	CR 75 COLDENHAM RD			9200	11	9750	08	10550	05	10310	02	0678	
1	16.81	17K83011151	01.65	CR 29 ROCKCUT RD			13950	**	13050	10	13590	07	16760	04	0155	
1	17.39	17K83011168	00.58	ENTER NEWBURGH AREA-ACC RT 84			17930	**	17380	10	22500	07	23910	04	0055	
1	19.91	17K83011174	02.52	RT 900 UNION AVE			16650	**	16650	09	17510	03	17560	00	0070	
1	20.09	17K83011199	00.18	ACC RT 871			22490	**	22500	06	23380	03	21960	00	0047	
1	20.99	17K83011201	00.30	NEWBURGH WEST CITY LINE			21140	11	26090	07	19870	04	16100	01	0154	
1	21.39	17K83012000	00.40	RT 207			13120	**	13120	10	15250	07	18230	04	0679	
1	22.14	17K83012004	00.75	START RT 32 OLAP			16660	**	16660	09	15820	03	17660	00	0303	
1	22.37	17K83012011	00.23	RT 9W END RT 32 OLAP END RT 17K			20080	11	19910	10	18270	07	20180	04	0238	
1	00.00		00.00	NY17M County 071 ORANGE	071	ORANGE	Region 08									
1	01.12	17M83011000	01.12	RT 17 EB OFF RAMP CR 76			6630	**	6630	10	4790	07	5720	04	0680	
1	03.10	17M83011010	01.98	MIDDLETOWN NORTH CITY LINE			8430	11	8700	08	9390	05	8280	02	0681	
1	03.96	17M83011030	00.86	START RT 211 OLAP			4990	11	5650	08	5790	05	5260	99	0024	
1	04.74	17M83012008	00.78	END RT 211 OLAP			8220	11	10790	08	10116	05	9480	02	0065	
1	05.40	17M83012016	00.66	WAWAYANDA AVE			6500	**	6500	10	7350	07	7390	04	0520	
1	05.56	17M83012023	00.16	ACADEMY ST			8880	**	8860	10	4960	07	6330	04	0085	
1	06.75	17M83012024	01.19	MIDDLETOWN SOUTH CITY LINE			12630	11	12800	10	13990	07	14100	01	0084	
1	07.04	17M83012036	00.29	START RT 6 OLAP			41600	**	41600	09	38830	06	31130	05	0069	
1	07.42	17M83013003	00.38	ACC RT 841			30260	11	32970	08	27150	99			0018	
1	08.73	6 83012159	01.31	CR 12 CR 50 LOWER RD			21600	**	21600	09	21070	00	23310	98	0054	
1	12.20	6 83012173	03.47	START RT 17 OLAP GOSHEN			18960	**	18960	10	22760	07	17820	03	0019	
1	12.59	6 83012206	00.39	RTS 207 & 17A GOSHEN			64540	**	53780	97					0009	
1	13.17	17 83101127	00.58	END RTS 6 & 17 OLAPS GOSHEN			55250	**	47750	00	45800	97			0010	

17K & Homewood AVE

Business Unit: 346631 - Newburgh, NY

Hourly Sales Activity Report
























Start Business Date: 03/02/2015
 End Business Date: 03/02/2015
 Report Time: 03/20/2015 09:58:49

Time Period Begins	Gross Sales	% Gross Sales	Net Reductions	Refunds	Net Sales	Trans Count	Avg Gross Sale	Avg Net Sale	Labor Cost	Labor Hours	Labor Cost / Trans	Labor Cost % Net Sales	Gross Sales / Labor Hour	Net Sales / Labor Hour
12:00 AM	\$52.31	1.48%	\$0.47	\$0.00	\$51.84	7	\$7.42	\$7.41	\$8.75	1.00	\$1.25	16.89%	\$52.31	\$51.84
01:00 AM	\$26.83	0.76%	\$2.38	\$0.00	\$24.45	5	\$5.37	\$4.89	\$8.75	1.00	\$1.75	35.79%	\$26.83	\$24.45
02:00 AM	\$7.27	0.21%	\$0.00	\$0.00	\$7.27	2	\$3.64	\$3.64	\$8.75	1.00	\$4.38	120.36%	\$7.27	\$7.27
03:00 AM	\$95.01	2.69%	\$1.74	\$0.00	\$93.27	12	\$7.92	\$7.77	\$9.48	1.08	\$0.79	10.16%	\$97.70	\$86.10
04:00 AM	\$68.22	1.93%	\$0.54	\$0.00	\$67.68	17	\$4.01	\$3.98	\$17.50	2.00	\$1.03	25.86%	\$34.11	\$33.84
05:00 AM	\$87.83	2.48%	\$7.02	\$0.00	\$80.81	31	\$2.83	\$2.61	\$26.27	2.90	\$0.85	32.51%	\$30.29	\$27.87
06:00 AM	\$235.86	6.67%	\$25.22	\$0.00	\$210.64	55	\$4.25	\$3.83	\$38.62	4.12	\$0.70	18.33%	\$57.29	\$51.17
07:00 AM	\$361.39	10.22%	\$30.09	\$0.00	\$331.30	85	\$4.25	\$3.90	\$51.27	5.52	\$0.60	15.48%	\$65.51	\$60.05
08:00 AM	\$392.28	11.09%	\$31.60	\$0.00	\$360.68	89	\$4.41	\$4.05	\$56.81	6.15	\$0.64	15.75%	\$63.79	\$58.65
09:00 AM	\$407.15	11.51%	\$29.68	\$0.00	\$377.47	74	\$5.50	\$5.10	\$72.39	7.93	\$0.98	19.18%	\$51.34	\$47.60
10:00 AM	\$190.55	5.39%	\$16.18	\$0.00	\$174.37	39	\$4.89	\$4.47	\$64.51	7.03	\$1.65	36.99%	\$27.11	\$24.80
11:00 AM	\$247.43	7.00%	\$26.90	\$0.00	\$220.53	52	\$4.76	\$4.24	\$60.86	6.61	\$1.17	27.60%	\$37.41	\$33.35
12:00 PM	\$182.01	5.15%	\$36.62	\$0.00	\$145.39	38	\$4.79	\$3.83	\$55.92	6.13	\$1.47	38.46%	\$29.68	\$23.70
01:00 PM	\$154.59	4.37%	\$18.29	\$0.00	\$136.30	26	\$4.29	\$3.79	\$45.04	5.03	\$1.25	33.04%	\$30.71	\$27.08
02:00 PM	\$126.08	3.57%	\$26.00	\$0.00	\$100.08	26	\$4.85	\$3.85	\$41.17	6.08	\$2.08	54.13%	\$20.75	\$16.47
03:00 PM	\$264.00	7.47%	\$18.19	\$0.00	\$245.81	57	\$4.63	\$4.31	\$37.35	4.19	\$0.66	15.19%	\$62.96	\$58.62
04:00 PM	\$116.68	3.30%	\$13.17	\$0.00	\$103.51	31	\$3.76	\$3.34	\$26.25	3.00	\$0.85	25.36%	\$38.89	\$34.50
05:00 PM	\$174.10	4.92%	\$23.26	\$0.00	\$150.84	40	\$4.35	\$3.77	\$26.25	3.00	\$0.66	17.40%	\$58.03	\$50.28
06:00 PM	\$127.48	3.61%	\$19.50	\$0.00	\$107.98	32	\$3.98	\$3.37	\$34.33	3.92	\$1.07	31.79%	\$32.49	\$27.52
07:00 PM	\$56.14	1.59%	\$0.57	\$0.00	\$55.57	17	\$3.30	\$3.27	\$26.25	3.00	\$1.71	52.17%	\$16.94	\$16.77
08:00 PM	\$43.38	1.23%	\$1.75	\$0.00	\$41.63	12	\$3.62	\$3.47	\$25.61	2.93	\$2.13	63.05%	\$14.46	\$13.88
09:00 PM	\$36.00	1.02%	\$0.42	\$0.00	\$35.58	12	\$3.00	\$2.97	\$25.61	2.93	\$2.13	71.97%	\$12.30	\$12.16
10:00 PM	\$64.28	1.82%	\$13.64	\$0.00	\$50.64	14	\$4.59	\$3.62	\$16.19	1.85	\$1.16	31.96%	\$34.75	\$27.37
11:00 PM	\$18.98	0.54%	\$0.23	\$0.00	\$18.75	3	\$6.33	\$6.25	\$8.75	1.06	\$2.92	46.67%	\$18.98	\$18.75
Total	\$3,535.85	100.00%	\$343.46	\$0.00	\$3,192.39	786	\$4.50	\$4.06	\$89.05	89.79	\$1.03	25.34%	\$39.38	\$35.55

Appendix C: Level of Service Analysis Results

2015 Existing Traffic Volumes (AM Peak Hour)
 NYS Route 32 and NYS Route 300

Level of Service Report
 2/16/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	246	87	110	104	34	35	71	59	156	254	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	250		250	225		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25		25	25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957				0.850		0.926			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1783	0	1770	1863	1583	1770	1725	0	1770	1833	0
Flt Permitted	0.680			0.251			0.308			0.543		
Satd. Flow (perm)	1267	1783	0	468	1863	1583	574	1725	0	1011	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				86		42			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			278			183			192	
Travel Time (s)		8.3			6.3			4.2			4.4	
Peak Hour Factor	0.79	0.92	0.81	0.89	0.87	0.61	0.80	0.71	0.61	0.89	0.84	0.58
Adj. Flow (vph)	28	267	107	124	120	56	44	100	97	175	302	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	374	0	124	120	56	44	197	0	175	338	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7	7	2	5		6	1	
Permitted Phases	3			7		6	5			1		
Minimum Split (s)	15.0	30.0		15.0	30.0	30.0	15.0	30.0		15.0	30.0	
Total Split (s)	21.0	36.0		21.0	36.0	36.0	21.0	36.0		21.0	36.0	
Total Split (%)	18.4%	31.6%		18.4%	31.6%	31.6%	18.4%	31.6%		18.4%	31.6%	
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0		5.0		
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0		11.0		
Pedestrian Calls (#/hr)	0	0			0	0		0		0		
Act Efect Green (s)	45.0	30.0		45.0	30.0	51.0	45.0	30.0		45.0	30.0	
Actuated g/C Ratio	0.39	0.26		0.39	0.26	0.45	0.39	0.26		0.39	0.26	
v/c Ratio	0.05	0.78		0.35	0.24	0.07	0.11	0.41		0.35	0.70	
Control Delay	18.4	49.6		28.9	34.7	1.7	20.5	29.9		23.9	46.0	

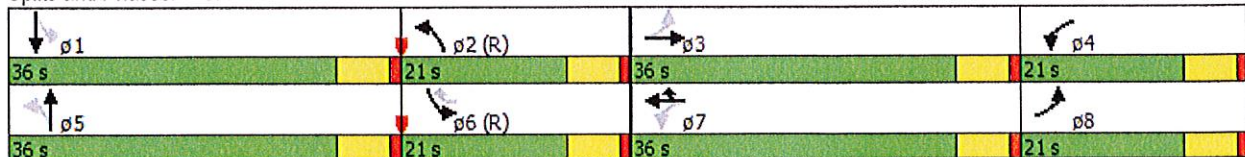


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.4	49.6		28.9	34.7	1.7	20.5	29.9		23.9	46.0	
LOS	B	D		C	C	A	C	C		C	D	
Approach Delay		47.4			26.1			28.2			38.5	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	11	244		53	69	0	18	93		77	221	
Queue Length 95th (ft)	25	#384		90	116	0	35	117		123	298	
Internal Link Dist (ft)		283			198			103			112	
Turn Bay Length (ft)	100			250		250	225			225		
Base Capacity (vph)	566	481		356	490	755	383	484		498	486	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.05	0.78		0.35	0.24	0.07	0.11	0.41		0.35	0.70	

Intersection Summary






















Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 114
 Offset: 72 (63%), Referenced to phase 2:NBL and 6:SBL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 36.7
 Intersection Capacity Utilization 62.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3:



2016 No-Build Traffic Volumes (AM Peak Hour)
 NYS Route 32 and NYS Route 300

Level of Service Report
 2/16/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	256	90	114	108	35	38	74	61	162	264	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	250		250	225		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957				0.850		0.926			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1783	0	1770	1863	1583	1770	1725	0	1770	1831	0
Flt Permitted	0.673			0.228			0.283			0.530		
Satd. Flow (perm)	1254	1783	0	425	1863	1583	527	1725	0	987	1831	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				86		41			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			278			183			192	
Travel Time (s)		8.3			6.3			4.2			4.4	
Peak Hour Factor	0.79	0.92	0.81	0.89	0.87	0.61	0.80	0.71	0.61	0.89	0.84	0.58
Adj. Flow (vph)	37	278	111	128	124	57	48	104	100	182	314	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	389	0	128	124	57	48	204	0	182	354	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7	7	2	5		6	1	
Permitted Phases	3			7		6	5			1		
Minimum Split (s)	15.0	30.0		15.0	30.0	30.0	15.0	30.0		15.0	30.0	
Total Split (s)	21.0	36.0		21.0	36.0	36.0	21.0	36.0		21.0	36.0	
Total Split (%)	18.4%	31.6%		18.4%	31.6%	31.6%	18.4%	31.6%		18.4%	31.6%	
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0		5.0		
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0		11.0		
Pedestrian Calls (#/hr)	0	0			0	0		0		0		
Act Effect Green (s)	45.0	30.0		45.0	30.0	51.0	45.0	30.0		45.0	30.0	
Actuated g/C Ratio	0.39	0.26		0.39	0.26	0.45	0.39	0.26		0.39	0.26	
v/c Ratio	0.07	0.81		0.37	0.25	0.08	0.13	0.42		0.37	0.73	
Control Delay	18.6	52.0		30.7	34.9	1.7	21.1	30.7		24.4	47.8	



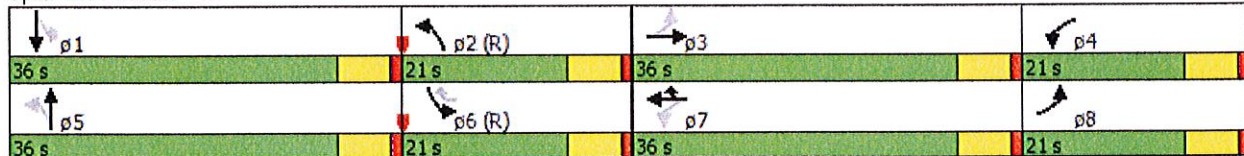
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.6	52.0		30.7	34.9	1.7	21.1	30.7		24.4	47.8	
LOS	B	D		C	C	A	C	C		C	D	
Approach Delay		49.1			27.1			28.8			39.9	
Approach LOS		D			C			C			D	
Stops (vph)	16	298		77	84	2	22	89		102	255	
Fuel Used(gal)	0	6		1	1	0	0	2		2	5	
CO Emissions (g/hr)	20	440		97	102	7	24	107		113	324	
NOx Emissions (g/hr)	4	86		19	20	1	5	21		22	63	
VOC Emissions (g/hr)	5	102		22	24	2	5	25		26	75	
Dilemma Vehicles (#)	0	0		0	0	0	0	0		0	0	

Intersection Summary

Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 114
 Offset: 72 (63%), Referenced to phase 2:NBL and 6:SBL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 38.0
 Intersection Capacity Utilization 63.9%
 Analysis Period (min) 15























Intersection LOS: D
 ICU Level of Service B

Splits and Phases: 3:



2016 Build Traffic Volumes (AM Peak Hour)
 NYS Route 32 and NYS Route 300

Level of Service Report
 3/24/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	251	90	114	103	45	38	83	61	179	298	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	250		250	225		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25		25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.957				0.850		0.931			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1783	0	1770	1863	1583	1770	1734	0	1770	1829	0
Flt Permitted	0.681			0.235			0.208			0.508		
Satd. Flow (perm)	1269	1783	0	438	1863	1583	387	1734	0	946	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				86		37			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			278			183			192	
Travel Time (s)		8.3			6.3			4.2			4.4	
Peak Hour Factor	0.79	0.92	0.81	0.89	0.87	0.61	0.80	0.71	0.61	0.89	0.84	0.58
Adj. Flow (vph)	49	273	111	128	118	74	48	117	100	201	355	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	384	0	128	118	74	48	217	0	201	402	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7	7	2	5		6	1	
Permitted Phases	3			7		6	5			1		
Minimum Split (s)	15.0	30.0		15.0	30.0	30.0	15.0	30.0		15.0	30.0	
Total Split (s)	21.0	36.0		21.0	36.0	36.0	21.0	36.0		21.0	36.0	
Total Split (%)	18.4%	31.6%		18.4%	31.6%	31.6%	18.4%	31.6%		18.4%	31.6%	
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0		5.0		
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0		11.0		
Pedestrian Calls (#/hr)	0	0			0	0		0		0		
Act Effct Green (s)	45.0	30.0		45.0	30.0	51.0	45.0	30.0		45.0	30.0	
Actuated g/C Ratio	0.39	0.26		0.39	0.26	0.45	0.39	0.26		0.39	0.26	
v/c Ratio	0.09	0.80		0.37	0.24	0.10	0.14	0.45		0.42	0.83	
Control Delay	18.9	51.2		30.3	34.7	3.3	22.6	32.3		25.8	54.8	



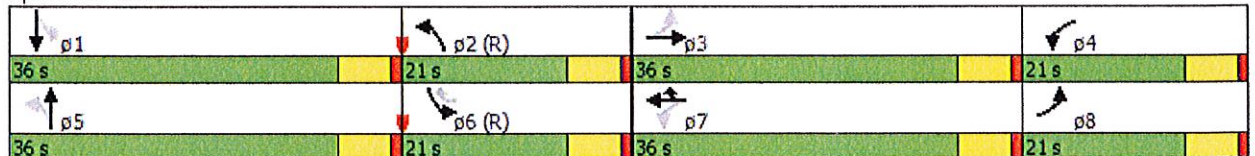
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.9	51.2		30.3	34.7	3.3	22.6	32.3		25.8	54.8	
LOS	B	D		C	C	A	C	C		C	D	
Approach Delay		47.5			25.7			30.6			45.2	
Approach LOS		D			C			C			D	
Stops (vph)	23	292		77	79	4	22	98		114	286	
Fuel Used(gal)	0	6		1	1	0	0	2		2	6	
CO Emissions (g/hr)	27	429		96	97	10	24	118		129	398	
NOx Emissions (g/hr)	5	83		19	19	2	5	23		25	77	
VOC Emissions (g/hr)	6	99		22	22	2	6	27		30	92	
Dilemma Vehicles (#)	0	0		0	0	0	0	0		0	0	

Intersection Summary

Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 114
 Offset: 72 (63%), Referenced to phase 2:NBL and 6:SBL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 39.6
 Intersection Capacity Utilization 65.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 3:



Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	89	29	134	415	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	97	32	146	451	74

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	697	263	525 0
Stage 1	488	-	- -
Stage 2	209	-	- -
Critical Hdwy	6.63	6.93	4.14 -
Critical Hdwy Stg 1	5.83	-	- -
Critical Hdwy Stg 2	5.43	-	- -
Follow-up Hdwy	3.519	3.319	2.22 -
Pot Cap-1 Maneuver	391	736	1038 -
Stage 1	584	-	- -
Stage 2	825	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	378	736	1038 -
Mov Cap-2 Maneuver	378	-	- -
Stage 1	584	-	- -
Stage 2	797	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10.9	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1038	-	707	-	-
HCM Lane V/C Ratio	0.03	-	0.143	-	-
HCM Control Delay (s)	8.6	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Appendix D: Queues Analysis Results



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	374	124	120	56	44	197	175	338
v/c Ratio	0.05	0.78	0.35	0.24	0.07	0.11	0.41	0.35	0.70
Control Delay	18.4	49.6	28.9	34.7	1.7	20.5	29.9	23.9	46.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	49.6	28.9	34.7	1.7	20.5	29.9	23.9	46.0
Queue Length 50th (ft)	11	244	53	69	0	18	93	77	221
Queue Length 95th (ft)	25	#384	90	116	0	35	117	123	298
Internal Link Dist (ft)		283		198			103		112
Turn Bay Length (ft)	100		250		250	225		225	
Base Capacity (vph)	566	481	356	490	755	383	484	498	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.78	0.35	0.24	0.07	0.11	0.41	0.35	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	389	128	124	57	48	204	182	354
v/c Ratio	0.07	0.81	0.37	0.25	0.08	0.13	0.42	0.37	0.73
Control Delay	18.6	52.0	30.7	34.9	1.7	21.1	30.7	24.4	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	52.0	30.7	34.9	1.7	21.1	30.7	24.4	47.8
Queue Length 50th (ft)	15	257	55	72	0	20	98	80	234
Queue Length 95th (ft)	30	#408	93	119	0	38	123	128	314
Internal Link Dist (ft)		283		198			103		112
Turn Bay Length (ft)	100		250		250	225		225	
Base Capacity (vph)	562	481	344	490	755	371	484	492	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.81	0.37	0.25	0.08	0.13	0.42	0.37	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	384	128	118	74	48	217	201	402
v/c Ratio	0.09	0.80	0.37	0.24	0.10	0.14	0.45	0.42	0.83
Control Delay	18.9	51.2	30.3	34.7	3.3	22.6	32.3	25.8	54.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	51.2	30.3	34.7	3.3	22.6	32.3	25.8	54.8
Queue Length 50th (ft)	20	253	55	68	0	20	110	90	275
Queue Length 95th (ft)	38	#401	93	115	3	38	134	140	#369
Internal Link Dist (ft)		283		198			103		112
Turn Bay Length (ft)	100		250		250	225		225	
Base Capacity (vph)	566	481	348	490	755	334	483	481	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.80	0.37	0.24	0.10	0.14	0.45	0.42	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

ARDEN CONSULTING ENGINEERS, PLLC

March 19, 2015

Mr. Mark Warner
Liberty Environmental Management
2629 Route 302
Middletown, NY 10941

Re: Proposed Dunkin Donuts Site Plan **Via email:** mwarner@teamlem.com
301 NYS Route 32
Newburgh, N.Y.

Dye Test Observation

Dear Mr. Warner:

You provided sewage disposal system (SDS) plans prepared by Sydney L. Horowitz, P.E., entitled "Sewage Disposal System for Sandy's Restaurant", dated August 31, 1973 as approved by the Orange County Department of Health. The original approval was for a restaurant that served 120 patrons per day. The plans depicts ten sewage disposal laterals that are 50 LF each for a total of 500 LF with a 1,500 gallon septic tank and a 150 gallon grease trap. Using a sewage application rate of 0.8 gpd/sf taken from these plans, it was determined that the sewage absorption laterals are rated for eight hundred (800) gpd of sewage flow.

At your request, this office conducted a dye test on the existing SDS from March 11 through March 14, 2015. Eight hundred (800) gallons of water with dye was introduced to the SDS each day for two days. Subsequent observations were conducted with no visible traces of dye detected. It is recommended that the existing septic tank and grease trap be pumped and inspected to determine their condition. However, based on the dye test results the sewage absorption laterals can be utilized immediately.

It is our understanding that a Dunkin Donuts facility is proposed for the site. Water meter records for a similar Dunkin Donuts facility located off Little Britain Road in New Windsor reflects approximately 400 gpd of water usage. Based on the aforementioned SDS rating and expected water usage it appears the existing sewage disposal system has adequate capacity for the proposed use.

Please do not hesitate to call if there are any questions or concerns.

Sincerely,

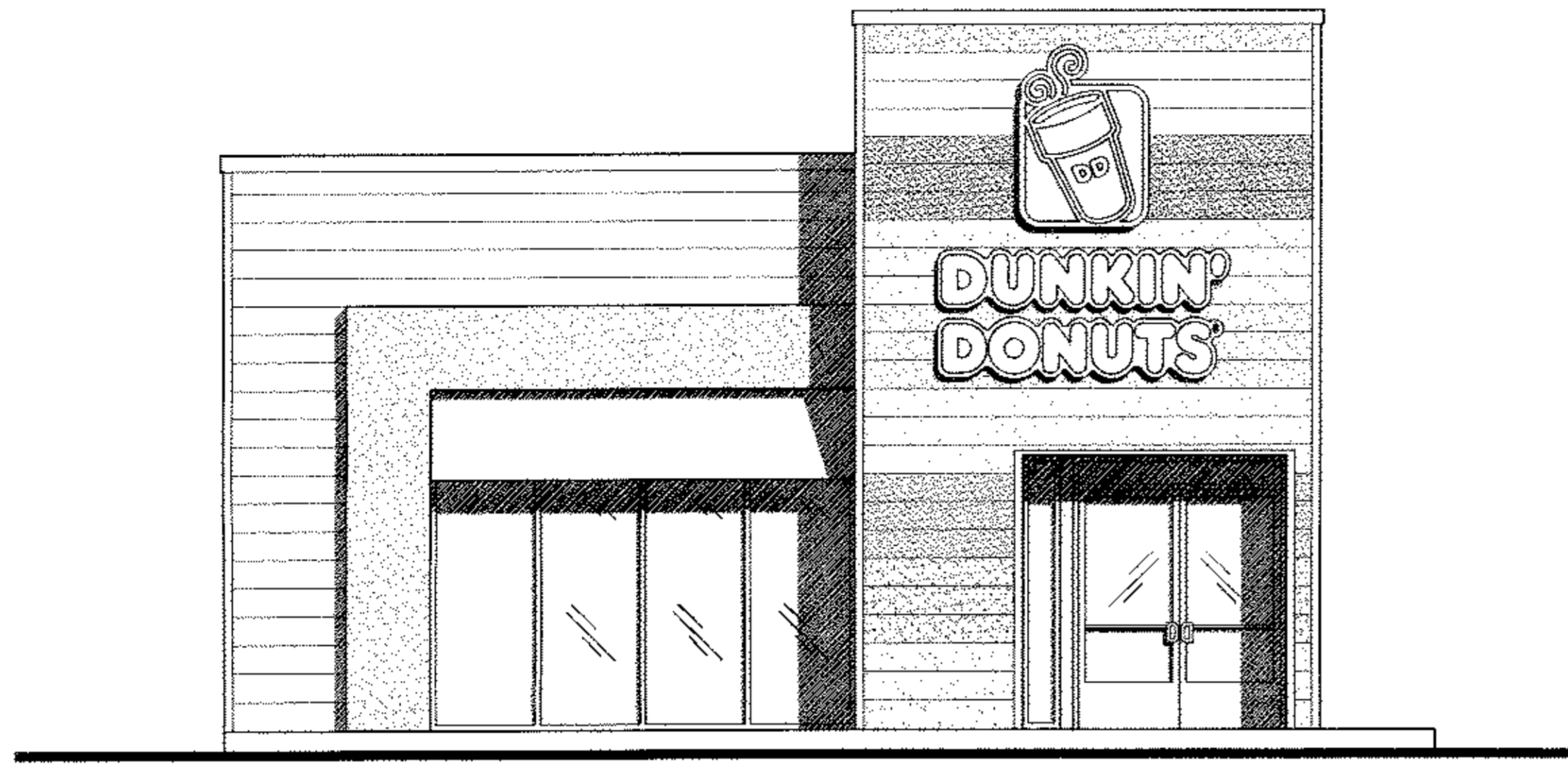
Arden Consulting Engineers, PLLC


Michael A. Morgante, P.E.
C:\JOBS\15-002 Dunkin Donuts LEA\Dye Test 3-16-15.doc

P.O. Box 340 ♦ Monroe, N.Y. ♦ 10949
Tel: 845-782-8114 ♦ Fax: 845-238-3527 ♦ Email: mam@ardenconsulting.net

LZL EQUITIES / DUNKIN DONUTS

301 ROUTE 32



1 Proposed Front East Elevation
Scale: N.T.S.

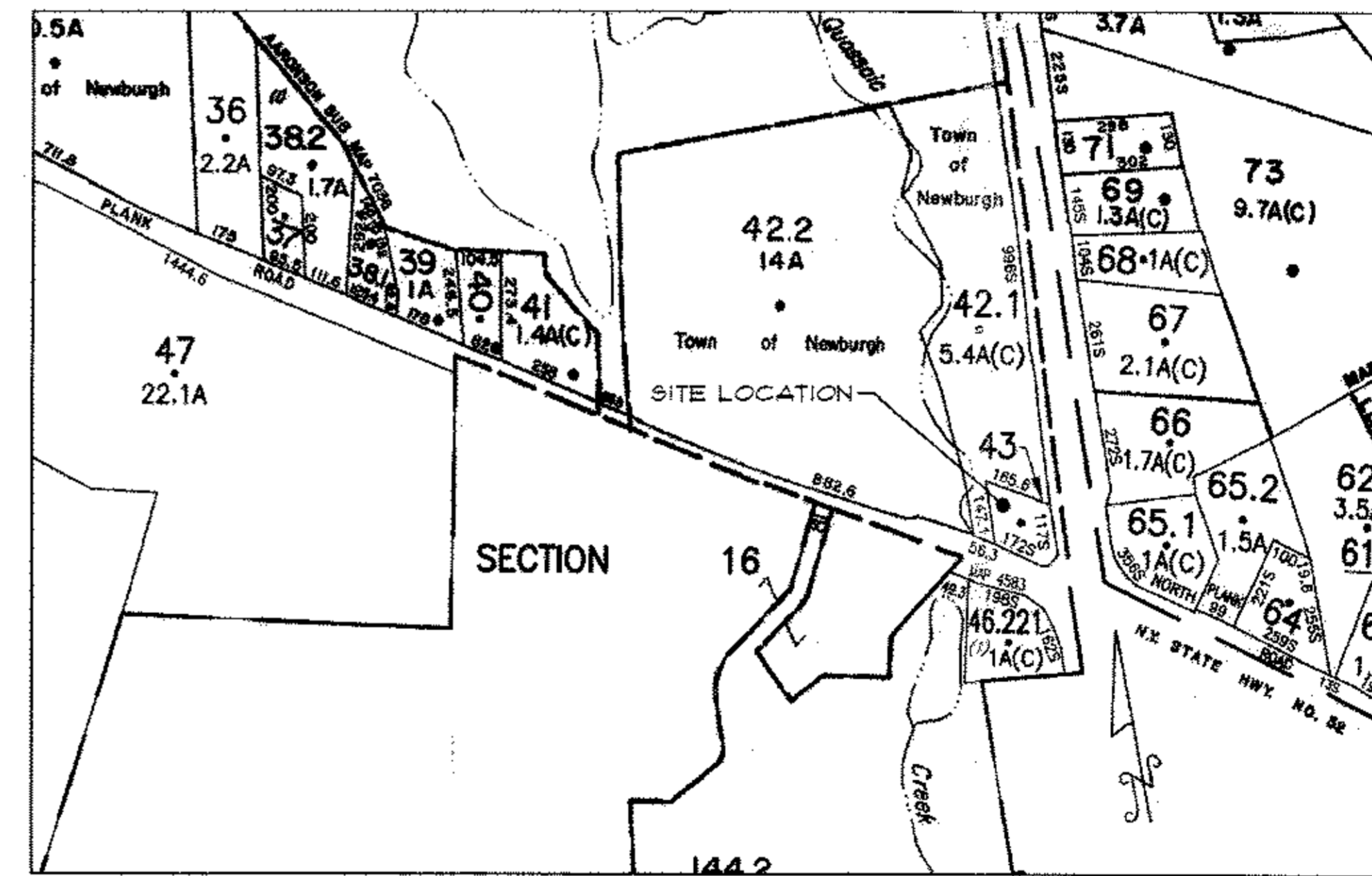
LIST OF DRAWINGS	
T-1	TITLE SHEET
S-1	PROPOSED SITE PLAN & BULK TABLE
S-2	EXISTING SITE PLAN
SD-1	DEMOLITION SITE PLAN
S-3	TYPICAL DETAILS
S-4	TYPICAL DETAILS
S-5	TYPICAL DETAILS
L-1	PROPOSED SITE LIGHTING PLAN
LS-1	LANDSCAPE PLAN
LS-2	LANDSCAPE DETAILS
A-1	EXTERIOR ELEVATIONS

IT IS A VIOLATION OF THE LAW FOR ANY PERSON UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT OR ENGINEER TO ALTER AN ITEM IN ANY WAY BY ADDING, DELETING, OR CHANGING AN ARCHITECT OR ENGINEER'S SEAL OR SIGNATURE. ANY SUCH ALTERATION SHALL BE A VIOLATION OF THE LAW AND THE PERSON WHO ALTERS THE SEAL OR SIGNATURE SHALL BE SUBJECT TO A FINE AND/OR IMPRISONMENT. THE DATE OF SUCH ALTERATION AND A SPECIFIC DESCRIPTION OF THE ALTERATION SHALL BE NOTED ON THE DRAWING. NOTE: DO NOT SCALE.



Legend	
[Symbol]	AREA NOT IN SCOPE OF WORK
[Symbol]	WATER CLOSET
[Symbol]	LAVATORY
[Symbol]	NEW DOOR
[Symbol]	EXISTING DOOR
[Symbol]	EXISTING WALL
[Symbol]	NEW CMU WALL
[Symbol]	NEW RATED SHAFT WALL
[Symbol]	NEW MASONRY WALL
[Symbol]	NEW STUD WALL
[Symbol]	CENTER LINE
[Symbol]	BEAM ABOVE
[Symbol]	PROPERTY BOUNDARY
[Symbol]	FENCE LINE
[Symbol]	SETBACK AREA
[Symbol]	FOOTING
[Symbol]	GRADE
[Symbol]	CALL OUT
[Symbol]	SECTION MARKER
[Symbol]	ELEVATION MARKER
[Symbol]	BACKFILL/DISTURBED EARTH
[Symbol]	EXIST EARTH
[Symbol]	TARGET ELEVATION
[Symbol]	CENTERLINE
[Symbol]	WALL ASSEMBLY MARKER
[Symbol]	DOOR SCHEDULE MARKER
[Symbol]	WINDOW SCHEDULE MARKER
[Symbol]	COLUMN LINE MARKER

Abbreviations			
ADA	AMERICAN DISABILITIES ACT	HT.	HEIGHT
AF	ABOVE FINISH FLOOR	INSTALL.	INSTALLATION
A.H.J.	AUTHORITY HAVING JURISDICTION	INSUL.	INSULATION
ALUM.	ALUMINUM	JSTB	JOISTS
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	lb.	POUND
APPROX.	APPROXIMATE	LL	LIVE LOAD
ASBY.	ASSEMBLY	LVL	LAMINATED VENEER LUMBER
BCNY	BUILDING CODE NEW YORK	MAX.	MAXIMUM
BD	BOARD	MIL	MILLIMETER
B.I.	BUILDING INSPECTOR	MIN.	MINIMUM
BLDG.	BUILDING	M.O.	MASONRY OPENING
B.O.	BOTTOM OF	MTL	METAL
BTM	BOTTOM	N/A	NOT APPLICABLE
CL	CLOSET	N.T.S.	NOT TO SCALE
CLNG	CEILING	O.C.	ON CENTER
C.O.	CARBON MONOXIDE DETECTOR	O.H.	OVER HEAD/ OVER HANG
CONC	CONCRETE	P.E.	PROFESSIONAL ENGINEER
CONT.	CONTINUOUS	PSF	POUNDS PER SQUARE FOOT
COV.	COVERAGE	PSI	POUNDS PER SQUARE INCH
CMU	CONCRETE MASONRY UNIT	R.A.	REGISTERED ARCHITECT
D.H.	DOUBLE HUNG	REINF.	REINFORCING
DIA.	DIAMETER	REF.	REFRIGERATOR
D.L.	DEAD LOAD	R.O.	ROUGH OPENING
DTL	DETAIL	R.Y.	REAR YARD
ELEC.	ELECTRIC	SD	SMOKE DETECTOR
EQ	EQUAL	SECT.	SECTION
EQUIP.	EQUIPMENT	S.F.	SQUARE FEET
EW	EACH WAY	SS	STAINLESS STEEL
FDN	FOUNDATION	STL	STEEL
F.I.	FIRE INSPECTOR	STOR.	STORAGE
FIN.	FINISH	S.Y.	SIDE YARD
FLR	FLOOR	TBA	TO BE ANNOUNCED
FT.	FOOT	T.O.	TOP OF
FTG.	FOOTING	T.W.S.	TYPICAL WALL SECTION
F.Y.	FRONT YARD	TYP.	TYPICAL
GALV.	GALVANIZED	VERT.	VERTICAL
GC	GENERAL CONTRACTOR	V.I.F.	VERIFY IN FIELD
G.S.L.	GROUND SNOW LOAD	W/	WITH
GYP.	GYPSONUM	W.I.C.	WALK-IN CLOSET
HORIZ.	HORIZONTAL	W.W.M.	WELDED WIRE MESH



2 Site Location Map
Scale: N.T.S.

LZL Equities / Dunkin Donuts (Town of Newburgh Project # 2014-02)

Michael Nafish
S-BL 1442
301 Route 32
Newburgh, New York 12550

For Planning Board Review - Not For Construction

Date: 09/03/14
Revisions: 04/20/15

Drawn By: J.L. LC



THE OWNER HAS REVIEWED AND IS IN CONCURRENCE WITH THE PLAT.

SIGNATURE

4-24-15

DATE

PLANNING BOARD APPROVAL
SECT: 14; BLK: 1; LOT: 43

BULK TABLE REQUIREMENTS

ZONING INFORMATION	ZONE :	Business B DISTRICT		
	Use :	Convenience store w/ or w/o gasoline filling station		
	Permitted with:	Use Subject to Site Plan Review by the Planning Board		

MINIMUM REQUIREMENTS

	Required	Existing	Proposed
Lot Area	70,000 SQ. FT.	21,946 SQ. FT +/-	21,946 SQ. FT.
Lot Width	100 FT	174 FT +/-	174 FT
Lot Depth	125 FT	158.42 FT +/-	158.42 FT

YARD SETBACKS

	Required	Existing	Proposed
Front (NYS rte 32)	60 FT	215 FT +/-	215 FT +/-
Front (NYS rte 300)	60 FT	4.9 FT +/-	4.9 FT +/-
Rear	30 FT	62.6 FT +/-	62.6 FT +/-
Side	15 FT	100.5 FT +/-	98.5 FT +/-

MAXIMUM PERMITTED

	Permitted	Existing	Proposed
Habitable Floor Area Per Dwelling Unit	N/A	---	---
Dwelling Units Per Acre	N/A	---	---
Lot Building Coverage	50% 10,000 SQ. FT.	83% 1,922 SQ. FT +/-	82% 1,792 SQ. FT +/-
Building Height	35 FT	15 FT +/-	21.9 FT +/-
Lot Surface Coverage	80% 16,000 SQ. FT.	44.9% 9,850 SQ. FT +/-	44.8% 9,827.42 SQ. FT +/-

* INDICATES PRE-EXISTING NONCONFORMING CONDITION
 ** INDICATES VARIANCE REQ'D. VARIANCE OBTAINED. SEE PRIOR APPROVALS BELOW.
 *** EXCEPTIONS TO DISTRICT REGULATIONS 185-18.
 (4) ADDITIONAL YARD REQUIREMENTS:
 (B) FRONT YARDS ABUTTING ALL COUNTY AND STATE HIGHWAYS SHALL BE AT LEAST 60 FEET IN DEPTH, EXCEPT WHERE THE MAJORITY OF EXISTING BUILDINGS ON EITHER SIDE OF THE ROAD WITHIN 300 FEET FROM THE INTERSECTION OF THE NEAREST PROPERTY LINE AND STREET LINE ARE OF A LESSER AVERAGE DEPTH. IN SUCH CASE, THE FRONT YARD DEPTH SHALL BE 50 FEET OR THE AVERAGE OF ALL LOT DEPTHS WITHIN SAID 300 FEET, WHICHEVER IS GREATER, 60' OR 50'.

PRIOR APPROVALS: ZBA INTERPRETATION AS CONVENIENCE STORE RECEIVED ON 08/28/14.
 ZBA VARIANCES FOR SETBACKS RECEIVED ON 01/22/15.
 EXISTING 99DS APPROVED 08/31/13 SANDY'S PLACE RESTAURANT BY OCCDH ON PLANS PREPARED BY SIDNEY L. HOROWITZ, NYS PE REVISED 08/11/1993

185-18 EXCEPTIONS TABLE
 (BASED ON GOOGLE EARTH, NOT FIELD VERIFIED)

SBL	BUILDING NAME	APPROX. SETBACK (FT)
14-1-42.1	TOWN OF NEWBURGH COURTHOUSE	40' +/-
35-3-1	MARIE'S DELI	35' +/-
14-1-46.221	VILLA ITALIA	50' +/-
17-1-85.1	SUNOCO BUILDING	70' +/-
	SUNOCO GAS CANOPY STRUCTURE	20' +/-

PARKING REQUIREMENTS

	Required *	Existing	Proposed
Standard Stalls	11	13	32
Handicapped Stalls	1	1	1
Van Accessible	1	1	1
Total Stalls	12	14	33

* PER § 185-13 (RETAIL STORE), ONE SPACE PER 150 SF OF GROSS LEASABLE FLOOR SPACE. (1792 +/- 150' x 2 SPACES).

LEGEND

	EXISTING ASPHALT PAVING TO BE REMOVED AND RESEED
	NEW ASPHALT PAVING
	EXISTING ASPHALT TO RECEIVE OVERLAY 1.5" TOP COAT
	NEW 18" WIDE STONE WALL



NOTE: INFORMATION ON THIS PLAN HAS BEEN TAKEN FROM A PROPERTY SURVEY PREPARED BY DARREN J. STRIDIRON, P.L.S. NYS LIC. # 050481 FOR MR. NAFASH DATED: DECEMBER 11, 2013

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THE OWNER HAS REVIEWED AND IS IN CONCURRENCE WITH THE PLAT:
 SIGNATURE: *[Signature]*
 4-24-15
 DATE

PLANNING BOARD APPROVAL
 SECT: 14; BLK: 1; LOT: 43

1 PROPOSED SITE PLAN
 S-1 Scale: 1" = 20'-0"



LZL Equities / Dunkin Donuts (Town of Newburgh Project # 2014-02)
 Michael Nafash
 S-BL 14-1-42.1
 500 Route 32
 Newburgh, New York 12550
 For Planning Board Review - Not For Construction

Date: 09/03/14
 Revision: 04/20/15

Drawn By: JL LC

S-1
 2 of 11

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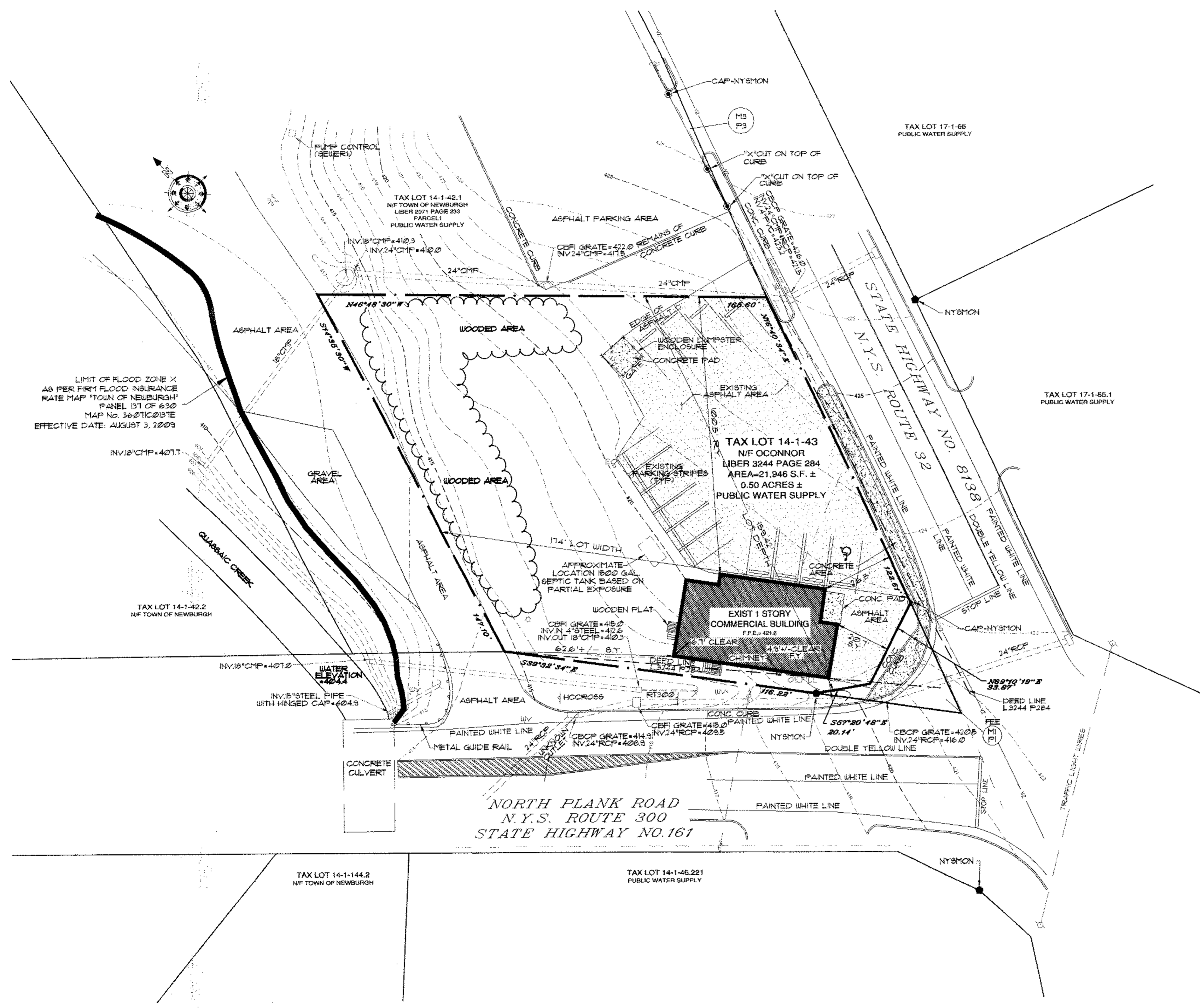
LZL Equities / Dunkin Donuts (Town of Newburgh Project # 2014-02)
 Michael Nafash
 SBL 14-143
 301 Hudson St.
 Newburgh, New York 12550
 For Planning Board Review- Not For Construction

Date: 09/25/14
 Revision: 04/20/15

Drawn By: JL, LC

S-2

3 of 11



NOTE: INFORMATION ON THIS PLAN HAS BEEN TAKEN FROM A PROPERTY SURVEY PREPARED BY DARREN J. STRIDIRON, P.L.S. NYS LIC. # 050481 FOR MR. NAFASH DATED: DECEMBER 11, 2013

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SIGNATURE: *[Signature]*

DATE: 4-24-15

PLANNING BOARD APPROVAL
 SECT: 14; BLK: 1; LOT: 43

1 Existing Site Plan
 S-2 Scale: 1" = 20'-0"

Z:\2013 Projects\131313 LZL Dunkin Donuts Nafash Newburgh\131313 LZL Dunkin Donuts Nafash Newburgh\1-18_041415.dwg, S-2, 4/24/2015 5:28:41 AM, 1:1, COPYRIGHT 2014 Minuta Architecture, PLLC - ALL RIGHTS RESERVED - FOR USE ONLY BY THE OWNER AND SITE LISTED



LZL Equities / Dunkin Donuts (Town of Newburgh Project # 2014-02)
 For Planning Board Review - Not For Construction
 Michael Nafash
 S.E.L. 14-143
 301 Hudson St.
 Newburgh, New York 12550

Revisions: 04/20/15

Drawn By: J.L. LC

SD-1

4 of 11

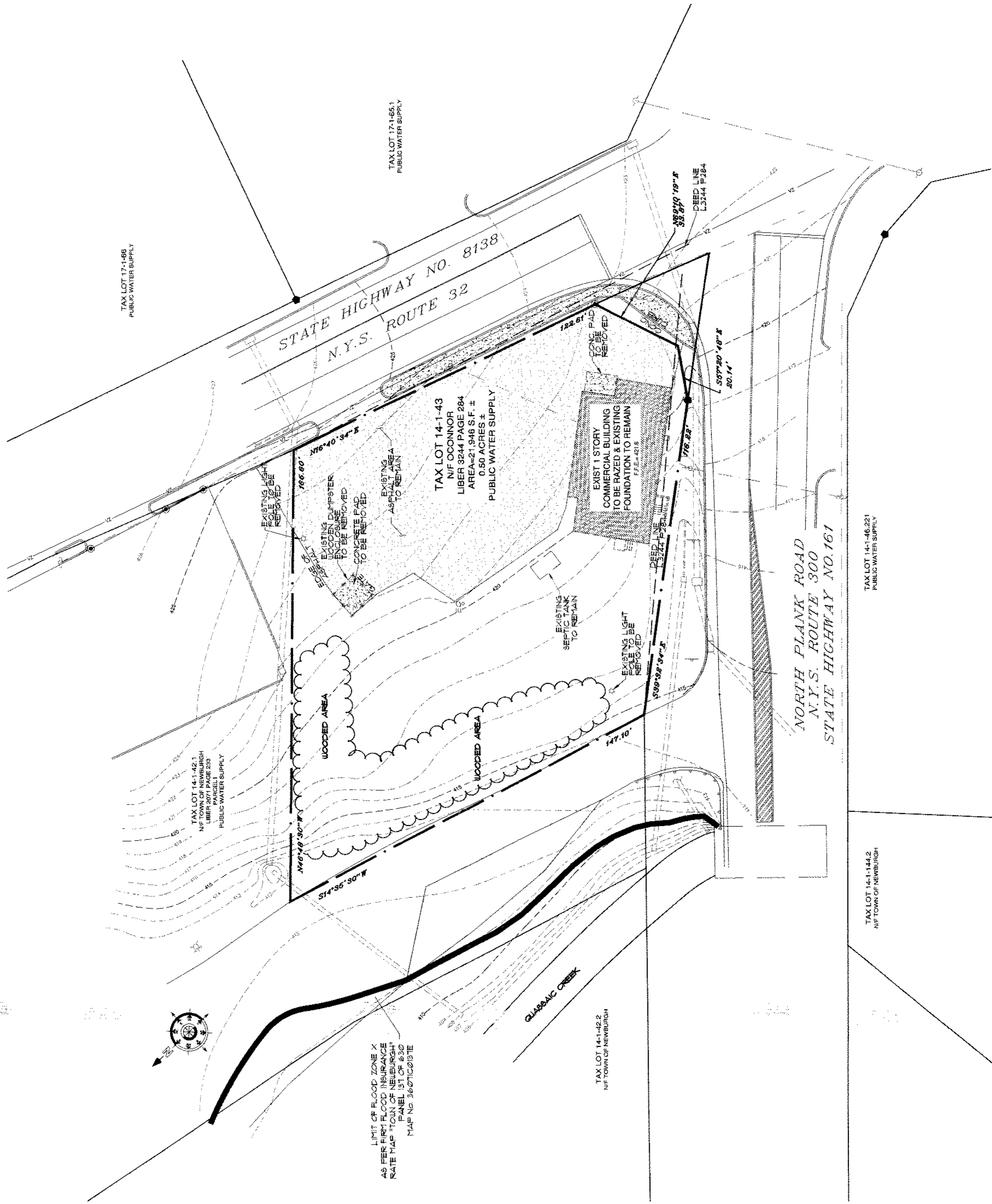
PLANNING BOARD APPROVAL
 SECT: 14; BLK: 1; LOT: 43

THE OWNER HAS REVIEWED AND IS IN CONFORMANCE WITH THE PLAN:

SIGNATURE: *[Signature]*
 DATE: 4-24-15

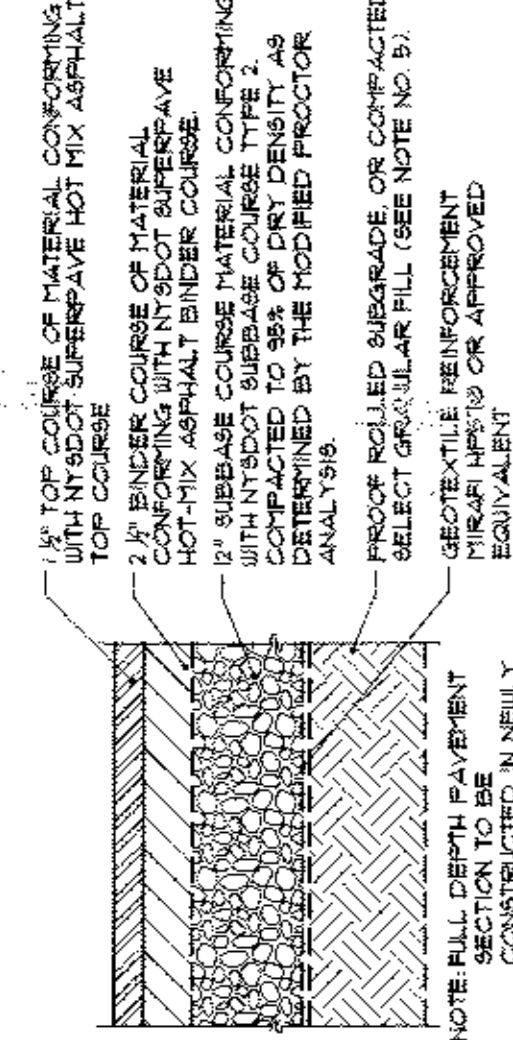
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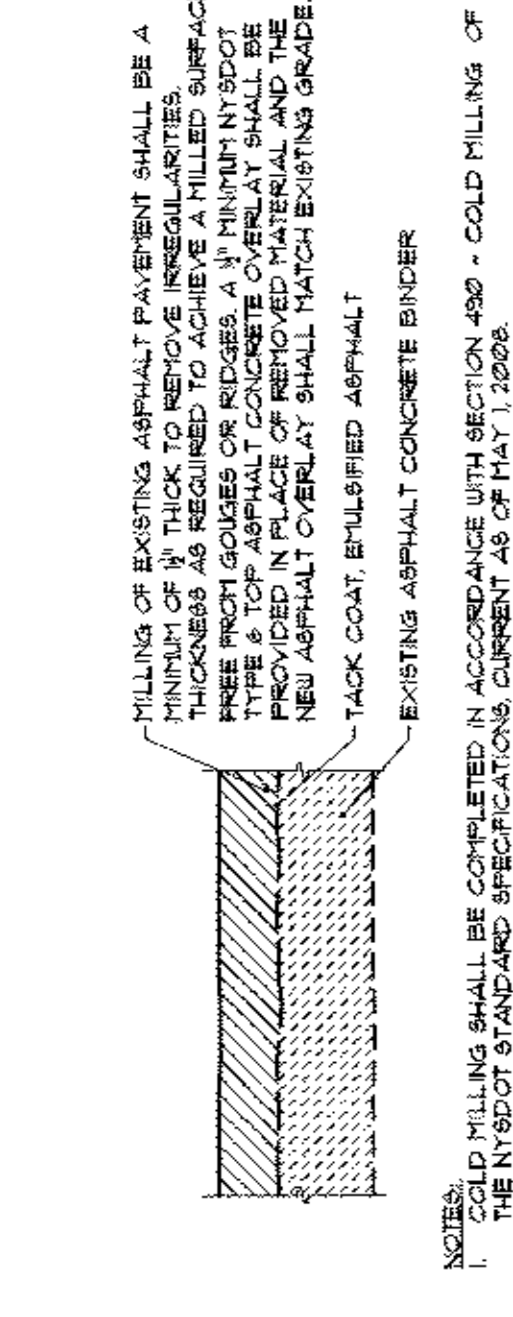
Demolition Site Plan
 Scale: 1" = 20'-0"





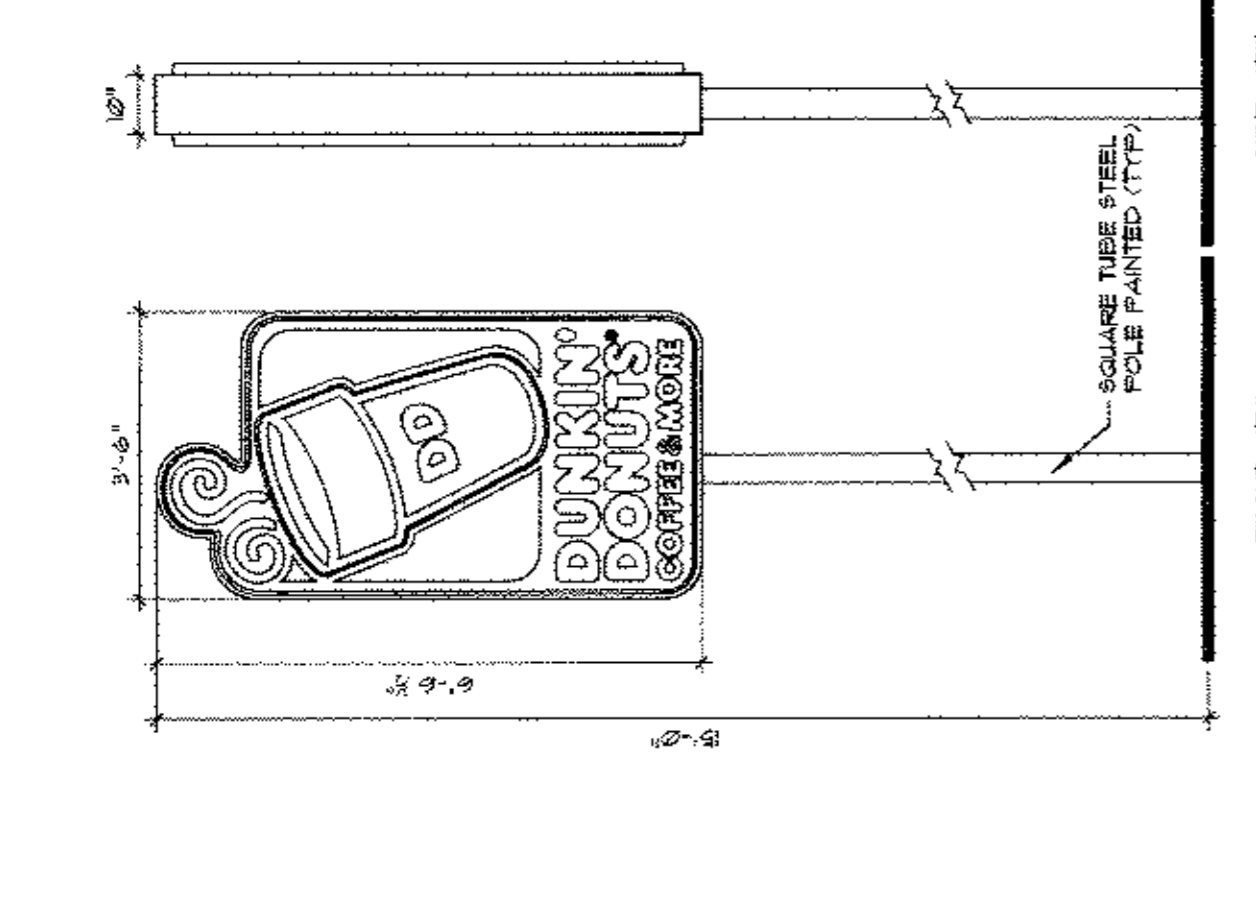
- NOTE:**
- MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE ABOVE REFERENCED STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS DATED MAY 1, 2008, AND ALL APPENDIX THERE-TO.
 - SUBBASE MATERIAL SHALL CONFORM WITH SECTION 304 - SUBBASE COURSE OF THE ABOVE REFERENCED STANDARD SPECIFICATIONS AND THE TYPE CALLED OUT IN THESE DRAWINGS.
 - HOT MIX ASPHALT (HMA) PAVEMENT SHALL CONFORM WITH SECTION 402-HOT MIX ASPHALT OF THE ABOVE REFERENCED STANDARD SPECIFICATIONS AND THE TYPE CALLED OUT IN THESE DRAWINGS.
 - TACK COAT WHEN SPECIFIED OR CALLED OUT IN THESE DRAWINGS OR REQUIRED BY THE REFERENCED SPECIFICATIONS SHALL CONFORM WITH SECTION 407-TACK COAT OF THE ABOVE REFERENCED STANDARD SPECIFICATIONS.
 - WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSES OF BRIDGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMANCE WITH SECTION 205-EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED STANDARD SPECIFICATIONS.

1 Typical New Pavement Section
Scale: 1" = 1'-0"

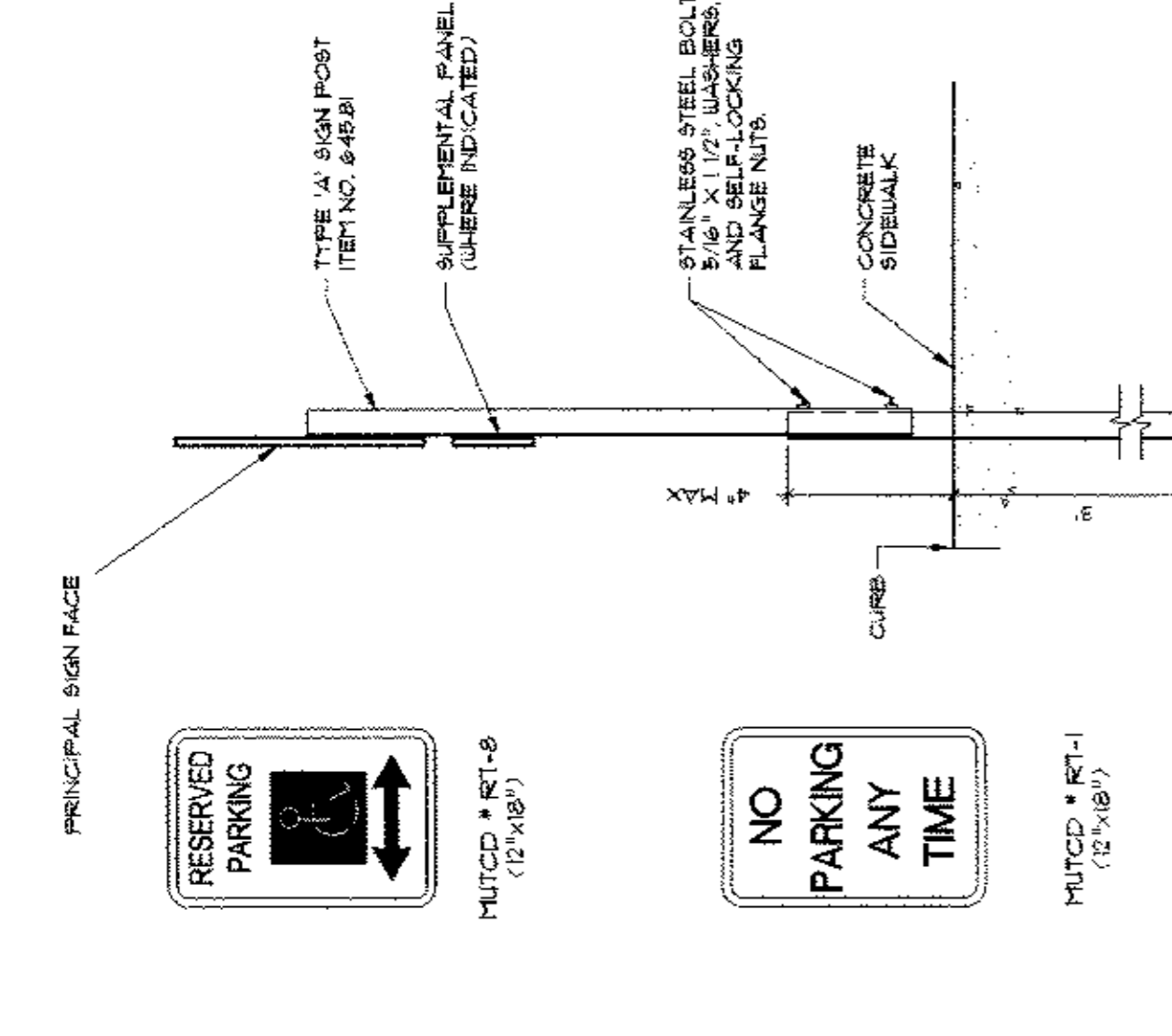


- NOTE:**
- COLD MILLING SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 400 - COLD MILLING OF THE INTSOT STANDARD SPECIFICATIONS, CURRENT AS OF MAY 1, 2008.
 - MILLED SURFACES SHALL BE SUBJET CLEAN OF LOOSE MILLINGS AND CLEANED OF ALL FINES AND DUST.
 - ALL MATERIALS REMOVED DURING THE MILLING OPERATION MUST BE DISPOSED OF BY THE CONTRACTOR.
 - IF AREAS ARE ENCOUNTERED THAT ARE UNSUITABLE TO SUPPORT THE ASPHALT OVERLAY, THESE AREAS ARE TO BE BOXED OUT AND THE FULL PAVEMENT SECTION IS TO BE REMOVED. THE PAVEMENT SECTION IS TO BE REPLACED TO MATCH THE EXISTING SECTION WITH A MINIMUM OF A 1/2" TOP COURSE AND 2" BINDER AND ONLY 1" SUBBASE.
 - MILLED SURFACES TO BE OVERLAID WITH ASPHALT SHALL BE COVERED WITH A DENISE GRAICED ASPHALT COURSE WITHIN A 48 HOUR PERIOD OF THE MILLING OPERATION.
 - TACK COAT WHEN SPECIFIED OR CALLED OUT IN THESE DRAWINGS OR REQUIRED BY THE REFERENCED SPECIFICATIONS SHALL CONFORM WITH SECTION 407-TACK COAT OF THE ABOVE REFERENCED STANDARD SPECIFICATIONS.
 - MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS DATED MAY 1, 2008 AND ALL APPENDIX THERE-TO.
 - HOT MIX ASPHALT (HMA) PAVEMENT SHALL CONFORM WITH SECTION 402-HOT MIX ASPHALT OF THE ABOVE REFERENCED STANDARD SPECIFICATIONS AND THE TYPE CALLED OUT IN THESE DRAWINGS. ALTHOUGH SECTION 402 IN ITS ENTIRETY IS REFERENCED, THE HOT MIX ASPHALT (HMA) PAVEMENT SHALL BE AS SPECIFIED UNDER SECTION 402-HOT MIX ASPHALT OF THE ABOVE REFERENCED STANDARD SPECIFICATIONS.

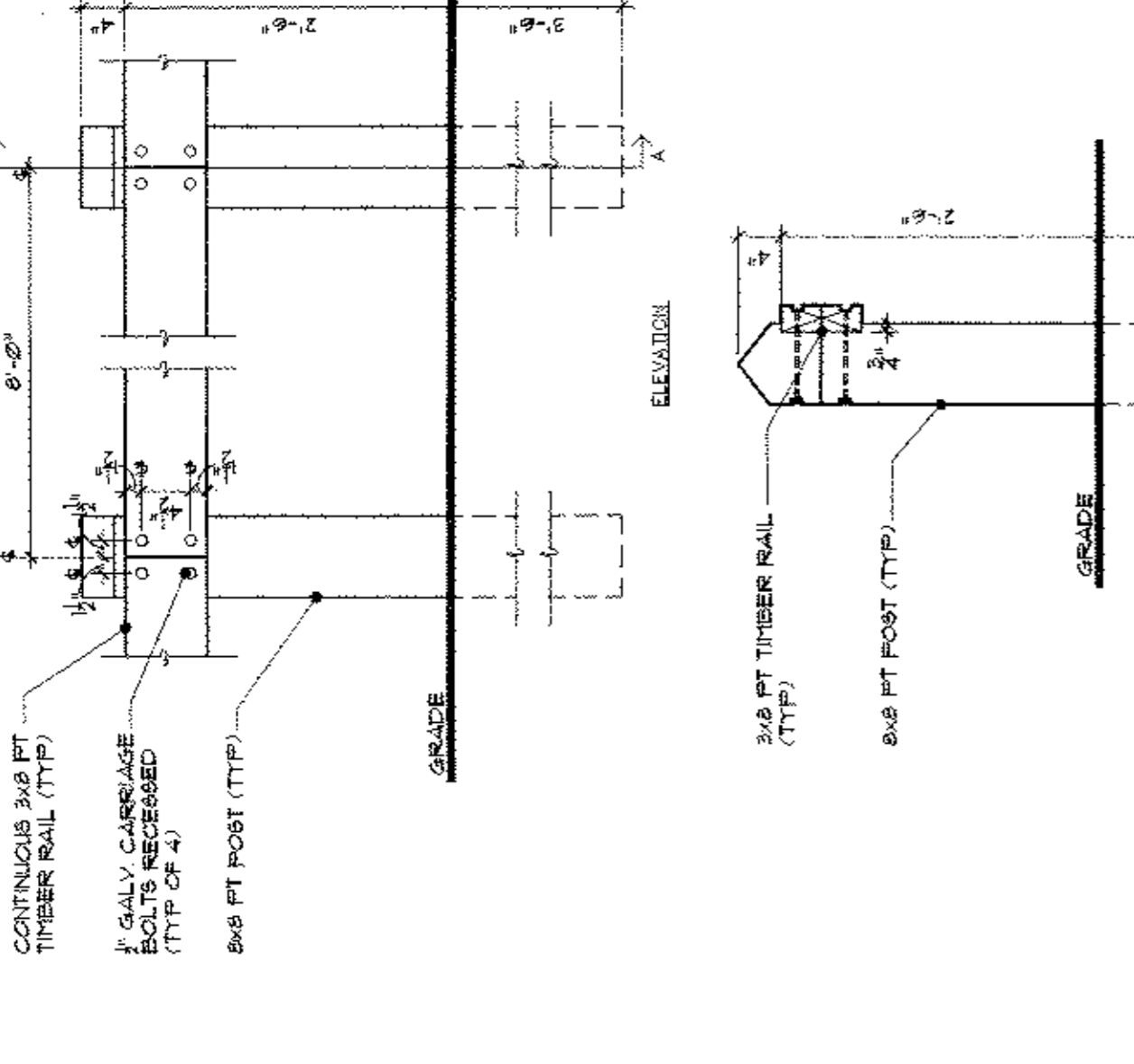
2 Typical Pavement Overlay Section
Scale: 1" = 1'-0"



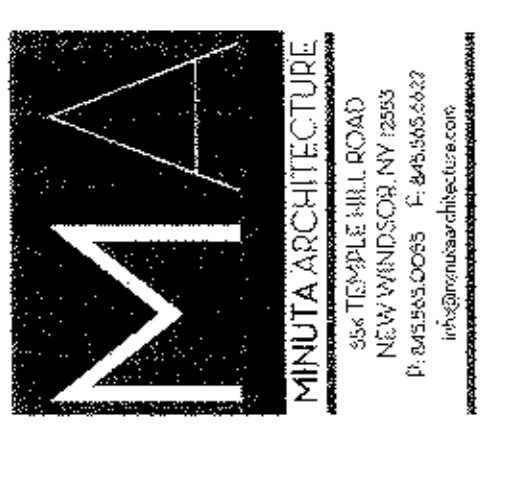
3 Typ. Monument Sign Detail
Scale: N.T.S.



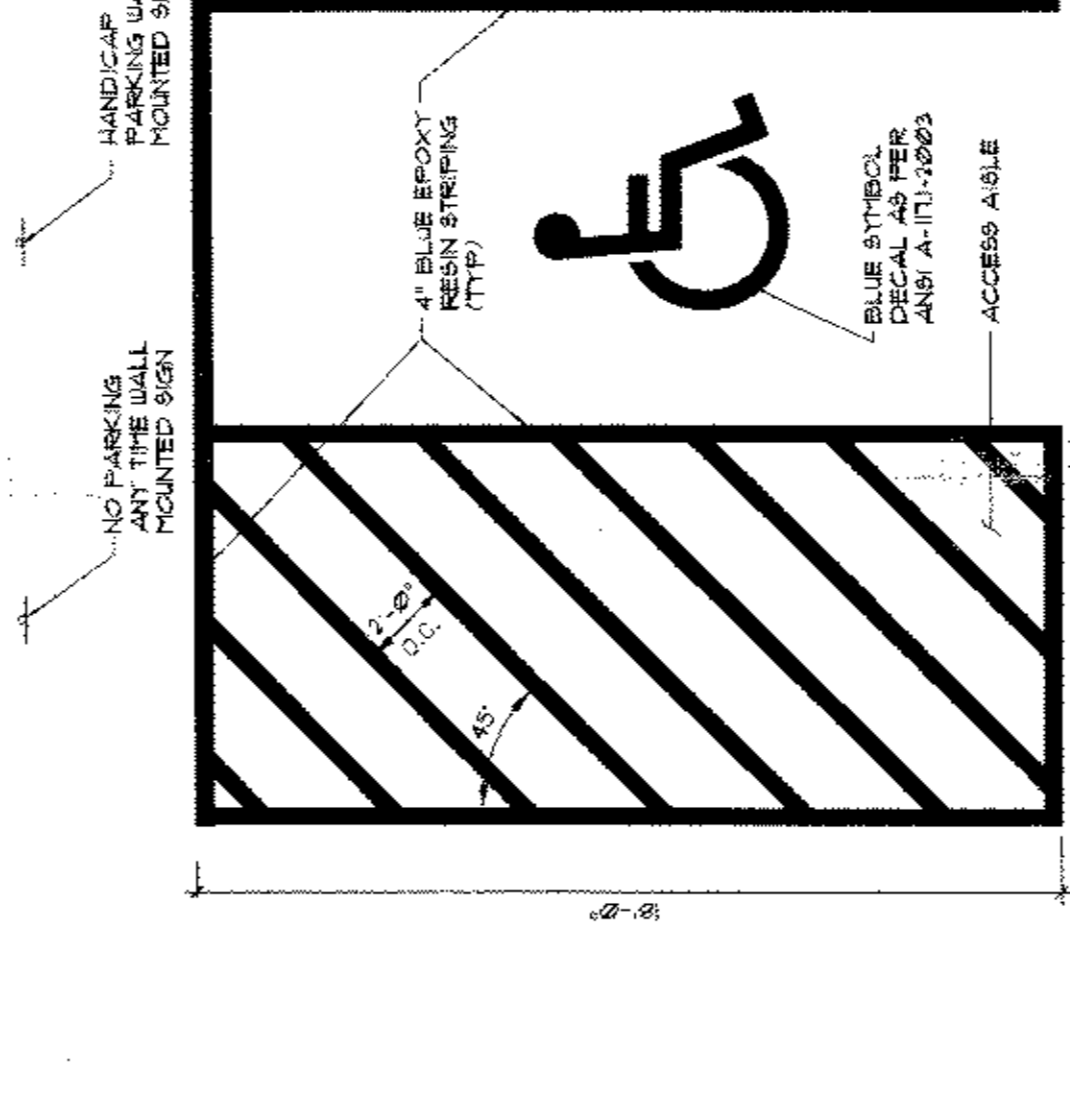
4 Typical Sign Detail
Scale: N.T.S.



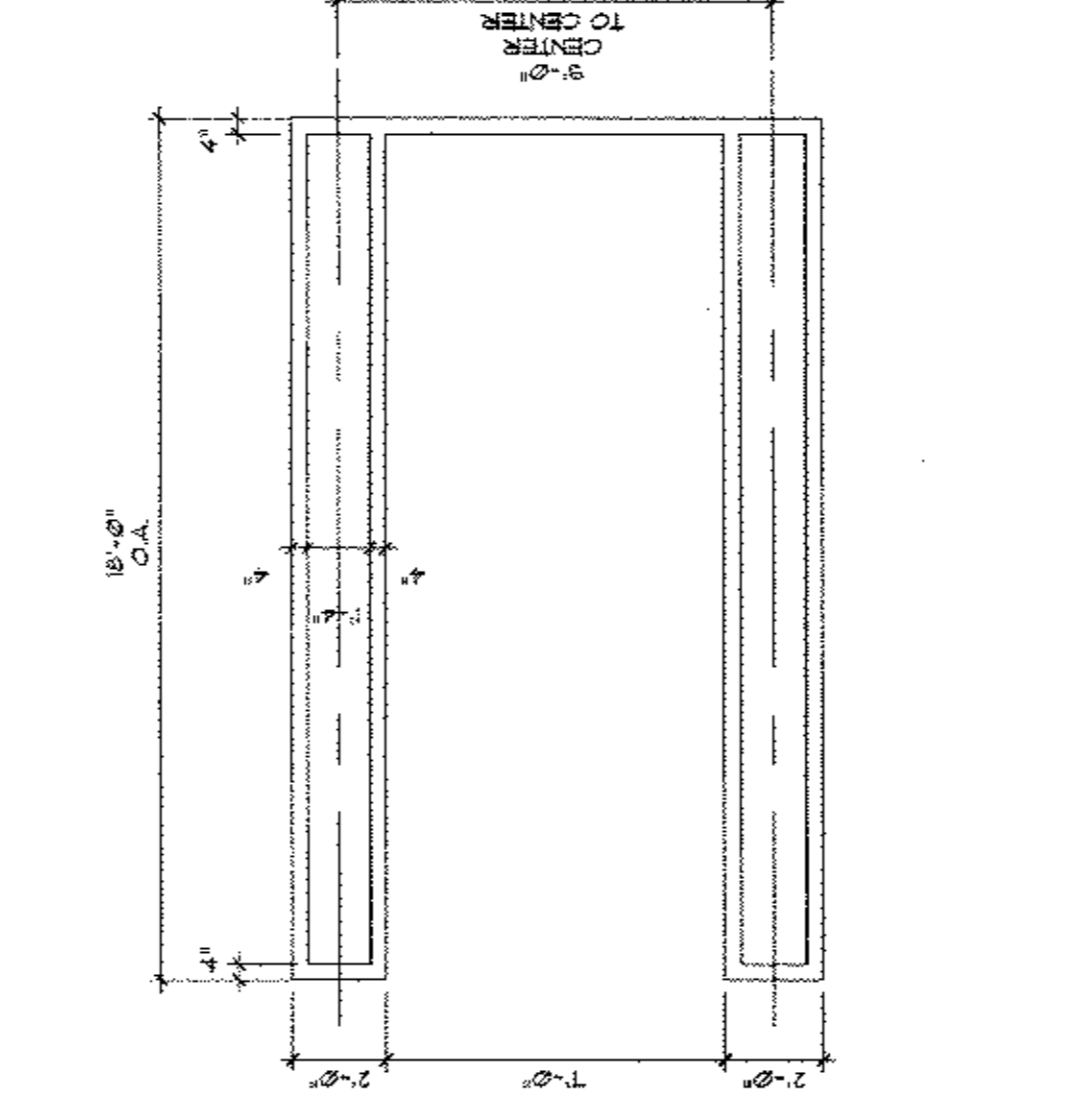
11 Timber Guard Rail Detail
Scale: 1/2" = 1'-0"



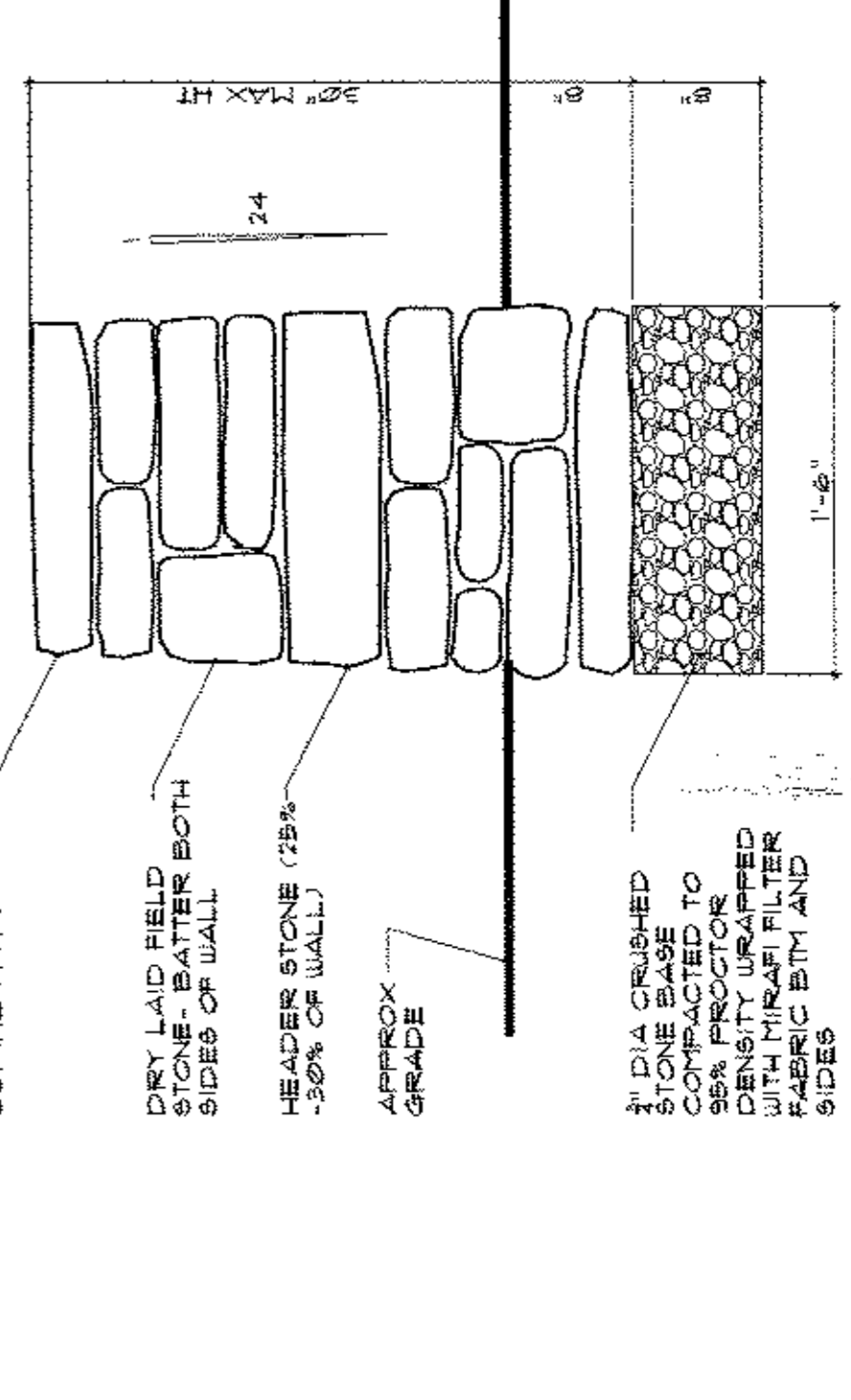
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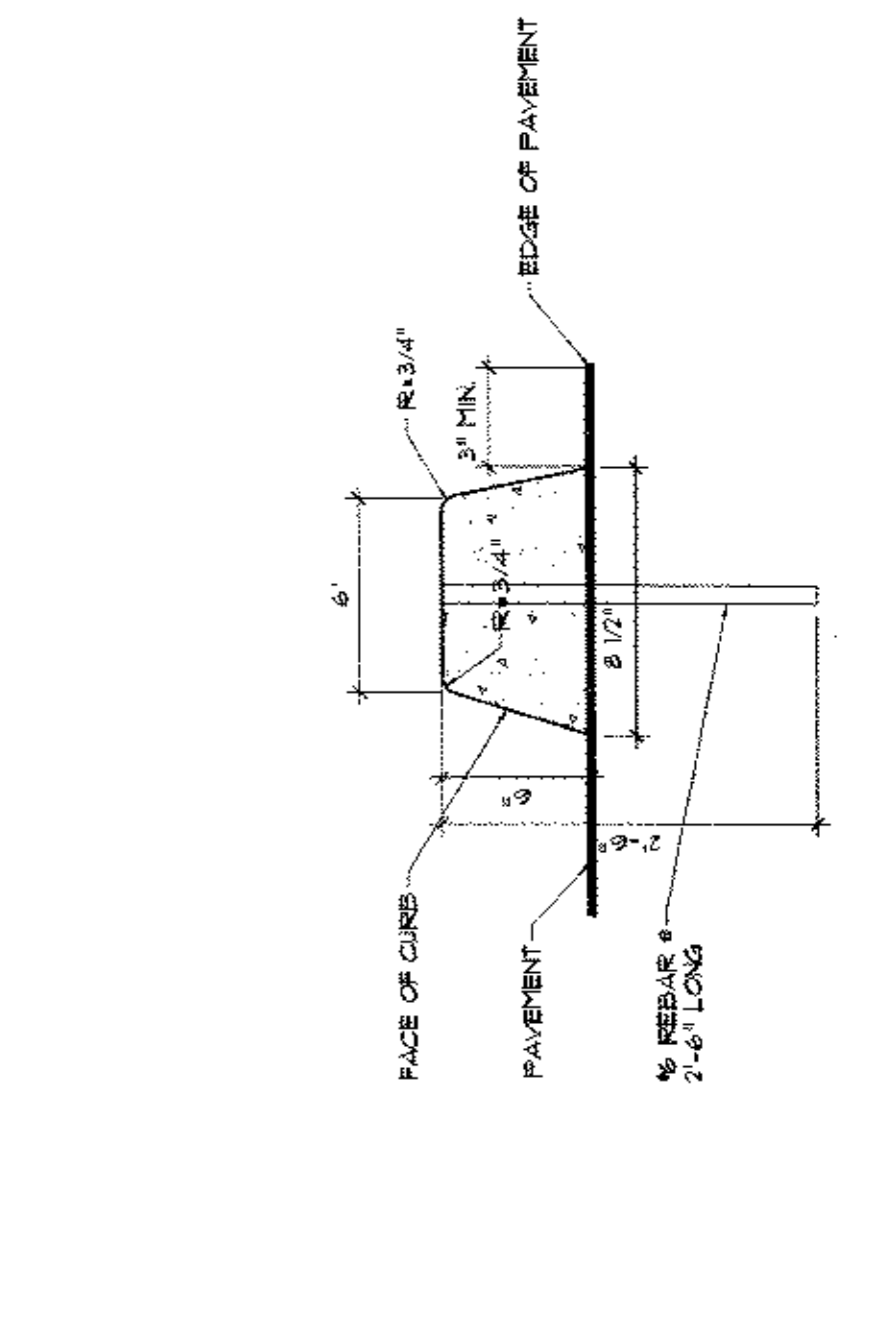
5 Typ. Handicap Parking Dtl. ANSI A117.1 2010 COMPLIANT
Scale: N.T.S.



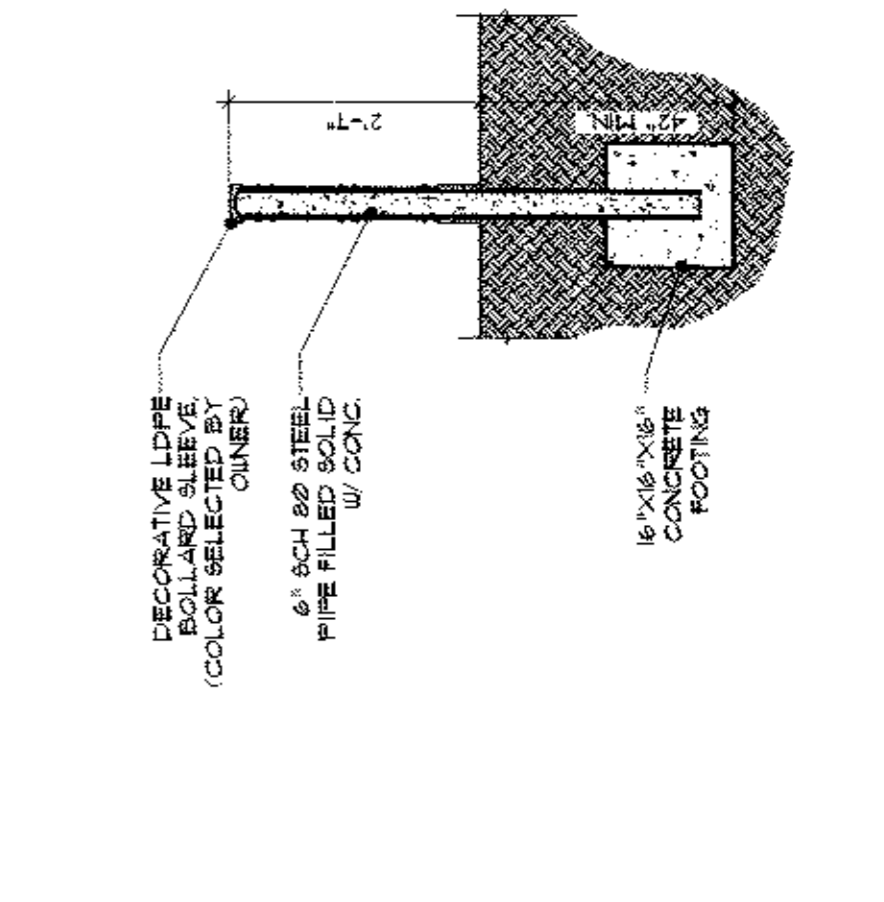
6 Typical Parking Stall Striping Detail
Scale: 1/4" = 1'-0"



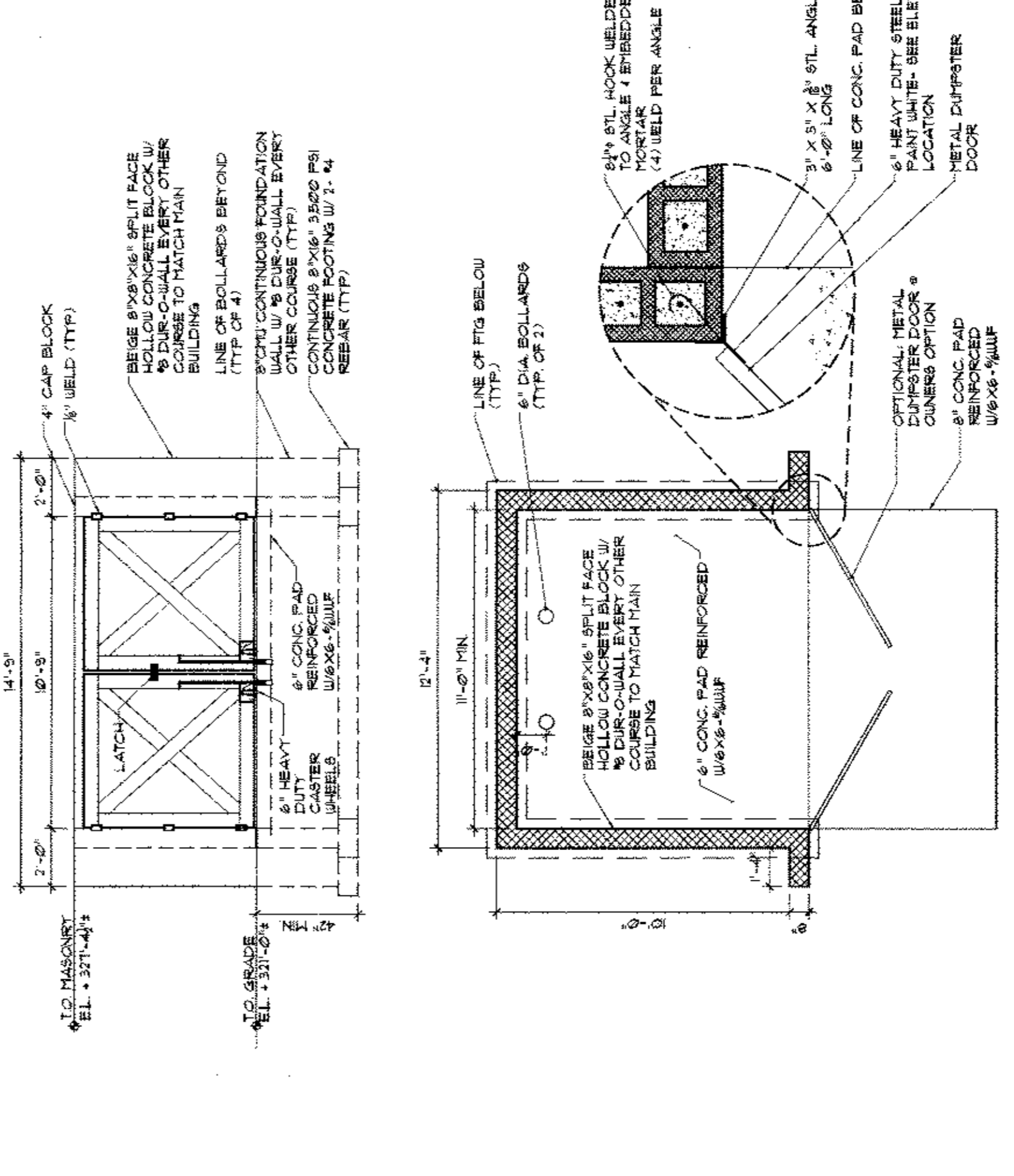
7 Typical Fieldstone Wall Detail
Scale: N.T.S.



8 Typical Wheel Stop Detail
Scale: 1/2" = 1'-0"



9 Typical Bollard Detail
Scale: 1/2" = 1'-0"



10 Typical Dumpster Detail
Scale: 1/4" = 1'-0"



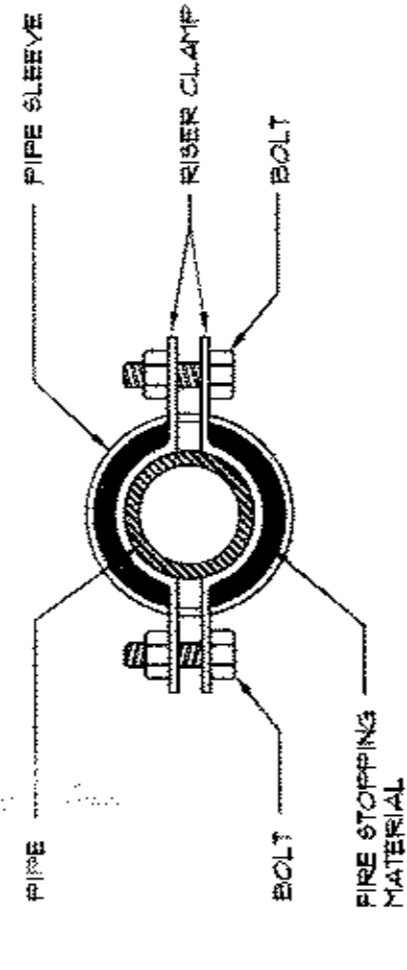
LZL Equities / Dunkin' Donuts (Town of Newburgh Project # 2014-02)
For Planning Board Review - Not For Construction
Katie Niska
56 Temple Hill Rd
Newburgh, NY 10974
Date: 07/03/14
Revised: 07/03/14

THE OWNER HAS REVIEWED AND IS IN CONFORMANCE WITH THE PLAT:
SIGNATURE: [Signature]
DATE: 4-2-15
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SPRINKLER NOTES

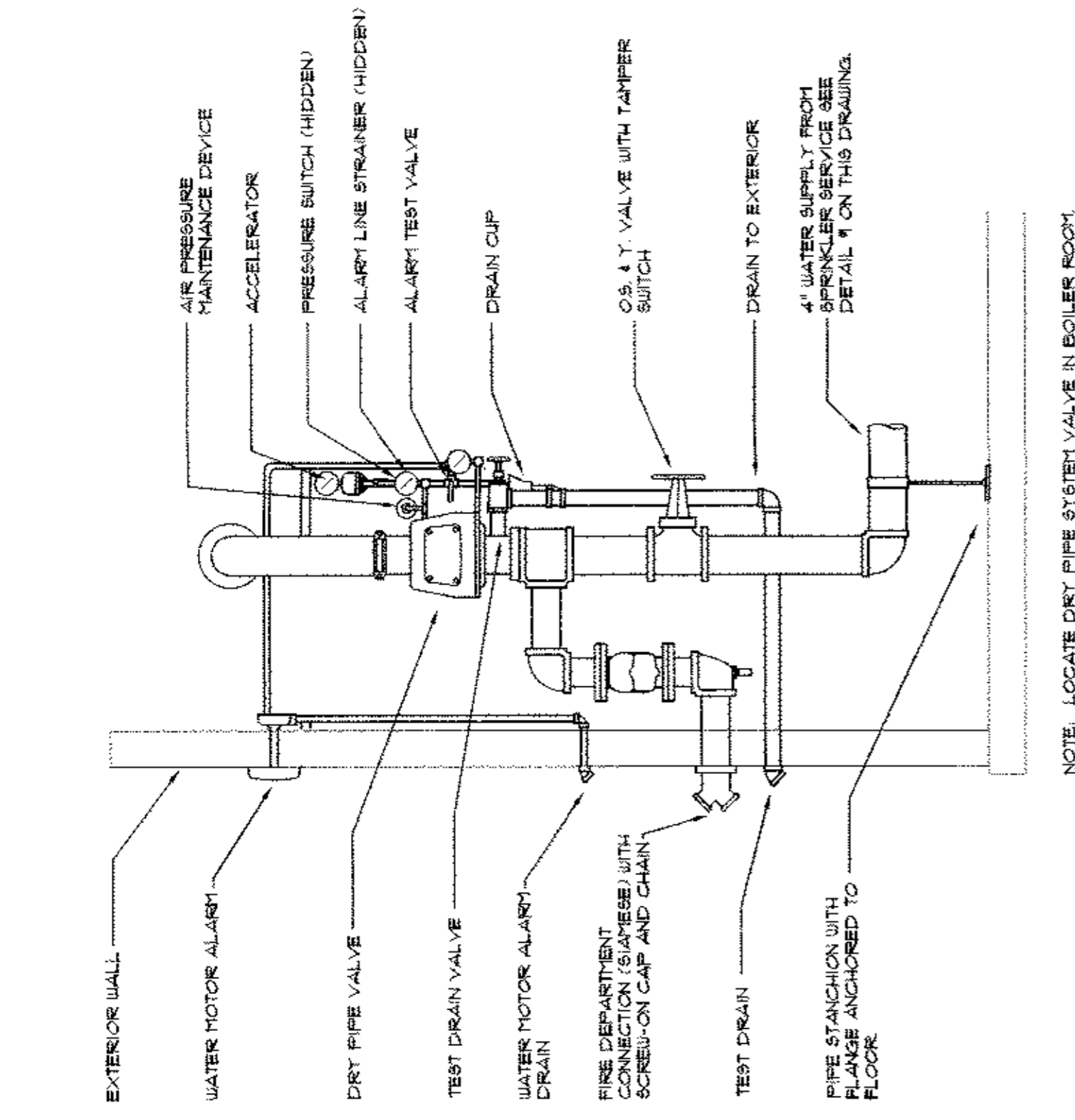
- CONTRACTOR SHALL FINISH AND INSTALL A COMPLETE AND MAINLINE FIRE PROTECTION SPRINKLER SYSTEM INCLUDING CHAIN VALVES AND TEST COCKS AS NECESSARY TO COMPLY WITH NFPA 13 SPRINKLER SYSTEM.
- ALL SPRINKLER SYSTEM WORK SHALL BE INSTALLED IN ACCORDANCE WITH NEW YORK STATE FIRE PROTECTION AND BUILDING CODE, STANDARD 13, AND ALL APPLICABLE LOCAL CODES.
- CONTRACTOR SHALL FINISH AND INSTALL ALL PIPING, VALVES, SPRINKLER HEADS, TESTS, HANGERS, FITTINGS AND MISCELLANEOUS COMPONENTS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO COMPLY WITH NFPA 13, LOCAL CODES, GENERAL AND ACCEPTED INDUSTRY STANDARDS.
- CONTRACTOR SHALL COORDINATE LOCATIONS OF ALL PIPING, SPRINKLER HEADS AND EQUIPMENT WITH OTHER CONTRACTORS TO AVOID CONFLICTS.
- CONTRACTOR SHALL SEAL AROUND ALL PIPE PENETRATIONS THROUGH FIRE RATED WALLS AND CEILING WITH HLT, IMPREGNATED FIRE STOP MATERIALS TO MAINTAIN FIRE AND SMOKE RATINGS.
- CONTRACTOR SHALL GUARANTEE ALL WORKMANSHIP AND MATERIAL INSTALLED UNDER THIS CONTRACT FREE FROM DEFECTS FOR A PERIOD OF ONE (1) YEAR FROM DATE OF SUBSTANTIAL COMPLETION AND ACCEPTANCE BY THE OWNER AND AGENT. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL COST TO COVER DURING THE GUARANTEE PERIOD.
- CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SHOWING ALL EQUIPMENT, SPRINKLER HEADS AND PIPING WITH HYDRAULIC CALCULATIONS TO ENGINEER AND LOCAL FIRE INSPECTOR FOR APPROVAL. HYDRAULIC CALCULATIONS SHALL BE BASED ON RESIDUAL FLOW TEST AT SITE. CONTRACTOR SHALL SUBMIT ALL CALCULATIONS TO THE ENGINEER AND LOCAL FIRE INSPECTOR PRIOR TO INSTALLATION. CONTRACTOR SHALL SUBMIT ALL CALCULATIONS TO THE ENGINEER AND LOCAL FIRE INSPECTOR PRIOR TO INSTALLATION.
- CONTRACTOR IS RESPONSIBLE FOR EXCAVATION, TRENCHING, BACKFILL, CONNECTION AND REPAIRING ASSOCIATED SPRINKLER WORK. SEE APPLICABLE LOCAL CODES AND GENERAL CONDITIONS FOR APPROVED MATERIALS AND METHODS.
- CONTRACTOR SHALL INSTALL ALL EQUIPMENT IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OBSERVE ALL CLEARANCES.
- ALL CONTROL WIRING SHALL BE IN ACCORDANCE WITH NEC, ELECTRICAL CODE AND ALL LOCAL CODES. ALL CONTROL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH NEC, ELECTRICAL CODE AND ALL LOCAL CODES. SEE ELECTRICAL DRAWINGS AND SPECIFICATIONS FOR APPROVED MATERIALS AND INSTALLATION METHODS.
- CONTRACTOR SHALL OBSERVE CLEARANCES TO OBSTRUCTIONS.
- CONTRACTOR SHALL CHAIN CONTROL VALVE IN THE OPEN POSITION.
- CONTRACTOR SHALL COORDINATE POWER CONNECTION TYPE AND LOCATION OF DRY PIPE SPRINKLER SYSTEM AIR COMPRESSOR WITH ELECTRICAL CONTRACTOR PRIOR TO INSTALLING AIR COMPRESSOR. ELECTRICAL CONTRACTOR SHALL PAY FOR DEDICATED POWER CONNECTION.
- CONTRACTOR SHALL FINISH SHOP DRAWINGS INDICATING LOCATIONS OF ALL EQUIPMENT AND MATERIALS. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND TESTING ANY EQUIPMENT IN CEILING. CONTRACTORS THAT DO NOT FOLLOW SHOP DRAWINGS SHALL BEAR ALL COSTS FOR RELOCATING DEVICES AND EQUIPMENT IN CONFLICT WITH OTHER EQUIPMENT.
- CONTRACTOR SHALL FINISH & INSTALL KNOX BOX AND EXTERIOR INDICATING LIGHTS AS REQUIRED BY AUTHORITY HAVING JURISDICTION.



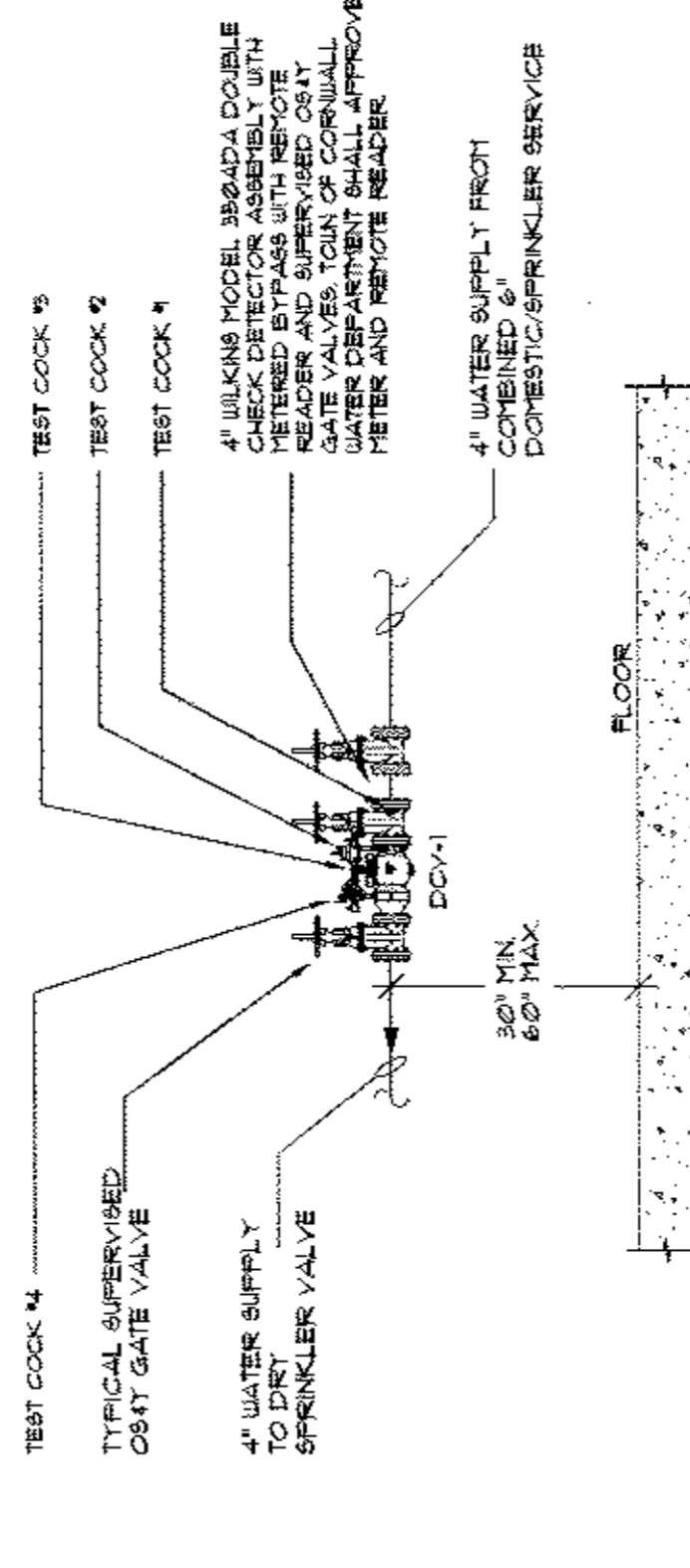
3 Support / Anchor For Pipe Risers
Scale: N.T.S.

SPRINKLER SYSTEM REQUIREMENTS

- ACCURACY CLASSIFICATION**
- NFPA 13 (MEDIUM ACCURACY) - RESTAURANT / ATTIC AREAS
 - ORDINARY GROUP 1 - STORAGE / KITCHEN PREP AREAS / TECH ROOMS
- DRY SPRINKLER SERVICE REQUIREMENTS**
- NFPA 13 (LIGHT HAZARD)
 - A. WATER SUPPLY (100 PSI) - 1/2" (DRY) x 1.5" (SLOPE) - 1/4" GPT
 - B. TOTAL COMBINED INSIDE AND OUTSIDE HOSE STREAMS - MINIMUM 3/4" GPT
- FINAL FLOW BASED ON MANUFACTURER'S SPRINKLER CONTROLLER DRAWINGS SHALL BE BASED ON FLOW TEST.

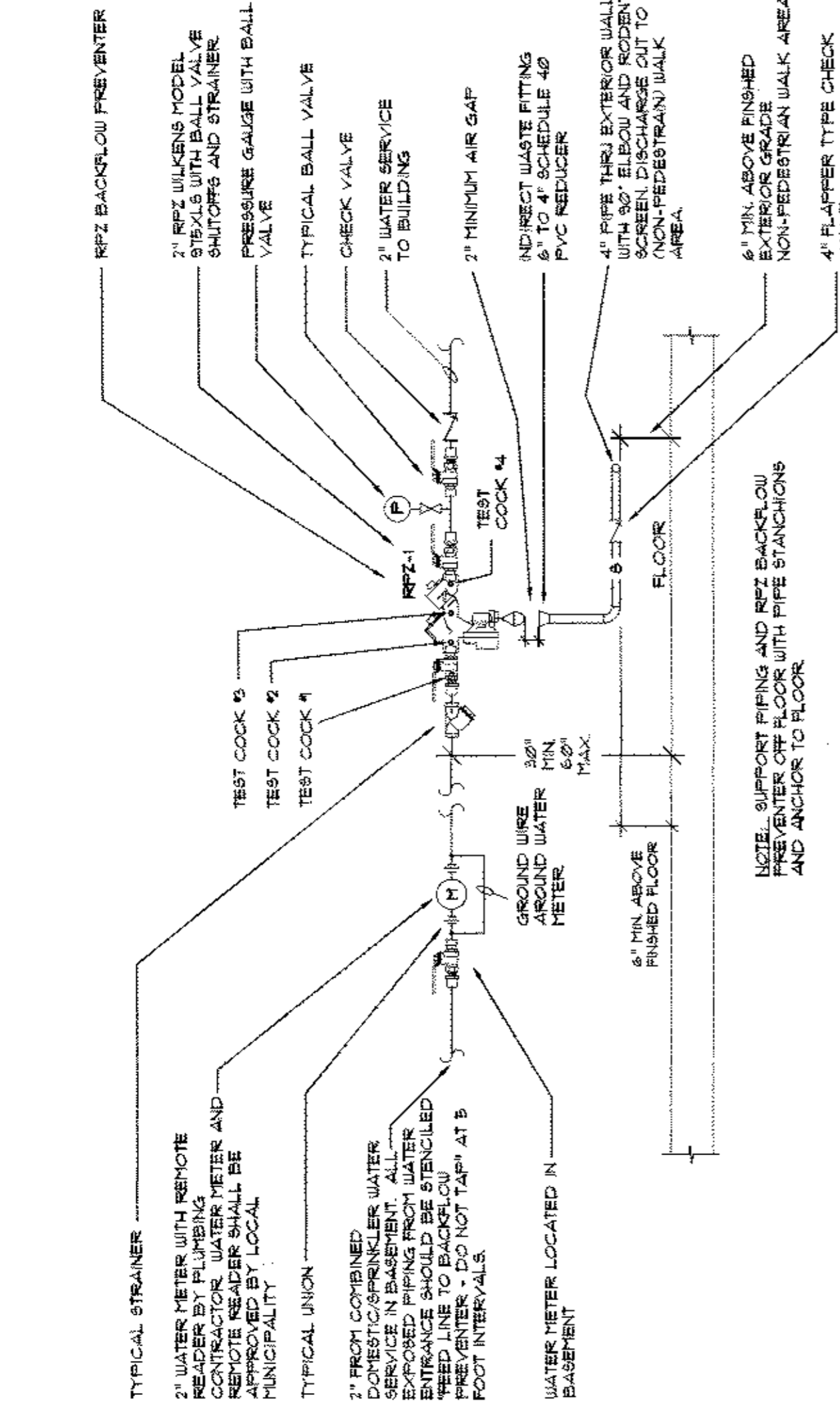


1 Dry Pipe System Schematic
Scale: N.T.S.



2 Sprinkler System Equipment
Scale: N.T.S.

- REQUIRED CLEARANCES (DOUBLE CHECKVALVE)**
- FRONT OF CHECKVALVE (2'-6") MINIMUM
 - BEHIND DOUBLE CHECKVALVE (12") MINIMUM
 - DISCHARGE PORT (11'-6") MINIMUM ABOVE FINISHED FLOOR
 - BACKFLOW PREVENTER MINIMUM (2'-6") ABOVE FINISHED FLOOR
 - BACKFLOW PREVENTER MAXIMUM (5'-0") ABOVE FINISHED FLOOR
 - MINIMUM (12") CLEAR ABOVE BACKFLOW PREVENTER



3 Water Service Detail
Scale: N.T.S.

- REQUIRED CLEARANCES (RPZ)**
- FRONT OF RPZ (2'-6") MINIMUM
 - BEHIND RPZ (6") MINIMUM
 - BACKFLOW PREVENTER MINIMUM (2'-6") ABOVE FINISHED FLOOR
 - BACKFLOW PREVENTER MAXIMUM (5'-0") ABOVE FINISHED FLOOR
 - ABOVE BACKFLOW PREVENTER MINIMUM (12")

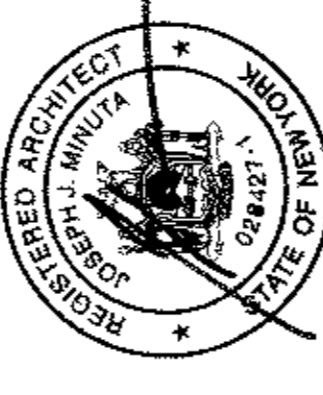
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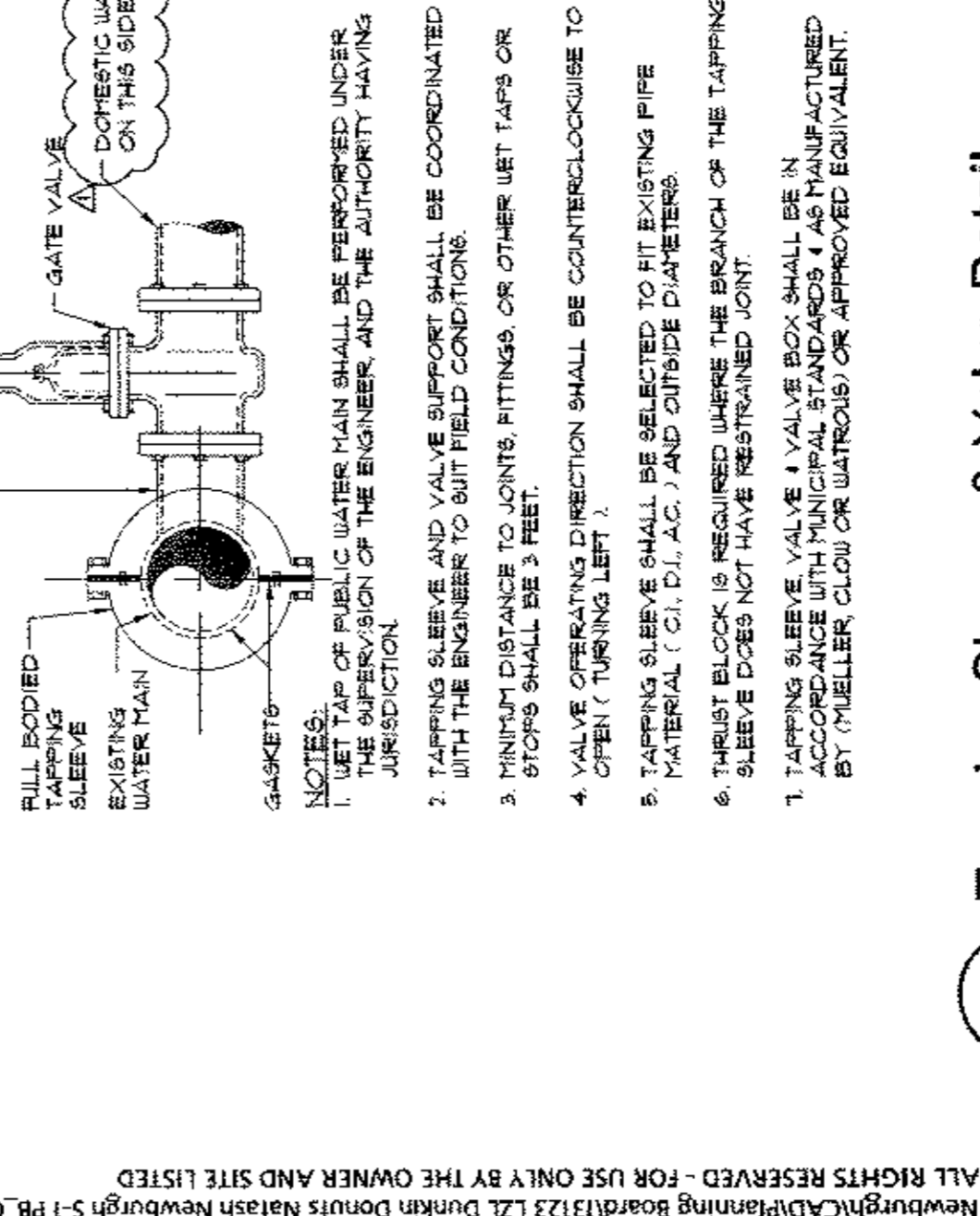
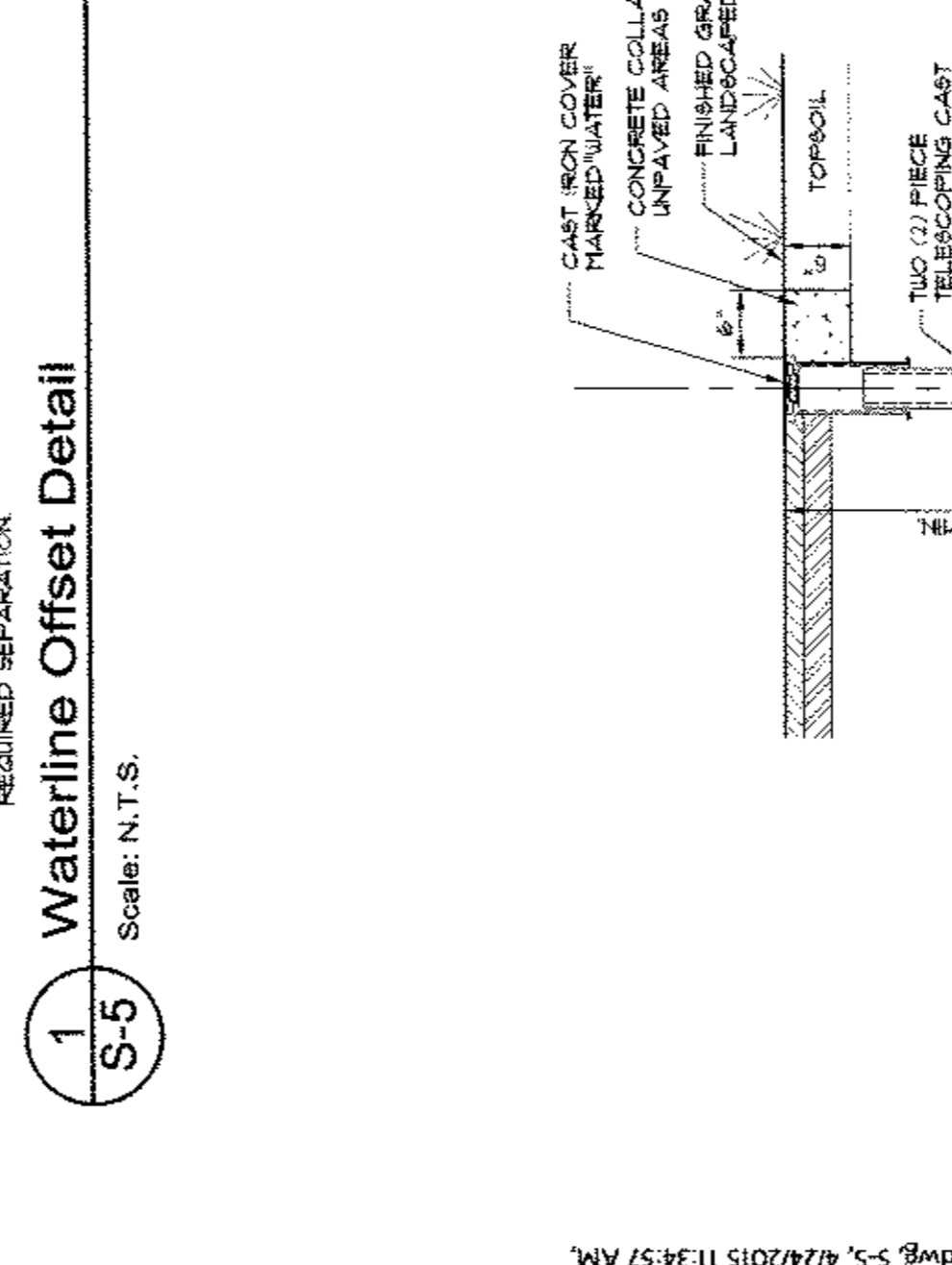
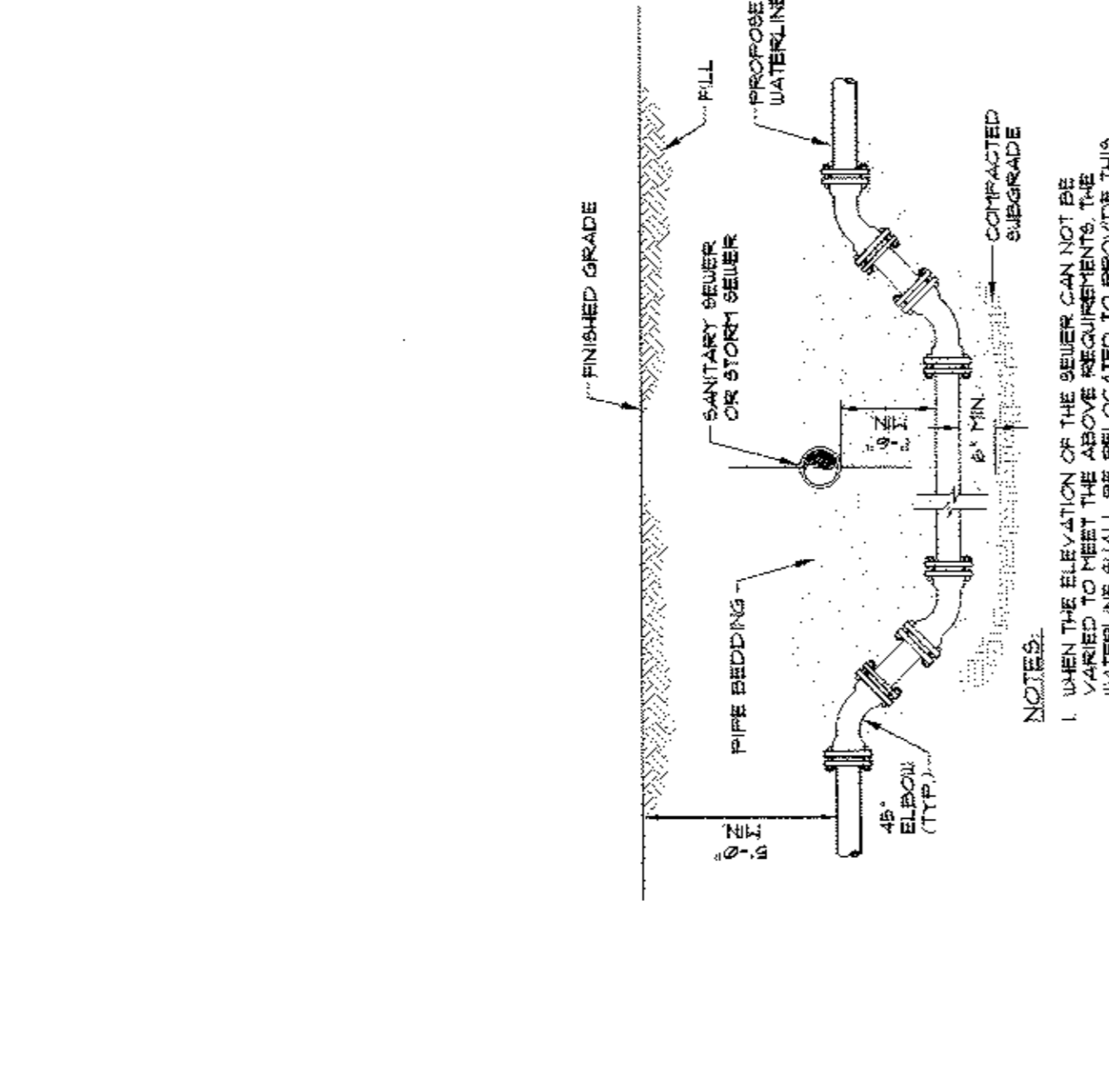
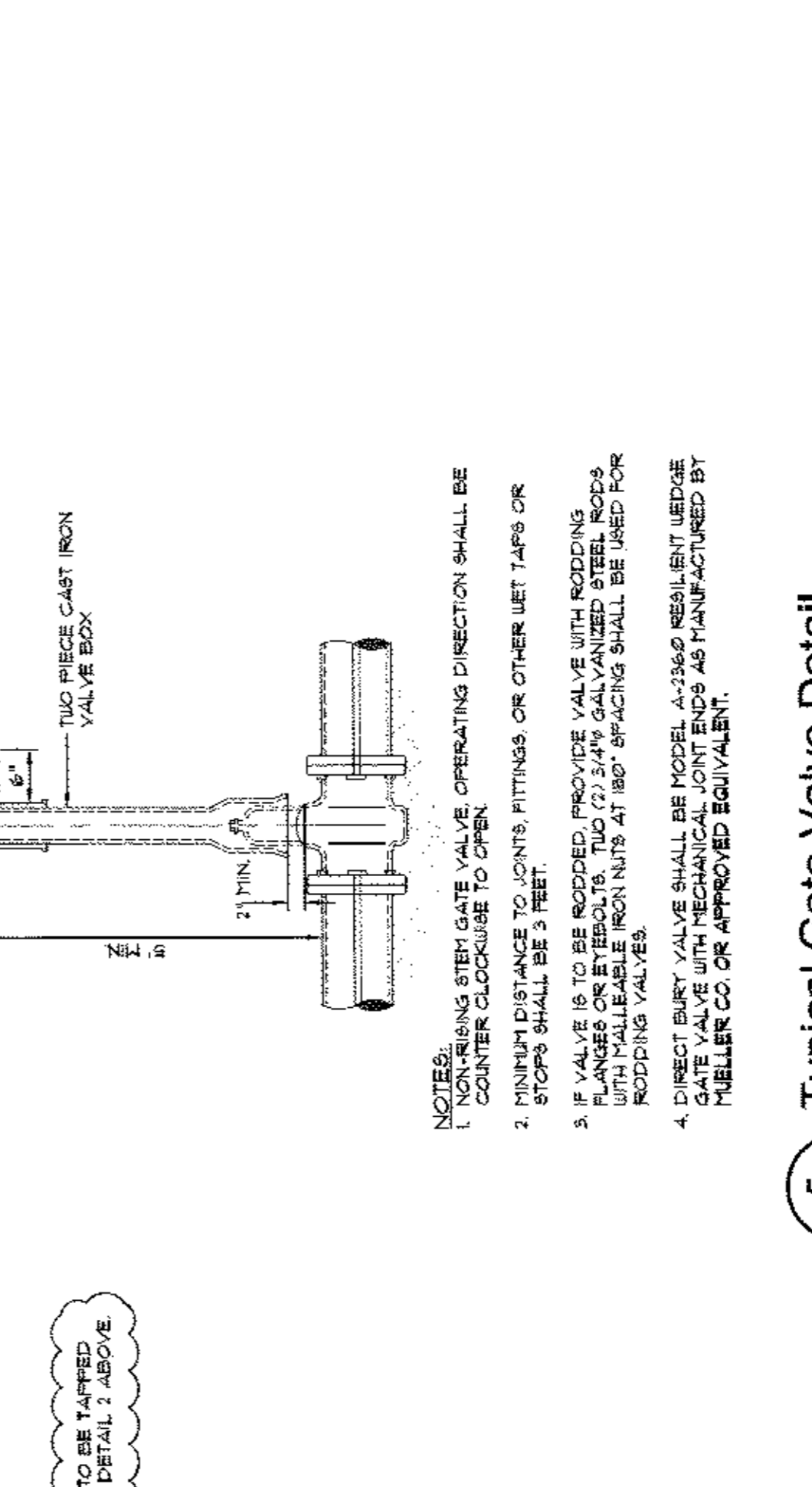
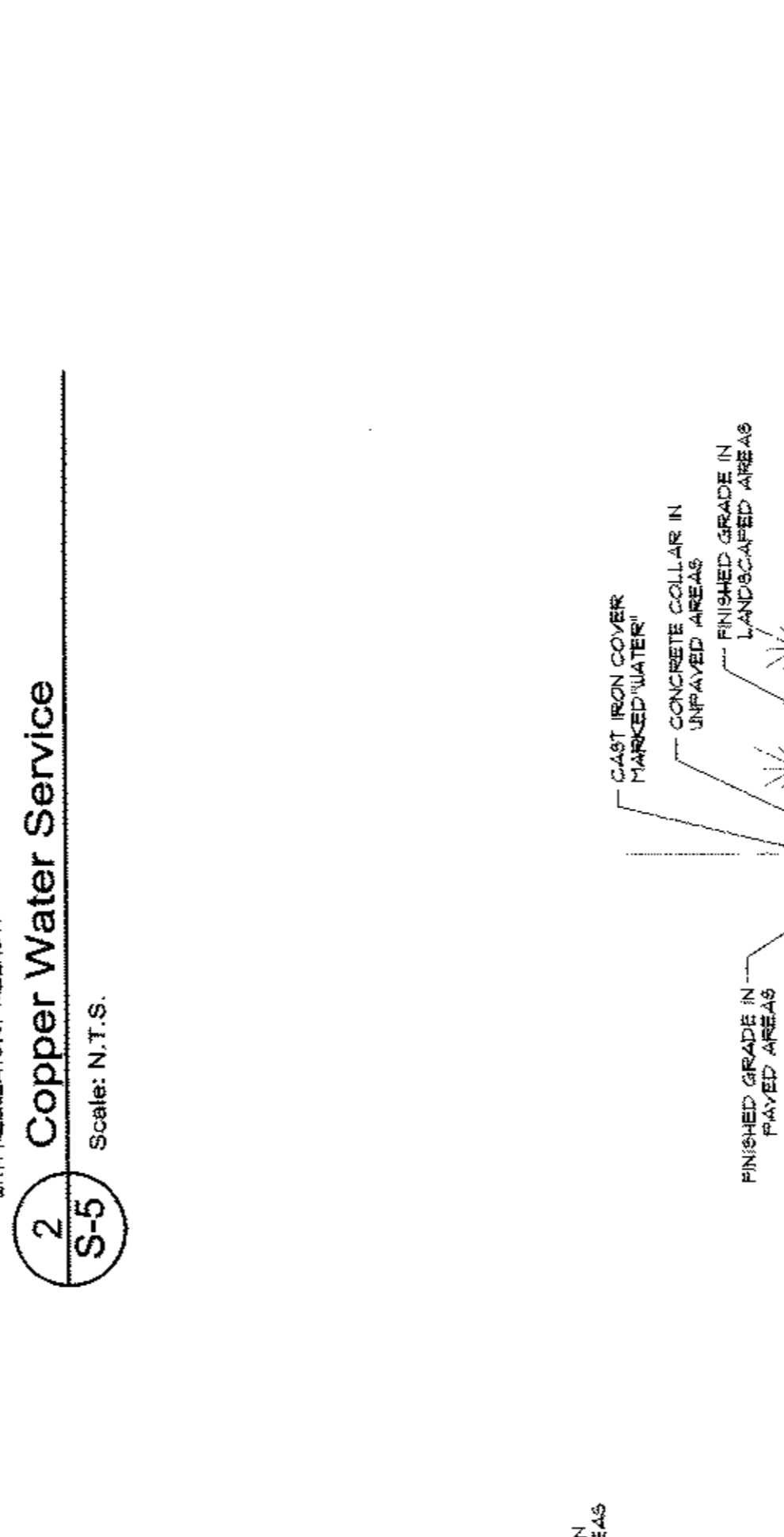
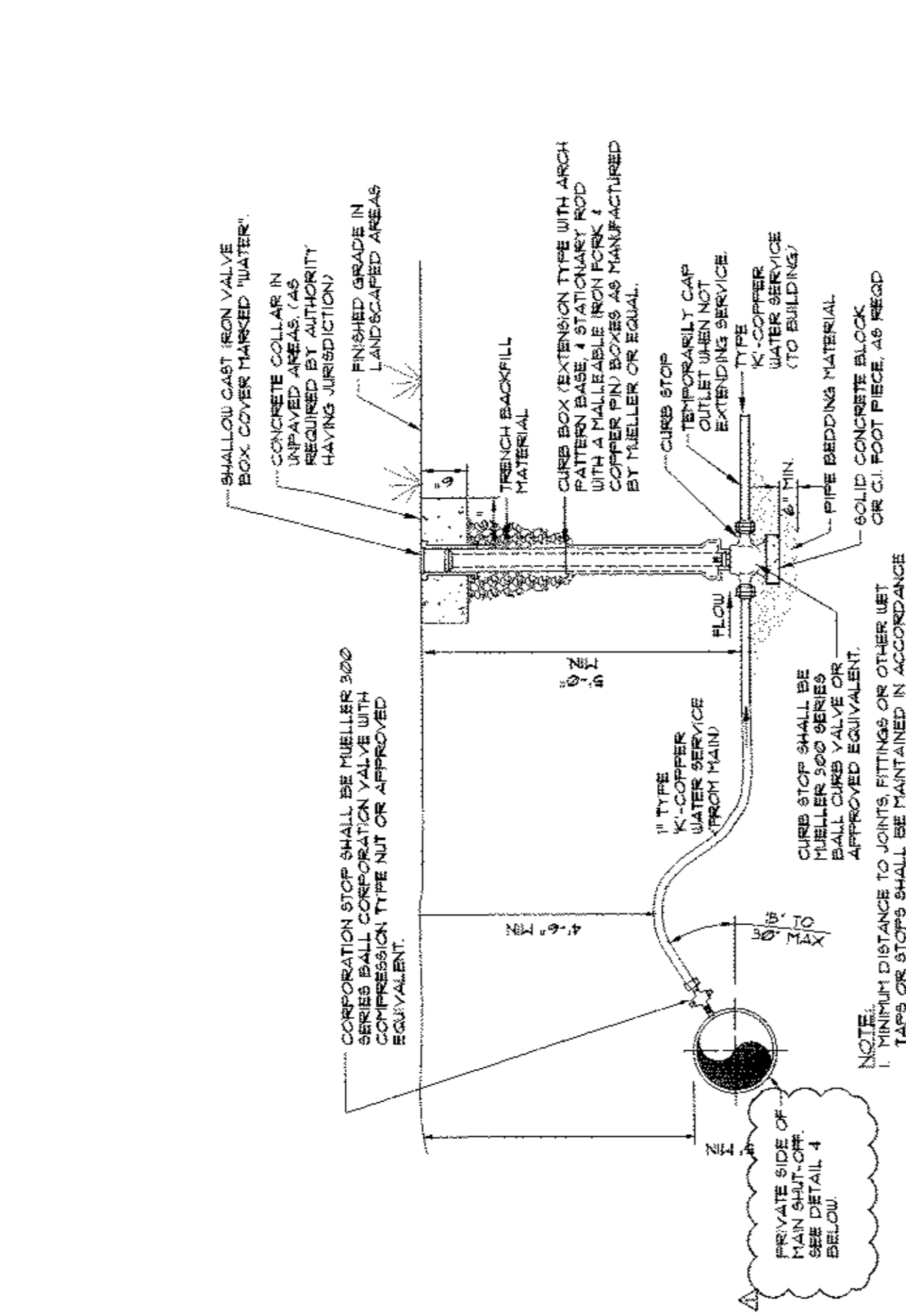
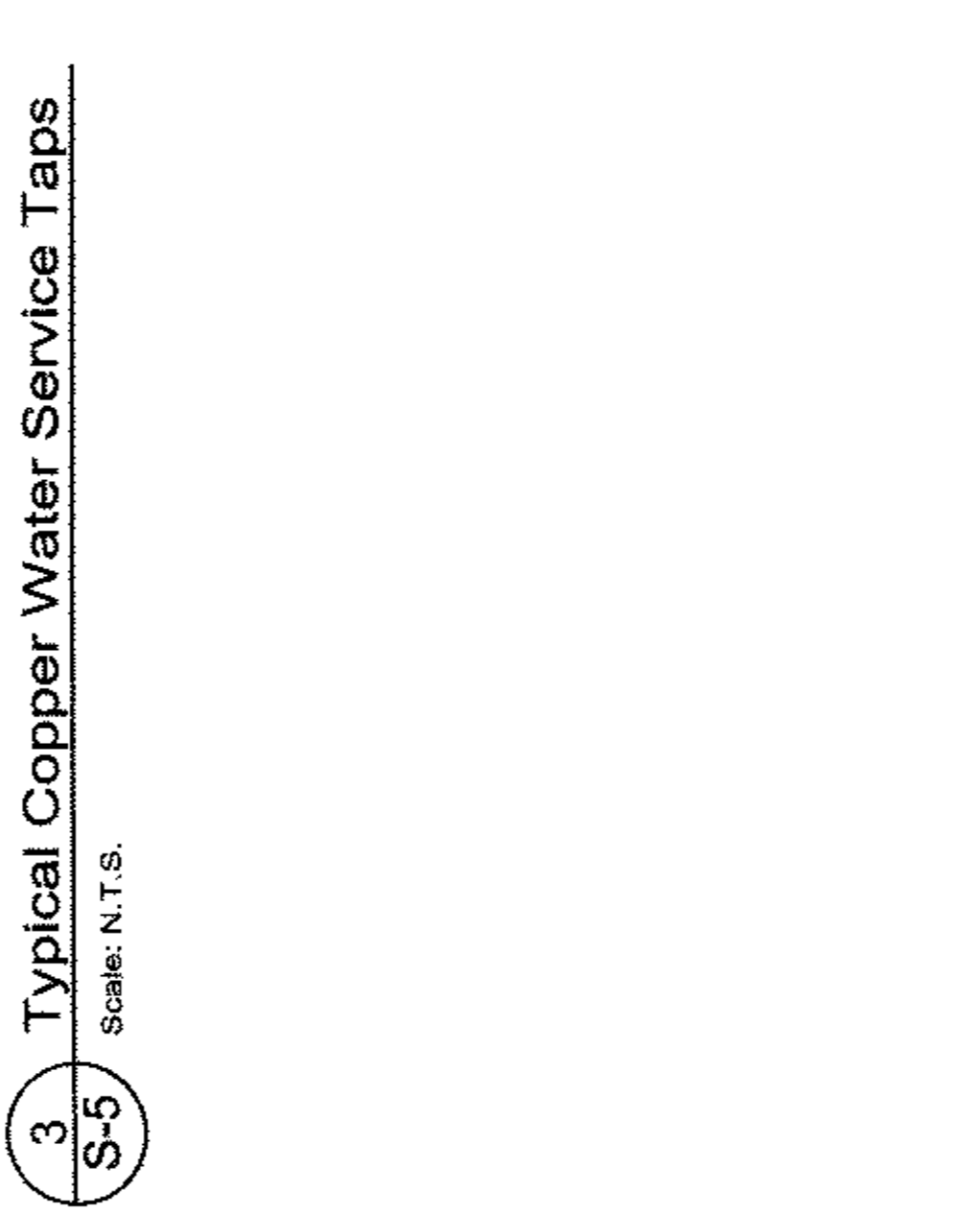
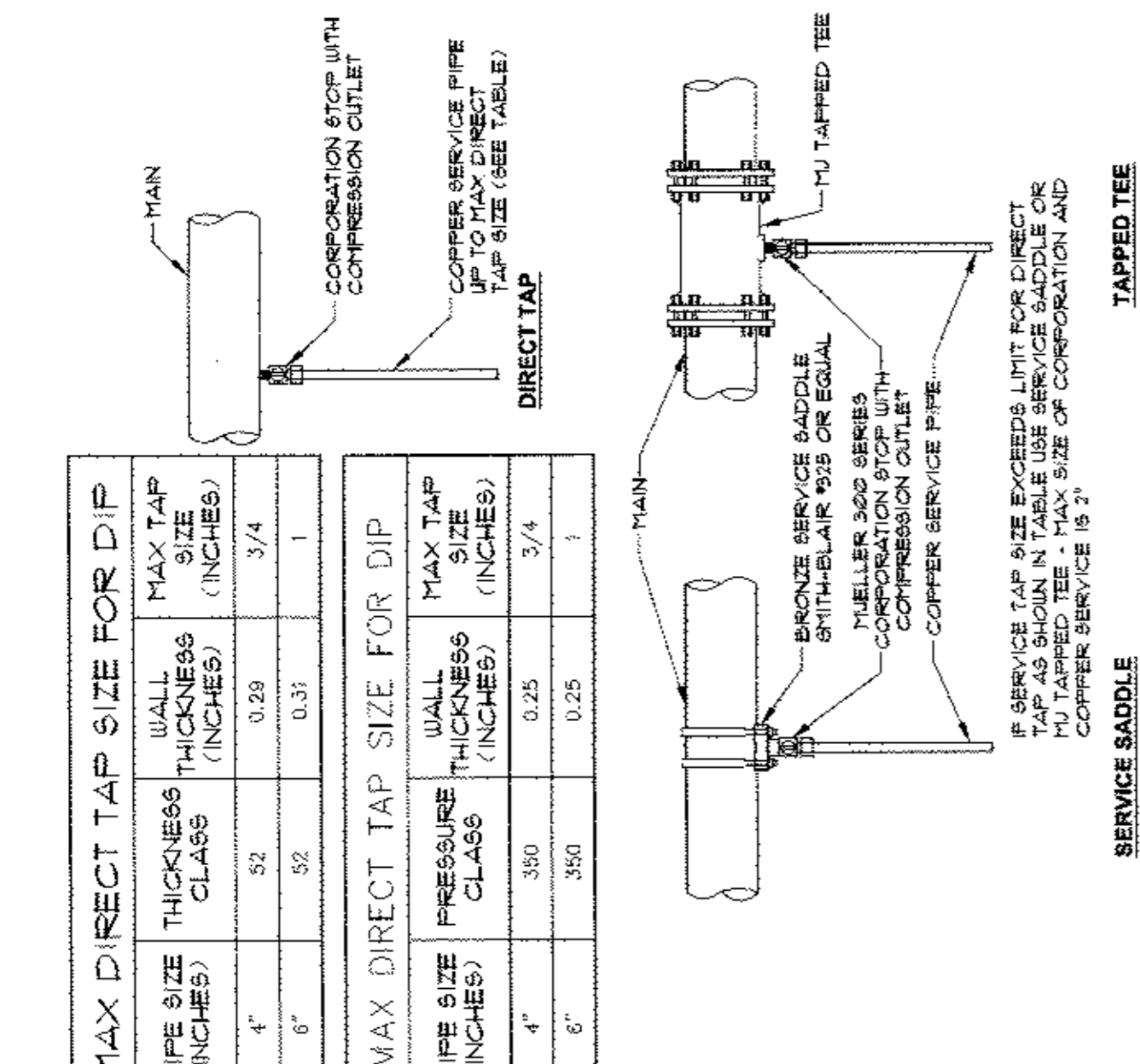


MINUTA ARCHITECTURE
554 TEMPLE HILL ROAD
NEW WINDSOR, NY 12553
P: 845.535.0505 F: 845.535.0502
info@minutaarch.com



- TOWN OF NEWBURGH
 WATER SERVICE LINE INSTALLATION PLANS
- CONSTRUCTION OF SANITARY WATER LINES AND CONNECTION TO THE TOWN OF NEWBURGH WATER SYSTEM REQUIRE A PERMIT FROM THE TOWN OF NEWBURGH WATER DEPARTMENT. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE NYCDC AND THE TOWN OF NEWBURGH.
 - ALL WATER SERVICE LINES SHALL BE 4" INCHES AND LARGER IN DIAMETER UNLESS OTHERWISE SPECIFIED. THE TOWN OF NEWBURGH PIPE LATEST REVISION TO ANSI/AWWA C900 DUCTILE IRON PIPE MECHANICAL JOINT SHALL BE EITHER PUSH-ON OR MECHANICAL JOINT AS REQUIRED.
 - THURST RESTRAINT OF THE PIPE SHALL BE THROUGH THE USE OF JOINT RESTRAINTS THROUGH THE USE OF MECHANICAL JOINT PIPE WITH NETWATER GLANDS. ALL FITTINGS AND VALVES SHALL ALSO BE INSTALLED WITH NETWATER GLANDS FOR JOINT RESTRAINT. THE USE OF A NON-FIELD MANUFACTURED RESTRAINTED JOINT PIPE IS ACCEPTABLE WITH PRIOR APPROVAL OF THE WATER DEPARTMENT.
 - ALL FITTINGS SHALL BE CAST IRON OR DUCTILE IRON UNLESS OTHERWISE SPECIFIED. ALL FITTINGS SHALL BE ANSI/AWWA C900 DUCTILE IRON COMPACT FITTINGS. ALL FITTINGS SHALL BE INSTALLED WITH NETWATER GLANDS. ALL FITTINGS SHALL BE INSTALLED WITH NETWATER GLANDS. ALL FITTINGS SHALL BE INSTALLED WITH NETWATER GLANDS.
 - ALL VALVES 4" TO 8" INCHES SHALL BE RESILIENT URGEE GATE VALVES. ALL VALVES 10" AND LARGER SHALL BE CAST IRON GATE VALVES. ALL VALVES SHALL BE INSTALLED WITH NETWATER GLANDS. ALL VALVES SHALL BE INSTALLED WITH NETWATER GLANDS.
 - TAPPING SLAVE SHALL BE MECHANICAL JOINT SUCH AS MUELLER H-83 OR EQUAL. TAPPING VALVES 4" TO 8" INCHES SHALL BE RESILIENT URGEE GATE VALVES. TAPPING VALVES 10" AND LARGER SHALL BE CAST IRON GATE VALVES. ALL TAPPING VALVES SHALL BE INSTALLED WITH NETWATER GLANDS. ALL TAPPING VALVES SHALL BE INSTALLED WITH NETWATER GLANDS.
 - ALL HYDRANTS SHALL BE CLOW-BODDY 4-24-40 CONFORMING TO ANSA/AWWA C900. LATEST REVISION. ALL HYDRANTS SHALL BE INSTALLED WITH NETWATER GLANDS. ALL HYDRANTS SHALL BE INSTALLED WITH NETWATER GLANDS.
 - ALL WATER SERVICE LINES 12" (2) INCHES IN DIAMETER AND LARGER SHALL BE MUELLER H-83 OR EQUAL. ALL WATER SERVICE LINES 12" (2) INCHES IN DIAMETER AND LARGER SHALL BE MUELLER H-83 OR EQUAL.
 - ALL PIPE INSTALLATION SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF NEWBURGH WATER DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL INSPECTIONS AS REQUIRED WITH THE TOWN OF NEWBURGH WATER DEPARTMENT.
 - THE WATER MAIN SHALL BE TESTED, DISINFECTED, AND FLUSHED PRIOR TO INSTALLATION. ALL TAPPING OPERATIONS SHALL BE COORDINATED WITH THE TOWN OF NEWBURGH WATER DEPARTMENT. ALL TAPPING OPERATIONS SHALL BE COORDINATED WITH THE TOWN OF NEWBURGH WATER DEPARTMENT.
 - THE FINAL LAYOUT OF THE PROPOSED WATER AND/OR SEWER CONNECTION INCLUDING ALL MATERIALS SIZE AND LOCATION OF SERVICE AND ALL APPURTENANCES IS SUBJECT TO THE REVIEW AND APPROVAL OF THE TOWN OF NEWBURGH WATER DEPARTMENT. ALL TAPPING OPERATIONS SHALL BE COORDINATED WITH THE TOWN OF NEWBURGH WATER DEPARTMENT.

- TOWN OF NEWBURGH
 SEWER SERVICE LINE INSTALLATION PLANS
- CONSTRUCTION OF SANITARY SEWER FACILITIES AND CONNECTION TO THE TOWN OF NEWBURGH SEWER SYSTEM REQUIRE A PERMIT FROM THE TOWN OF NEWBURGH SEWER DEPARTMENT. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE NYCDC AND THE TOWN OF NEWBURGH.
 - ALL SEWER PIPE INSTALLATION SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF NEWBURGH SEWER DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL INSPECTIONS AS REQUIRED WITH THE TOWN OF NEWBURGH SEWER DEPARTMENT.
 - ALL GRAVITY SANITARY SEWER SERVICE LINES SHALL BE 4" INCHES IN DIAMETER OR LARGER AND SHALL BE 400-35 PVC UNLESS OTHERWISE SPECIFIED. THE TOWN OF NEWBURGH PUSH-ON WITH ELASTIC RINGS GASKET CONFORMING ASTM D-3025 FITTINGS SHALL BE AS MANUFACTURED BY THE PIPE MANUFACTURER. ALL FITTINGS SHALL BE INSTALLED WITH NETWATER GLANDS. ALL FITTINGS SHALL BE INSTALLED WITH NETWATER GLANDS.
 - THE SEWER MAIN SHALL BE TESTED IN ACCORDANCE WITH TOWN OF NEWBURGH SEWER DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL INSPECTIONS AS REQUIRED WITH THE TOWN OF NEWBURGH SEWER DEPARTMENT.
 - THE FINAL LAYOUT OF THE PROPOSED WATER AND/OR SEWER CONNECTION INCLUDING ALL MATERIALS SIZE AND LOCATION OF SERVICE AND ALL APPURTENANCES IS SUBJECT TO THE REVIEW AND APPROVAL OF THE TOWN OF NEWBURGH SEWER DEPARTMENT. ALL TAPPING OPERATIONS SHALL BE COORDINATED WITH THE TOWN OF NEWBURGH SEWER DEPARTMENT.



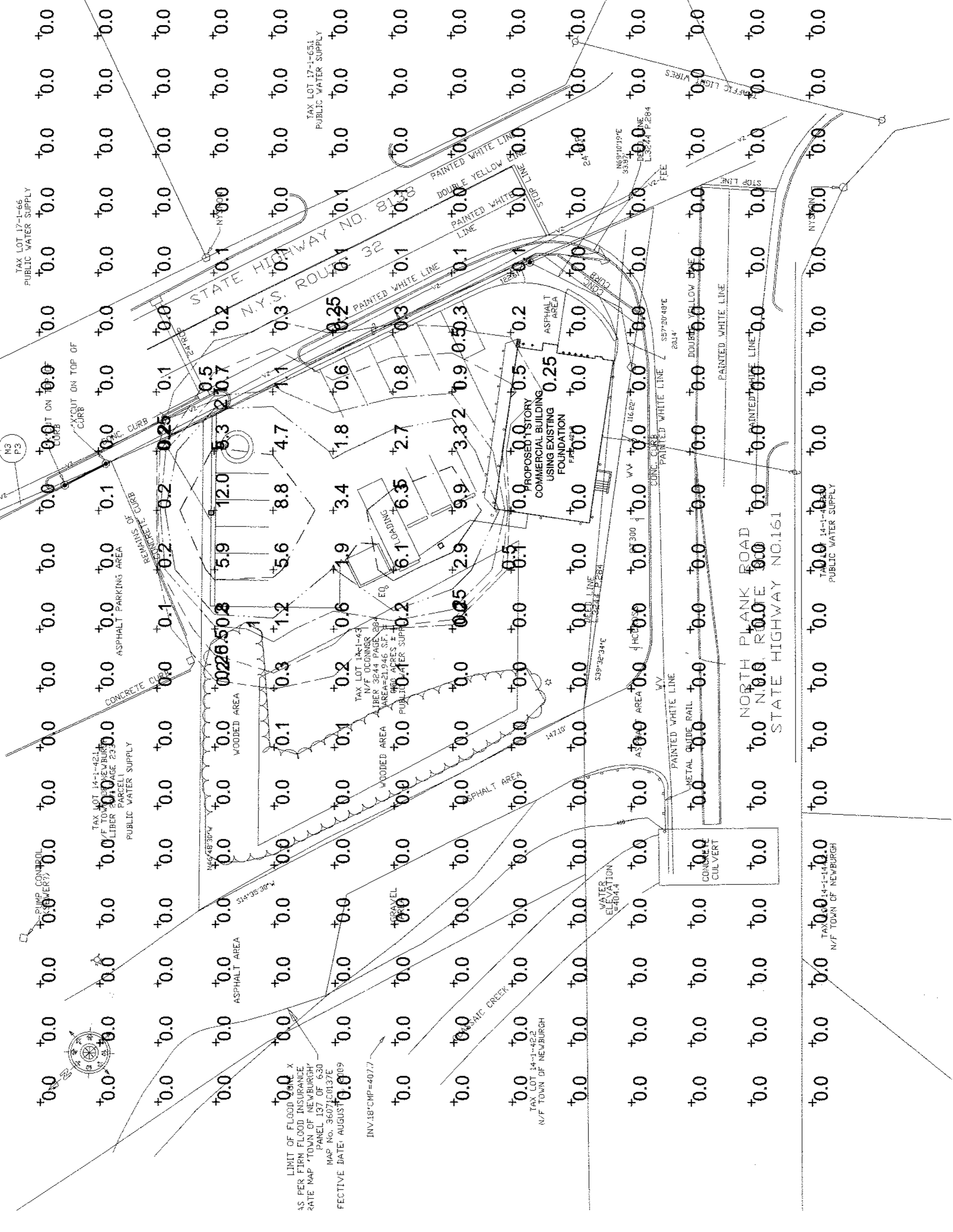
THE OWNER HAS REVIEWED AND IS IN CONCURRENCE WITH THE PLAT:
 SIGNATURE: *J.L.C.*
 DATE: 4-24-15

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Luminaire Schedule	Symbol	Qty	Label	Height	Arrangement	Total Lamp Lumens	LIF	Description
	F1	2	S4H	16' +/-	SINGLE	37000	0.800	SL350-FMH-D9-4-F-MP-LAMP-RSS

Calculation Summary	Label	Calc/Type	Units	Avg	Max	Min	Avg/Min	Max/Min
LOT Planar		ILLUMINANCE	FC	0.2	7.6	0.0	N/A	N/A

All lighting fixtures are to be provided as specified through an established National Account Program with Villa Lighting Supply. Please contact Melanie Hurley, (National Accounts Dept.) 800-325-0963 (x462), Fax-314-531-8720. Pricing has been pre-negotiated and product is available to ship as needed at Villa Lighting Supply's Distribution Center in St. Louis, Mo.

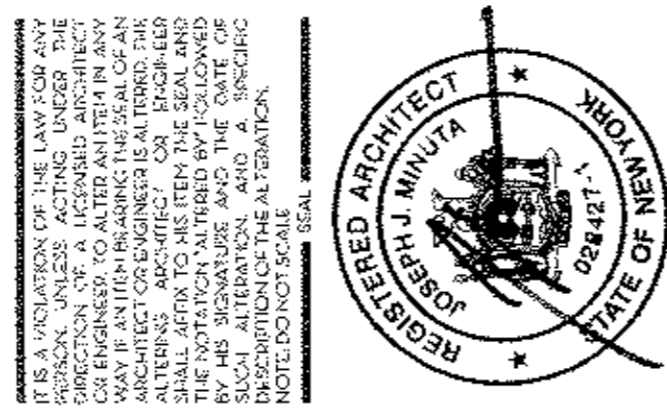


1
 L-1
 Proposed Site Lighting Plan
 Scale: 1" = 20'-0"

NOTE: INFORMATION ON THIS PLAN HAS BEEN TAKEN FROM A PROPERTY SURVEY PREPARED BY DARREN J. STRIDIRON, P.L.S., NYS LIC. # 050481 FOR MR. NAFASH DATED: DECEMBER 11, 2015

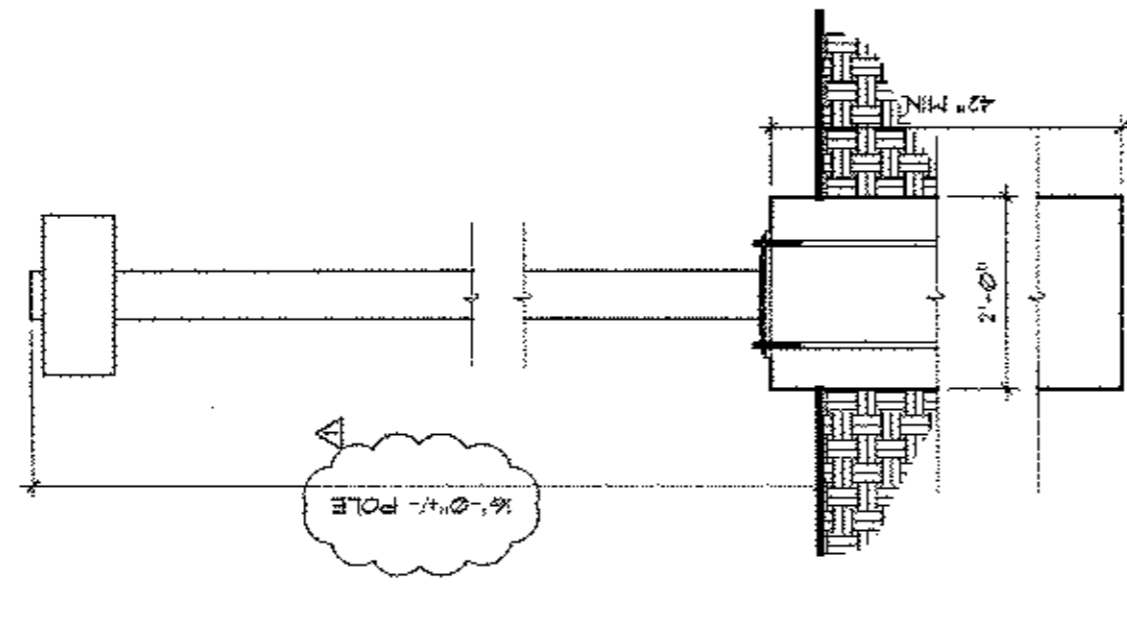
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THE OWNER HAS REVIEWED AND IS IN CONCURRENCE WITH THE PLAN:
 SIGNATURE: *[Signature]*
 DATE: 4-24-15
 PLANNING BOARD APPROVAL
 SECT: 14; BLK: 1; LOT: 43
 8 of 11



LZL Equities / Dunkin Donuts (Town of Newburgh Project # 2014-02)
 For Planning Board Review - Not For Construction
 Date: 09/03/14
 Designer: J.L. LC
 Project: 14-03033

2
 L-1
 Typical Site Lighting & Post Detail
 Scale: 1/2" = 1'-0"



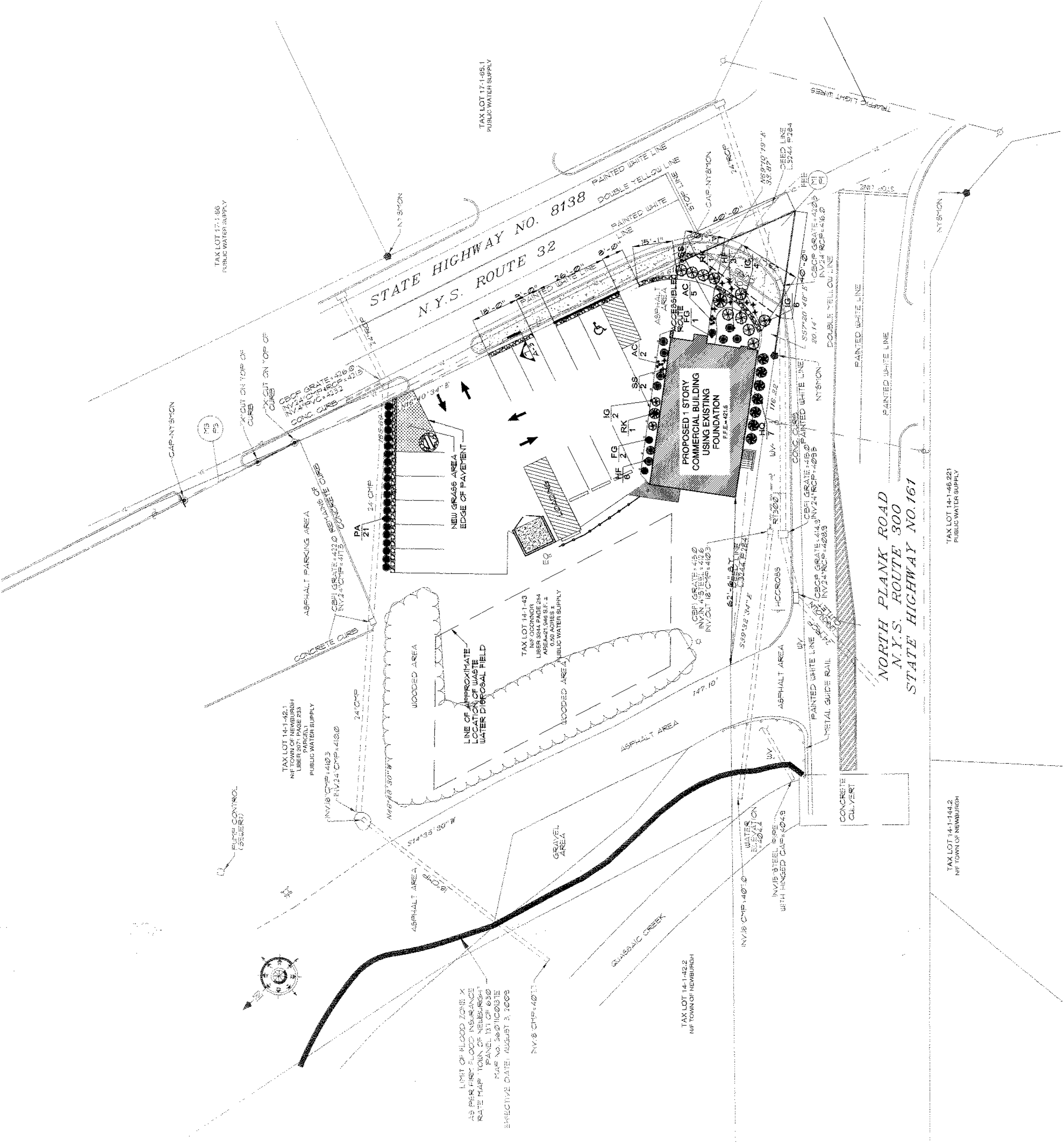
PHOTOMETRIC CONTOUR LEGEND

5.0 FC	-----
2.0 FC	-----
1.0 FC	-----
0.5 FC	-----
0.25 FC	-----
0.1 FC	-----

- SITE LIGHTING CRITERIA**
- FIXTURES SHALL BE EITHER 350W PULSE START METAL HALIDE (FULL CUT-OFF FIXTURES WITH SEGMENTED OPTICS AND VERTICAL BURN LAMPS), ENTIRE OPTICAL TRAIN IS FIELD ROTATE ABLE IN 90 DEG. INCREMENTS WITHOUT THE USE OF TOOLS OR 400W METAL HALIDE ALUMINUM HOUSING WITH ONE PIECE TEMPERED GLASS LENS - (2) CAPTIVE THUMB SCREWS THAT DISENGAGE THE LENS ASSEMBLY FROM HOUSING WITHOUT THE USE OF TOOLS. LENS WILL BE FLAT 5/16" CLEAR TEMPERED GLASS.
 - POLES ARE TO SQUARE STEEL, FINISHED IN A DARK BRONZE COLOR AND TO BE MOUNTED AT 20' OR 25' IN HEIGHT. THE POLE SHALL BE FURNISHED WITH (4) GALVANIZED ANCHOR BOLTS, NUTS & WASHERS, METAL TEMPLATE, HAND HOLE AND BASE COVER. VERIFY DIMENSIONS CONFORM TO ALL LOCAL CODE REQUIREMENTS AND RESTRICTIONS BEFORE PLACING ORDER.
 - UTILIZING POLE AND BUILDING LIGHTING, OVERALL MINIMUM SITE LIGHTING SHOULD BE 3.5 FOOT CANSLES, CIRCULATION AREAS, SIDEWALKS, DRIVEWAYS, DRIVEWAYS AND ESCAPEWAYS SHOULD BE HIGHLIGHTED. SHARP CUT-OFFS (IDEALLY 1/2 F.C.) AT THE PROPERTY LINES NEED TO BE MAINTAINED.
 - WALL PACKS SHALL BE 175W MH FULL CUT-OFF WITH SEGMENTED OPTICS; SOLID FRONT AND MEDIUM THROW LIGHT DISTRIBUTION. THESE SHOULD BE MOUNTED ON THE BUILDING @ 12'-15' ABOVE GRADE.

LANDSCAPING LEGEND

SYM	KEY	IMAGE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	NOTES
HR	HR		HYDRANGEA QUERCIFOLIA	HYDRANGEA SNOW GLOBE	AS SHOWN	5 GAL.	36" x 36" APART	
RK	RK		RUGOSA ROSE x KOSTERANUM	AZALEAS COLLIS HYBRID. ROSE	AS SHOWN	3 GAL.	AS SHOWN APART	
IG	IG		ILEX GLABRA	INHERENT	AS SHOWN	5 GAL.	36" x 48" APART	
RA	RA		RIBES ALPINUM	DUARF ALPINE CURRANT, GREEN MOUND	AS SHOWN	2 GAL.	36" x 48" APART	
HE	HE		HOSTA FRANGEE	HOSTA FRANGEE	AS SHOWN	2 GAL.	AS SHOWN APART	
FA	FA		FENISSETUM ALOPECUROIDES	FOUNTAIN GRASS	AS SHOWN	2 GAL.	AS SHOWN APART	
FG	FG		FOOTHERGILLA GARDENII	DUARF WITCH ALDER	AS SHOWN	3 GAL.	36" x 48" APART	
MP	MP		MYRICA PENNSYLVANIA	NORTHERN BATEBERRY	30" HGT. AND WIDTH	AS SHOWN	48" MAX	GRASS TO BE CUT BACK YEARLY IN SPRING
SB	SB		SEDUM SPERMATOPHYLLIFOLIUM	LITTLE BLUESTEM GRASS	AS SHOWN	1 GAL.	AS SHOWN APART	
AC	AC		AQUILEGIA CANADENSIS	WILD CAMELION CORBELL	AS SHOWN	FLUGS	AS SHOWN APART	

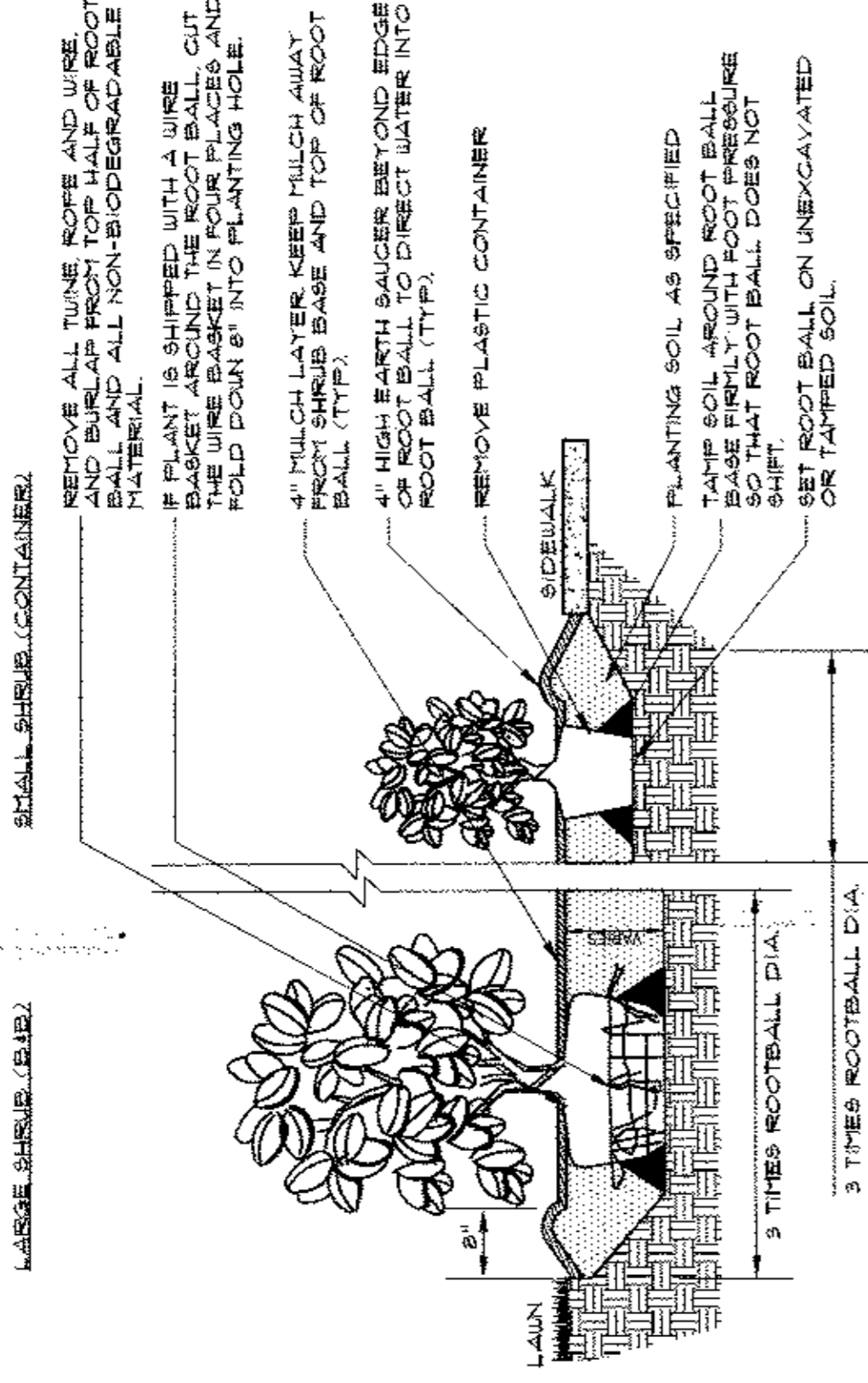


NOTE: INFORMATION ON THIS PLAN HAS BEEN TAKEN FROM A PROPERTY SURVEY PREPARED BY DARREN J. STEDIRON, P.L.S. NYS LIC. # 090481 FOR MR. NAFASH DATED: DECEMBER 11, 2015

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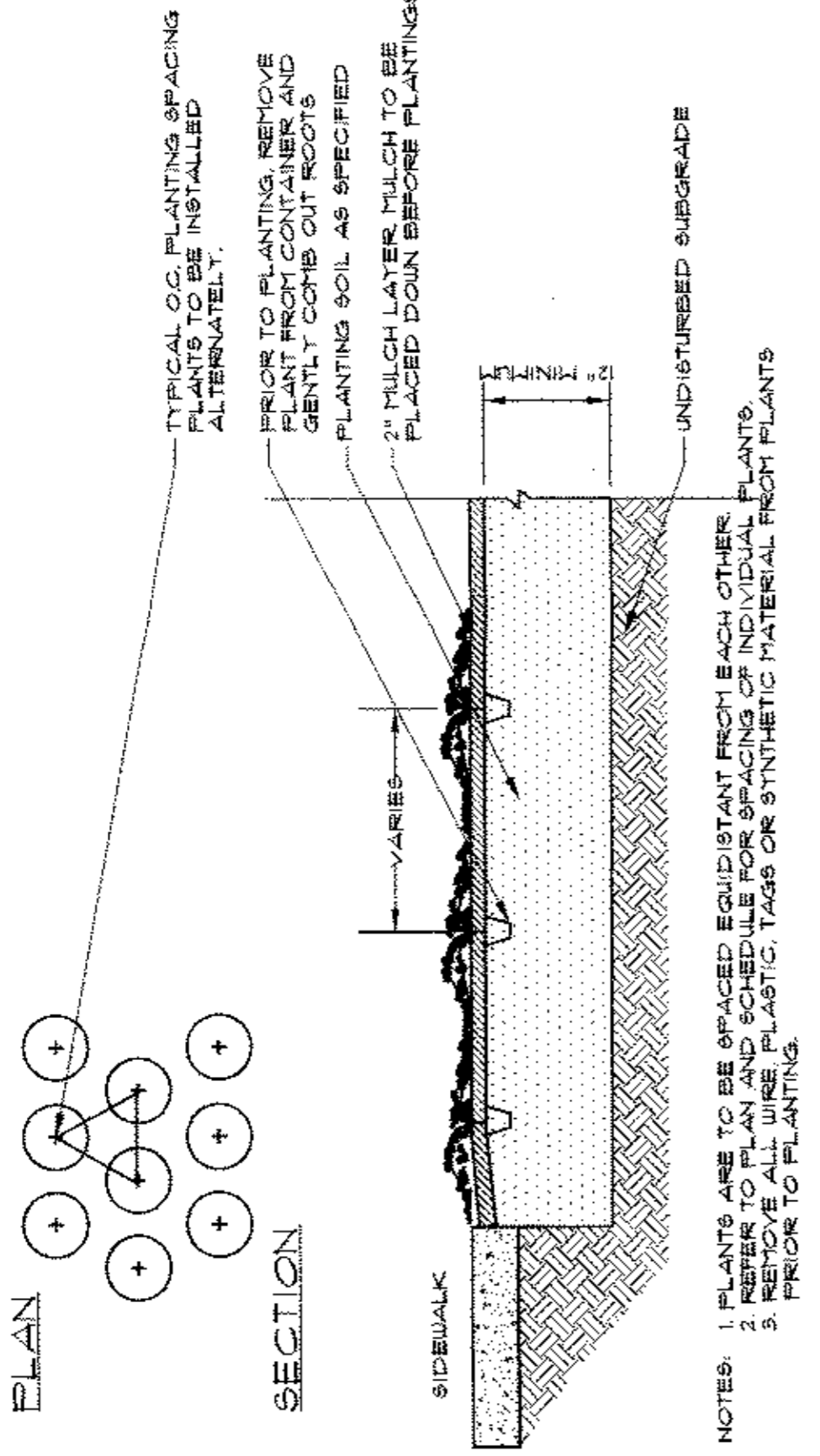
THE OWNER HAS REVIEWED AND IS IN CONCURRENCE WITH THE PLAN.
 SIGNATURE: *[Signature]*
 DATE: 4-24-15

Proposed Landscape Plan
 Scale: 1" = 20'-0"
LS-1



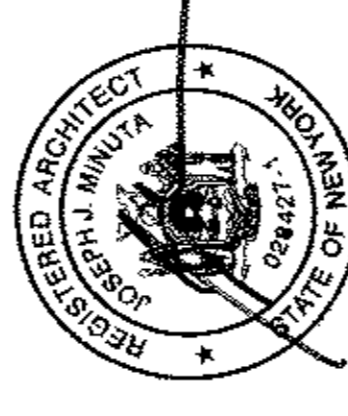
NOTES: 1. ALL SHRUBS TO BE SET PLUMB.
 2. REFER TO LANDSCAPE PLAN FOR SPACING OF INDIVIDUAL PLANTS.
 3. REMOVE ALL WIRE, PLASTIC, TAGS OR SYNTHETIC MATERIAL FROM PLANTS PRIOR TO PLANTING.

3 Typical Shrub Planting Detail
 Scale: N.T.S.



NOTES: 1. PLANTS ARE TO BE SPACED EQUIDISTANT FROM EACH OTHER.
 2. REFER TO LANDSCAPE PLAN FOR SPACING OF INDIVIDUAL PLANTS.
 3. REMOVE ALL WIRE, PLASTIC, TAGS OR SYNTHETIC MATERIAL FROM PLANTS PRIOR TO PLANTING.

5 Typical Ground Cover Planting Detail
 Scale: N.T.S.



IF A VIOLATION OF THE LAW OR ANY OTHER PROVISIONS OF THE PROFESSIONAL REGULATION OF A LICENSED ARCHITECT HAS BEEN FOUND TO HAVE OCCURRED, THE ARCHITECT'S LICENSE SHALL BE SUSPENDED OR REVOKED. THE ARCHITECT'S OBLIGATIONS TO THE PUBLIC SHALL NOT BE LIMITED BY THE ARCHITECT'S STATUS AS AN ARCHITECT OR AS A MEMBER OF A PROFESSIONAL SOCIETY. THE ARCHITECT'S OBLIGATIONS TO THE PUBLIC SHALL NOT BE LIMITED BY THE ARCHITECT'S STATUS AS AN ARCHITECT OR AS A MEMBER OF A PROFESSIONAL SOCIETY. THE ARCHITECT'S OBLIGATIONS TO THE PUBLIC SHALL NOT BE LIMITED BY THE ARCHITECT'S STATUS AS AN ARCHITECT OR AS A MEMBER OF A PROFESSIONAL SOCIETY.

L2L Equities / Dunkin Donuts (Town of Newburgh Project # 2014-02)
 For Planning Board Review - Not For Construction

Michael Nafise
 S.E.L. 24-15
 503 Route 27
 Newburgh, New York 12550

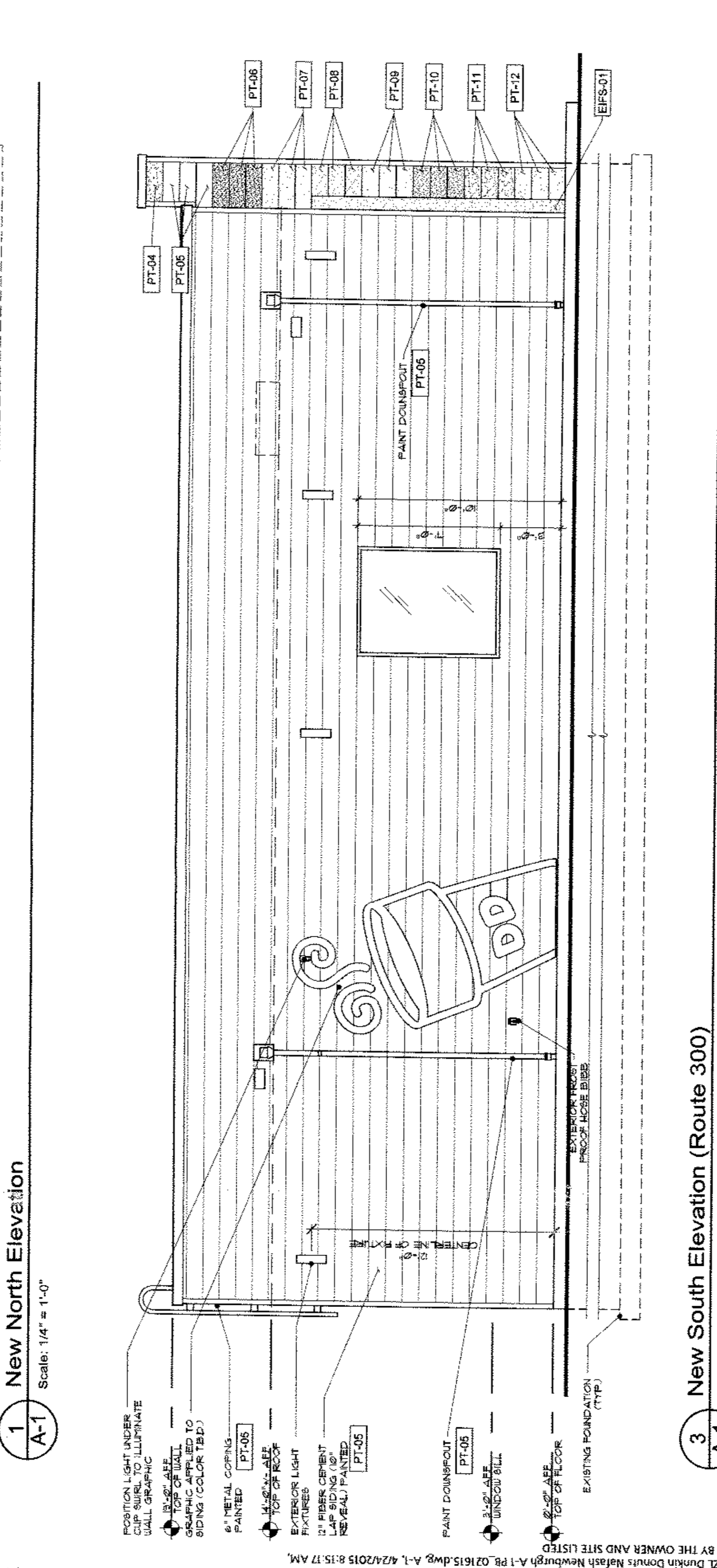
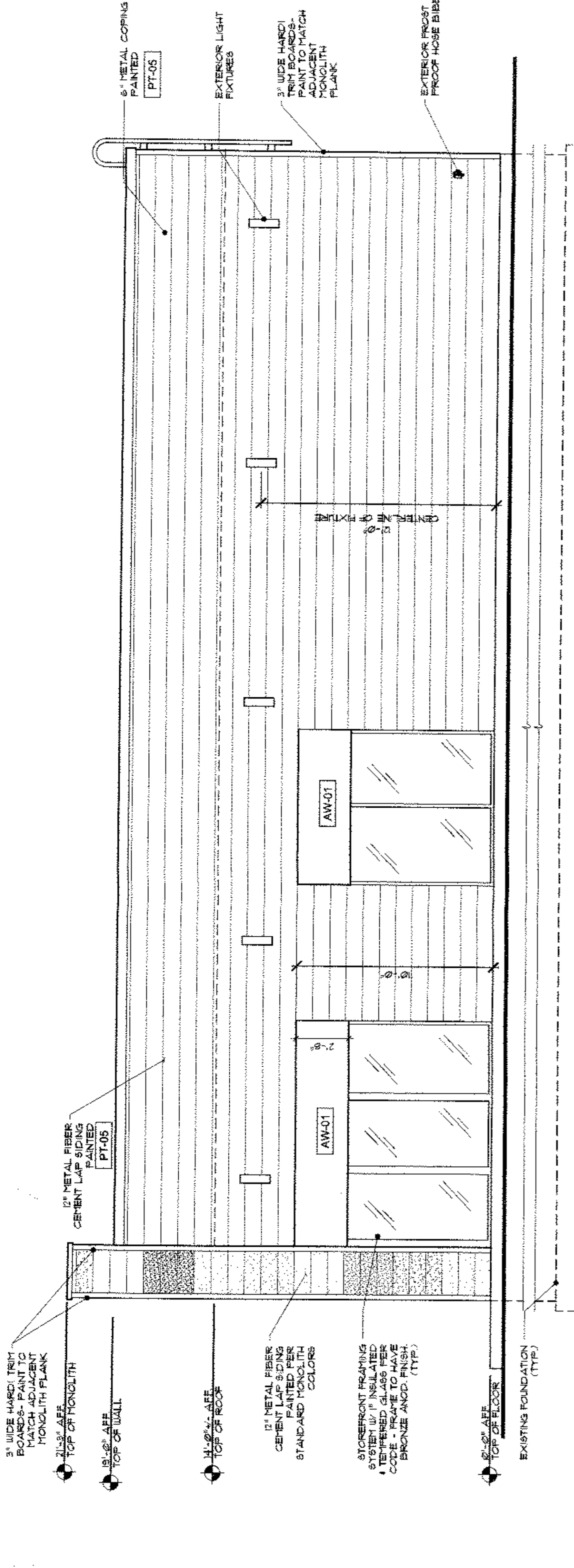
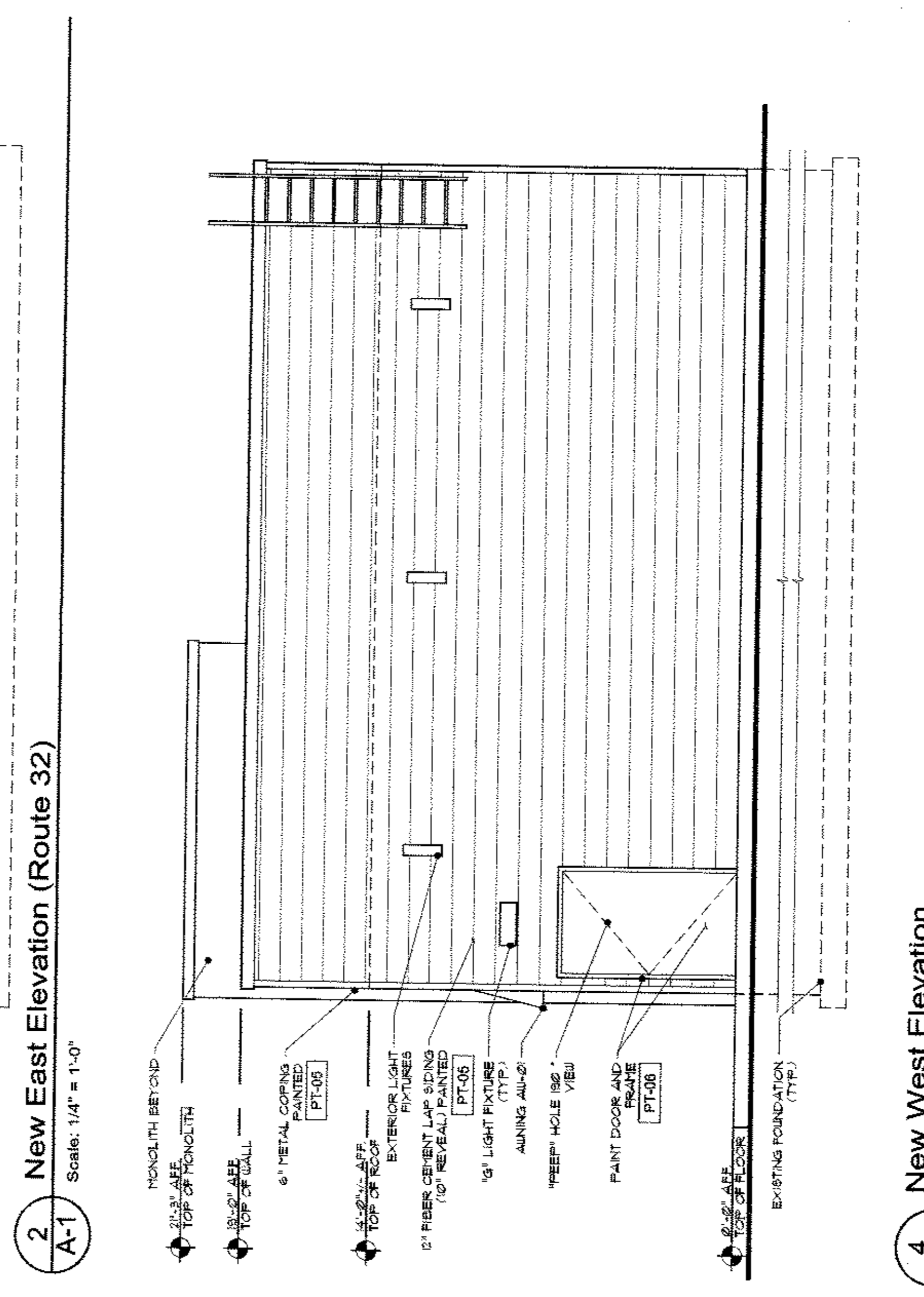
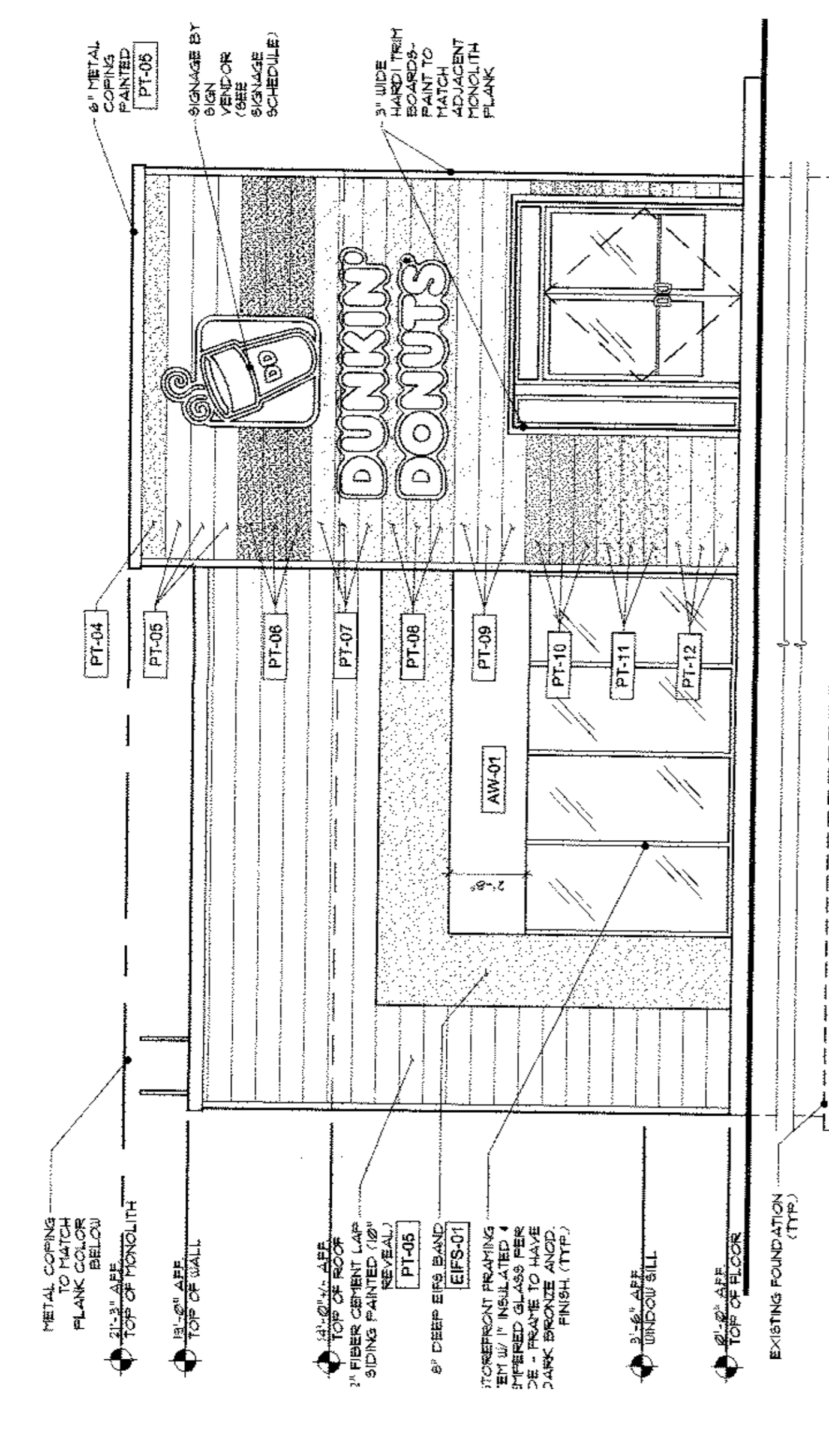
Date: 09/03/14
 Revision: 04/2015

THE OWNER HAS REVIEWED AND IS IN CONCURRENCE WITH THE PLAT:

SIGNATURE: *[Signature]*
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PLANNING BOARD APPROVAL
 SECT: 14; BLK: 1; LOT: 43



EXTERIOR FINISH MATERIAL SCHEDULE:

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION	REMARKS
AW-01	AWNING	ARLON	DD FRESH BREW AWNING	BROWN AWNING WITH FRESH BREW MESSAGING	STANDARD AWNING FOR COMBO DESIGNS
AW-02	AWNING	ARLON	DD FRESH BREW AWNING	ORANGE AWNING WITH FRESH BREW MESSAGING	ALTERNATE AWNING FOR R DESIGNS WHERE ORANGE BAND IS NOT ALLOWED OR PRACTICAL TO OVERALL DESIGN
BC-1	BOLLARD COVERS	IDEAL SHIELD	BC-CC-4-52-S	4" X 52" H ORANGE BOLLARD SLEEVE	ORANGE BAND MATERIAL
EFS-01	EFS	DRYVIT SYSTEMS, INC	DUDD-10-1020CP	MATCH DD ORANGE PMS 165C	*ALTERNATE MATERIAL TO HARDIPLANK BOARDS ON MONOLITH
EFS-02	EFS	DRYVIT SYSTEMS, INC	DUDD-10-1020CP	PAINT COLORS TO MATCH MONOLITH SCHEME	*ALTERNATE BUILDING MATERIAL TO HARDIPLANK FIELD SIDING (NON-MONOLITH)
EFS-03	EFS	DRYVIT SYSTEMS, INC	DUDD-10-1020CP	MATCH SHERWIN WILLIAMS 7538 "BITTERSWEET STEM"	*ALTERNATE BUILDING MATERIAL TO HARDIPLANK FIELD SIDING (NON-MONOLITH)
PT-01	PAINT	SHERWIN WILLIAMS	6972	"INVITING IVORY"	GLOSS (EXTERIOR)
PT-02	PAINT	SHERWIN WILLIAMS	6884	"OBSTINATE ORANGE"	GLOSS (EXTERIOR)
PT-03	PAINT	SHERWIN WILLIAMS	6140	"MODERATE WHITE"	SATIN
PT-04	PAINT	SHERWIN WILLIAMS	7517	"CHINA DOLL"	SATIN
PT-05	PAINT	SHERWIN WILLIAMS	7536	"BITTERSWEET STEM"	SATIN
PT-06	PAINT	SHERWIN WILLIAMS	6100	"PRACTICAL BERG"	SATIN
PT-07	PAINT	SHERWIN WILLIAMS	7714	"OAK BARREL"	SATIN
PT-08	PAINT	SHERWIN WILLIAMS	6096	"JUTE BROWN"	SATIN
PT-09	PAINT	SHERWIN WILLIAMS	6997	"STURDY BROWN"	SATIN
PT-10	PAINT	SHERWIN WILLIAMS	6990	"JAVA"	SATIN
PT-11	PAINT	SHERWIN WILLIAMS	6069	"FRENCH ROAST"	SATIN
PT-12	PAINT	SHERWIN WILLIAMS	6006	"BLACK BEAN"	SATIN

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