

September 14, 2012

Mr. John Ewasutyn  
Planning Board Chairman  
Town of Newburgh  
308 Gardnertown Road  
Newburgh, NY 12550

**RE: Traffic Review for Parke Lane at Newburgh, Stewart Avenue, Town of Newburgh, NY; Town Project No. 2012-13, CM Project No. 112-164.**

Dear Mr. Ewasutyn:

Creighton Manning Engineering, LLP (CM) is in receipt of the site plan, last revised August 30, 2012 from John Meyer Consulting, and the comment response letter dated August 24, 2012. The following summarizes our comments on the plan:

#### Site Plan

1. There are numerous benefits to providing multi-modal access (vehicle, pedestrian, bicycle) between adjoining neighborhoods. However, it is acknowledged that access is not proposed to Benson Avenue or Wood Street giving neighbor's stated concerns for traffic and pedestrians traveling through the neighborhood.
2. It is stated that the applicant intends to seek a driveway separation waiver for the distance between the site driveway and Stewart Avenue Extension. A similar waiver will also be needed from Ridgeview Drive, which is approximately 90 feet east of the project driveway.
3. Although driveway separation waivers may be granted by the Town for the proposed plan, it is suggested that the merits of aligning the site driveway opposite Stewart Avenue, as included in the sketch attached to CM's August 10th letter, be discussed. Further, the Town Supervisor has asked about the merits of providing roundabout intersection control at the Stewart Ave/Stewart Ave Extension/Site Driveway intersection.
4. Intersection alignment, whether stop sign or roundabout control is provided, follows accepted access management principals by reducing the number of access points along a roadway, especially when in close proximity to other intersections. Given that the site driveway is a new intersection, it is reasonable to require the driveway to be aligned in a reasonably beneficial location.
5. Roundabouts vary in size but given the right-of-way constraints at this intersection, a single lane, 100-foot or smaller diameter roundabout may fit within the existing Town right-of-way. (See attached sketch.) This traffic control has the benefit of providing a traffic calming effect by allowing vehicles access to the site without blocking through traffic as left

ENGINEERS  
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SURVEYORS

turn vehicles do at "T" type intersections. Further, more efficient traffic flows are provided compared to an all-way stop. It addresses traffic safety concerns regarding sight distance and access management, while providing an aesthetic feature at the entrance of the site. A dis-benefit would include costs, but this may be offset or minimized by removing the circle proposed midway on the driveway and work already shown on the site plan to be needed at the intersection.

If you have any questions regarding these comments or recommendations, please feel free to contact our office.

Respectfully submitted,  
**Creighton Manning Engineering, LLP**



Kenneth Wersted, P.E.  
Project Manager

Cc: Wayne Booth - Supervisor  
Bryant Cocks – Planning Consultant  
Michael Donnelly – PB Attorney  
Jim Osborne – Town Engineer  
Jerry Canfield – Fire Inspector  
Pat Hines – MHE  
Karen Arent – KALA  
Siby Zachariah - NYSDOT

CRUSHED PARKING

N39°

60' SIDE YARD SETBACK

LANDS N/F  
GHA REALTY  
PARTNERS, LLC L  
12508 P. 129  
TAX MAP 97-1-3.2

MEET EXISTING EDGE  
OF PAVEMENT  
PROPOSED CURB  
ENDING

REALIGN STEWART AVENUE  
CURB LINE

ROAD A  
(PRIVATE)

FENCE

GRAVEL DRIVE

LANDS  
NEWBURY  
COMMUN  
INC. L.  
TAX 1

53'07"35" W  
(53'07"35" W DEED)  
144.00'

STEWART AVENUE  
EXTENSION

REMOVE EXISTING CURB TO PROVIDE

RIDGEVIEW DR.

LANDS N/F  
CRAIG PATTENGELL &  
ELIZABETH PATTENGELL  
L 11590 P. 85  
TAX MAP 98-1-10

2 ←

1" = 50'

9/14/12

