

**PARTNERS**  
John M. Tozzi, P.E.  
Edward V. Woods, P.E.  
Donald G. Sovey, P.L.S.



August 10, 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 application dated July 30, 2012 from DLHKG&R Attorneys at Law, the traffic study dated July 27, 2012 from John Meyer Consulting, and the site plan dated July 12, 2012, prepared by John Meyer Consulting. The following summarizes our comments on the plan:

ENGINEERS  
PLANNERS  
SURVEYORS

Site Plan

1. Has any consideration been giving to providing a sidewalk internal to the site and along the site driveway?
2. Has an emergency access only connection to Benson Avenue or Wood Street been discussed?
3. Has a pedestrian only connection from the site to Benson Avenue or Wood Street been considered? This route would provide residents walking access (0.7 miles) to the Target shopping center without having to walk along any commuter roads.
4. The centerline distance between the site driveway and Stewart Avenue Ext. is approximately 120 feet. As Bryant Cocks points out, the driveway will either need to move to meet the 150-foot separation, or have a waiver granted.
5. The sight distance looking right from the site driveway is 220 feet, and limited by the Pattengell's fence, located as much as 25 feet in the town ROW. Sight distance would be reduced if the site driveway were moved east to meet the 150-foot separation requirement. Moving the driveway west improves sight distance, but reduces the separation between intersections. As proposed, the sight distance meets the criteria for a 22 mph design speed, while stopping sight distance is equal to 27 mph. Alternatively, the site driveway could be aligned opposite Stewart Avenue, as shown on Attachment A or the fence moved back onto the owner's property.

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#### Traffic Study

6. Table 1 (Site Generated Trips) should read 69 trips entering, 37 trips exiting, and 106 trips total for the PM peak hour.
7. The Synchro level of service reports in Appendix C appear to be based on Synchro's percentile delay methodology and not the Highway Capacity Manual. Please provide HCM reports (these can be printed from Synchro) and update the level of service tables.
8. Based on the tables in the traffic study, it is noted that the unsignalized intersections along Stewart Avenue will operate well at level of service A/B during the peak hours, indicating that there is no capacity issues. The intersection of Route 300 and Stewart Avenue will operate adequately (LOS A-C) during the AM peak hour, but will experience long delays during the PM peak hour, specifically on the westbound Stewart Avenue approach and the southbound Route 300 left turn lane. Signal timing modifications, requiring NYSDOT approval, would reduce the green time assigned to Route 300 to increase the Stewart Avenue and southbound left turn timings. This would result in an operating condition with slightly worse delays to the Route 300 through movements, but considerably shorter delays to Stewart Avenue.
9. Another possible improvement for the Route 300/Stewart Avenue intersection would be the addition of a westbound right turn overlap phase. Currently, when the Route 300 southbound left turn phase turns on, drivers on the Stewart Avenue westbound right turn lane must still stop for the red light. By providing a westbound right turn arrow to overlap with the southbound left turn phase, intersection efficiency is improved and delays reduced.

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: 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

