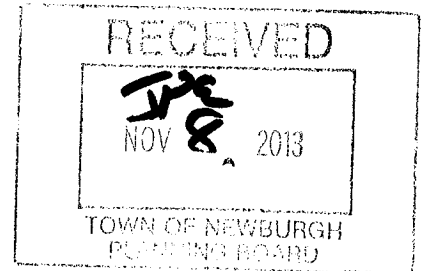




- Site Planning
- Civil Engineering
- Landscape Architecture
- Land Surveying
- Transportation Engineering
- Environmental Studies
- Permitting
- Construction Services

November 7, 2013

Chairman John P. Ewasutyn and Members of the Planning Board
Town of Newburgh
Town Hall
308 Gardnertown Road
Newburgh, NY 12550



RE: JMC Project 13021
Route 17K VW Dealership
Route 17K
Town of Newburgh, NY

Conceptual Approval

Dear Chairman Ewasutyn and Members of the Planning Board:

We are pleased to submit the following drawings and documents for the continuation of review of the Volkswagen of Newburgh project located on Route 17K:

1. John Meyer Consulting, PC Drawings (16 sets):

<u>Dwg. No.</u>	<u>Title</u>	<u>Rev. #/Date</u>
SP-1	"Cover Sheet"	11/07/2013
SP-2	"Existing Conditions/Demolition Plan"	11/07/2013
SP-3	"Layout Plan"	1 11/07/2013
SP-4	"Grading Plan"	11/07/2013
SP-5	"Utilities Plan"	11/07/2013
SP-6	"Sediment & Erosion Control Plan"	11/07/2013
SP-7	"Landscaping Plan"	11/07/2013
SP-8	"Lighting Plan"	11/07/2013
SP-9	"Construction Details"	11/07/2013
SP-10	"Construction Details"	11/07/2013
SP-11	"Construction Details"	11/07/2013
SP-12	"Construction Details"	11/07/2013

SP-13	"Construction Details"	11/07/2013
SP-14	"Construction Details"	11/07/2013
SP-15	"Construction Details"	11/07/2013
SP-16	"Construction Details"	11/07/2013
SP-17	"Truck Turning Analysis Plan"	11/07/2013
CHP-1	"Conceptual Highway Improvement Plan"	11/07/2013

2. Stormwater Pollution Prevention Plan (SWPPP) Report, dated 11/7/2013 (2 copies).

3. Traffic Supplement Information (16 copies).

4. Property Survey.

The above noted drawings have been prepared with consideration to the BC Planning, LLC memorandum dated August 12, 2013, Creighton Manning letter of August 9, 2013 and McGoey, Hauser & Edsall Consulting Engineers, PC memorandum of August 13, 2013. The following are responses to the individual comment correspondence as follows:

BC Planning, LLC Memorandum of August 12, 2013:

Comment No. 1

The applicant is proposing to construct a 23,340 square foot Volkswagen dealership, with 237 total parking spaces for inventory, customer and employee parking. The entrance to the site will be located at the light for the entrance to the National Guard area of Stewart Airport.

Response No. 1

So noted.

Comment No. 2

The site abuts a private residential roadway, Mulbury Lane. This makes this lot a corner lot (Section 185-17). The applicant will need to show a 60 foot front yard setback instead of the 40 foot side yard setback currently shown. If the building cannot be moved a side yard setback variance would be required.

Response No. 2

The applicant has received a variance from the Zoning Board of Appeals to provide a 40 foot front yard setback along the side of the property fronting Mulbury Lane.

Comment No. 3

The applicant has indicated they will show a 35 foot landscaped area in front of the few display cars in the front yard. The landscaped area is required by Section 185-15, as indicated on the site plan. When the plans are fully designed the type of vegetation and any required grading will determine the visibility of the display cars from Route 17K.

Response No. 3

A Landscape Plan has been provided as part of this submission, which illustrates the proposed landscaping along property frontage. As requested by the Board, landscaping has been provided along with a stonewall along the frontage of the property.

Comment No. 4

I'm unclear on whether the interior design of the building is supposed to match the site at this time. It looks as though the front service entrance is showing the exit through what looks to be a waiting area, and the interior car movement is shown to go through a wall and over a curb. The rear service area exit does not look to have an entrance at this time. The car wash entrance also utilizes the service area exit area, this could be confusing to some customers and will have to be clearly signed to avoid accidents.

Response No. 4

The Site Plan has been coordinated with the architectural drawings.

Comment No. 5

The parking calculation table should show how the applicant came up with the 237 spaces.

Response No. 5

The Parking calculation has been broken down on the Cover Sheet, Note No. 7. The amount of customer, service, employee and new car inventory parking spaces have been noted.

Comment No. 6

Is the future car inventory lot part of a phasing plan? What would trigger the need for this lot to be constructed? It is currently shown to be curbed off, would it be landscaped until construction? How would drainage of this area be handled into the existing system?

Response No. 6

The future car inventory parking lot would be constructed on an as needed basis. This will be largely dependent on the required new car inventory needed in order to keep up with demand. The future car inventory area is proposed to be landscaped, as noted on the Landscape Plan until such time the parking area is constructed. The SWPPP report considers the area paved. Accordingly, modification of the stormwater basin/treatment system, when and if the parking lot is constructed, will not be required.

Comment No. 7

The front six inventory spaces have a retaining wall screening them from Route 17K. Is this retaining wall necessary for construction of the lot or for aesthetic purposes? Parking in the front yard should be screened with either landscaping or a wall of some sort to meet the intent of the Design Guidelines.

Response No. 7

The retaining wall/grading design of the project is illustrated on Drawing SP-4 "Grading Plan". A retaining wall along the property line adjacent to Mulbury Lane is required in order to meet existing grades. A dry stonewall is proposed to be constructed along the front property perimeter and landscaping as noted on Drawing SP-7 "Landscape Plan".

Comment No. 8

The area that holds the four display cars directly in front of the building is a little confusing. A flagpole and retaining wall are shown in this area, are the top two cars elevated with the flagpole in the middle? The retaining wall arrow might be misplaced.

Response No. 8

The design drawings have been clarified. The noted flagpole and retaining wall in the comment were existing conditions which would be demolished.

Comment No. 9

A stamped and sealed survey sheet must be submitted with the fully designed drawings. The wetland delineation plan must also be submitted as part of the package.

Response No. 9

We have enclosed a signed and sealed survey as requested as part of this submission. The wetland delineation report was previously submitted.

Comment No. 10

The applicant will need to send the required adjoining notice to the property owners within 500 feet. I will request the mailing list from the Assessor's office and draft the notice.

Response No. 10

So noted.

Comment No. 11

The Planning Board will need to declare their intent for designation of lead agency. The applicant can discuss if they would like to send the plans out in their conceptual form or wait until they are fully engineered to avoid sending it twice.

Response No. 11

So noted.

Creighton Manning Letter of August 9, 2013:

Comment No. 1

Two entrance lanes from Route 17K is not necessary for traffic capacity. Is it for truck turning movements?

Response No. 1

The access drive has been reduced to two lanes as recommend.

Comment No. 2

Show the truck circulation route for inventory deliveries.

Response No. 2

Truck turning analysis has been included in the submission as noted on Drawing TA-1 "Truck Turning Analysis Plan".

Comment No. 3

The traffic study follows recommended practices for the analysis of traffic impacts.

Response No. 3

So noted.

Comment No. 4

We concur with the estimated trip generation of the project at 64 trips during the weekday PM peak hour and 85 trips during the Saturday mid-day peak hour.

Response No. 4

So noted.

Comment No. 5

The level of service reports in Appendix C appear to be based on Synchro's Percentile Delay methodology rather than NYSDOT's policy of using the Highway Capacity Methodology. Please confirm the results reported and update the level of service tables if necessary.

Response No. 5

We have enclosed revised intersection operations tables as well as capacity analyses. The tables and reports have been revised based on the 2010 Highway Capacity Manual (HCM). At the intersection of Route 300 and Route 17K, the northbound right-turn overlap phase was omitted in order to obtain a 2010 HCM analysis. This phase occurs when the northbound right turn movements are permitted to make the turn when the overlapping Route 17K westbound left turns are processed under signal control. We have coordinated with Synchro program developers and they are aware of the problem, but do not have a solution as of yet. Tables 2 and 3 depict the levels of service without this northbound right-turn overlap at the intersection of Route 300 and Route 17K.

Based on the revised analysis, the intersection of Route 17K and McDonald Street under the build condition operates at the same levels of service as the no-build condition for all movements during the weekday afternoon except for the westbound thru/right turn lane which increases 1.5 seconds in delay. During the peak Saturday hour, the overall intersection increases from a level of service B to C during the no-build condition to the build condition, respectively. The eastbound thru and approach increase from a level of service C in the no-build condition to a level of service D in the build condition. The westbound approach and thru/right turn lane increase from a level of service A to a B from no-build conditions to build conditions. This intersection will continue to operate with acceptable levels of service during the peak Saturday hour based on the analysis. The intersection of Route 300 and Route 17K has no change in levels of service between the build and no-build conditions during both analyzed peak hours.

Comment No. 6

We concur that traffic signal modifications will be necessary to accommodate the fourth leg to the Route 17K/McDonald Street intersection. NYSDOT will review these modifications as well as the proposed lane arrangement on Route 17K. They may require a wider left turn lane (>10 feet) into the site given the 55 mph speed limit on Route 17K.

Response No. 6

So noted.

McGoey, Hauser and Edsall Consulting Engineers, PC Memo of August 13, 2013:

Comment No. 1

Our office awaits submission of a Storm Water Pollution Prevention Plan in compliance with NYSDEC and Town of Newburgh standards. Reference to enhanced treatment due to the project being located in the Washington Lake Water Shed should be addressed in the SWPPP.

Response No. 1

The Stormwater Pollution Prevention Plan Report has been provided with this submission. Enhanced treatment (110% of the water quality volume) has been provided as requested by your office.

Comment No. 2

Site utilities for the project should be addressed including provisions for potable and fire flow water and disposal of sanitary sewage.

Response No. 2

Utility connections to the existing utility services have been illustrated on Drawing SP-5 "Utilities Plan".

Comment No. 3

Future submission should contain detail site development plans including grading, drainage, erosion and sediment control and details for all site improvements.

Response No. 3

The required plans have been provided within this submission.

Comment No. 4

City of Newburgh Flow Acceptance letter will be required.

Response No. 4

We discussed the City of Newburgh Flow Acceptance letter with the Town Engineer, Mr. Jim Osborne, PE. We will coordinate with Mr. Osborne to file with the City of Newburgh for the Flow Acceptance letter.

Comment No. 5

NYSDOT and County Planning review are required.

Response No. 5

So noted.

Comment No. 6

FAA clearance due to building location near runway glide path should be received.

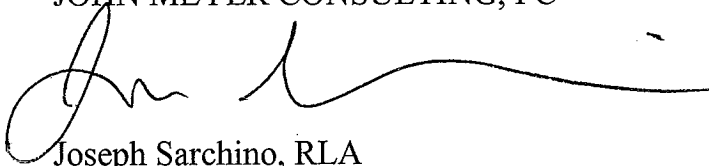
Response No. 6

We filed a Notice of Proposed Construction with the FAA. We are awaiting their response to the notice. We will keep your office and the Planning Board advised as to the response received from the FAA.

We trust the above adequately addresses the comments received to date. We are looking forward to reviewing the project with the Planning Board at the next available meeting. In the interim, should you have any comments or questions regarding the Application, please do not hesitate to contact our office at (914) 273-5225.

Sincerely,

JOHN MEYER CONSULTING, PC

A handwritten signature in black ink, appearing to read 'Joseph Sarchino', with a long horizontal flourish extending to the right.

Joseph Sarchino, RLA
Principal

cc: Mr. Eric Kahn, w/enc. (via email)
Mr. Peter Burack, w/enc. (via email)
Dominic Cordisco, Esq., w/enc. (via email)
Mr. Chris DeThomas, w/enc. (via email)
Mr. Doug Kenyon, w/enc. (via email)

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TRAFFIC SUPPLEMENT INFORMATION

TABLE 2

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2013 EXISTING			2015 NO BUILD			2015 BUILT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Route 17K & McDonald Street (Signalized)	EASTBOUND	THRU	1.03	60.9	F	1.16	108.4	F			
		RIGHT	0.00	0.0	A	0.00	0.0	A			
		COMPOSITE	-	60.9	E	-	108.4	F		N/A	
	WESTBOUND	LEFT	0.10	30.7	C	0.11	31.0	C			
		THRU	0.75	15.0	B	0.84	19.8	B			
		COMPOSITE	-	15.5	B	-	20.2	C			
	NORTHBOUND	LEFT	0.21	25.3	C	0.22	25.1	C			
		RIGHT	0.88	47.8	D	0.89	50.4	D			
		COMPOSITE	-	43.0	D	-	44.9	D			
	INTERSECTION	COMPOSITE	-	38.9	D	-	60.6	E			
1a. Route 17K & McDonald Street (Signalized w/ Improvements)	EASTBOUND	LEFT							0.13	42.4	D
		THRU							1.16	108.8	F
		RIGHT		N/A			N/A		0.00	0.0	A
		COMPOSITE							-	107.9	F
	WESTBOUND	LEFT							0.11	31.1	C
		THRU/RIGHT							0.86	21.3	C
		COMPOSITE							-	21.6	C
	NORTHBOUND	LEFT/THRU							0.23	25.7	C
		RIGHT							0.89	50.2	D
		COMPOSITE							-	44.8	D
SOUTHBOUND	LEFT/THRU/RIGHT							0.14	25.0	C	
INTERSECTION	COMPOSITE							-	60.3	E	
2. Route 17K & Route 300 (Signalized)	EASTBOUND	LEFT	0.43	22.9	C	0.53	28.1	C	0.54	28.4	C
		THRU	0.36	22.3	C	0.43	27.1	C	0.44	27.4	C
		RIGHT	0.73	22.6	C	0.87	35.6	D	0.88	37.4	D
		COMPOSITE	-	22.6	C	-	30.8	C	-	31.7	C
	WESTBOUND	LEFT	0.21	21.3	C	0.27	25.9	C	0.27	26.1	C
		THRU	0.43	22.9	C	0.51	27.9	C	0.52	28.2	C
		RIGHT	0.55	18.1	B	0.67	23.8	C	0.67	24.1	C
		COMPOSITE	-	20.8	C	-	25.9	C	-	26.2	C
	NORTHBOUND	LEFT	0.76	33.8	C	0.82	41.9	D	0.83	42.6	D
		THRU	0.63	20.0	B	0.68	21.0	C	0.67	21.0	C
		RIGHT	0.13	15.9	B	0.15	15.9	B	0.15	15.8	B
		COMPOSITE	-	23.8	C	-	26.6	C	-	26.8	C
	SOUTHBOUND	LEFT	0.71	32.3	C	0.76	35.9	D	0.77	36.2	D
		THRU/RIGHT	0.77	23.1	C	0.80	25.5	C	0.81	25.7	C
		COMPOSITE	-	25.3	C	-	27.9	C	-	28.1	C
INTERSECTION	COMPOSITE	-	23.3	C	-	27.9	C	-	28.3	C	

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service

TABLE 3

INTERSECTION OPERATIONS-PEAK SATURDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2013 EXISTING			2015 NO BUILD			2015 BUILD		
			V/C _(v)	DELAY _(v)	LOS _(v)	V/C _(v)	DELAY _(v)	LOS _(v)	V/C _(v)	DELAY _(v)	LOS _(v)
1. Route 17K & McDonald Street (Signalized)	EASTBOUND	THRU	0.78	17.6	B	0.91	26.4	C			
		RIGHT	0.00	0.0	A	0.00	0.0	A			
		COMPOSITE	-	17.6	B	-	26.4	C		N/A	
	WESTBOUND	LEFT	0.01	15.0	B	0.01	20.1	C			
		THRU	0.60	5.0	A	0.71	6.7	A			
		COMPOSITE	-	5.0	A	-	6.8	A			
	NORTHBOUND	LEFT	0.01	29.4	C	0.01	29.3	C			
		RIGHT	0.24	31.5	C	0.24	31.4	C			
		COMPOSITE	-	31.4	C	-	31.3	C			
	INTERSECTION	COMPOSITE	-	11.3	B	-	16.4	B			
1a. Route 17K & McDonald Street (Signalized w/ Improvements)	EASTBOUND	LEFT							0.11	27.5	C
		THRU							0.97	39.1	D
		RIGHT		N/A			N/A		0.00	0.0	A
		COMPOSITE							-	38.9	D
	WESTBOUND	LEFT							0.01	25.6	C
		THRU/RIGHT							0.78	10.9	B
		COMPOSITE							-	10.9	B
	NORTHBOUND	LEFT/THRU							0.00	27.4	C
		RIGHT							0.09	27.8	C
		COMPOSITE							-	27.8	C
SOUTHBOUND	LEFT/THRU/RIGHT							0.20	28.5	C	
INTERSECTION	COMPOSITE							-	24.5	C	
2. Route 17K & Route 300 (Signalized)	EASTBOUND	LEFT	0.30	23.6	C	0.38	29.8	C	0.39	30.0	C
		THRU	0.31	23.7	C	0.38	29.7	C	0.39	30.0	C
		RIGHT	0.44	17.4	B	0.54	22.6	C	0.56	23.0	C
		COMPOSITE	-	21.5	C	-	27.2	C	-	27.5	C
	WESTBOUND	LEFT	0.26	23.3	C	0.34	29.5	C	0.34	29.6	C
		THRU	0.33	23.8	C	0.41	30.0	C	0.42	30.3	C
		RIGHT	0.62	21.3	C	0.76	31.1	C	0.76	31.4	C
		COMPOSITE	-	22.7	C	-	30.3	C	-	30.6	C
	NORTHBOUND	LEFT	0.78	35.9	D	0.87	50.7	D	0.89	53.2	D
		THRU	0.69	19.8	B	0.75	22.6	C	0.74	22.5	C
		RIGHT	0.24	15.6	B	0.26	16.0	B	0.26	16.0	B
		COMPOSITE	-	23.5	C	-	29.0	C	-	29.7	C
	SOUTHBOUND	LEFT	0.70	33.3	C	0.77	39.0	D	0.77	39.2	D
		THRU/RIGHT	0.75	22.3	C	0.82	27.7	C	0.82	28.0	C
		COMPOSITE	-	24.9	C	-	30.2	C	-	30.4	C
INTERSECTION	COMPOSITE	-	23.4	C	-	29.3	C	-	29.7	C	

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Volume (veh/h)	724	6	25	714	71	311
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	195.7	186.2	177.3	191.0	191.0
Lanes	1	1	1	1	1	1
Cap, veh/h	828	725	297	1114	397	354
Arrive On Green	0.44	0.00	0.12	0.63	0.22	0.22
Sat Flow, veh/h	1900	1663	1773	1773	1819	1623
Grp Volume(v), veh/h	852	0	29	840	84	311
Grp Sat Flow(s),veh/h/ln	1900	1663	1773	1773	1819	1623
Q Serve(g_s), s	34.0	0.0	0.0	26.1	3.0	14.5
Cycle Q Clear(g_c), s	34.0	0.0	0.0	26.1	3.0	14.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	828	725	297	1114	397	354
V/C Ratio(X)	1.03	0.00	0.10	0.75	0.21	0.88
Avail Cap(c_a), veh/h	828	725	297	1114	443	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	30.5	10.3	25.0	29.5
Incr Delay (d2), s/veh	38.9	0.0	0.1	4.8	0.3	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	22.8	0.0	0.5	9.9	1.3	7.5
Lane Grp Delay (d), s/veh	60.9	0.0	30.7	15.0	25.3	47.8
Lane Grp LOS	F		C	B	C	D
Approach Vol, veh/h	852			869	395	
Approach Delay, s/veh	60.9			15.5	43.0	
Approach LOS	E			B	D	

Timer			
Assigned Phs	2	1	6
Phs Duration (G+Y+Rc), s	40.0	15.0	55.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	34.0	9.0	49.0
Max Q Clear Time (g_c+1), s	36.0	2.0	28.1
Green Ext Time (p_c), s	0.0	1.7	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
 2: ROUTE 300 & ROUTE 17K

2013-EX-PM
 10/7/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖↗
Volume (veh/h)	360	320	453	161	347	312	334	754	69	280	751	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	193.7	191.8	190.0	178.0	173.0	179.8	185.3	187.2	181.8	176.1	185.2	191.9
Lanes	2	2	1	2	2	1	2	2	1	2	2	0
Cap, veh/h	931	998	652	855	900	605	491	1339	553	442	1102	166
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.14	0.36	0.36	0.14	0.35	0.35
Sat Flow, veh/h	3579	3837	1615	3289	3459	1528	3424	3744	1545	3253	3147	474
Grp Volume(v), veh/h	404	360	476	181	390	334	375	847	72	315	497	474
Grp Sat Flow(s),veh/h/ln	1789	1918	1615	1644	1730	1528	1712	1872	1545	1626	1852	1769
Q Serve(g_s), s	6.9	5.6	18.2	3.1	6.9	12.3	7.7	13.7	2.3	6.8	17.4	17.4
Cycle Q Clear(g_c), s	6.9	5.6	18.2	3.1	6.9	12.3	7.7	13.7	2.3	6.8	17.4	17.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	931	998	652	855	900	605	491	1339	553	442	649	619
V/C Ratio(X)	0.43	0.36	0.73	0.21	0.43	0.55	0.76	0.63	0.13	0.71	0.77	0.77
Avail Cap(c_a), veh/h	931	998	652	855	900	605	656	1998	825	846	1116	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	22.1	18.4	21.2	22.5	17.1	30.1	19.5	15.8	30.2	21.1	21.1
Incr Delay (d2), s/veh	0.3	0.2	4.2	0.1	0.3	1.1	3.8	0.5	0.1	2.1	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.9	2.5	7.2	1.2	2.8	4.3	3.4	5.9	0.8	2.8	7.7	7.3
Lane Grp Delay (d), s/veh	22.9	22.3	22.6	21.3	22.9	18.1	33.8	20.0	15.9	32.3	23.0	23.1
Lane Grp LOS	C	C	C	C	C	B	C	B	B	C	C	C
Approach Vol, veh/h		1240			905			1294			1286	
Approach Delay, s/veh		22.6			20.8			23.8			25.3	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs		4			8		5	2			1	6
Phs Duration (G+Y+Rc), s		25.0			25.0		16.5	32.1			15.9	31.6
Change Period (Y+Rc), s		6.0			6.0		6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s		19.0			19.0		14.0	39.0			19.0	44.0
Max Q Clear Time (g_c+l1), s		20.2			14.3		9.7	15.7			8.8	19.4
Green Ext Time (p_c), s		0.0			3.4		0.8	6.1			1.2	6.2

Intersection Summary		
HCM 2010 Ctrl Delay		23.3
HCM 2010 LOS		C

Notes



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Volume (veh/h)	697	1	3	740	1	13
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	191.9	195.7	186.2	182.5	191.0	191.0
Lanes	1	1	1	1	1	1
Cap, veh/h	1028	891	481	1410	70	63
Arrive On Green	0.54	0.00	0.14	0.77	0.04	0.04
Sat Flow, veh/h	1919	1663	1773	1825	1819	1623
Grp Volume(v), veh/h	801	0	3	851	1	15
Grp Sat Flow(s), veh/h/ln	1919	1663	1773	1825	1819	1623
Q Serve(g_s), s	21.1	0.0	0.0	12.6	0.0	0.6
Cycle Q Clear(g_c), s	21.1	0.0	0.0	12.6	0.0	0.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1028	891	481	1410	70	63
V/C Ratio(X)	0.78	0.00	0.01	0.60	0.01	0.24
Avail Cap(c_a), veh/h	1028	891	481	1410	545	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	15.0	3.1	29.3	29.6
Incr Delay (d2), s/veh	5.8	0.0	0.0	1.9	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	8.8	0.0	0.0	2.4	0.0	0.3
Lane Grp Delay (d), s/veh	17.6	0.0	15.0	5.0	29.4	31.5
Lane Grp LOS	B		B	A	C	C
Approach Vol, veh/h	801			854	16	
Approach Delay, s/veh	17.6			5.0	31.4	
Approach LOS	B			A	C	

Timer						
Assigned Phs	2		1	6		
Phs Duration (G+Y+Rc), s	40.0		15.0	55.0		
Change Period (Y+Rc), s	6.0		6.0	6.0		
Max Green Setting (Gmax), s	34.0		9.0	49.0		
Max Q Clear Time (g_c+I1), s	23.1		2.0	14.6		
Green Ext Time (p_c), s	1.9		1.7	2.6		

Intersection Summary		
HCM 2010 Ctrl Delay		11.3
HCM 2010 LOS		B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↗	↖↗	↑↑	↗	↖↗	↑↑	↗	↖↗	↑↑	↖↗
Volume (veh/h)	244	276	285	194	271	350	372	958	156	306	827	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	191.8	195.6	197.5	176.3	178.0	178.0	183.5	187.2	187.2	190.0	189.7	191.9
Lanes	2	2	1	2	2	1	2	2	1	2	2	0
Cap, veh/h	850	938	650	781	854	560	501	1462	621	458	1155	221
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.15	0.39	0.39	0.13	0.37	0.37
Sat Flow, veh/h	3544	3912	1679	3257	3560	1513	3391	3744	1591	3510	3096	593
Grp Volume(v), veh/h	257	291	283	204	285	348	392	1008	148	322	534	504
Grp Sat Flow(s),veh/h/ln	1772	1956	1679	1629	1780	1513	1696	1872	1591	1755	1897	1792
Q Serve(g_s), s	4.5	4.6	9.3	3.8	5.0	14.1	8.4	16.9	4.7	6.6	18.4	18.5
Cycle Q Clear(g_c), s	4.5	4.6	9.3	3.8	5.0	14.1	8.4	16.9	4.7	6.6	18.4	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	850	938	650	781	854	560	501	1462	621	458	708	669
V/C Ratio(X)	0.30	0.31	0.44	0.26	0.33	0.62	0.78	0.69	0.24	0.70	0.75	0.75
Avail Cap(c_a), veh/h	896	989	672	823	900	580	632	1942	826	887	1110	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	23.5	17.0	23.2	23.6	19.4	30.9	19.1	15.4	31.3	20.5	20.5
Incr Delay (d2), s/veh	0.2	0.2	0.5	0.2	0.2	1.9	5.0	0.7	0.2	2.0	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.9	2.1	3.5	1.5	2.1	5.1	3.8	7.1	1.7	2.9	8.3	7.9
Lane Grp Delay (d), s/veh	23.6	23.7	17.4	23.3	23.8	21.3	35.9	19.8	15.6	33.3	22.2	22.3
Lane Grp LOS	C	C	B	C	C	C	D	B	B	C	C	C
Approach Vol, veh/h		831			837			1548			1360	
Approach Delay, s/veh		21.5			22.7			23.5			24.9	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs		4			8		5	2		1		6
Phs Duration (G+Y+Rc), s		24.0			24.0		17.1	35.3		15.8		34.0
Change Period (Y+Rc), s		6.0			6.0		6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		19.0			19.0		14.0	39.0		19.0		44.0
Max Q Clear Time (g_c+I1), s		11.3			16.1		10.4	18.9		8.6		20.5
Green Ext Time (p_c), s		4.1			1.9		0.7	7.2		1.2		7.6

Intersection Summary		
HCM 2010 Ctrl Delay		23.4
HCM 2010 LOS		C

Notes



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Volume (veh/h)	810	6	26	792	77	323
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	195.7	186.2	177.3	191.0	191.0
Lanes	1	1	1	1	1	1
Cap, veh/h	820	718	294	1103	410	366
Arrive On Green	0.43	0.00	0.11	0.62	0.23	0.23
Sat Flow, veh/h	1900	1663	1773	1773	1819	1623
Grp Volume(v), veh/h	953	0	31	932	91	326
Grp Sat Flow(s),veh/h/ln	1900	1663	1773	1773	1819	1623
Q Serve(g_s), s	34.0	0.0	0.0	33.0	3.2	15.3
Cycle Q Clear(g_c), s	34.0	0.0	0.0	33.0	3.2	15.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	820	718	294	1103	410	366
V/C Ratio(X)	1.16	0.00	0.11	0.84	0.22	0.89
Avail Cap(c_a), veh/h	820	718	294	1103	439	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	30.9	11.8	24.9	29.6
Incr Delay (d2), s/veh	86.1	0.0	0.2	8.0	0.3	20.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	33.1	0.0	0.5	12.8	1.4	8.2
Lane Grp Delay (d), s/veh	108.4	0.0	31.0	19.8	25.1	50.4
Lane Grp LOS	F		C	B	C	D
Approach Vol, veh/h	953			963	417	
Approach Delay, s/veh	108.4			20.2	44.9	
Approach LOS	F			C	D	

Timer			
Assigned Phs	2	1	6
Phs Duration (G+Y+Rc), s	40.0	15.0	55.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	34.0	9.0	49.0
Max Q Clear Time (g_c+I1), s	36.0	2.0	35.0
Green Ext Time (p_c), s	0.0	2.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	60.6
HCM 2010 LOS	E

Notes

HCM 2010 Signalized Intersection Summary
 2: ROUTE 300 & ROUTE 17K

2015-NB-PM
 10/7/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	391	343	501	185	365	363	379	897	90	330	894	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	193.7	191.8	190.0	178.0	173.0	179.8	185.3	187.2	181.8	176.1	185.2	191.9
Lanes	2	2	1	2	2	1	2	2	1	2	2	0
Cap, veh/h	832	892	620	765	804	583	518	1491	615	485	1252	183
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.15	0.40	0.40	0.15	0.40	0.40
Sat Flow, veh/h	3579	3837	1615	3289	3459	1528	3424	3744	1545	3253	3160	462
Grp Volume(v), veh/h	439	385	537	208	410	388	426	1008	93	371	588	563
Grp Sat Flow(s),veh/h/ln	1789	1918	1615	1644	1730	1528	1712	1872	1545	1626	1852	1770
Q Serve(g_s), s	8.8	7.0	19.0	4.2	8.4	17.2	9.9	18.1	3.2	9.0	23.0	23.0
Cycle Q Clear(g_c), s	8.8	7.0	19.0	4.2	8.4	17.2	9.9	18.1	3.2	9.0	23.0	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	832	892	620	765	804	583	518	1491	615	485	734	701
V/C Ratio(X)	0.53	0.43	0.87	0.27	0.51	0.67	0.82	0.68	0.15	0.76	0.80	0.80
Avail Cap(c_a), veh/h	832	892	620	765	804	583	587	1786	737	756	997	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	26.8	23.3	25.7	27.3	21.0	33.6	20.3	15.7	33.4	21.8	21.9
Incr Delay (d2), s/veh	0.6	0.3	12.4	0.2	0.5	2.9	8.3	0.8	0.1	2.5	3.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.8	3.2	11.3	1.7	3.5	6.5	4.7	8.0	1.1	3.7	10.5	10.1
Lane Grp Delay (d), s/veh	28.1	27.1	35.6	25.9	27.9	23.8	41.9	21.0	15.9	35.9	25.3	25.5
Lane Grp LOS	C	C	D	C	C	C	D	C	B	D	C	C
Approach Vol, veh/h		1361			1006			1527			1522	
Approach Delay, s/veh		30.8			25.9			26.6			27.9	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs		4			8		5	2		1	6	
Phs Duration (G+Y+Rc), s		25.0			25.0		18.4	38.5		18.2	38.4	
Change Period (Y+Rc), s		6.0			6.0		6.0	6.0		6.0	6.0	
Max Green Setting (Gmax), s		19.0			19.0		14.0	39.0		19.0	44.0	
Max Q Clear Time (g_c+1), s		21.0			19.2		11.9	20.1		11.0	25.0	
Green Ext Time (p_c), s		0.0			0.0		0.5	7.3		1.2	7.4	

Intersection Summary												
HCM 2010 Ctrl Delay				27.9								
HCM 2010 LOS				C								

Notes



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Volume (veh/h)	809	1	3	867	1	14
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	191.9	195.7	186.2	182.5	191.0	191.0
Lanes	1	1	1	1	1	1
Cap, veh/h	1026	889	403	1407	74	66
Arrive On Green	0.53	0.00	0.14	0.77	0.04	0.04
Sat Flow, veh/h	1919	1663	1773	1825	1819	1623
Grp Volume(v), veh/h	930	0	3	997	1	16
Grp Sat Flow(s),veh/h/ln	1919	1663	1773	1825	1819	1623
Q Serve(g_s), s	27.8	0.0	0.0	17.6	0.0	0.6
Cycle Q Clear(g_c), s	27.8	0.0	0.0	17.6	0.0	0.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1026	889	403	1407	74	66
V/C Ratio(X)	0.91	0.00	0.01	0.71	0.01	0.24
Avail Cap(c_a), veh/h	1026	889	403	1407	543	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	20.1	3.7	29.3	29.5
Incr Delay (d2), s/veh	13.0	0.0	0.0	3.0	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	13.0	0.0	0.0	3.4	0.0	0.3
Lane Grp Delay (d), s/veh	26.4	0.0	20.1	6.7	29.3	31.4
Lane Grp LOS	C		C	A	C	C
Approach Vol, veh/h	930			1000	17	
Approach Delay, s/veh	26.4			6.8	31.3	
Approach LOS	C			A	C	

Timer						
Assigned Phs	2		1	6		
Phs Duration (G+Y+Rc), s	40.0		15.0	55.0		
Change Period (Y+Rc), s	6.0		6.0	6.0		
Max Green Setting (Gmax), s	34.0		9.0	49.0		
Max Q Clear Time (g_c+I1), s	29.8		2.0	19.6		
Green Ext Time (p_c), s	1.3		2.1	3.3		

Intersection Summary		
HCM 2010 Ctrl Delay		16.4
HCM 2010 LOS		B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↗	↔	↕	↗	↔	↕	↗	↔	↕	↗
Volume (veh/h)	278	302	341	229	297	416	445	1154	189	370	1018	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	191.8	195.6	197.5	176.3	178.0	178.0	183.5	187.2	187.2	190.0	189.7	191.9
Lanes	2	2	1	2	2	1	2	2	1	2	2	0
Cap, veh/h	766	845	628	704	769	544	536	1630	693	504	1312	243
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.16	0.44	0.44	0.14	0.42	0.42
Sat Flow, veh/h	3544	3912	1679	3257	3560	1513	3391	3744	1591	3510	3116	577
Grp Volume(v), veh/h	293	318	342	241	313	415	468	1215	180	389	651	620
Grp Sat Flow(s), veh/h/ln	1772	1956	1679	1629	1780	1513	1696	1872	1591	1755	1897	1795
Q Serve(g_s), s	6.2	6.1	14.1	5.5	6.6	19.0	11.9	23.8	6.3	9.4	26.6	26.8
Cycle Q Clear(g_c), s	6.2	6.1	14.1	5.5	6.6	19.0	11.9	23.8	6.3	9.4	26.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	766	845	628	704	769	544	536	1630	693	504	799	756
V/C Ratio(X)	0.38	0.38	0.54	0.34	0.41	0.76	0.87	0.75	0.26	0.77	0.82	0.82
Avail Cap(c_a), veh/h	766	845	628	704	769	544	540	1661	706	759	949	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	29.4	21.6	29.2	29.6	24.8	36.2	20.7	15.8	36.3	22.4	22.5
Incr Delay (d2), s/veh	0.3	0.3	1.0	0.3	0.3	6.3	14.6	1.8	0.2	2.8	4.8	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.7	2.9	5.6	2.2	2.9	8.4	6.0	10.5	2.3	4.2	12.5	12.1
Lane Grp Delay (d), s/veh	29.8	29.7	22.6	29.5	30.0	31.1	50.7	22.6	16.0	39.0	27.2	27.7
Lane Grp LOS	C	C	C	C	C	C	D	C	B	D	C	C
Approach Vol, veh/h		953			969			1863			1660	
Approach Delay, s/veh		27.2			30.3			29.0			30.2	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs		4			8		5	2		1		6
Phs Duration (G+Y+Rc), s		25.0			25.0		19.9	44.3		18.6		43.0
Change Period (Y+Rc), s		6.0			6.0		6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		19.0			19.0		14.0	39.0		19.0		44.0
Max Q Clear Time (g_c+l1), s		16.1			21.0		13.9	25.8		11.4		28.8
Green Ext Time (p_c), s		2.1			0.0		0.0	7.5		1.3		8.2

Intersection Summary		
HCM 2010 Ctrl Delay		29.3
HCM 2010 LOS		C

Notes

HCM 2010 Signalized Intersection Summary
 1: MCDONALD ST & ROUTE 17K

2015-BD-PM
 10/7/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	10	810	6	26	792	16	77	0	323	23	0	15
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	195.7	190.0	195.7	186.2	177.5	186.2	191.0	191.0	191.0	190.0	190.0	190.0
Lanes	1	1	1	1	1	0	0	1	1	0	1	0
Cap, veh/h	91	820	718	294	1078	22	403	0	367	199	17	90
Arrive On Green	0.43	0.43	0.00	0.11	0.62	0.62	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	617	1900	1663	1773	1733	35	1382	0	1623	557	77	399
Grp Volume(v), veh/h	12	953	0	31	0	951	91	0	326	44	0	0
Grp Sat Flow(s), veh/h/ln	617	1900	1663	1773	0	1769	1382	0	1623	1033	0	0
Q Serve(g_s), s	0.0	34.0	0.0	0.0	0.0	34.6	0.0	0.0	15.3	0.5	0.0	0.0
Cycle Q Clear(g_c), s	34.0	34.0	0.0	0.0	0.0	34.6	4.7	0.0	15.3	5.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.61		0.39
Lane Grp Cap(c), veh/h	91	820	718	294	0	1100	403	0	367	307	0	0
V/C Ratio(X)	0.13	1.16	0.00	0.11	0.00	0.86	0.23	0.00	0.89	0.14	0.00	0.00
Avail Cap(c_a), veh/h	91	820	718	294	0	1100	425	0	391	326	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	22.4	0.0	30.9	0.0	12.2	25.4	0.0	29.5	24.8	0.0	0.0
Incr Delay (d2), s/veh	3.0	86.4	0.0	0.2	0.0	9.1	0.3	0.0	20.6	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	33.1	0.0	0.5	0.0	13.6	1.5	0.0	8.2	0.7	0.0	0.0
Lane Grp Delay (d), s/veh	42.4	108.8	0.0	31.1	0.0	21.3	25.7	0.0	50.2	25.0	0.0	0.0
Lane Grp LOS	D	F		C		C	C		D	C		
Approach Vol, veh/h		965			982			417			44	
Approach Delay, s/veh		107.9			21.6			44.8			25.0	
Approach LOS		F			C			D			C	

Timer												
Assigned Phs		2		1	6			8			4	
Phs Duration (G+Y+Rc), s		40.0		15.0	55.0			23.8			23.8	
Change Period (Y+Rc), s		6.0		6.0	6.0			6.0			6.0	
Max Green Setting (Gmax), s		34.0		9.0	49.0			19.0			19.0	
Max Q Clear Time (g_c+I1), s		36.0		2.0	36.6			17.3			7.2	
Green Ext Time (p_c), s		0.0		2.0	2.7			0.5			2.1	

Intersection Summary												
HCM 2010 Ctrl Delay				60.3								
HCM 2010 LOS				E								

Notes

HCM 2010 Signalized Intersection Summary
 2: ROUTE 300 & ROUTE 17K

2015-BD-PM
 10/7/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↔	↔↔	↕↕	↔	↔↔	↕↕	↔	↔↔	↕↕	↔
Volume (veh/h)	397	351	510	185	371	363	385	897	90	330	894	136
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	193.7	191.8	190.0	178.0	173.0	179.8	185.3	187.2	181.8	176.1	185.2	191.9
Lanes	2	2	1	2	2	1	2	2	1	2	2	0
Cap, veh/h	828	887	620	761	800	581	523	1500	619	484	1248	189
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.15	0.40	0.40	0.15	0.40	0.40
Sat Flow, veh/h	3579	3837	1615	3289	3459	1528	3424	3744	1545	3253	3145	476
Grp Volume(v), veh/h	446	394	546	208	417	388	433	1008	93	371	591	565
Grp Sat Flow(s), veh/h/ln	1789	1918	1615	1644	1730	1528	1712	1872	1545	1626	1852	1768
Q Serve(g_s), s	9.0	7.2	19.0	4.3	8.7	17.3	10.1	18.1	3.2	9.0	23.2	23.3
Cycle Q Clear(g_c), s	9.0	7.2	19.0	4.3	8.7	17.3	10.1	18.1	3.2	9.0	23.2	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	828	887	620	761	800	581	523	1500	619	484	735	702
V/C Ratio(X)	0.54	0.44	0.88	0.27	0.52	0.67	0.83	0.67	0.15	0.77	0.80	0.81
Avail Cap(c_a), veh/h	828	887	620	761	800	581	584	1777	733	752	992	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	27.1	23.6	25.9	27.6	21.2	33.8	20.2	15.7	33.6	21.9	22.0
Incr Delay (d2), s/veh	0.7	0.3	13.8	0.2	0.6	2.9	8.9	0.8	0.1	2.6	3.5	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.9	3.4	11.9	1.7	3.7	6.5	4.8	8.0	1.1	3.7	10.6	10.1
Lane Grp Delay (d), s/veh	28.4	27.4	37.4	26.1	28.2	24.1	42.6	21.0	15.8	36.2	25.5	25.7
Lane Grp LOS	C	C	D	C	C	C	D	C	B	D	C	C
Approach Vol, veh/h		1386			1013			1534			1527	
Approach Delay, s/veh		31.7			26.2			26.8			28.1	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs		4			8		5	2		1	6	
Phs Duration (G+Y+Rc), s		25.0			25.0		18.5	38.9		18.2	38.6	
Change Period (Y+Rc), s		6.0			6.0		6.0	6.0		6.0	6.0	
Max Green Setting (Gmax), s		19.0			19.0		14.0	39.0		19.0	44.0	
Max Q Clear Time (g_c+l1), s		21.0			19.3		12.1	20.1		11.0	25.3	
Green Ext Time (p_c), s		0.0			0.0		0.5	7.4		1.2	7.3	

Intersection Summary												
HCM 2010 Ctrl Delay				28.3								
HCM 2010 LOS				C								

Notes

HCM 2010 Signalized Intersection Summary
 1: MCDONALD ST & ROUTE 17K

2015-BD-SAT
 10/7/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↗	↖	↔	↔	↔	↑	↗	↖	↕	↕
Volume (veh/h)	17	809	1	3	867	26	1	0	14	25	0	17
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	195.7	191.9	195.7	186.2	182.7	186.2	191.0	191.0	191.0	190.0	190.0	190.0
Lanes	1	1	1	1	1	0	0	1	1	0	1	0
Cap, veh/h	184	959	832	341	1271	38	265	0	167	161	20	63
Arrive On Green	0.50	0.50	0.00	0.13	0.72	0.72	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	575	1919	1663	1773	1764	53	1546	0	1623	739	193	611
Grp Volume(v), veh/h	20	930	0	3	0	1027	1	0	15	48	0	0
Grp Sat Flow(s), veh/h/ln	575	1919	1663	1773	0	1817	1546	0	1623	1543	0	0
Q Serve(g_s), s	2.1	32.0	0.0	0.0	0.0	24.7	0.0	0.0	0.6	0.5	0.0	0.0
Cycle Q Clear(g_c), s	26.8	32.0	0.0	0.0	0.0	24.7	0.0	0.0	0.6	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	0.60		0.40
Lane Grp Cap(c), veh/h	184	959	832	341	0	1309	265	0	167	244	0	0
V/C Ratio(X)	0.11	0.97	0.00	0.01	0.00	0.78	0.00	0.00	0.09	0.20	0.00	0.00
Avail Cap(c_a), veh/h	184	959	832	341	0	1309	516	0	453	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	16.5	0.0	25.6	0.0	6.1	27.4	0.0	27.6	28.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	22.6	0.0	0.0	0.0	4.8	0.0	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	17.9	0.0	0.0	0.0	7.4	0.0	0.0	0.2	0.8	0.0	0.0
Lane Grp Delay (d), s/veh	27.5	39.1	0.0	25.6	0.0	10.9	27.4	0.0	27.8	28.5	0.0	0.0
Lane Grp LOS	C	D		C		B	C		C	C		
Approach Vol, veh/h		950			1030			16			48	
Approach Delay, s/veh		38.9			10.9			27.8			28.5	
Approach LOS		D			B			C			C	

Timer												
Assigned Phs		2		1	6			8			4	
Phs Duration (G+Y+Rc), s		40.0		15.0	55.0			13.0			13.0	
Change Period (Y+Rc), s		6.0		6.0	6.0			6.0			6.0	
Max Green Setting (Gmax), s		34.0		9.0	49.0			19.0			19.0	
Max Q Clear Time (g_c+I1), s		34.0		2.0	26.7			2.6			3.8	
Green Ext Time (p_c), s		0.0		2.2	3.4			0.2			0.2	

Intersection Summary												
HCM 2010 Ctrl Delay				24.5								
HCM 2010 LOS				C								

Notes

HCM 2010 Signalized Intersection Summary
 2: ROUTE 300 & ROUTE 17K

2015-BD-SAT
 10/7/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙↘	↑↑	↗	↙↘	↑↑	↗	↙↘	↑↑	↗	↙↘	↑↑	↗
Volume (veh/h)	284	311	351	229	306	416	455	1154	189	370	1018	197
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	191.8	195.6	197.5	176.3	178.0	178.0	183.5	187.2	187.2	190.0	189.7	191.9
Lanes	2	2	1	2	2	1	2	2	1	2	2	0
Cap, veh/h	763	842	628	701	766	543	538	1637	696	504	1307	250
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.16	0.44	0.44	0.14	0.42	0.42
Sat Flow, veh/h	3544	3912	1679	3257	3560	1513	3391	3744	1591	3510	3096	593
Grp Volume(v), veh/h	299	327	351	241	322	415	479	1215	180	389	655	623
Grp Sat Flow(s),veh/h/ln	1772	1956	1679	1629	1780	1513	1696	1872	1591	1755	1897	1792
Q Serve(g_s), s	6.4	6.3	14.6	5.5	6.9	19.0	12.2	23.9	6.3	9.4	26.9	27.1
Cycle Q Clear(g_c), s	6.4	6.3	14.6	5.5	6.9	19.0	12.2	23.9	6.3	9.4	26.9	27.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	763	842	628	701	766	543	538	1637	696	504	801	757
V/C Ratio(X)	0.39	0.39	0.56	0.34	0.42	0.76	0.89	0.74	0.26	0.77	0.82	0.82
Avail Cap(c_a), veh/h	763	842	628	701	766	543	538	1654	703	756	946	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	29.7	21.9	29.4	29.9	25.0	36.4	20.7	15.8	36.4	22.5	22.6
Incr Delay (d2), s/veh	0.3	0.3	1.1	0.3	0.4	6.4	16.8	1.8	0.2	2.8	4.9	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.8	3.0	5.9	2.2	3.0	8.4	6.3	10.5	2.3	4.2	12.8	12.2
Lane Grp Delay (d), s/veh	30.0	30.0	23.0	29.6	30.3	31.4	53.2	22.5	16.0	39.2	27.5	28.0
Lane Grp LOS	C	C	C	C	C	C	D	C	B	D	C	C
Approach Vol, veh/h		977			978			1874			1667	
Approach Delay, s/veh		27.5			30.6			29.7			30.4	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs		4			8		5	2		1	6	
Phs Duration (G+Y+Rc), s		25.0			25.0		20.0	44.6		18.7	43.3	
Change Period (Y+Rc), s		6.0			6.0		6.0	6.0		6.0	6.0	
Max Green Setting (Gmax), s		19.0			19.0		14.0	39.0		19.0	44.0	
Max Q Clear Time (g_c+l1), s		16.6			21.0		14.2	25.9		11.4	29.1	
Green Ext Time (p_c), s		1.8			0.0		0.0	7.6		1.2	8.1	

Intersection Summary		
HCM 2010 Ctrl Delay		29.7
HCM 2010 LOS		C

Notes

SITE PLAN APPROVAL DRAWINGS

VOLKSWAGEN OF NEWBURGH

SECTION 95, BLOCK 1, LOT 53

ORANGE COUNTY

ROUTE 17K VW DEALERSHIP

TOWN OF NEWBURGH, NEW YORK

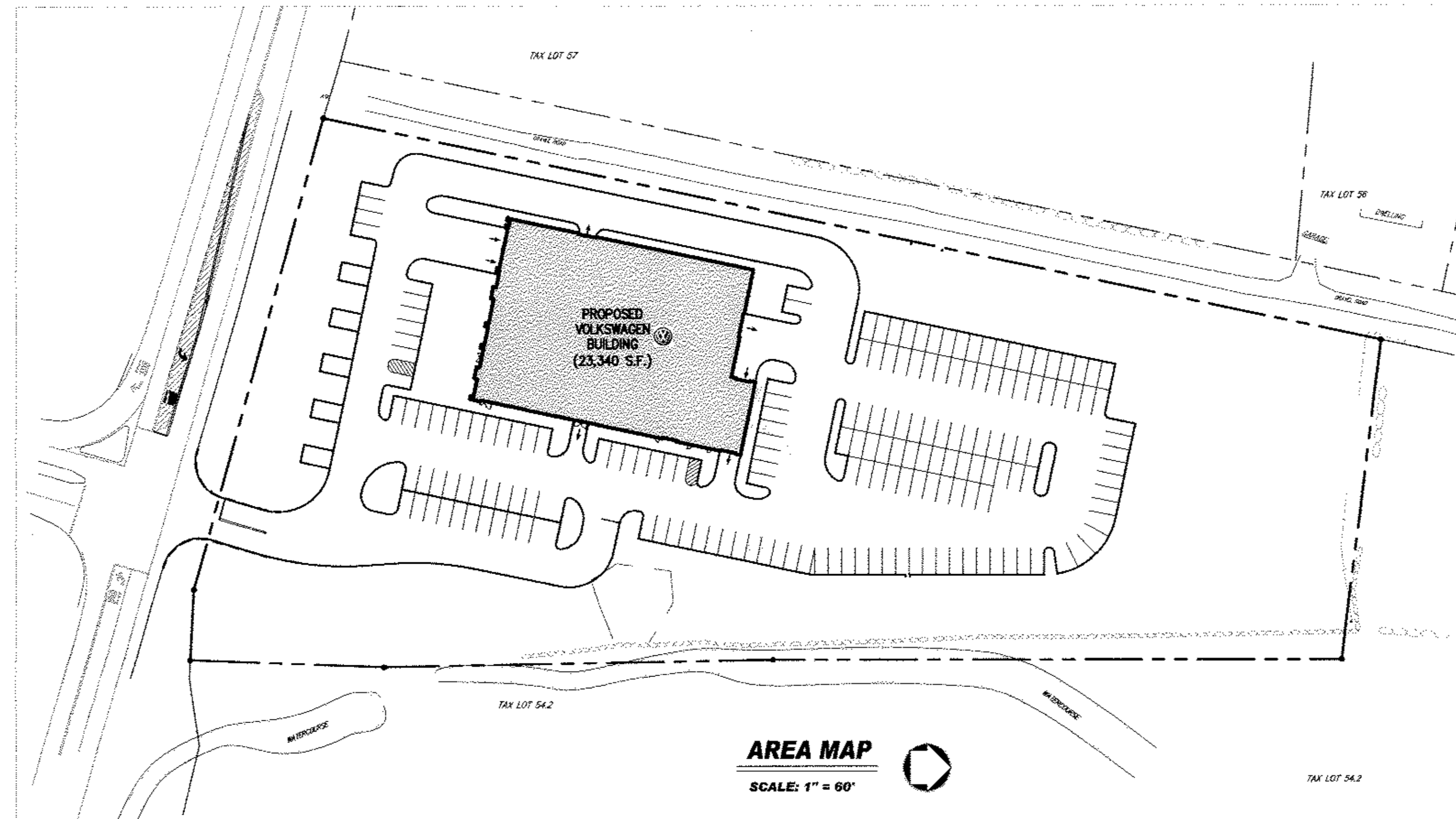
APPLICANT:
 ROUTE 17 CARS, LLC
 1143 DUTCHESS TURNPIKE
 POUGHKEEPSIE, NEW YORK 12603

OWNER:
 NEWBURGH COMMONS LLC
 51 NORTH BROADWAY
 NYACK, NEW YORK 10960

ATTORNEY:
 DRAKE, LOEB, HELLER, KENNEDY, GOERTY, GABA, ROD, LLC.
 DOMINIC CORDISCO, ESQ.
 555 HUDSON VALLEY AVENUE, SUITE 100
 NEW WINDSOR, NEW YORK 12553
 (845) 561-1235

SITE PLANNER, SURVEYOR, CIVIL & TRAFFIC ENGINEER & LANDSCAPE ARCHITECTS:
JMC JOHN MEYER CONSULTING
 120 BEDFORD ROAD
 ARMONK, NEW YORK 10504
 (914) 273-5225

ARCHITECT:
 CLARIS CONSTRUCTION INC.
 153 SOUTH MAIN STREET
 NEWTOWN, CONNECTICUT 06470
 (203) 364-9460



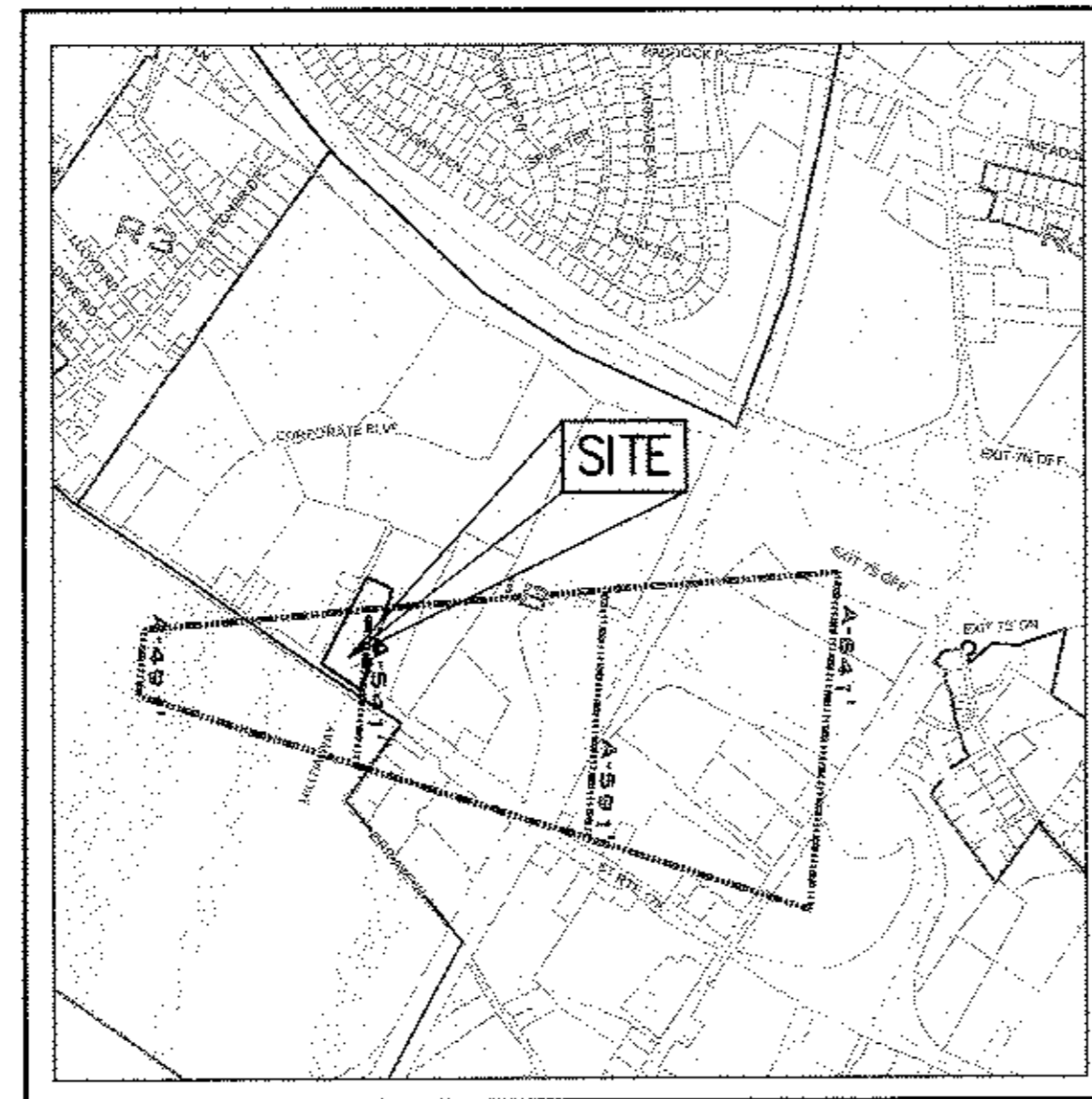
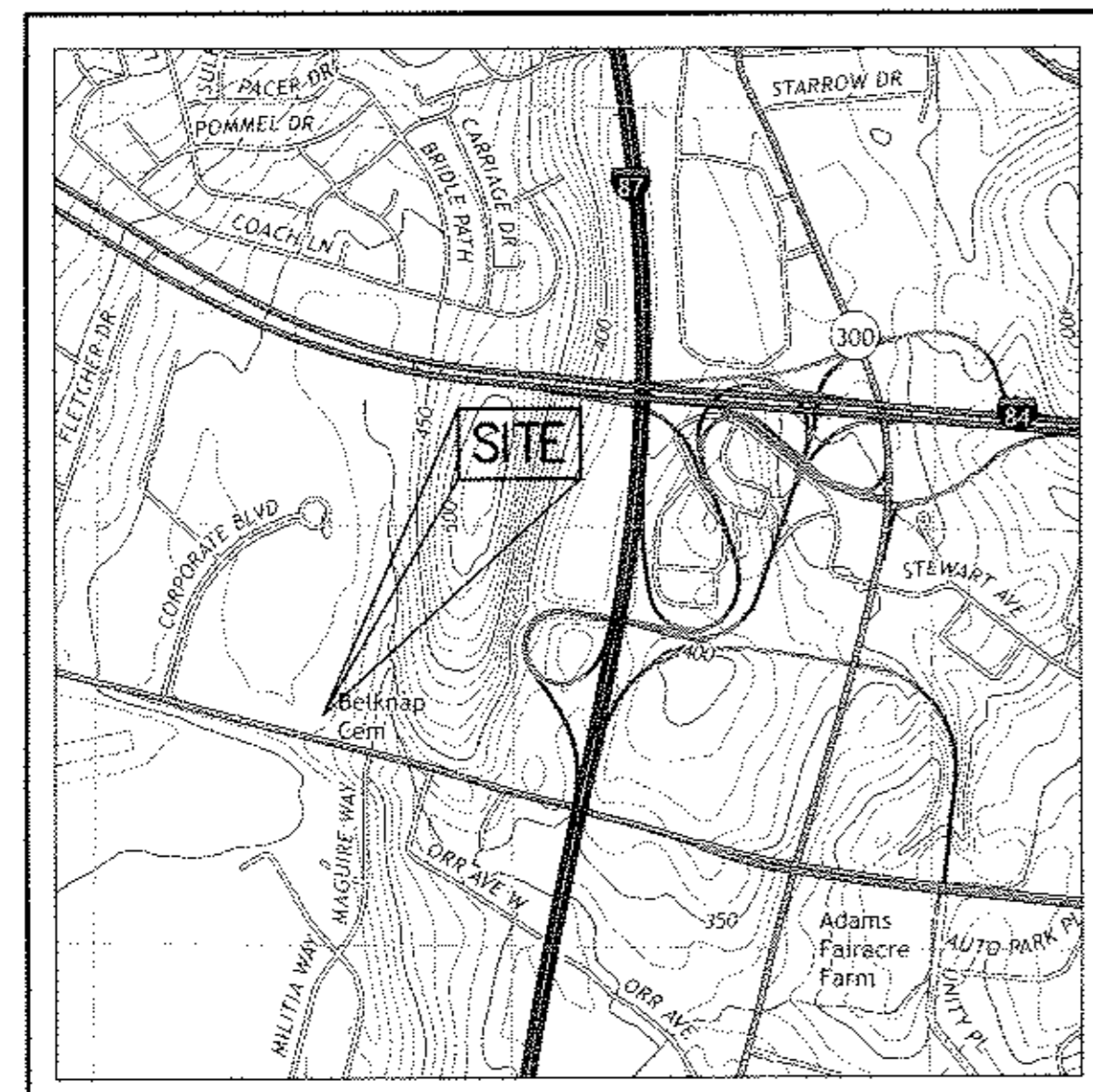
JOHN MEYER CONSULTING DRAWINGS:

- SP-1 COVER SHEET
- SP-2 EXISTING CONDITIONS/DEMOLITION PLAN
- SP-3 LAYOUT PLAN
- SP-4 GRADING PLAN
- SP-5 UTILITIES PLAN
- SP-6 SEDIMENT & EROSION CONTROL PLAN
- SP-7 LANDSCAPING PLAN
- SP-8 LIGHTING PLAN
- SP-9 CONSTRUCTION DETAILS
- SP-10 CONSTRUCTION DETAILS
- SP-11 CONSTRUCTION DETAILS
- SP-12 CONSTRUCTION DETAILS
- SP-13 CONSTRUCTION DETAILS
- SP-14 CONSTRUCTION DETAILS
- SP-15 CONSTRUCTION DETAILS
- SP-16 CONSTRUCTION DETAILS
- SP-17 TRUCK TURNING ANALYSIS PLAN
- CHP-1 CONCEPTUAL HIGHWAY IMPROVEMENT PLAN

TABLE OF LAND USE			
INTERCHANGE BUSINESS DISTRICT (IB)	PERMITTED/REQUIRED	EXISTING	PROPOSED
LOT AREA (AC.)(S.F.)	0.92 AC./40,000 S.F.	5.02 AC./218,658 S.F.	5.02 AC./218,658 S.F.
LOT WIDTH (FT.)	150	372	372
LOT DEPTH (FT.)	150	733	733
SETBACK TO PARKING FRONT YARD (FT.)	35 ⁽¹⁾	N/A	35
BUILDING SETBACKS			
FRONT YARD (ROUTE 17K) (FT.)	60 ⁽²⁾	124.4	136
FRONT YARD (MULBURY LANE) (FT.)	50	21.1	40 ⁽⁵⁾
REAR YARD (FT.)	60	417.5	411.2
SIDE YARD (FT.)	30/80	20.0/252.8	40.0/137.6
LOT SURFACE COVERAGE (%)	80	8.9	57.7 ⁽³⁾
LOT BUILDING COVERAGE (%)	40	2.4	9.7
PARKING LOT LANDSCAPE (%)	5	N/A	5.0
BUILDING HEIGHT (FT.)	40	N/A	26.5
PARKING SUMMARY			
STANDARD PARKING	-	N/A	183
HANDICAP PARKING	-	N/A	3 ⁽⁶⁾
FUTURE PARKING	-	N/A	51
TOTAL PARKING	-	N/A	246 ⁽⁶⁾⁽⁷⁾
LOADING	1	N/A	1

- (1) THE FIRST 35 FEET OF THE FRONT YARD SHALL BE LANDSCAPED PER SECTION 185-18 (C4-C).
- (2) A FRONT YARD ABUTTING ALL COUNTY AND STATE HIGHWAYS SHALL BE AT LEAST 60 FEET IN DEPTH PER SECTION 185-18 (C4-C).
- (3) LOT COVERAGE CALCULATION IS BASED ON PROPOSED AND FUTURE PARKING.
- (4) PHASE 1 PARKING IS PROPOSED AT 195 PARKING SPACES. IF PROPOSED "FUTURE PARKING INVENTORY" IS CONSTRUCTED THE TOTAL NUMBER OF PARKING SPACES IS 246 PARKING SPACES (CONSIDERS 11 PARKING SPACES WOULD BE LOST FROM PHASE 1).
- (5) ZONING VARIANCE OBTAINED.
- (6) NUMBER OF HANDICAPPED PARKING SPACES IS BASED ON THE TOTAL NUMBER OF CUSTOMER EMPLOYEE AND SERVICE PARKING SPACES (70).
- (7) PARKING SUMMARY:

CUSTOMER PARKING SPACES	= 19
SERVICE PARKING SPACES	= 23
EMPLOYEE PARKING SPACES	= 28
NEW CAR INVENTORY PARKING SPACES	= 176
	246

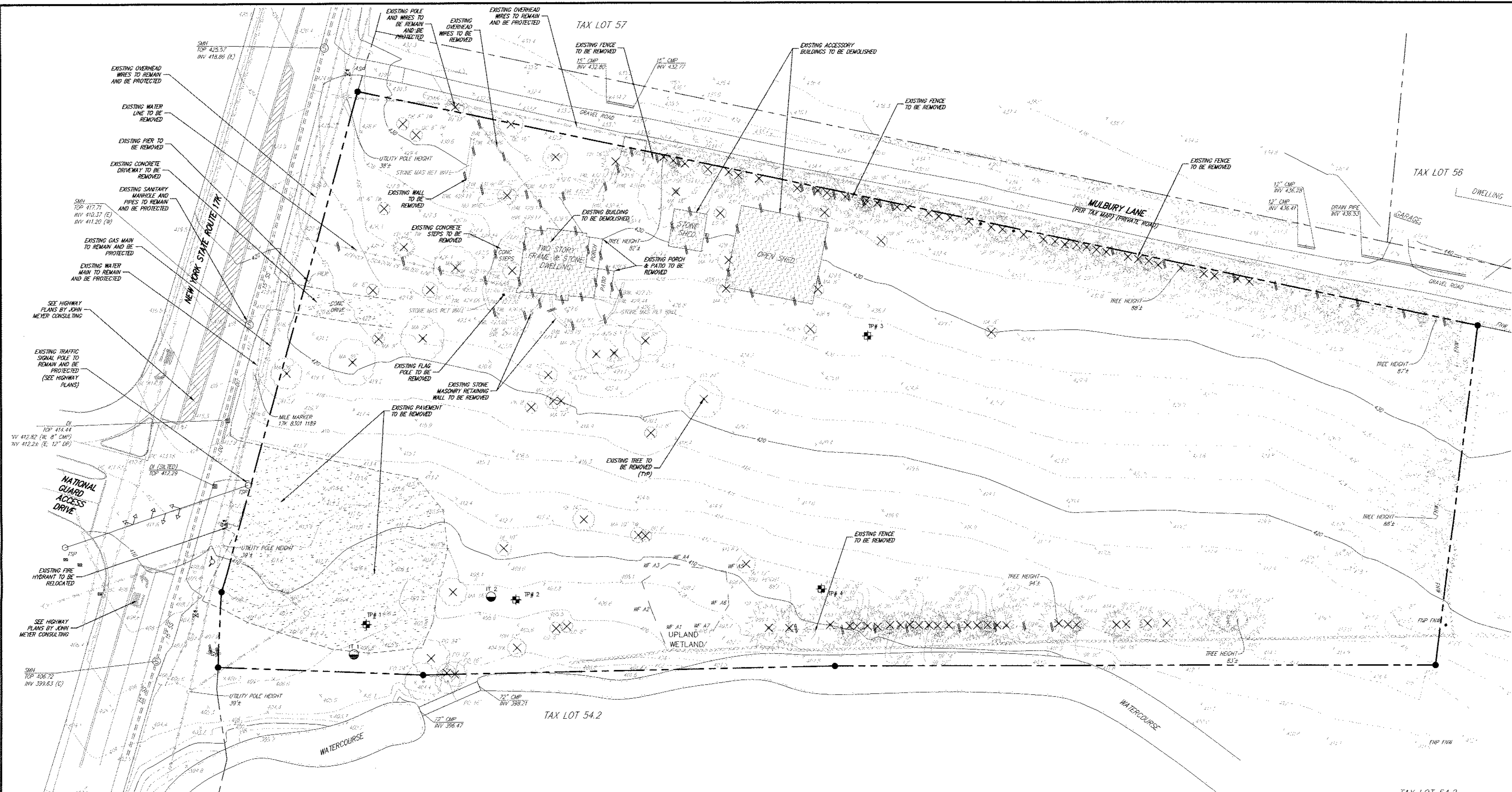


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				JE		
SCALE: AS SHOWN DATE: 11/07/2013 PROJECT NO: 13021 DRAWING NO: SP-1 PREVIOUS EDITIONS OBSOLETE						



LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CONTOUR
	EXISTING INDEX CONTOUR
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING FENCE
	EXISTING TREE AND DESIGNATION
	EXISTING POINT
	EXISTING STORM DRAIN LINE AND SIZE
	EXISTING SANITARY LINE AND SIZE
	EXISTING WATER LINE
	EXISTING GAS LINE
	EXISTING OVERHEAD WIRES
	EXISTING TELEPHONE WIRE
	EXISTING FIRE HYDRANT
	EXISTING GAS VALVE
	EXISTING WATER VALVE
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING UTILITY POLE
	EXISTING FEATURE TO BE REMOVED
	EXISTING TREE TO BE REMOVED
	EXISTING BUILDING TO BE REMOVED
	EXISTING PAVEMENT TO BE REMOVED
	INFILTRATION TEST LOCATION
	TEST PIT LOCATION AND DESIGNATION

DEMOLITION NOTES

- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN FROM SURVEY ENTITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JOHN MEYER CONSULTING, DATED 3/15/2013.
- TEST PITS DEPICTED ON THIS PLAN WERE OBSERVED BY JOHN MEYER CONSULTING ON 10/16/2013. INFILTRATION TESTS DEPICTED ON THIS PLAN WERE PERFORMED BY JOHN MEYER CONSULTING ON 10/17/2013.
- PRIOR TO THE START OF ANY DEMOLITION THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND/OR APPROVALS FROM THE TOWN OF NEWBURGH AND ALL OTHER AUTHORITIES HAVING JURISDICTION.
- THE CONTRACTOR SHALL COORDINATE THE DISCONNECTION OF GAS AND ELECTRIC UTILITIES WITH CENTRAL HUDSON GAS & ELECTRIC CORP. UTILITY COMPANY, WATER AND SEWER CONNECTIONS WITH TOWN OF NEWBURGH PRIOR TO THE START OF DEMOLITION. CONFIRMATION OF DISCONNECTED UTILITIES SHALL BE PROVIDED TO THE TOWN OF NEWBURGH BUILDING DEPARTMENT, IN ACCORDANCE WITH THEIR REQUIREMENTS.
- ALL EXISTING UTILITY SERVICES TO REMAIN SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- ALL CONSTRUCTION/DEMOLITION DEBRIS, NOT PROPOSED TO BE RECYCLED, SHALL BE REMOVED AND DISPOSED OF OFF-SITE IN ACCORDANCE WITH THE REGULATIONS OF ALL LOCAL, STATE AND FEDERAL AGENCIES HAVING JURISDICTION.
- THE CONTRACTOR SHALL COORDINATE THE TERMINATION POINTS FOR ALL EXISTING UTILITIES WITH DRAWING SP-5 "UTILITIES PLAN".
- ANY UNSUITABLE MATERIAL FOUND ON-SITE DURING CONSTRUCTION SHALL BE DISPOSED OF OFF-SITE IN A MANNER APPROVED BY ALL AUTHORITIES HAVING JURISDICTION AND REPLACED WITH SUITABLE MATERIAL AS REQUIRED. ALL REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL SHALL BE COMPLETED UNDER THE DIRECT SUPERVISION OF A GEOTECHNICAL ENGINEER.
- CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES TO BE DEMOLISHED AND PROTECTED. IF ANY DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL NOTIFY THE OWNER'S FIELD REPRESENTATIVE, GENERAL CONTRACTOR, AND JOHN MEYER CONSULTING PRIOR TO THE START OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE THE REMOVAL OF THE EXISTING SANITARY SEWER AND WATER MAIN SYSTEMS AND THE INSTALLATION OF NEW SANITARY AND WATER SYSTEMS WITH THE TOWN ENGINEER AND WATER DEPARTMENT.

SEQUENCE OF DEMOLITION

- INSTALLATION OF TEMPORARY BARRIERS, SEDIMENT AND EROSION CONTROL, SIGNAGE AND MAINTENANCE AND PROTECTION OF IN ACCORDANCE WITH THE GENERAL CONTRACTORS MOBILIZATION PLAN, AS APPROVED BY THE TOWN OF NEWBURGH, NY.
- DISCONNECTION OF ALL UTILITY SERVICES (GAS, ELECTRIC, WATER, SANITARY SEWER, TELEPHONE, ETC.) AS SHOWN ON THE PLAN.
- REMOVE EXISTING OIL TANK IN EXISTING HOUSE
- REMOVE AND DISPOSE OF OR STOCKPILE EXISTING BUILDING SLABS/FOOTINGS AS DIRECTED BY THE OWNER'S REPRESENTATION AND/OR GEOTECHNICAL ENGINEER.
- CLEAR AND GRUB SITE. REMOVE AND STOCKPILE EXISTING TOPSOIL.
- REMOVE AND DISPOSE OF ALL EXISTING UTILITIES, PAVEMENT, CONCRETE SL AND RETAINING WALLS. PREPARE THE AREA FOR FUTURE CONSTRUCTION.
- CONTINUE REMOVAL OF EXISTING PAVEMENT, UTILITIES, CONCRETE CURBS AND SIDEWALKS AS REQUIRED, WITHIN LIMITS OF SITE DEMOLITION AREA.
- ALL DEBRIS MUST BE REMOVED AND DISPOSED OFF SITE WITHIN ALL CONSTRUCTION AREAS.

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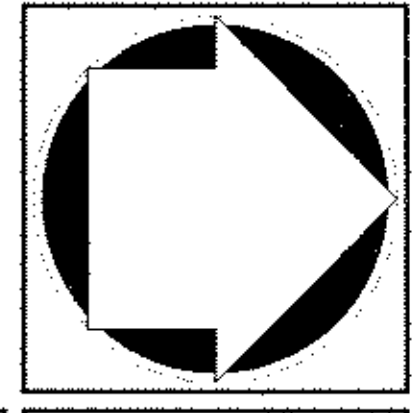
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 PROJECT NO: 13021
 DATE: 11/07/2013
 DRAWING NO: SP-2
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EXISTING CONDITIONS/DEMOLITION PLAN
VOLKSWAGEN OF NEWBURGH
 ROUTE 17K VW DEALERSHIP
 TOWN OF NEWBURGH, NEW YORK



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LAYOUT PLAN
VOLKSWAGEN OF NEWBURGH
ROUTE 17K VW DEALERSHIP
TOWN OF NEWBURGH, NEW YORK

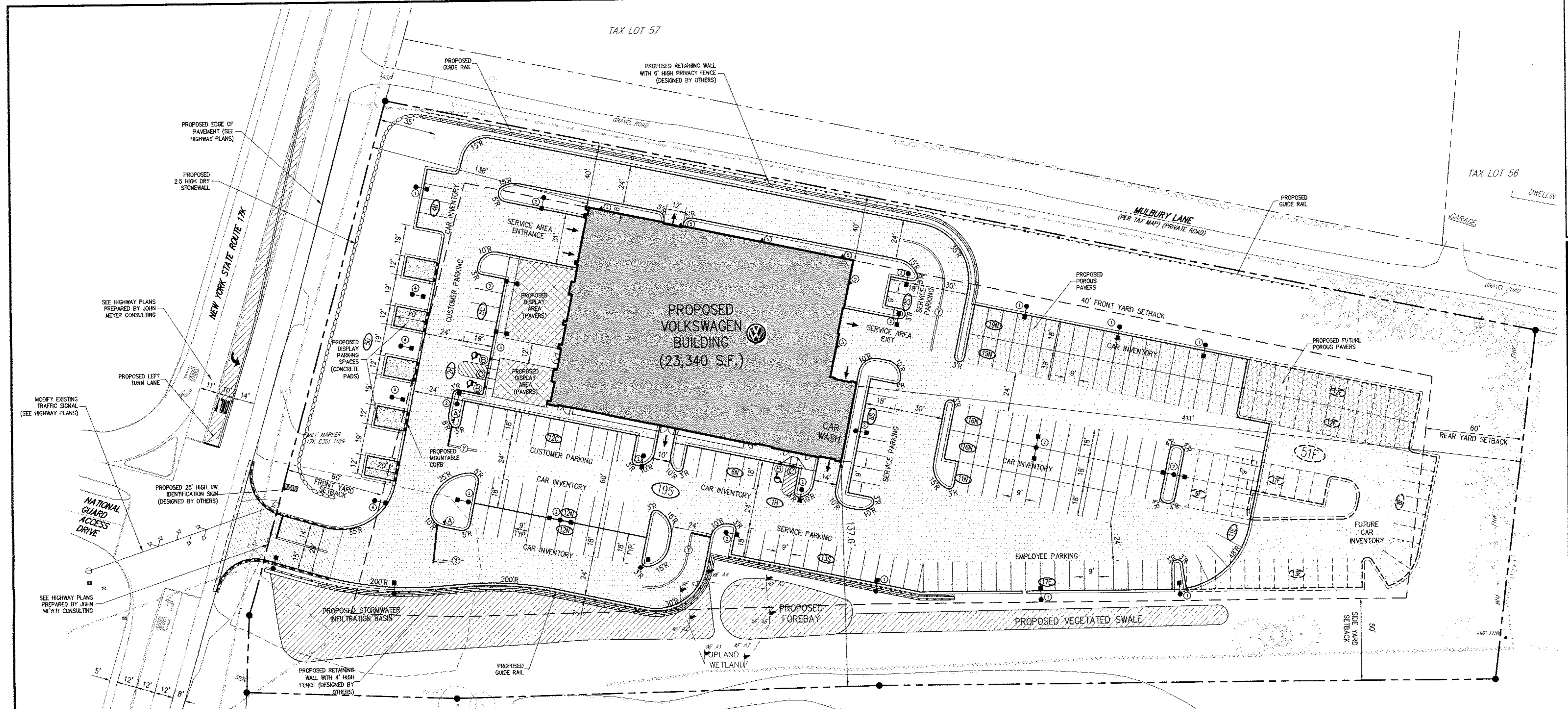
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NO.	REVISION	DATE	BY
1.	SITE PLAN APPROVAL SUBMISSION	11/07/2013	ED

DRW: JMC
SCALE: 1"=30'
DATE: 04/22/2013
PROJECT NO: 13021
SHEET NO: 308
DRAWING NO: LAYOUT LAYOUT

SP-3



LEGEND

	EXISTING PROPERTY LINE		PROPOSED HANDICAPPED PARKING SPACES WITH NUMBER OF SPACES INDICATED
	YARD SETBACK LINE		PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED
	EXISTING WETLAND LINE AND DELINEATION		PROPOSED FUTURE PARKING SPACES
	EXISTING STREAM LINE		PROPOSED CUSTOMER PARKING SPACES
	EXISTING PAVEMENT EDGE		PROPOSED SERVICE PARKING SPACES
	EXISTING CURB LINE		PROPOSED INVENTORY PARKING SPACES
	EXISTING STONE WALL		PROPOSED EMPLOYEE PARKING SPACES
	EXISTING RETAINING WALL		PROPOSED DISPLAY PARKING SPACES
	EXISTING FENCE		PROPOSED FUTURE PARKING SPACES
	EXISTING TREE AND DESIGNATION		PROPOSED CONCRETE SIDEWALK
	EXISTING PAINT		PROPOSED DROP CURB AND RAMP
	EXISTING UTILITY POLE		PROPOSED HEAVY DUTY PAVEMENT
	PROPOSED BUILDING LINE		PROPOSED LIGHT DUTY PAVEMENT
	PROPOSED CONCRETE CURB		PROPOSED NYSDOT FULL DEPTH PAVEMENT
	PROPOSED FUTURE CONCRETE CURB		PROPOSED POROUS PAVERS
	PROPOSED NYSDOT TYPE FT150 CONCRETE CURB (TYPICAL)		PROPOSED FUTURE POROUS PAVERS
	PROPOSED MOUNTABLE CURB		PROPOSED DISPLAY AREA
	PROPOSED RETAINING WALL WITH 6' HIGH PRIVACY FENCE (DESIGN BY OTHERS)		PROPOSED CONCRETE PAD
	PROPOSED RETAINING WALL WITH 4' HIGH FENCE (DESIGN BY OTHERS)		PROPOSED FUTURE PAVEMENT
	PROPOSED DRY STONEWALL (DESIGN BY OTHERS)		
	PROPOSED GUIDE RAIL		
	PROPOSED SIGN AND DESIGNATION		

SIGN TABLE

DESIGNATION NUMBER	SIGN	SIZE	DESCRIPTION	INSTALLATION	MARKING	REGULATORY	REQUIREMENTS
A	STOP	30"x30"	WHITE ON RED	STEEL CHANNEL	7'-0"	R1-1	X
B	AWAY	12"x18"	GREEN & BLUE ON WHITE	STEEL CHANNEL	7'-0"	R7-B	X
C	NO LEFT TURN	12"x18"	RED ON WHITE	STEEL CHANNEL	7'-0"	NYP1-2	X

NOTE:
1. EXISTING CONDITIONS SHOWN ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JOHN MEYER CONSULTING, DATED 03/15/2013.

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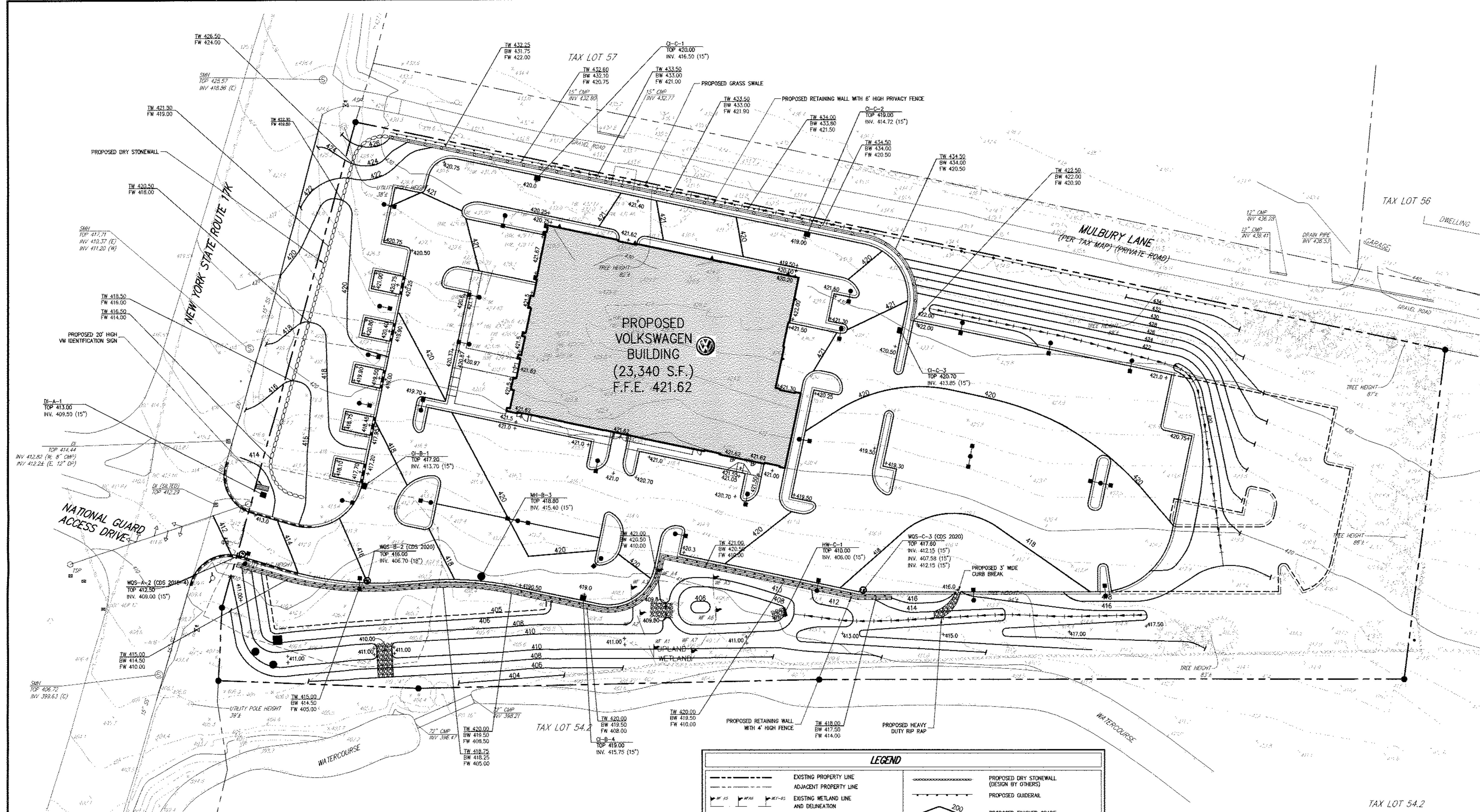
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NO.	REVISION	DATE	BY
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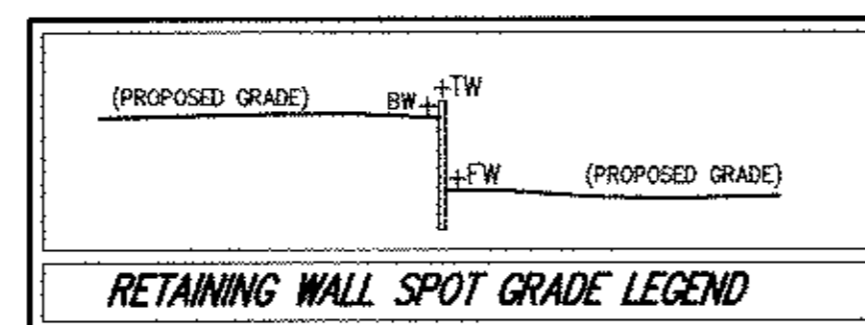
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DRAWING NO: LAYOUT LAYOUT

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NOTES:

- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY ENTITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JOHN MEYER CONSULTING, DATED 03/15/2013.
- DESIGN FOR THE RETAINING WALL SHOWN HEREON SHALL BE PREPARED BY A NYS LICENSED PROFESSIONAL ENGINEER AND SUBMITTED TO THE TOWN BUILDING INSPECTOR FOR RECORD PRIOR TO CONSTRUCTION. SUCH DESIGN DRAWINGS (OR SHOP DRAWINGS) SHALL BEAR THE STAMP AND SIGNATURE OF SUCH ENGINEER, AND SHALL BE SPECIFIC FOR THE SITE AND SPECIFIC TO THE RETAINING WALL SYSTEM TO BE UTILIZED AND SHALL CONSIDER ALL APPROPRIATE AND NECESSARY POSSIBLE LOADINGS AND CONDITIONS RELATED TO THIS PROJECT.
- THE AFOREMENTIONED DESIGN AND DETAILS SHALL CONSIDER/IDENTIFY/INCLUDE, BUT SHALL NOT BE LIMITED TO: SIGNED AND SEALED DESIGN CALCULATIONS, COMPLETE AND SPECIFIC CONSTRUCTION PLANS AND DETAILS FOR EACH WALL; APPROPRIATE SIZING FOR DRAINAGE SYSTEM TO HANDLE INTENSE STORM CONDITIONS; MAINTENANCE ABILITY TO CLEAN STORMWATER PIPING SYSTEMS; APPROPRIATE BACKFILL MATERIAL SUFFICIENT POROSITY TO ALLOW FREE DRAINAGE OF WATER; EVALUATE POSSIBLE FAILURE BY INTERNAL/EXTERNAL FAILURE MECHANISMS, GLOBAL FAILURE OR OTHER POTENTIAL FAILURES; AND SEISMIC DESIGN CONSIDERATIONS.
- IF THE WALL OR WALLS ARE TIERED WALLS, THE DESIGN SHALL INCLUDE AN ANALYSIS OF THE MINIMUM SPACING OF WALLS TO ALLOW THE INDIVIDUAL WALLS TO ACT AS INDIVIDUAL WALLS BASED ON THE SPECIFIC SITE AND CONSTRUCTION CONDITIONS. IF THE WALLS ARE TO BE PLACED CLOSER THAN THE SAME, THE SPECIFIC DESIGN SHALL CONSIDER THE LOADS SUPERIMPOSED BY ONE WALL TO THE OTHER.
- DURING CONSTRUCTION, THE WORK MUST BE INSPECTED BY A NYS LICENSED PROFESSIONAL ENGINEER WHO SHALL PROVIDE WRITTEN VERIFICATION TO THE TOWN BUILDING INSPECTOR, PRIOR TO THE REQUEST FOR A CERTIFICATE OF OCCUPANCY, THAT HE/SHE HAS PERSONALLY INSPECTED THE WORK, AND THE INSTALLATION IS IN COMPLIANCE WITH THE DESIGN DRAWINGS AND MANUFACTURER'S INSTALLATION RECOMMENDATIONS.
- IF DEEMED NECESSARY BY THE DESIGN ENGINEER AND/OR THE TOWN, THIRD PARTY TESTING WILL BE PERFORMED REGARDING MATERIAL COMPACTION, FILL QUALITY, ETC. A COPY OF ALL SUCH TESTING RECORDS SHALL BE PROVIDED TO THE TOWN BUILDING DEPARTMENT FOR RECORD.



LEGEND

	EXISTING PROPERTY LINE		PROPOSED DRY STONEM WALL (DESIGN BY OTHERS)
	ADJACENT PROPERTY LINE		PROPOSED GUTTER
	EXISTING WETLAND LINE AND DELINEATION		PROPOSED FINISHED GRADE
	EXISTING PAVEMENT EDGE		PROPOSED SPOT GRADE
	EXISTING CURB LINE		PROPOSED DITCH OR SWALE
	EXISTING CONTOUR		PROPOSED STORM DRAIN MANHOLE
	EXISTING INDEX CONTOUR		PROPOSED TYPE G DRAIN INLET
	EXISTING STONE WALL		EXISTING RETAINING WALL
	EXISTING FENCE		PROPOSED TYPE D DRAIN INLET
	EXISTING DRAIN INLET		PROPOSED WATER QUALITY STRUCTURE
	EXISTING MANHOLE		PROPOSED SUBSURFACE DRAINAGE OUTLET CONTROL STRUCTURE
	EXISTING UTILITY POLE		PROPOSED CLEANOUT
	PROPOSED BUILDING LINE		PROPOSED HYDRANT
	PROPOSED CONCRETE SIDEWALK		PROPOSED DOUBLE ARM LIGHTING STANDARD
	PROPOSED DROP CURB AND RAMP		PROPOSED SINGLE ARM LIGHTING STANDARD
	PROPOSED RETAINING WALL WITH 6' HIGH PRIVACY FENCE (DESIGN BY OTHERS)		PROPOSED WALL PACK LIGHTING STANDARD
	PROPOSED RETAINING WALL WITH 4' HIGH FENCE (DESIGN BY OTHERS)		PROPOSED LIMIT OF DISTURBANCE
	PROPOSED HEAVY DUTY RIP RAP		PROPOSED HEAVY DUTY RIP RAP

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SITE GRADING PLAN

VOLKSWAGEN OF NEWBURGH
 ROUTE 17K VW DEALERSHIP
 TOWN OF NEWBURGH, NEW YORK

DRW: JE APPROV: RR
 SCALE: 1" = 30'
 DATE: 11/07/2013
 PROJECT NO: 13021
 DWG: 100-010 GRADING
 DRAWING NO: SP-4

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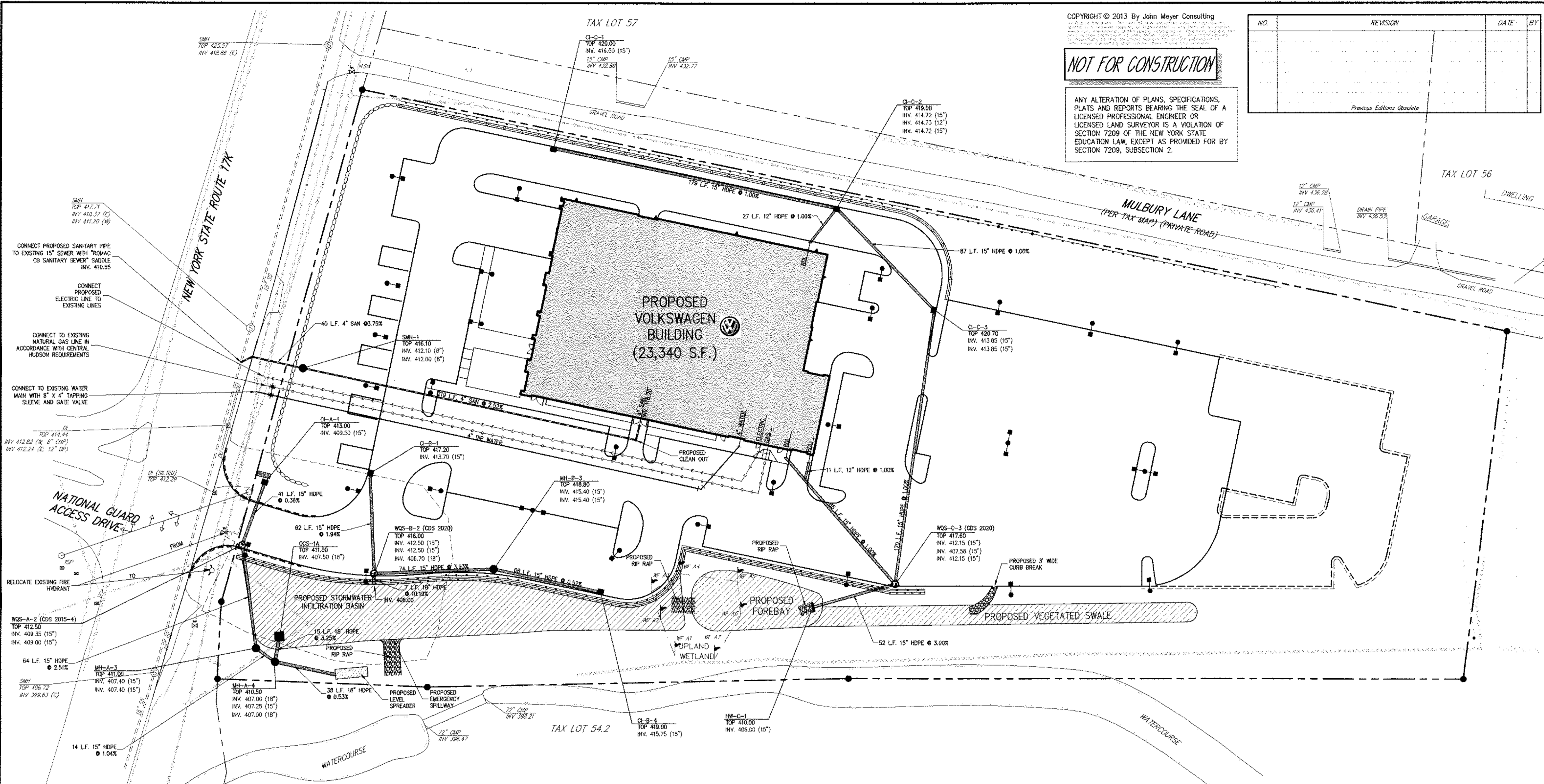
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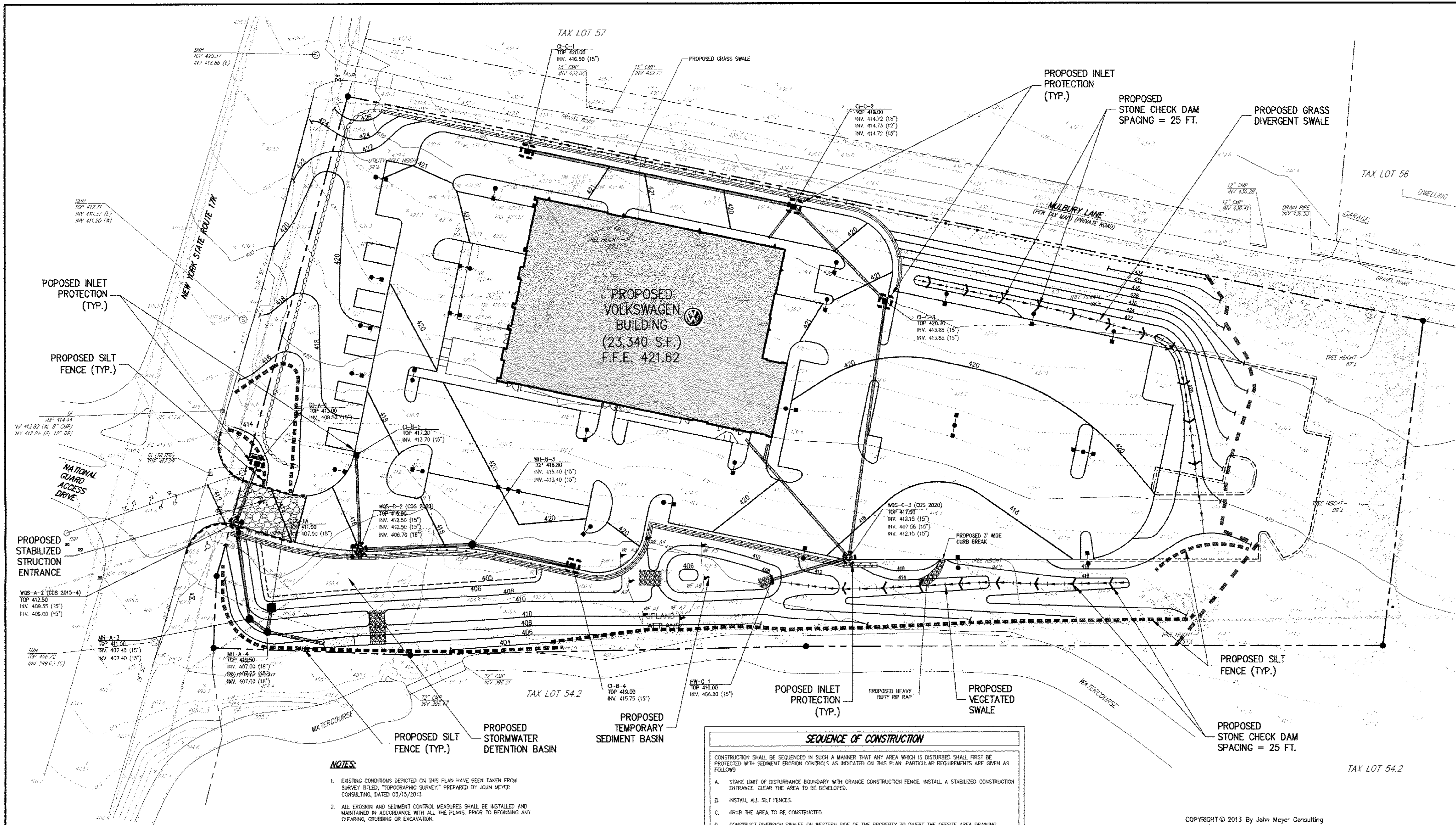
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SITE UTILITIES PLAN
VOLKSWAGEN OF NEWBURGH
ROUTE 17K VW DEALERSHIP
TOWN OF NEWBURGH, NEW YORK
SP-5



- NOTES:
1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY ENTITLED, 'TOPOGRAPHIC SURVEY', PREPARED BY JOHN MEYER CONSULTING, DATED 03/16/2013.
2. UNLESS OTHERWISE SPECIFIED, PIPE FOR STORM DRAINS SHALL BE HIGH DENSITY POLYETHYLENE PIPE (HDPE) WITH A SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATIONS IN ACCORDANCE WITH ASTM D-3212.
... (rest of notes) ...

LEGEND table defining symbols for existing and proposed utilities, manholes, and structures. Includes symbols for 15" HDPE, 8" PVC, 6" WATER, and various manhole types.



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SITE SEDIMENT & EROSION CONTROL PLAN

VOLKSWAGEN OF NEWBURGH
 ROUTE 17K VW DEALERSHIP
 TOWN OF NEWBURGH, NEW YORK

NOTES:

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- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ALL THE PLANS, PRIOR TO BEGINNING ANY CLEARING, GRUBBING OR EXCAVATION.
- EXPOSED SLOPES AND ALL GRADED AREAS SHALL BE SEEDED WITH THE FOLLOWING GRASS MIX IMMEDIATELY UPON COMPLETION OF ITS CONSTRUCTION AT A RATE OF 6 POUNDS PER 1000 S.F. IN THE FOLLOWING PROPORTIONS:
 CREEPING RED FESCUE 30 %
 PERENNIAL RYE GRASS 70 %
- GRASS SEED MIX FOR EROSION AND SEDIMENT CONTROL MAY BE APPLIED BY EITHER MECHANICAL OR HYDROSEEDING METHODS. HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE AMERICAN ASSOCIATION OF NURSERYMEN, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
- SEEDED AREAS SHALL BE MULCHED WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 LBS. PER 1,000 S.F.) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED ON A DAILY BASIS BY THE CONTRACTOR. ALL COLLECTED SEDIMENT WITHIN SEDIMENT BARRIERS SHALL BE REMOVED PERIODICALLY TO MAINTAIN THE FUNCTION OF THE SEDIMENT BARRIER. ALL SEDIMENT COLLECTED SHALL BE RESPREAD ON-SITE WITHIN STABILIZED AREAS AS DIRECTED BY THE OWNERS FIELD REPRESENTATIVE.
- DUST SHALL BE CONTROLLED BY SPRINKLING OR OTHER APPROVED METHODS AS NECESSARY, OR AS DIRECTED BY THE TOWN ENGINEER.
- CUT AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DIVERT WATER TO THE PROPERTY OF OTHERS.
- ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
- THE CONTRACTOR SHALL INSPECT DOWNSTREAM CONDITIONS FOR EVIDENCE OF SEDIMENTATION ON A WEEKLY BASIS AND AFTER RAINSTORMS.
- AS WARRANTED BY FIELD CONDITIONS, SPECIAL ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED BY THE CONTRACTOR AS REQUIRED.

SEQUENCE OF CONSTRUCTION

- CONSTRUCTION SHALL BE SEQUENCED IN SUCH A MANNER THAT ANY AREA WHICH IS DISTURBED SHALL FIRST BE PROTECTED WITH SEDIMENT EROSION CONTROLS AS INDICATED ON THIS PLAN. PARTICULAR REQUIREMENTS ARE GIVEN AS FOLLOWS:
- STAKE LIMIT OF DISTURBANCE BOUNDARY WITH ORANGE CONSTRUCTION FENCE. INSTALL A STABILIZED CONSTRUCTION ENTRANCE. CLEAR THE AREA TO BE DEVELOPED.
 - INSTALL ALL SILT FENCES.
 - GRUB THE AREA TO BE CONSTRUCTED.
 - CONSTRUCT DIVERGENCE SWALES ON WESTERN SIDE OF THE PROPERTY TO DIVERT THE OFF-SITE AREA DRAINING TOWARDS THE SITE TOWARDS THE EXISTING WATERCOURSE LOCATED TO THE EAST OF THE PROPERTY WHILE MAINTAINING THE EXISTING DRAINAGE PATTERN.
 - PROVIDE STONE CHECK DAMS AT REGULAR INTERVALS IN THE DIVERGENCE SWALES.
 - CONSTRUCT THE TEMPORARY SEDIMENT BASINS.
 - REMOVE AND STOCKPILE TOPSOIL. INSTALL SILT FENCING AROUND THE TEMPORARY TOPSOIL STOCKPILE LOCATION FOR EROSION CONTROL PURPOSES.
 - PROCEED WITH ROUGH GRADING OF THE AREA UNDER ACTIVE CONSTRUCTION.
 - INITIAL STORMWATER INFILTRATION BASIN EXCAVATION SHOULD BE CARRIED TO WITHIN 2 FEET OF THE FINAL ELEVATION OF THE BASIN FLOOR. FINAL EXCAVATION TO THE FINISHED GRADE SHOULD BE DEFERRED UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED.
 - INSTALL THE STORM DRAINAGE SYSTEM CONSISTING OF CATCH BASINS, MANHOLES AND UNDERGROUND STORM PIPES ALONG WITH THE EROSION AND SEDIMENT CONTROL DEVICES ASSOCIATED WITH THE STORM DRAINAGE SYSTEM (I.E. INLET PROTECTION, STONE CHECK DAMS, ETC., AS SHOWN ON THE PLANS).
 - INSTALL UTILITIES (SANITARY SEWER, WATER, GAS, ELECTRIC, TELEPHONE, ETC.), AS REQUIRED.
 - INSTALL GREEN INFRASTRUCTURE PRACTICES INCLUDING VEGETATIVE SWALE AND POROUS PAVERS.
 - BEGIN ROAD CONSTRUCTION INCLUDING SUBBASE AND BASE PAVEMENT SECTIONS.
 - FINISH GRADING, REDISTRIBUTE TOPSOIL AND ESTABLISH VEGETATION AND/OR LANDSCAPING.
 - COMPLETE FINAL GRADING FOR THE STORMWATER INFILTRATION BASIN.
 - CLEAN PAVEMENTS AND STORM DRAIN SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES.
 - COMPLETE BUILDING CONSTRUCTION.

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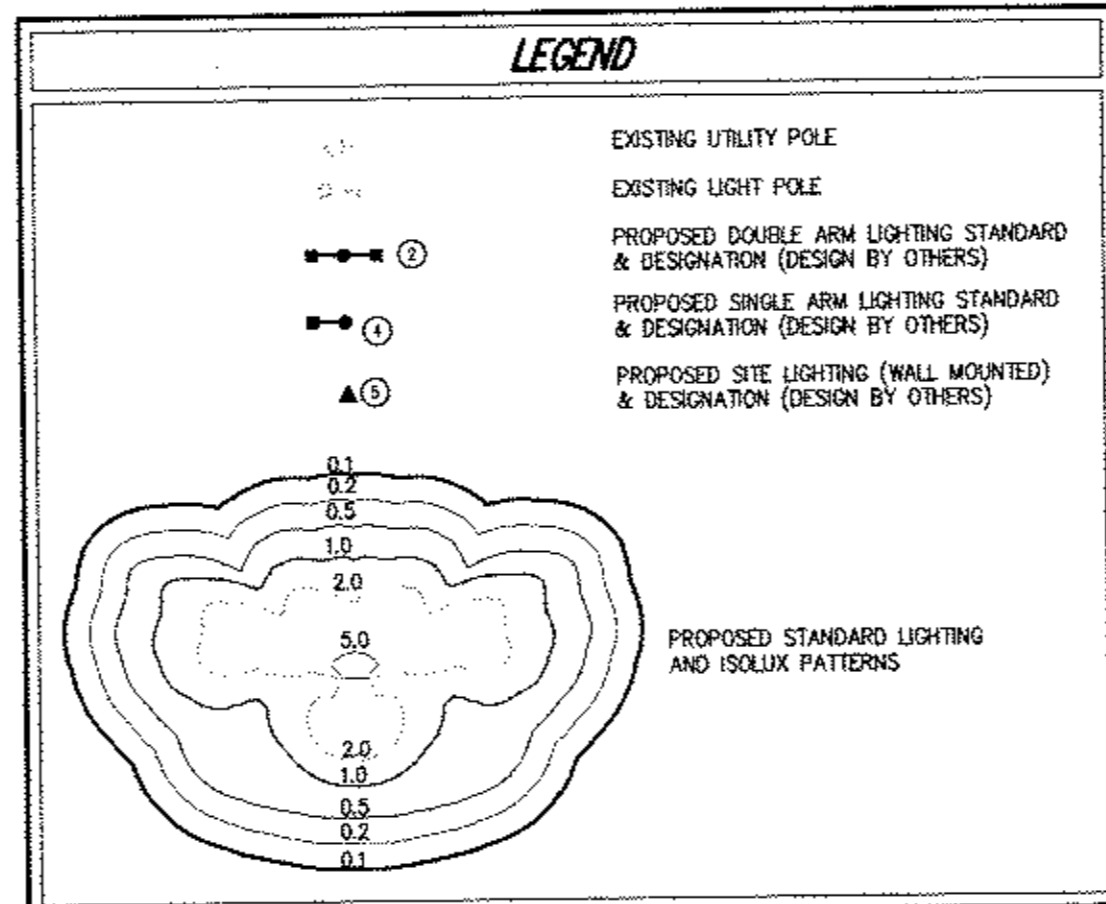
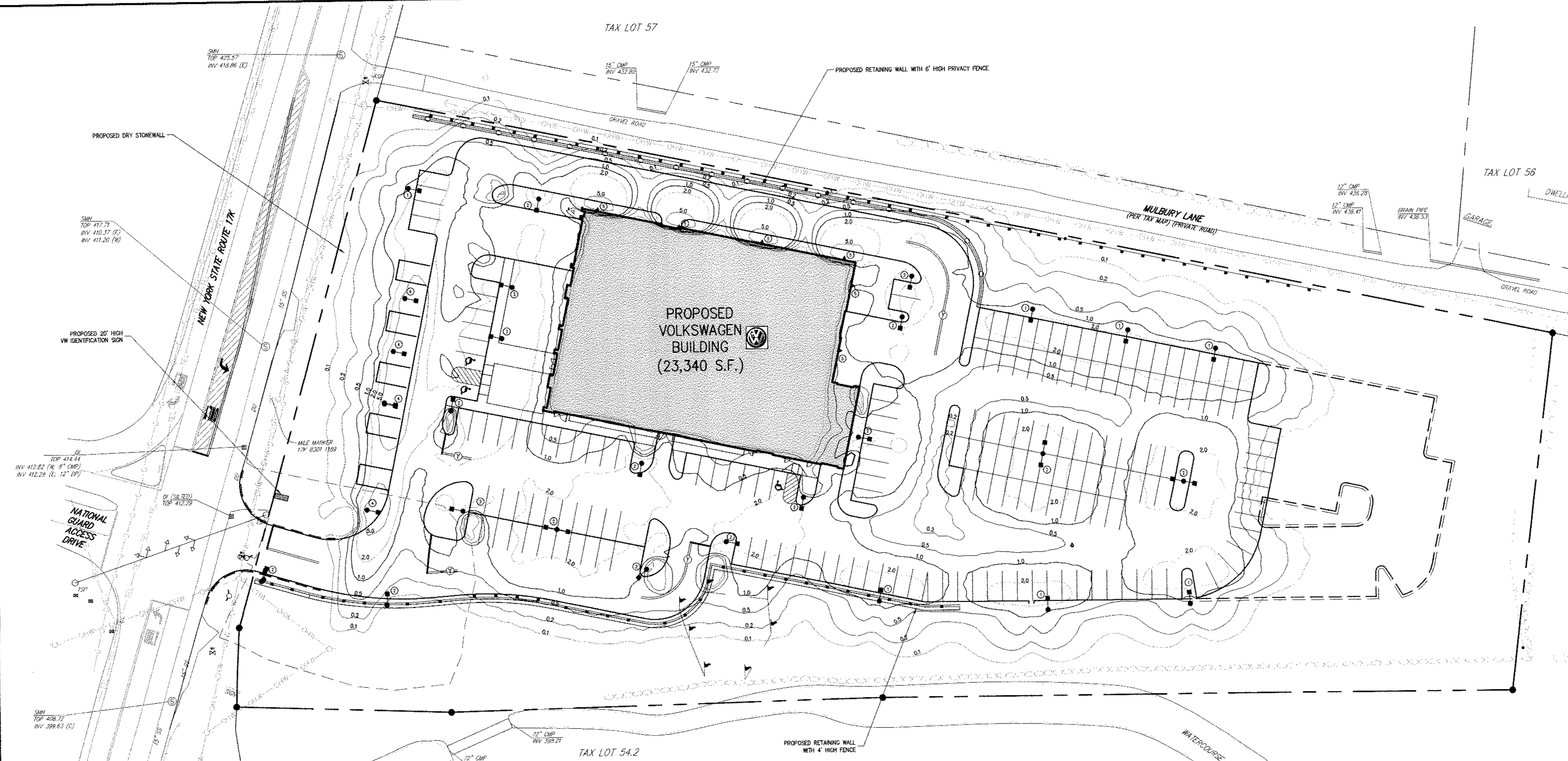
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DRAWN: JE
 SCALE: 1" = 30'
 DATE: 11/07/2013
 PROJECT NO: 13021
 DESIGNED: JMB
 CHECKED: JMB
 DRAWING NO: SP-6

LEGEND

- PROPOSED INLET PROTECTION
- PROPOSED SILT FENCE
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED TEMPORARY SWALE



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DATE: 11/07/2013	
PROJECT NO: 13021	
DATE: 11/07/2013	
DRAWING NO: SP-8	

ROUTE 17 CARS, LLC
 1143 DUTCHESS TURNPIKE
 Poughkeepsie, New York 12603

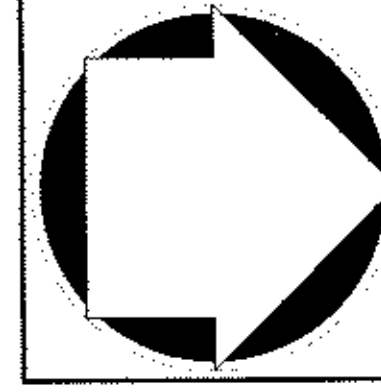
CLARIS CONSTRUCTION INC.
 153 SOUTH MAIN STREET
 NEWTOWN, CONNECTICUT 06470

120 Bedford Road
 Armonk, NY 10504
 voice 914.273.5225 • fax 914.273.2102
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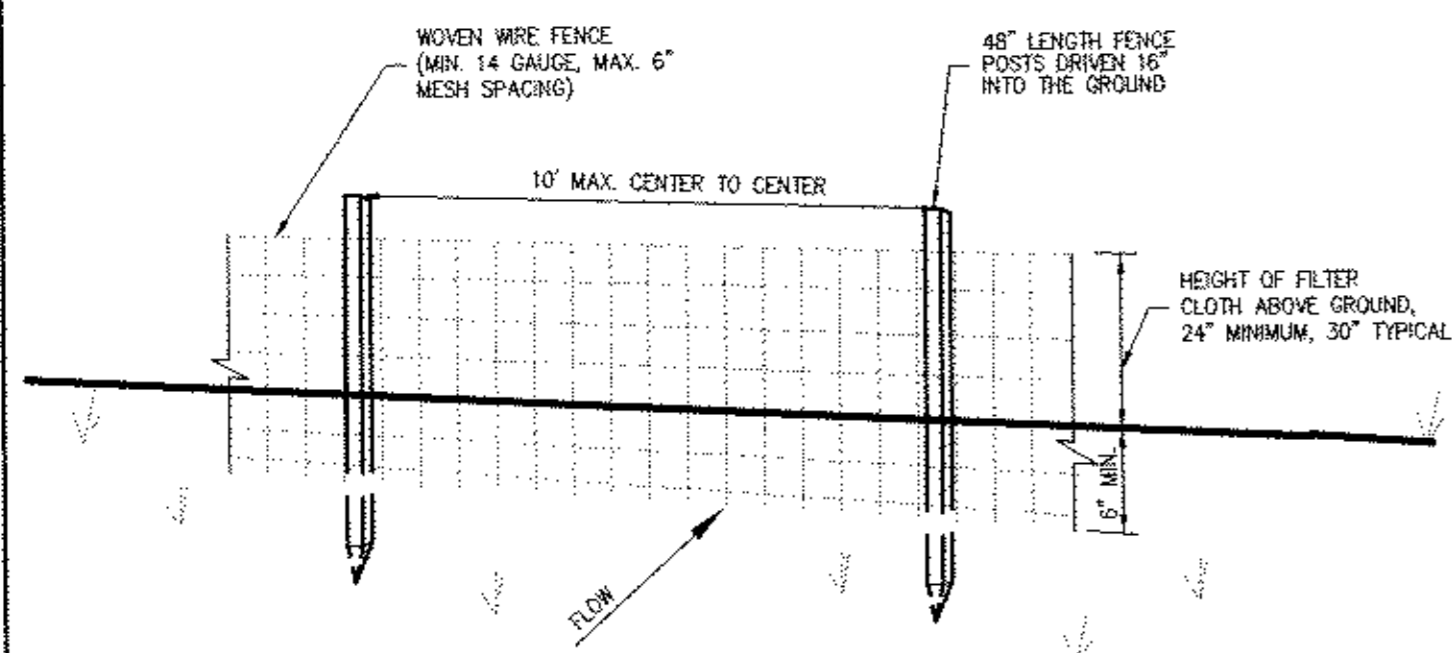
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SITE LIGHTING PLAN

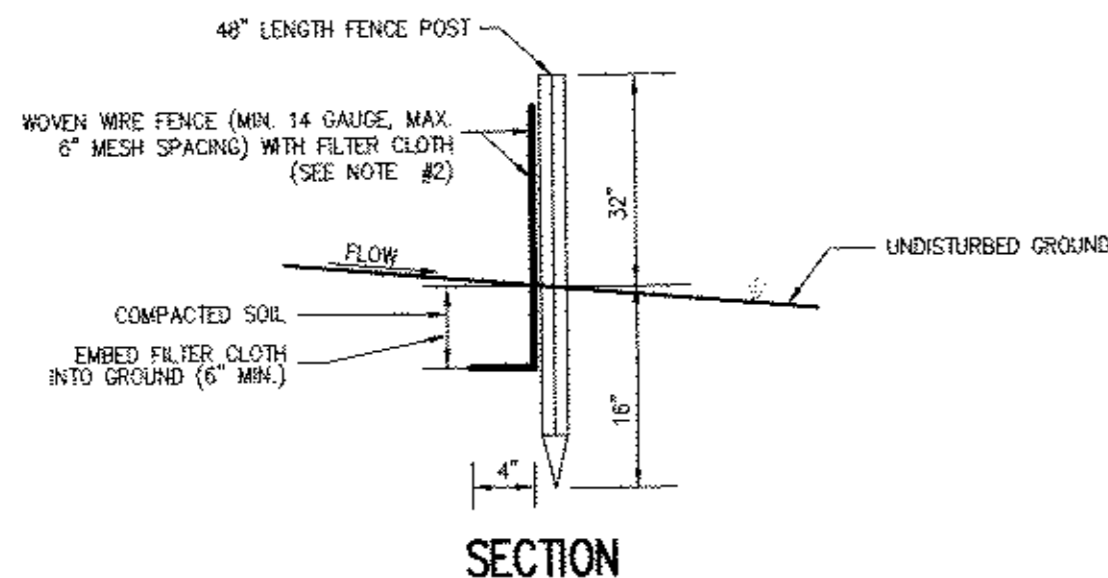
VOLKSWAGEN OF NEWBURGH
 ROUTE 17K VW DEALERSHIP
 TOWN OF NEWBURGH, NEW YORK



Previous Editions Obsolete



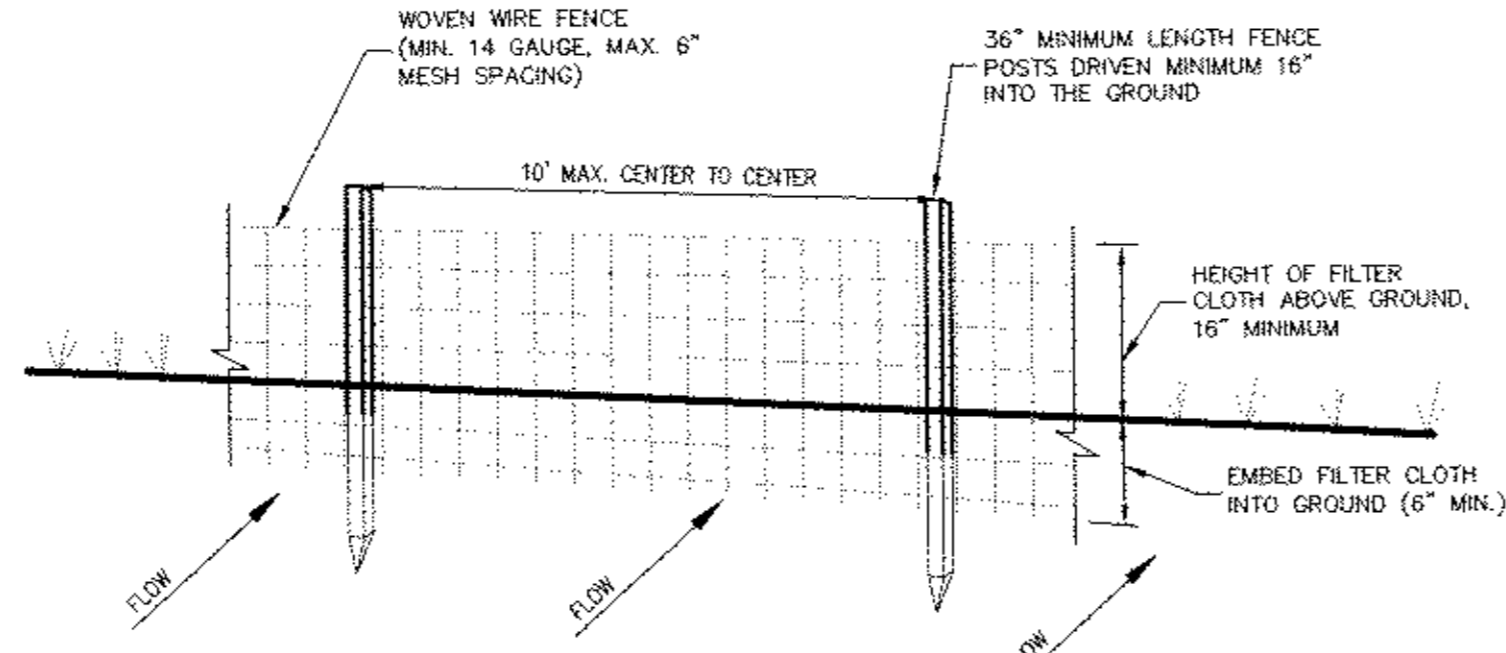
PERSPECTIVE VIEW



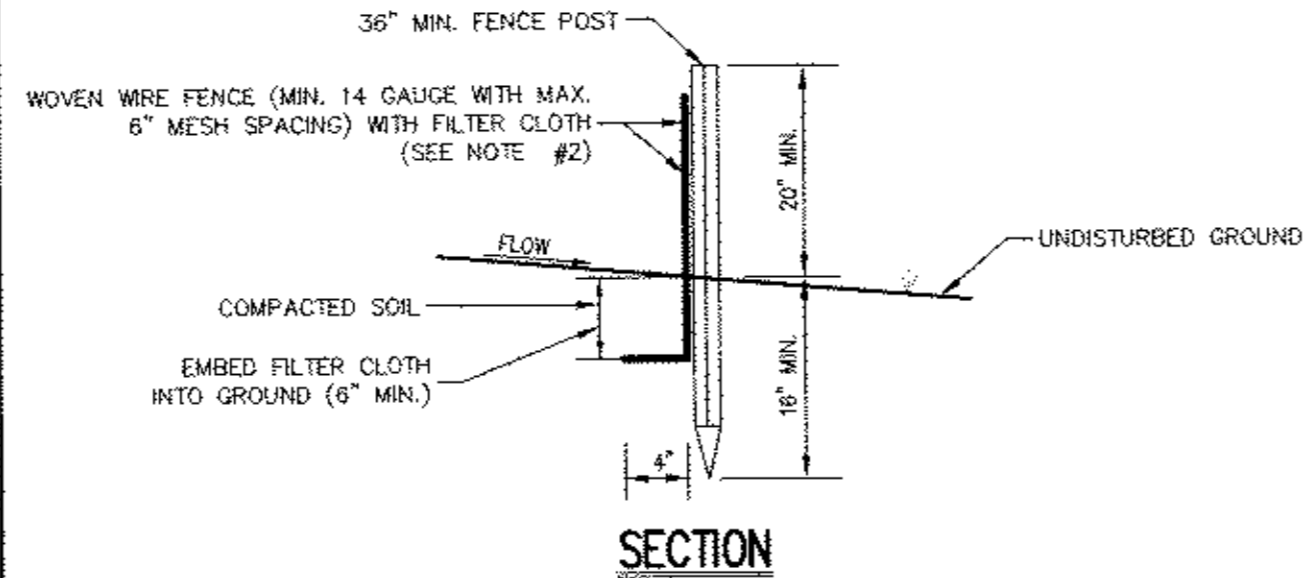
SECTION

NOTES:

- WOVEN WIRE FENCE SHALL BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL, EITHER T OR U TYPE OR HARDWOOD.
- FILTER CLOTH SHALL BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 6" MAXIMUM MESH OPENING.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABLINKA T140N, OR APPROVED EQUAL.
- PREFABRICATED UNITS SHALL BE GEOFAB, ENVROFENCE, OR APPROVED EQUAL.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN "BULGES" DEVELOP IN THE SILT FENCE.



ELEVATION VIEW

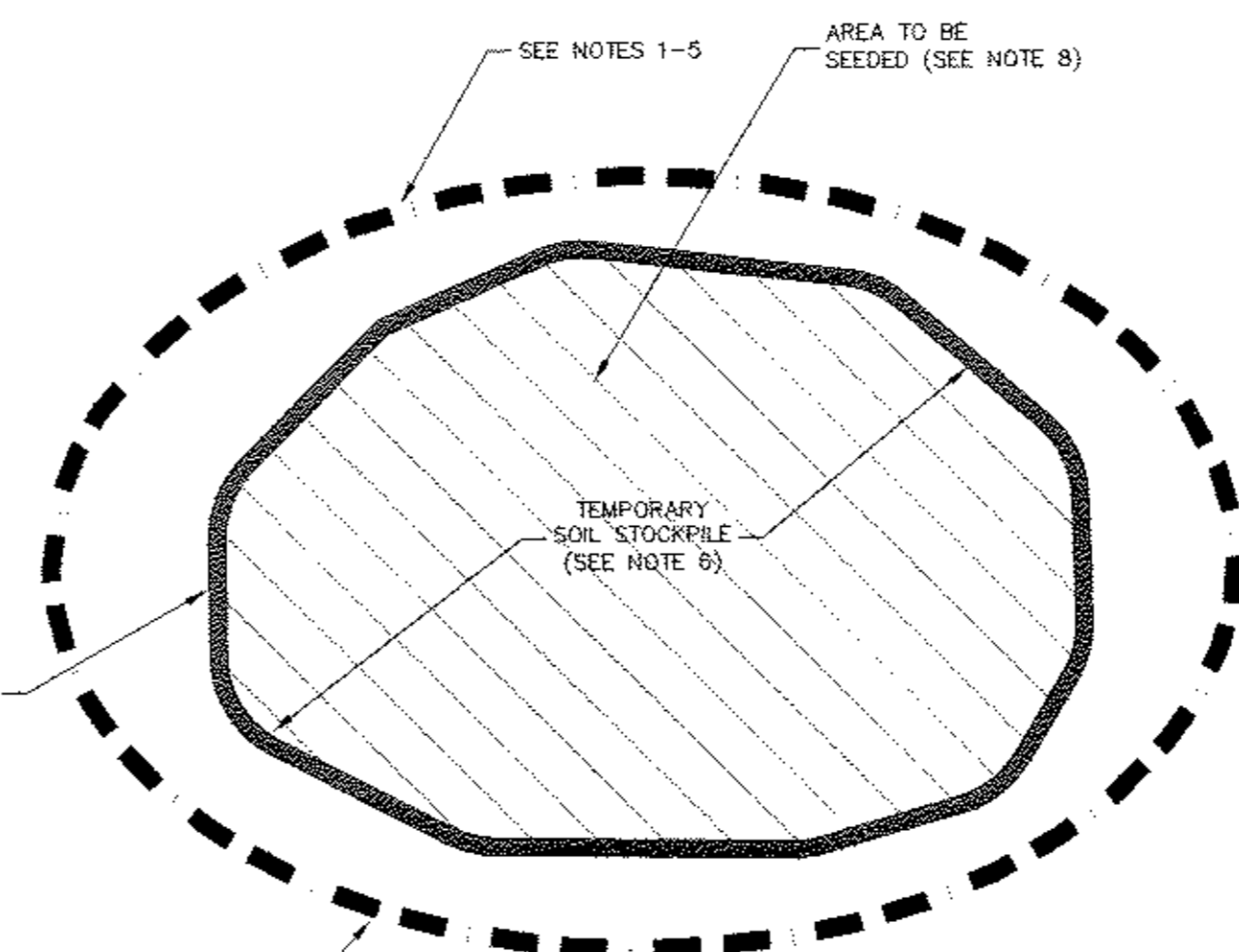


SECTION

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2:1 SLOPE MAX. (SEE NOTE 7)



PLAN VIEW

- THE AREA CHOSEN FOR ALL TEMPORARY SOIL STOCKPILES SHALL BE DRY AND STABLE.
- ALL STOCKPILED SOIL SHALL NOT CONTAIN SLOPES GREATER THAN 2:1.
- UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SEEDED WITHIN 24 HOURS. PERENNIAL OR ANNUAL RYEGRASS SHALL BE PLANTED DURING SPRING, SUMMER OR EARLY FALL. WINTER RYE (CEREAL RYE) SHALL BE PLANTED DURING LATE FALL OR EARLY WINTER.
- ALL STOCKPILES SHALL BE PROTECTED WITH SILT FENCING INSTALLED AROUND THE PERIMETER.

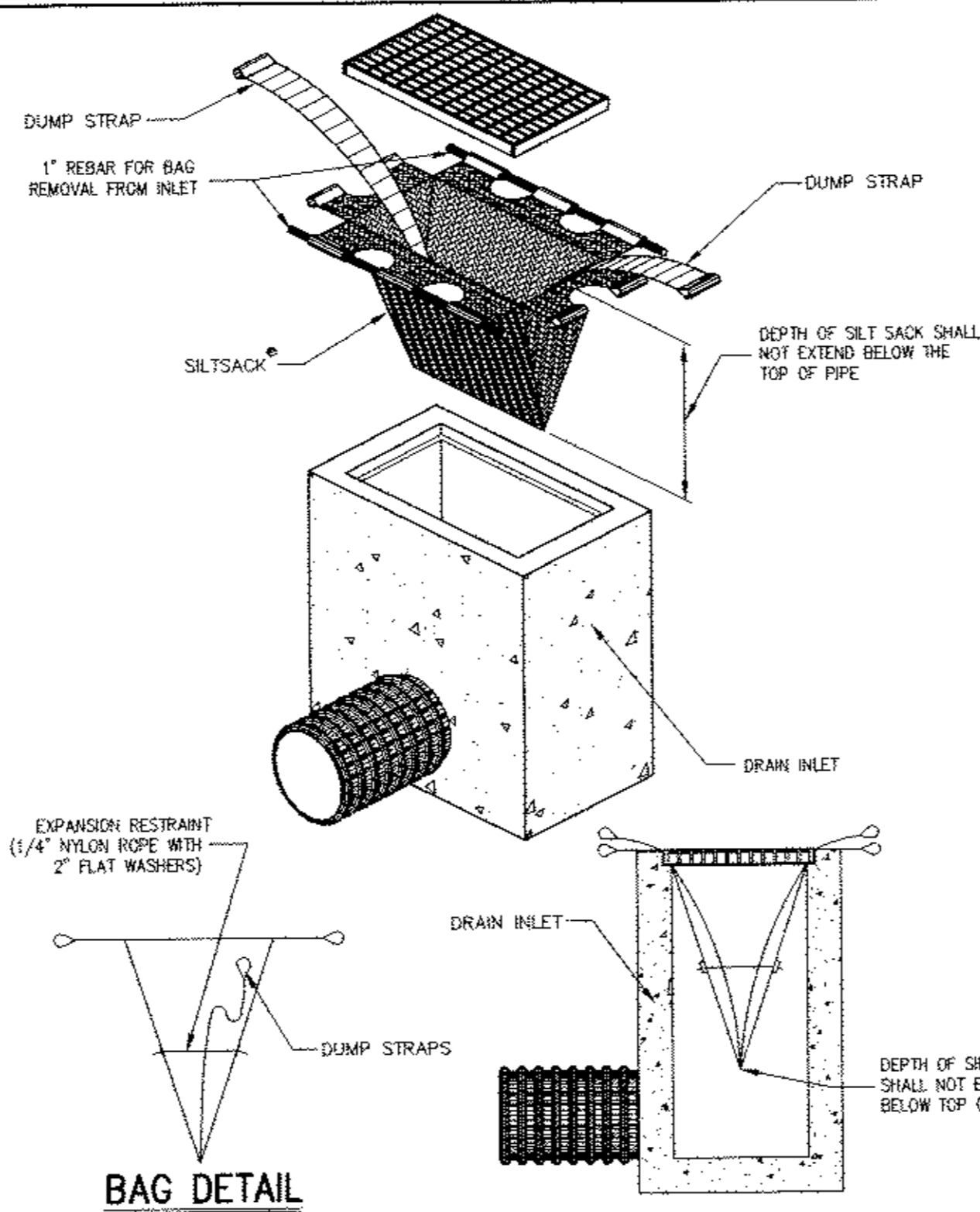
SILT FENCE

1

TEMPORARY SOIL STOCKPILE WITH SILT FENCE

2

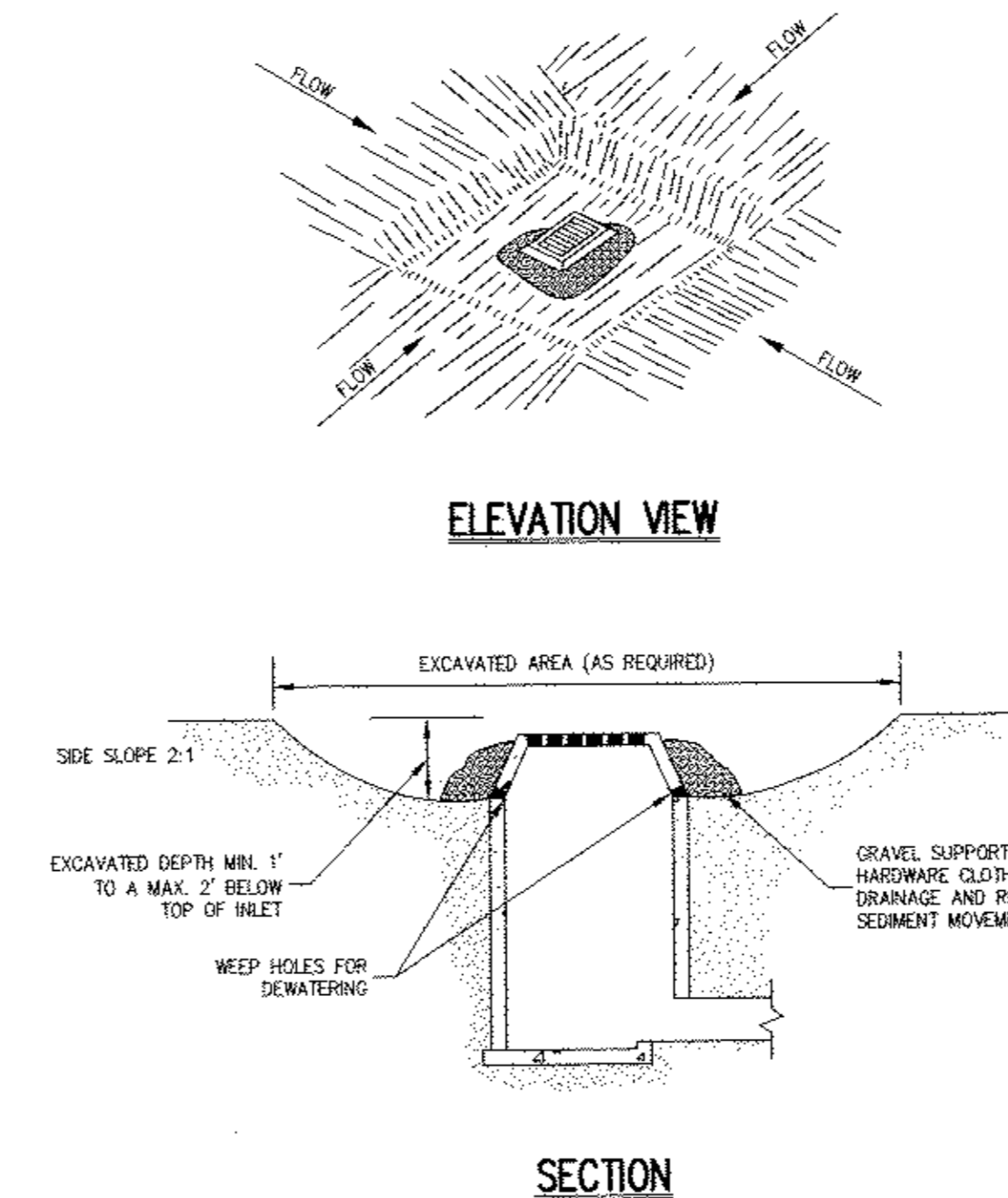
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HI-FLOW SILT SACK AS MANUFACTURED BY ACF ENVIRONMENTAL OR APPROVED EQUAL
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

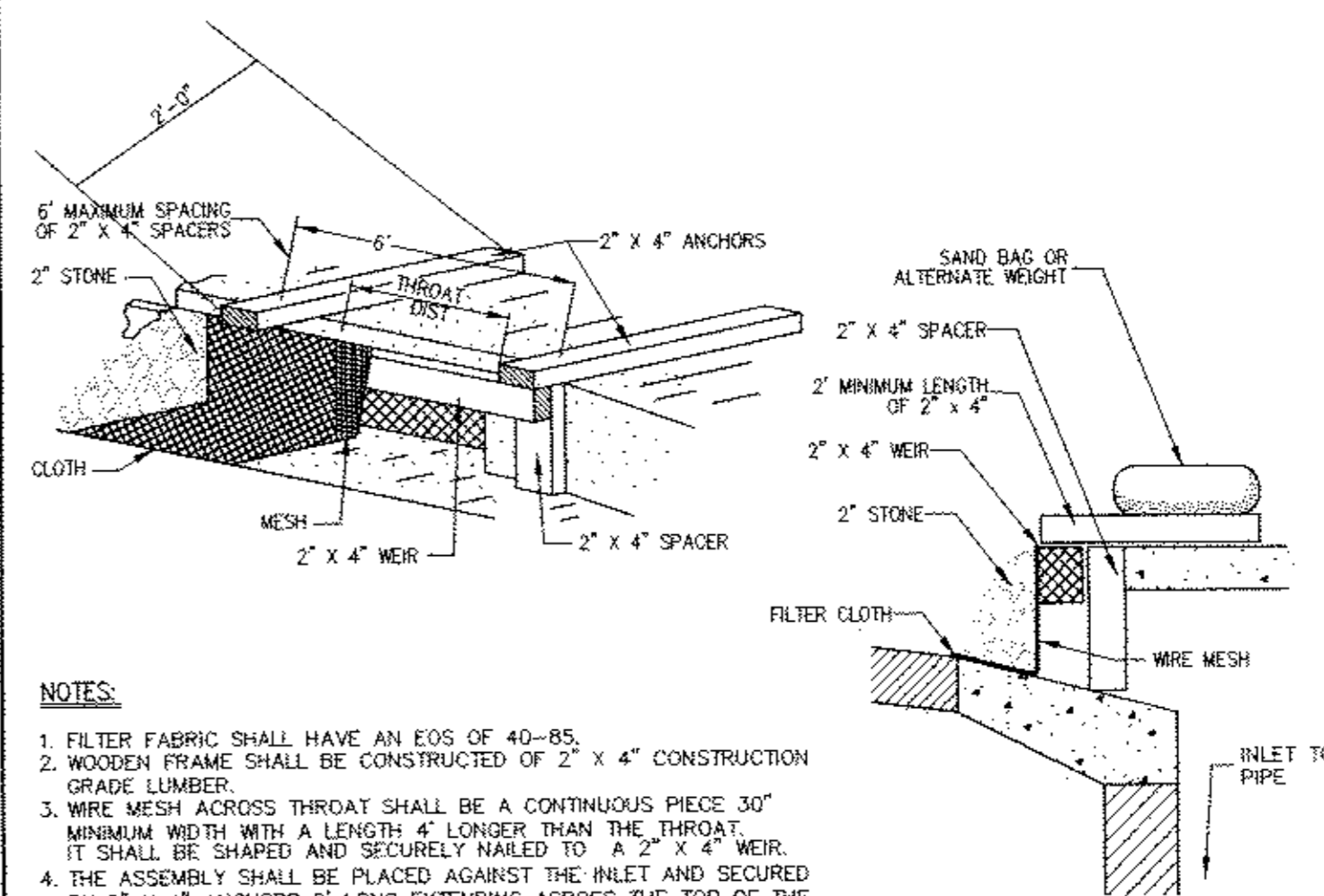
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	285 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4633	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPEARANT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MH/50 FT
PERMITIVITY	ASTM D-4491	1.5 SEC -1

- NOTES:
- CLEAR THE AREA OF ALL DEBRIS THAT WILL HINDER EXCAVATION.
 - GRADE APPROACH TO THE INLET UNIFORMLY AROUND THE BASIN.
 - WEEP HOLES SHALL BE PROTECTED BY GRAVEL.
 - PROVIDE FREQUENT INSPECTION AND MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AND REPAIR OR REPLACE INLET PROTECTION TO MAINTAIN EFFECTIVENESS OF THE INSTALLATION.
 - UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA, SEAL WEEP HOLES, FILL BASIN WITH STABLE SOIL TO FINAL GRADE, COMPACT IT PROPERLY AND STABILIZE WITH PERMANENT SEEDING.



ELEVATION VIEW

SECTION



NOTES:

- FILTER FABRIC SHALL HAVE AN EOS OF 40-85.
 - WOODEN FRAME SHALL BE CONSTRUCTED OF 2" X 4" CONSTRUCTION GRADE LUMBER.
 - WIRE MESH ACROSS THROAT SHALL BE A CONTINUOUS PIECE 30" MINIMUM WIDTH WITH A LENGTH 4" LONGER THAN THE THROAT. IT SHALL BE SHAPED AND SECURELY NAILED TO A 2" X 4" WEIR.
 - THE ASSEMBLY SHALL BE PLACED AGAINST THE INLET AND SECURED BY 2" X 4" ANCHORS 2' LONG EXTENDING ACROSS THE TOP OF THE INLET AND HELD IN PLACE BY SANDBAGS OR ALTERNATE WEIGHTS.
 - INLET PROTECTION SHALL BE INSPECTED FREQUENTLY, MAINTAINED, REPAIRED OR REPLACED TO MAINTAIN EFFECTIVENESS OF INSTALLATION.
 - INLET PROTECTION SHALL BE REMOVED WHEN DIRECTED BY THE OWNER'S FIELD REPRESENTATIVE.
 - IF A SIDEWALK EXISTS, THE CONTRACTOR SHALL PROVIDE PROTECTIVE FENCING (SEE DETAIL) TO PROTECT THE PUBLIC.
 - THE WEIR SHALL BE SECURELY NAILED TO 2" X 4" SPACERS 9 INCHES LONG SPACED NO MORE THAN 6 FEET APART.
- MAXIMUM DRAINAGE AREA 1 ACRE

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X

SILT SACK

5

EXCAVATED DRAIN INLET PROTECTION

6

CURB DROP INLET PROTECTION STRUCTURE

7

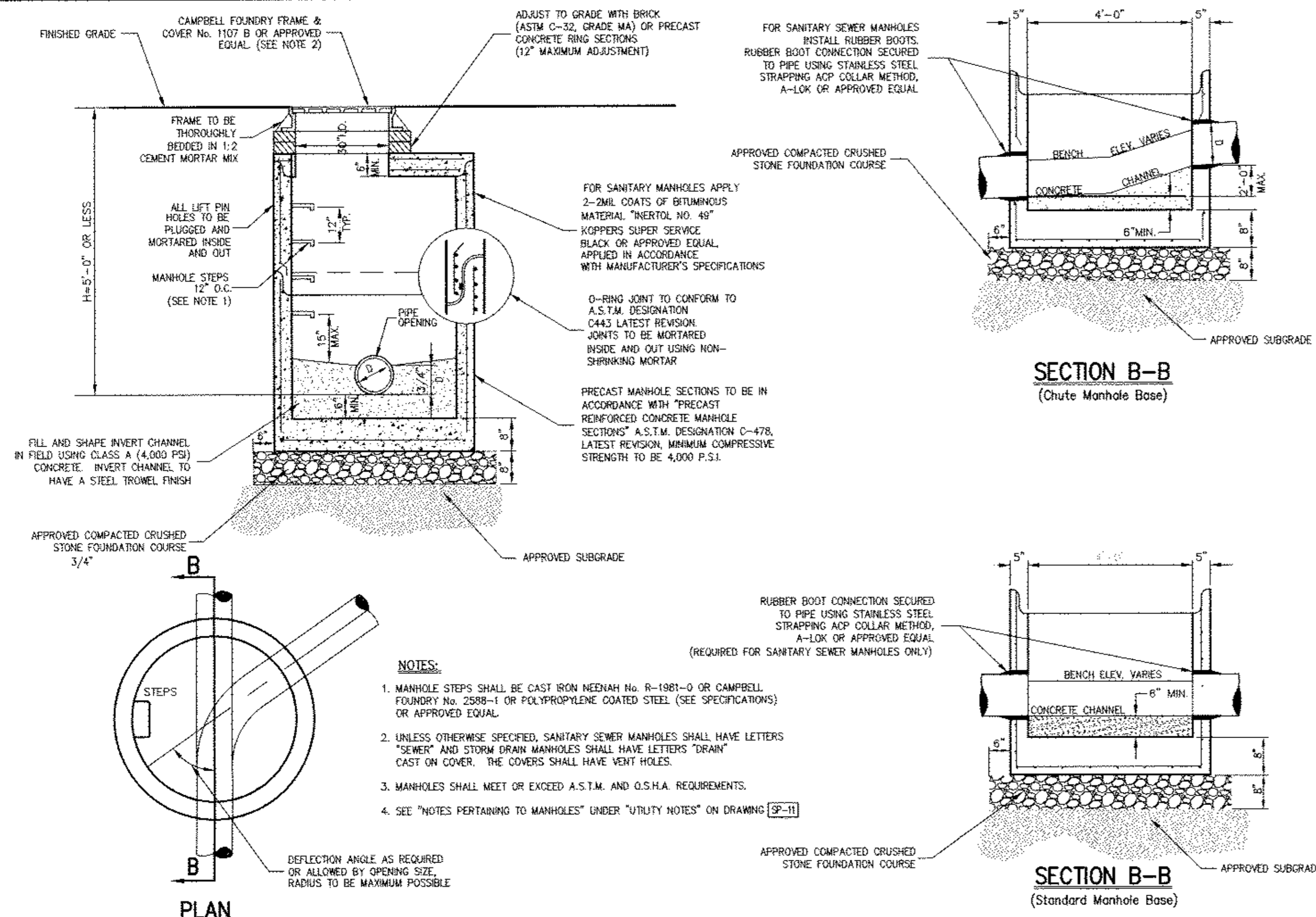
CONSTRUCTION DETAILS
VOLKSWAGEN OF NEWBURGH
ROUTE 17K VW DEALERSHIP
TOWN OF NEWBURGH, NEW YORK

SCALE: N.T.S.
DATE: 11/07/2013
PROJECT No: 13021
DWG: 13021-DETAILS
SHEET: SP-09
SP-09

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DATE	
REVISION	
NO.	

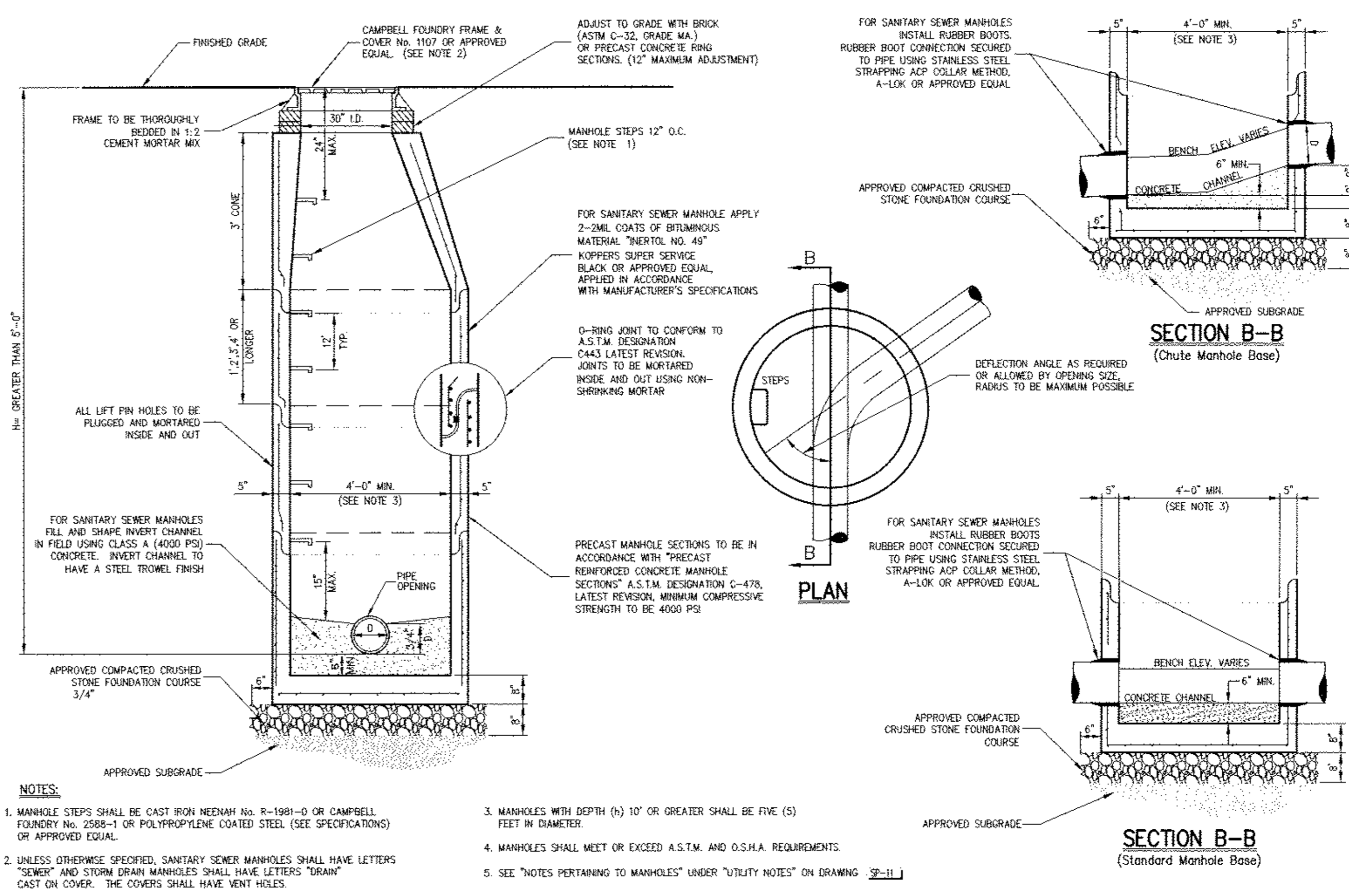
120 Bedford Road
Armonk, NY 10504
voice 914.273.5925 • fax 914.273.2102
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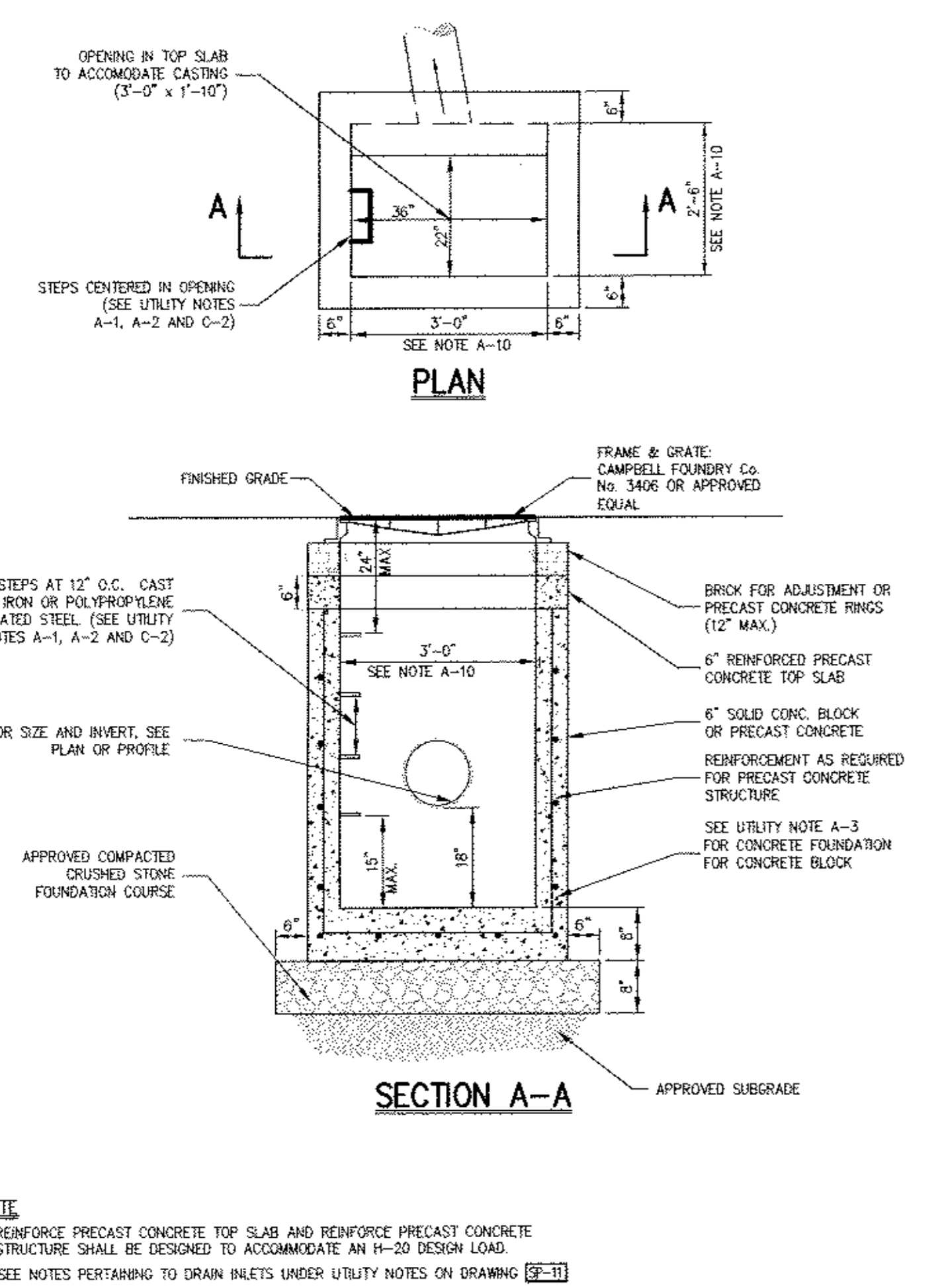
MANHOLE (TYPE A)
(H < 5'-0")

16



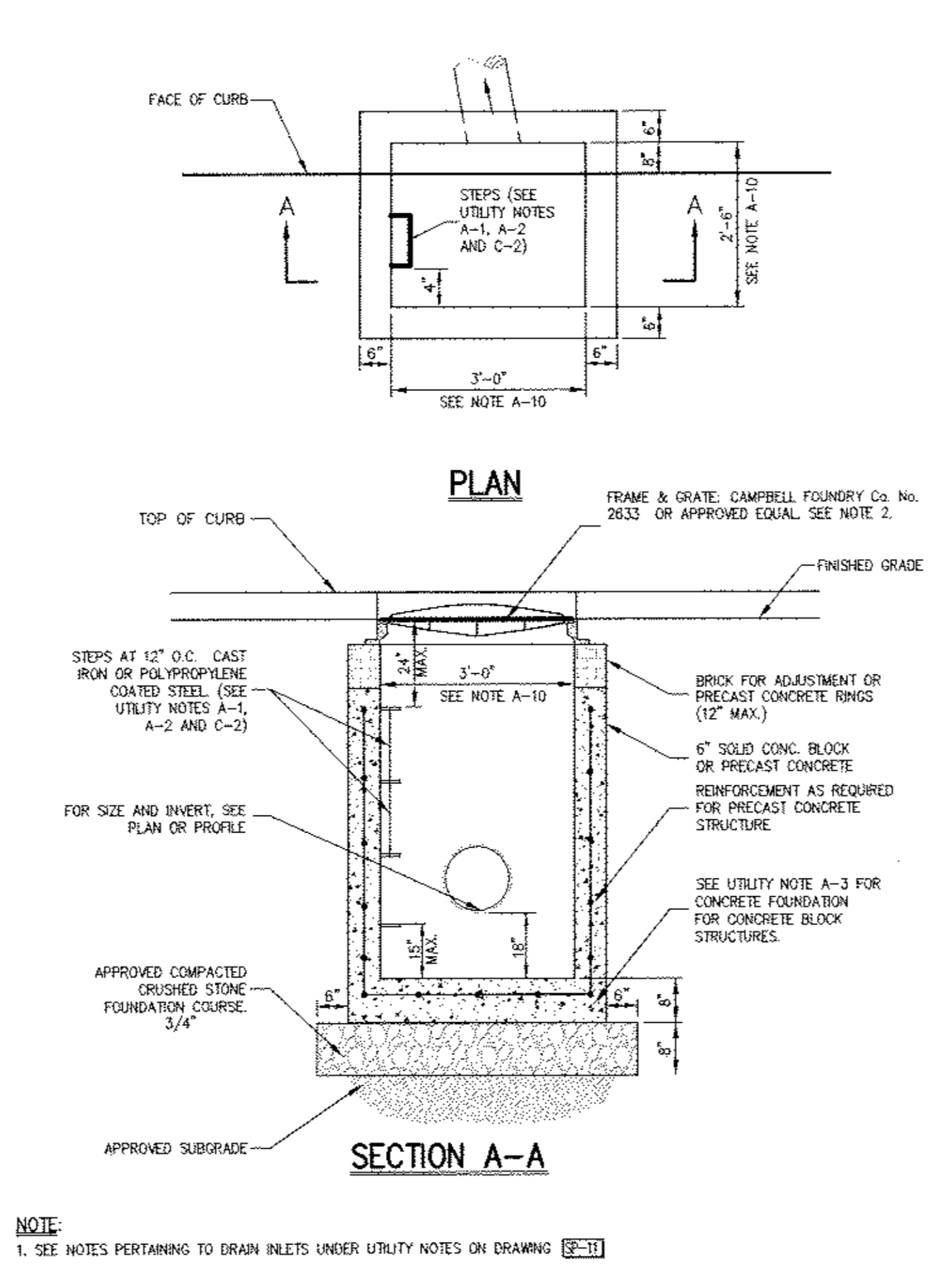
MANHOLE (TYPE B)
(H > 5'-0") (10'-0")

17



DRAIN INLET (TYPE DI)

18



DRAIN INLET (TYPE CI)

19

NOTES PERTAINING TO DRAIN INLETS

- STEPS WILL NOT BE REQUIRED IN INLETS LESS THAN FOUR (4) FEET IN DEPTH. STEPS WILL BE REQUIRED IN INLETS FOUR (4) FEET OR GREATER IN DEPTH. DEPTHS FOR DRAIN INLETS SHALL BE MEASURED FROM FINISHED GRADE TO INSIDE BOTTOM OF STRUCTURE (INCLUDING SLUMP AS APPLICABLE).
- WHEN STEPS ARE REQUIRED, STEPS SHALL COMPLY WITH THE SAME REQUIREMENTS OF ASTM STANDARD C-478, ARTICLE 13 ENTITLED "MANHOLE STEPS & LADDERS".
- FOR MASONRY STRUCTURES, THE FIRST COURSE OF MASONRY SHALL BE SET IN THE CONCRETE FOUNDATION BEFORE THE CONCRETE HAS SET. CONCRETE FOUNDATION SHALL BE CLASS "A" (4000 PSI) CONCRETE, TWELVE (12) INCHES THICK AND SHALL EXTEND SIX (6) INCHES BEYOND THE OUTSIDE FACE OF THE STRUCTURE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH AND CONSTRUCT THE PROPER SIZE STRUCTURE INCLUDING THE NECESSARY OPENINGS TO ACCOMMODATE THE WORK AS SHOWN ON THE PLANS OR ORDERED BY THE ENGINEER, AT NO ADDITIONAL COST TO THE OWNER.
- ALL NECESSARY PATCHING FOR DRAIN STRUCTURES SHALL BE ACCOMPLISHED WITH NON-SHRINKING CEMENT MORTAR GROUT, APPROVED EQUAL TO SIKKA-SET AS MANUFACTURED BY THE SIKKA CHEMICAL CORP.
- FOUNDATIONS FOR PRECAST CONCRETE STRUCTURES SHALL BE SET ON A COMPACTED LAYER OF APPROVED CRUSHED STONE HAVING A MINIMUM COMPACTED THICKNESS OF EIGHT (8) INCHES.
- ALL PIPES SHALL BE CUT FLUSH WITH THE INSIDE WALL OF THE STRUCTURE.
- PROVIDE REINFORCED CONCRETE TOP SLAB FOR OVERSIZED DRAIN INLETS WITH PROPER SIZE OPENING TO ACCOMMODATE INSTALLATION OF FRAME & GRATE.
- FOR MASONRY STRUCTURES GREATER THAN TEN (10) FEET IN DEPTH, THICKNESS OF MASONRY WALLS SHALL BE INCREASED TO TWELVE (12) INCHES.
- FOR ALL STRUCTURES GREATER THAN 10 FEET IN DEPTH, STRUCTURES SHALL PROVIDE MINIMUM INSIDE DIMENSIONS OF 4 FEET X 4 FEET.

NOTES PERTAINING TO MANHOLES

- PRECAST CONCRETE MANHOLES SHALL COMPLY WITH ASTM STANDARD C-478. MANHOLE JOINTS SHALL COMPLY WITH ASTM STANDARD C-443.
- FOR PRECAST CONCRETE MANHOLES FIVE (5) FEET OR LESS IN HEIGHT, TOP CONE SECTION SHALL BE REPLACED WITH PRECAST REINFORCED CONCRETE SLAB (6" MIN. THICKNESS) WITH OPENING OF SUFFICIENT SIZE TO ACCOMMODATE MANHOLE CASTING.
- FOR MANHOLES 10 FEET OR MORE IN DEPTH, MANHOLE DIAMETER SHALL BE FIVE (5) FEET.
- TERMINAL MANHOLE FLOORS SHALL BE SLOPED TOWARD OUTFALL PIPE.
- INVERT CHANNELS FOR PRECAST CONCRETE MANHOLES SHALL BE CONSTRUCTED OF CONCRETE.
- NOTES A-1, A-2, A-4, A-5, A-6 & A-7 UNDER "NOTES PERTAINING TO DRAIN INLETS" ABOVE SHALL APPLY TO MANHOLES.

NOTES PERTAINING TO PRECAST CONCRETE STRUCTURES FOR STORM DRAINS, SANITARY SEWERS AND WATER LINES

- ALL PRECAST CONCRETE STRUCTURES SHALL BE DESIGNED TO ACCOMMODATE AN H-20 DESIGN LOAD.
- STEPS SHALL BE LOCATED WITHIN STRUCTURE TO AVOID PLACEMENT OVER PIPES WHEN PRACTICABLE.

UTILITY NOTES

20

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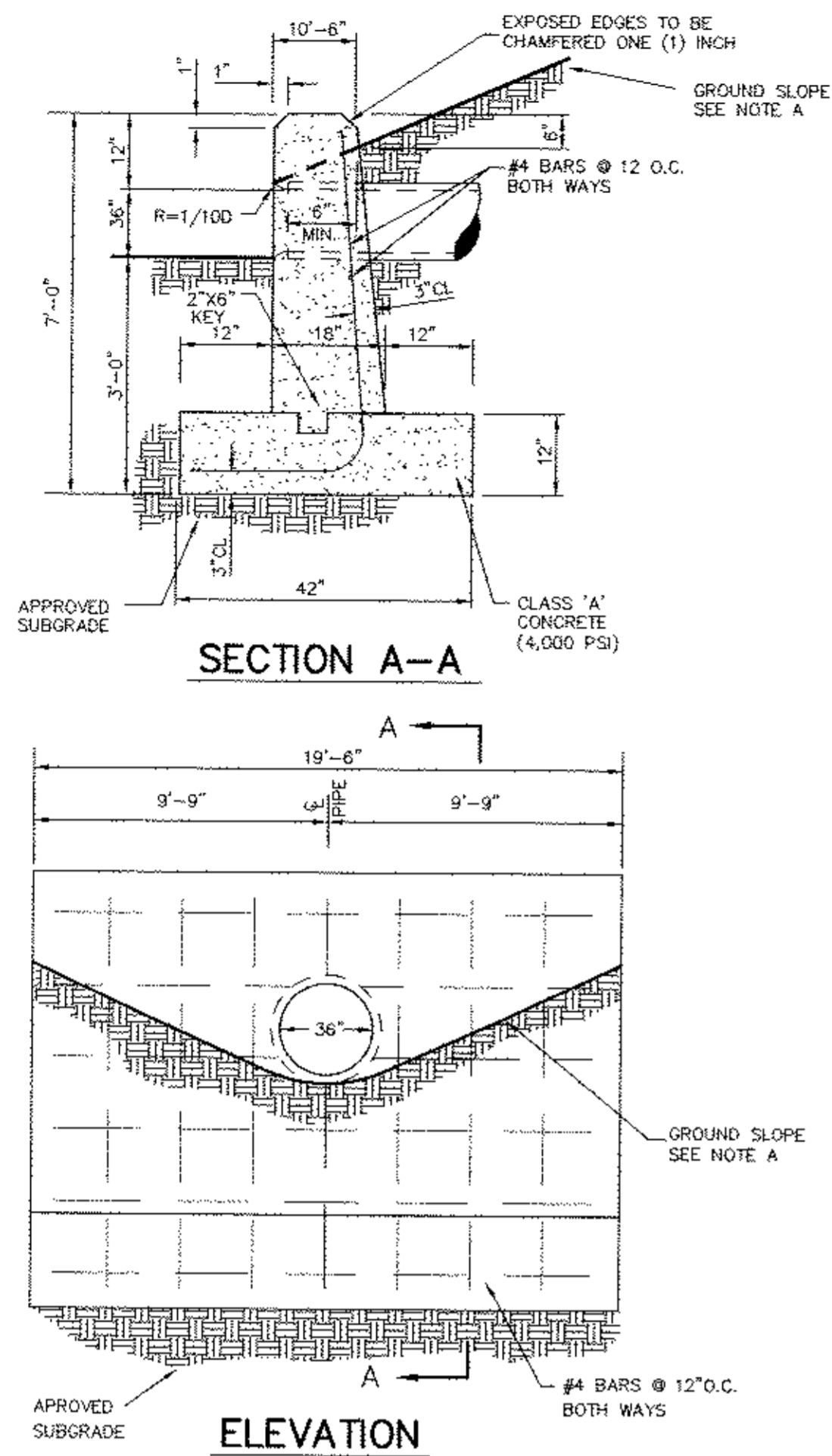
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VOLKSWAGEN OF NEWBURGH
ROUTE 17K VW DEALERSHIP
TOWN OF NEWBURGH, NEW YORK

DATE: 11/07/2013
PROJECT NO: 13021
JOB NO: SP-11

SP-11

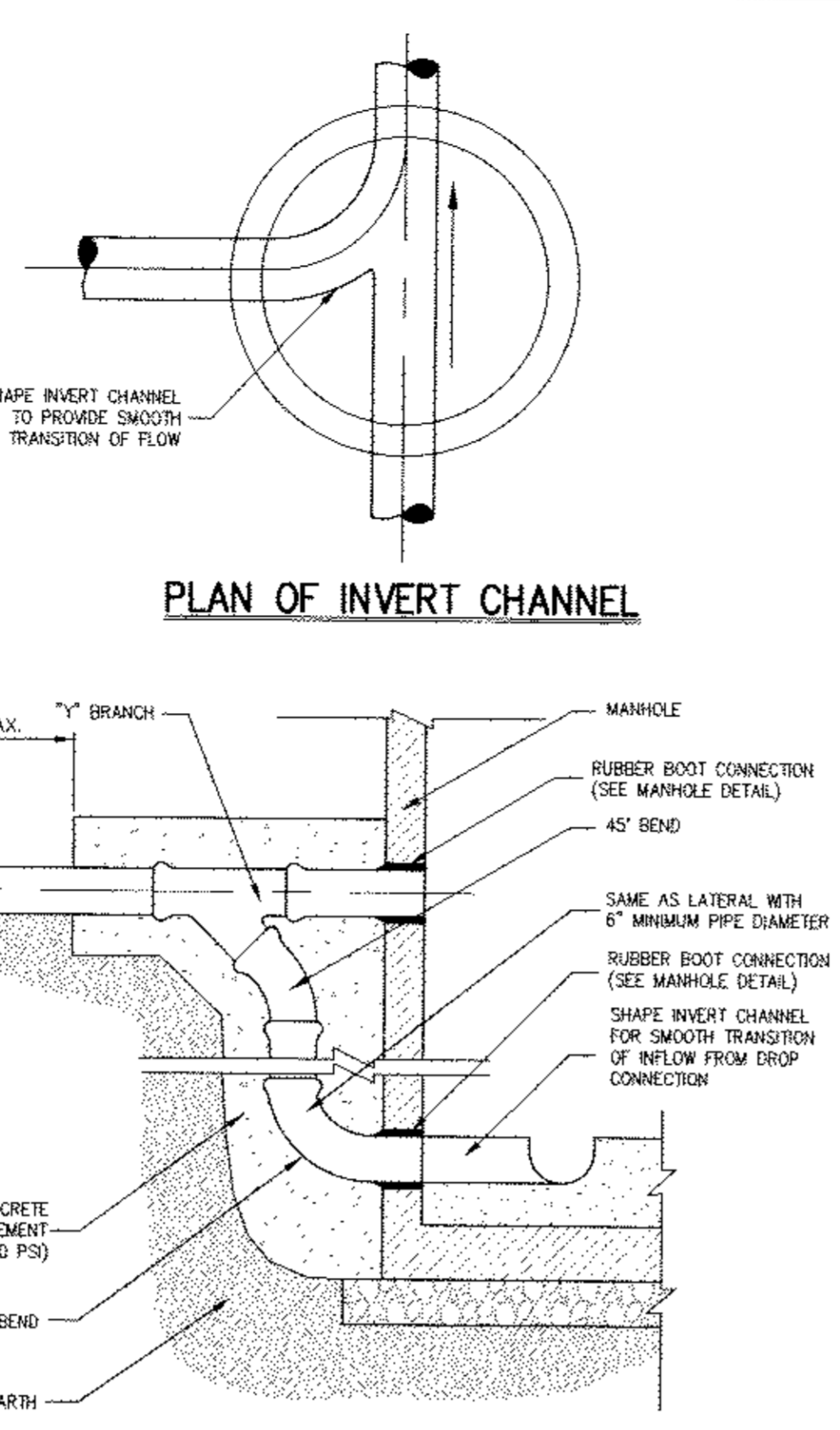
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STRAIGHT CONCRETE HEADWALL

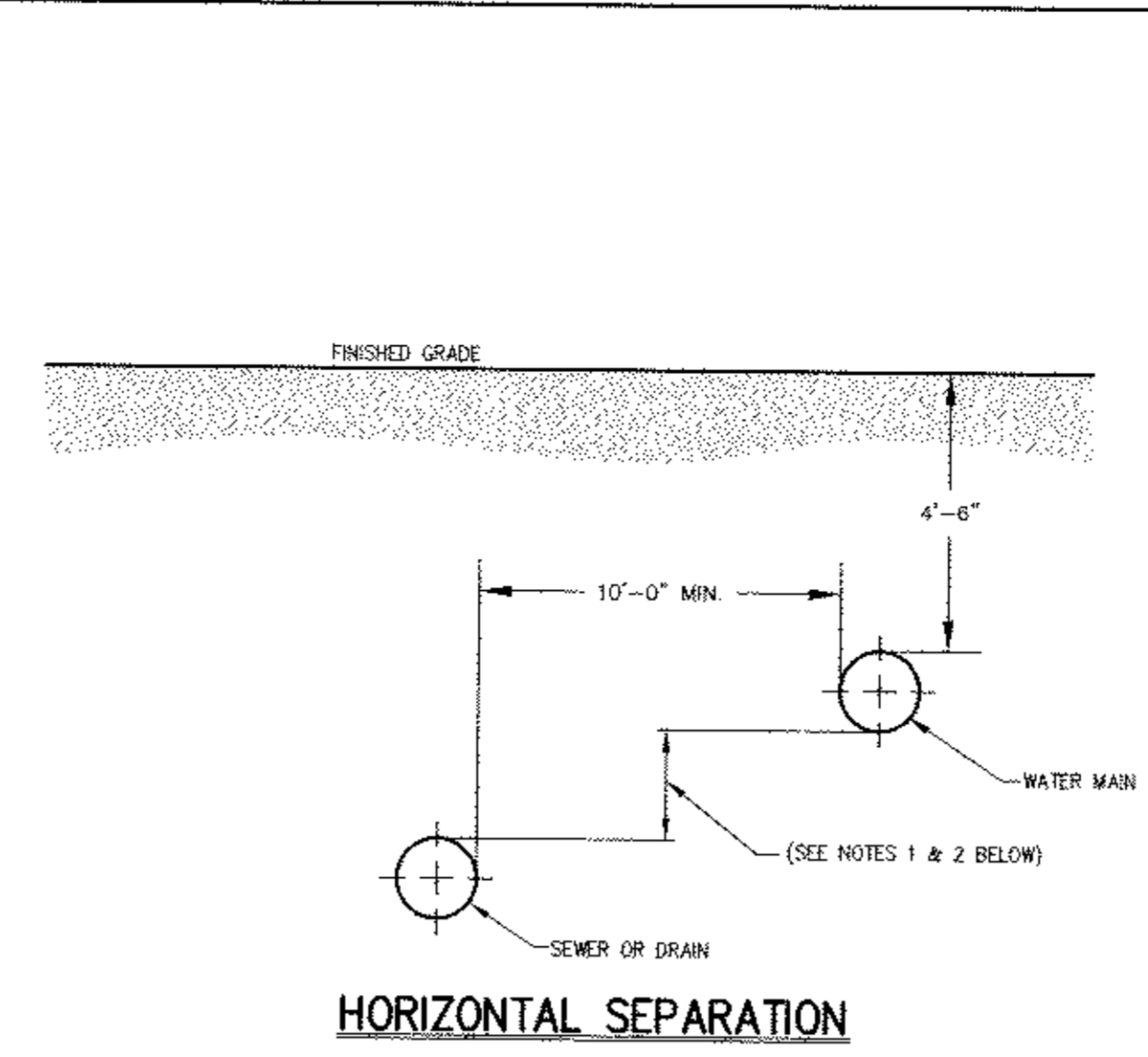
22



NOTES:
 1. DROP CONNECTION SHALL BE USED WHEN INCOMING SANITARY SEWER IS MORE THAN 2'-0" HIGHER THAN THE OUTGOING SEWER.
 2. PIPE SIZE OF DROP CONNECTION SHALL BE THE SAME SIZE AS LATERAL WITH 6" MINIMUM DIAMETER.

DROP CONNECTION AT MANHOLE

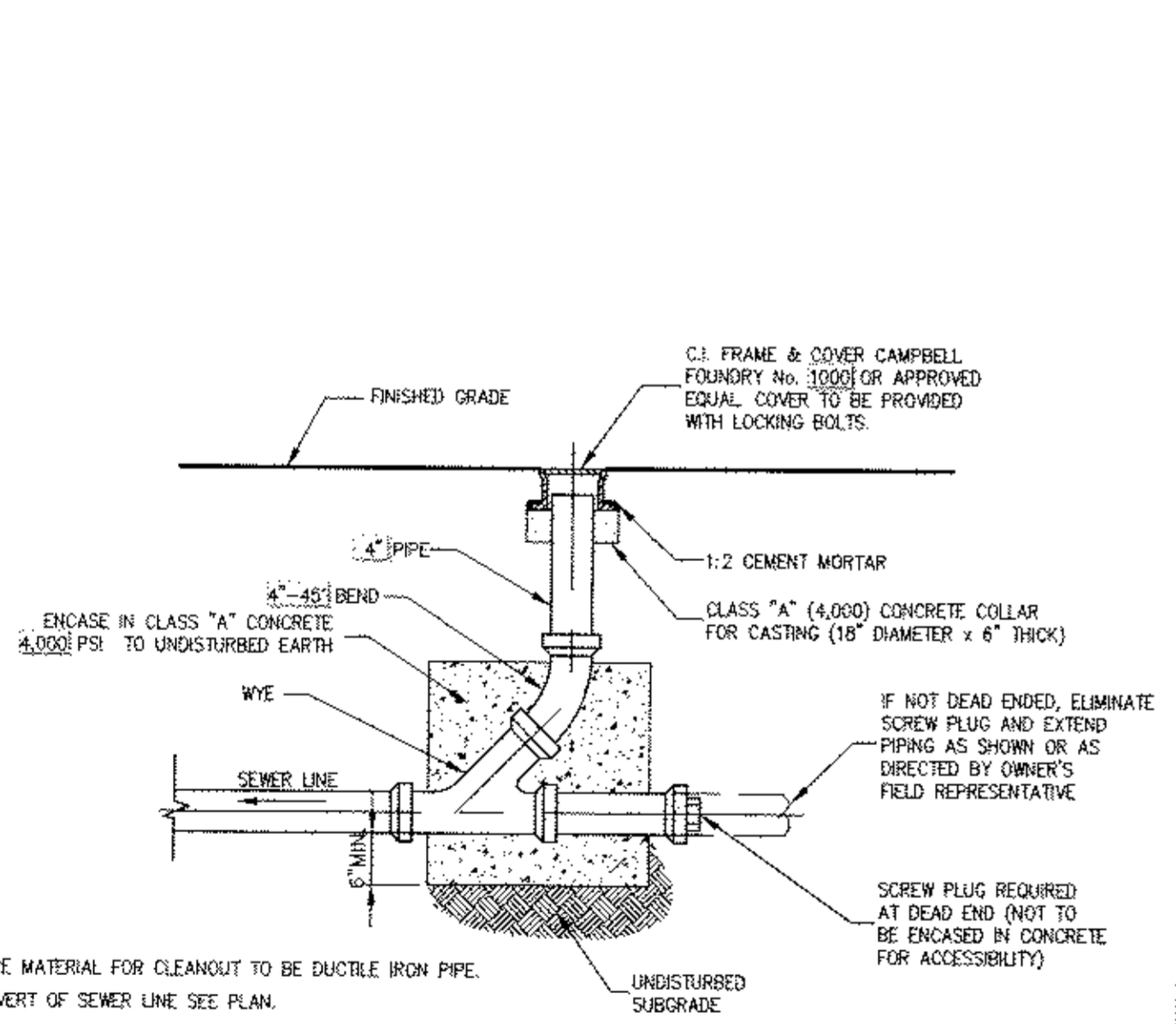
23



NOTES: (HORIZONTAL SEPARATION)
 1. WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SEWER OR DRAIN LINES. SHOULD LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF 10 FEET, A WATER MAIN MAY BE LAID CLOSER THAN 10 FEET TO A SEWER IF (1) IT IS LAID IN A SEPARATE TRENCH, OR IF (2) IT IS LAID IN THE SAME TRENCH WITH THE WATER MAIN LOCATED AT ONE SIDE ON A BENCH OF UNDISTURBED EARTH AND IF IN EITHER CASE THE ELEVATION OF THE CROWN OF THE SEWER OR DRAIN IS AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN.
 2. WHEN IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL SEPARATION, AS STIPULATED ABOVE, THE SEWER OR DRAIN SHALL BE CONSTRUCTED OF MATERIALS AND WITH JOINTS EQUIVALENT TO THE STANDARDS FOR THE WATER MAIN AND SHALL BE PRESSURE TESTED TO ASSURE WATER TIGHTNESS PRIOR TO BACKFILLING.

SEPARATION OF WATER AND SEWER/RAIN LINES

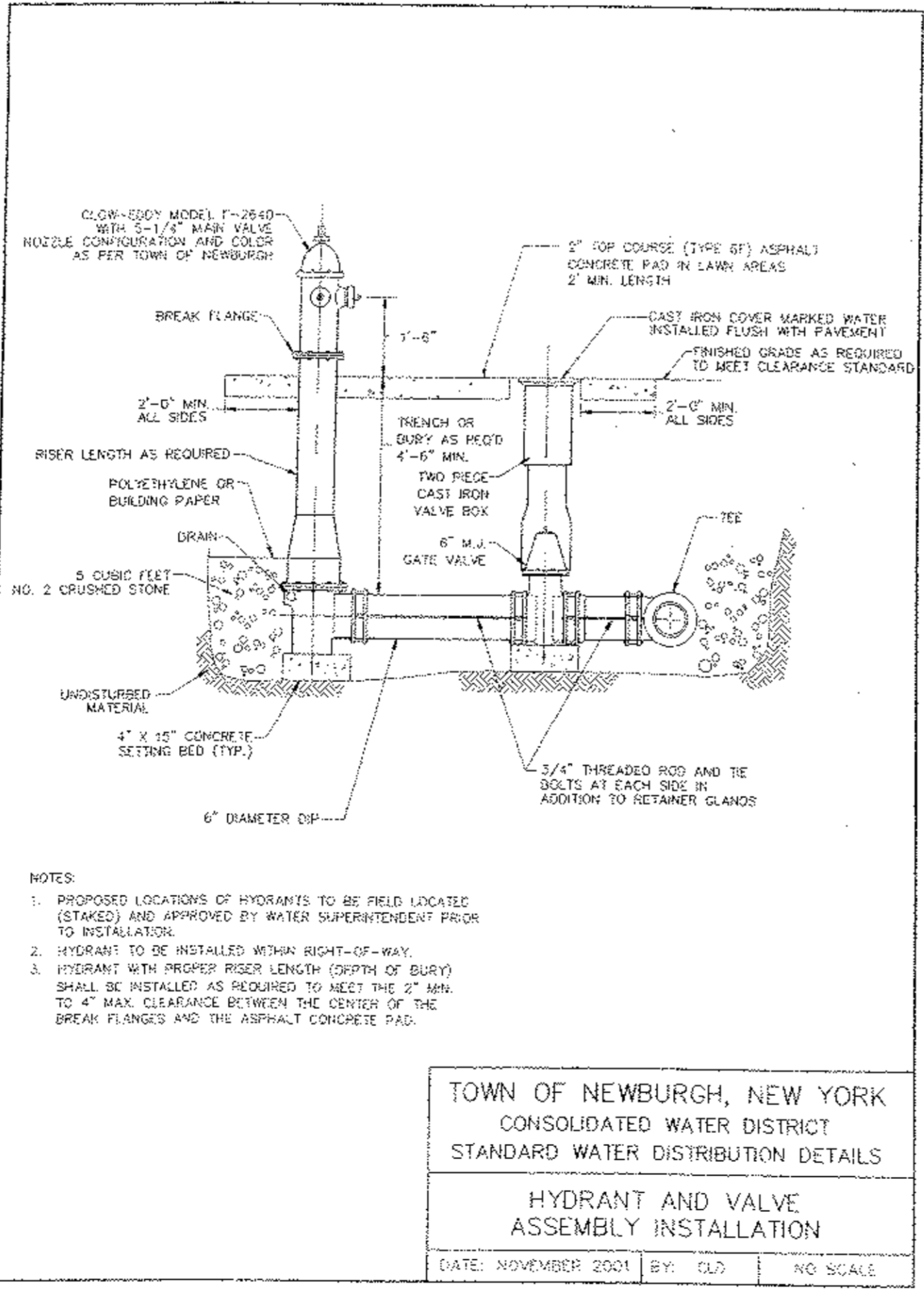
24



NOTES:
 1. ALL PIPE MATERIAL FOR CLEANOUT TO BE DUCTILE IRON PIPE.
 2. FOR INVERT OF SEWER LINE SEE PLAN.

CLEANOUT W/O MANHOLE

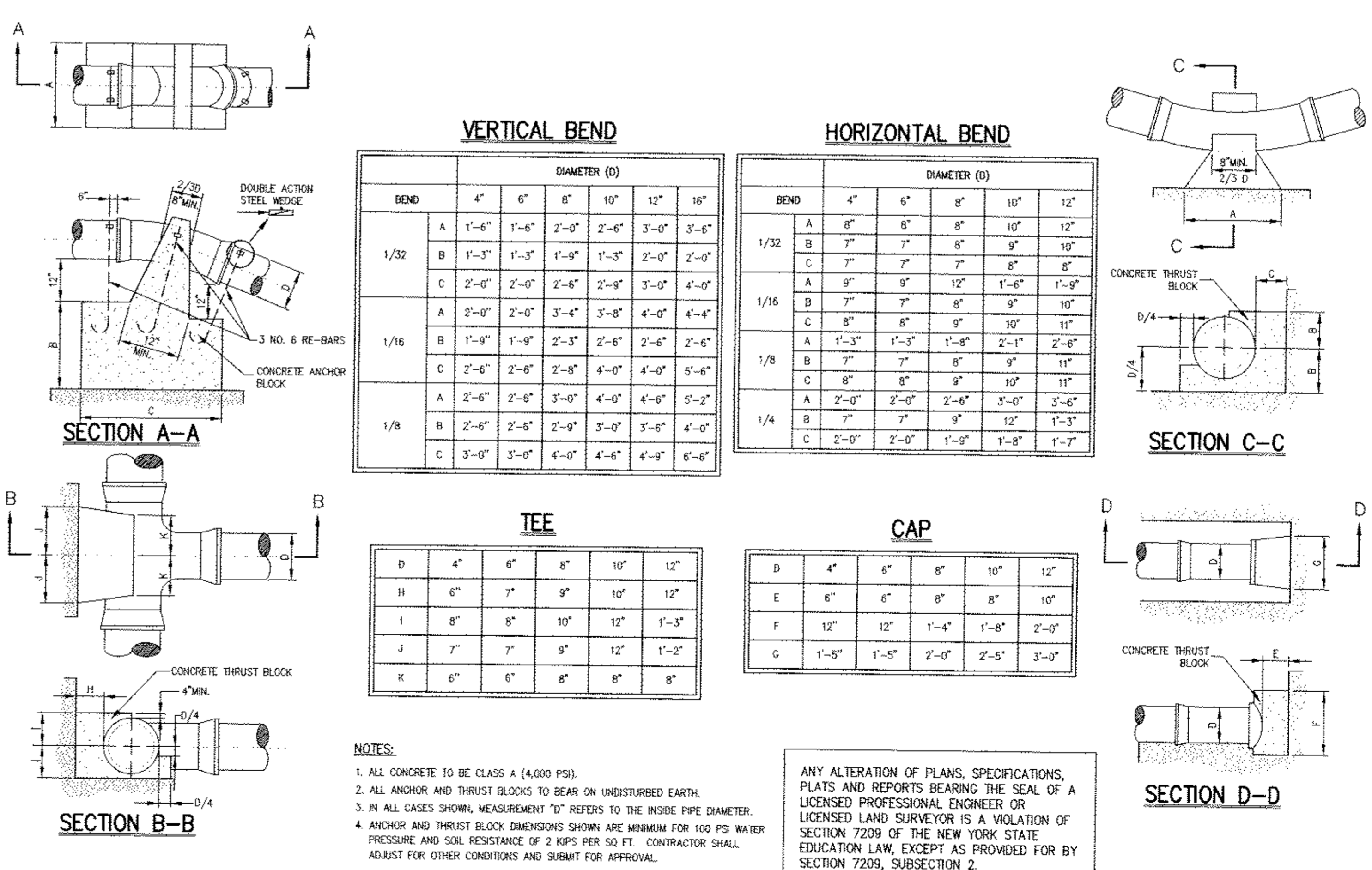
25



NOTES:
 1. PROPOSED LOCATIONS OF HYDRANTS TO BE FIELD LOCATED (STAKED) AND APPROVED BY WATER SUPERINTENDENT PRIOR TO INSTALLATION.
 2. HYDRANT TO BE INSTALLED WITH SIGHT-OF-WAY.
 3. HYDRANT WITH PROPER RISER LENGTH (DEPTH OF BURY) SHALL BE INSTALLED AS REQUIRED TO MEET THE 2" MIN. TO 4" MAX. CLEARANCE BETWEEN THE CENTER OF THE BREAK FLANGES AND THE ASPHALT CONCRETE PAD.

HYDRANT AND VALVE ASSEMBLY INSTALLATION

26



NOTES:
 1. ALL CONCRETE TO BE CLASS A (4,000 PSI).
 2. ALL ANCHOR AND THRUST BLOCKS TO BEAR ON UNDISTURBED EARTH.
 3. IN ALL CASES SHOWN, MEASUREMENT "D" REFERS TO THE INSIDE PIPE DIAMETER.
 4. ANCHOR AND THRUST BLOCK DIMENSIONS SHOWN ARE MINIMUM FOR 100 PSI WATER PRESSURE AND SOIL RESISTANCE OF 2 KIPS PER SQ. FT. CONTRACTOR SHALL ADJUST FOR OTHER CONDITIONS AND SUBMIT FOR APPROVAL.

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ANCHOR AND THRUST BLOCKS

27

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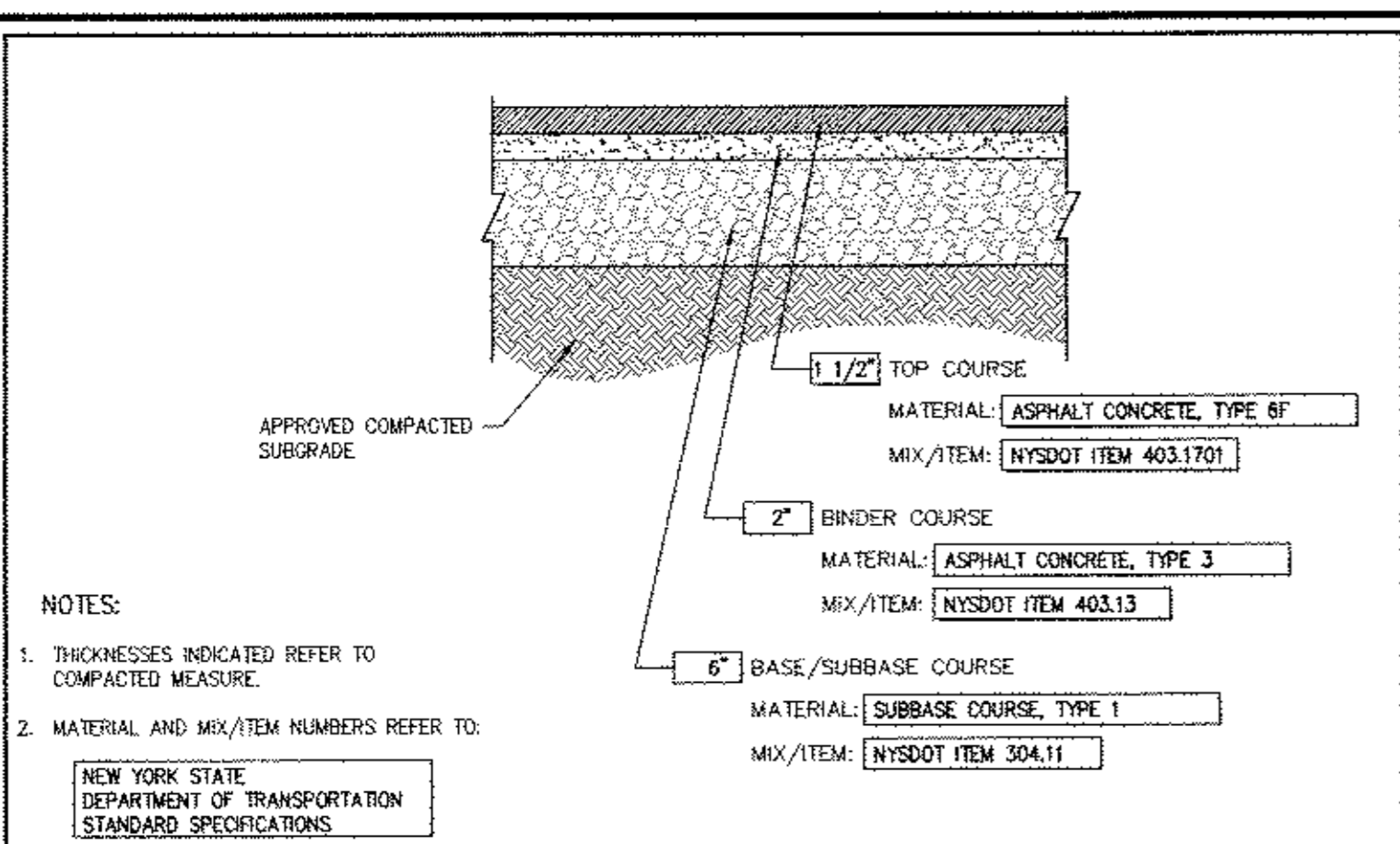
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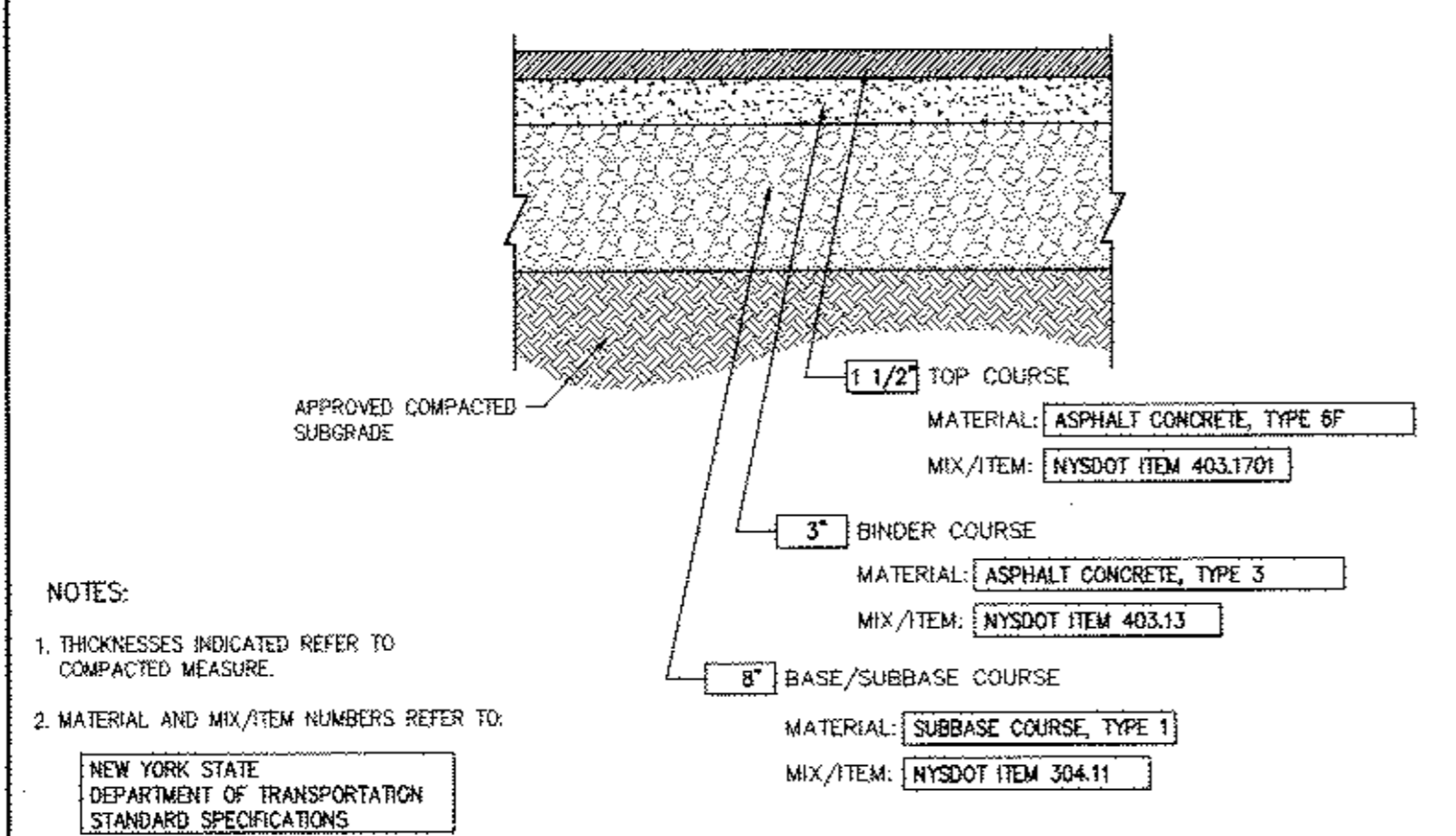
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PROJECT No.	13021
DATE	SP-12
PROJECT No.	SP-12

SP-12



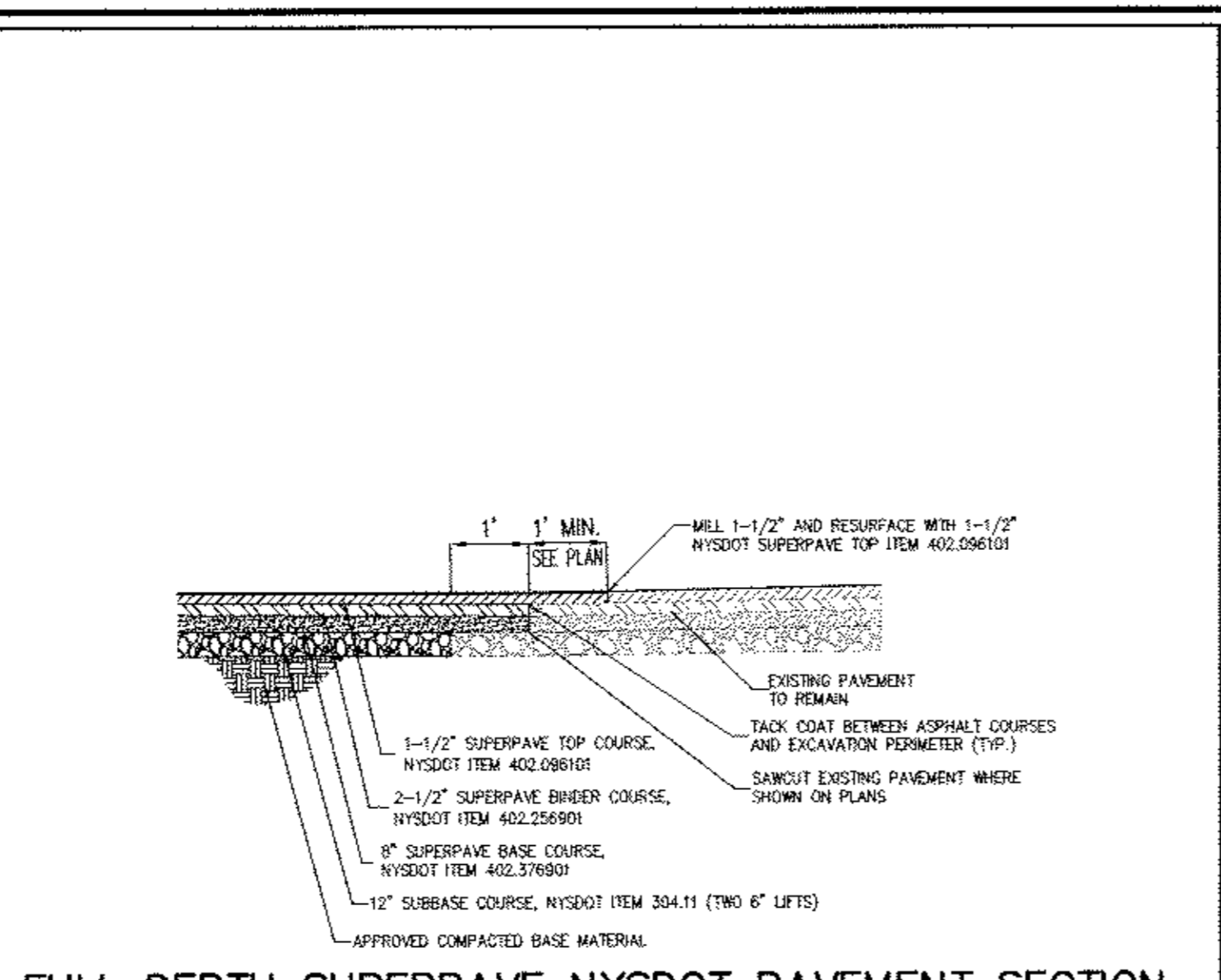
SITE PAVEMENT
(Light Duty)

28



SITE PAVEMENT
(Heavy Duty)

29

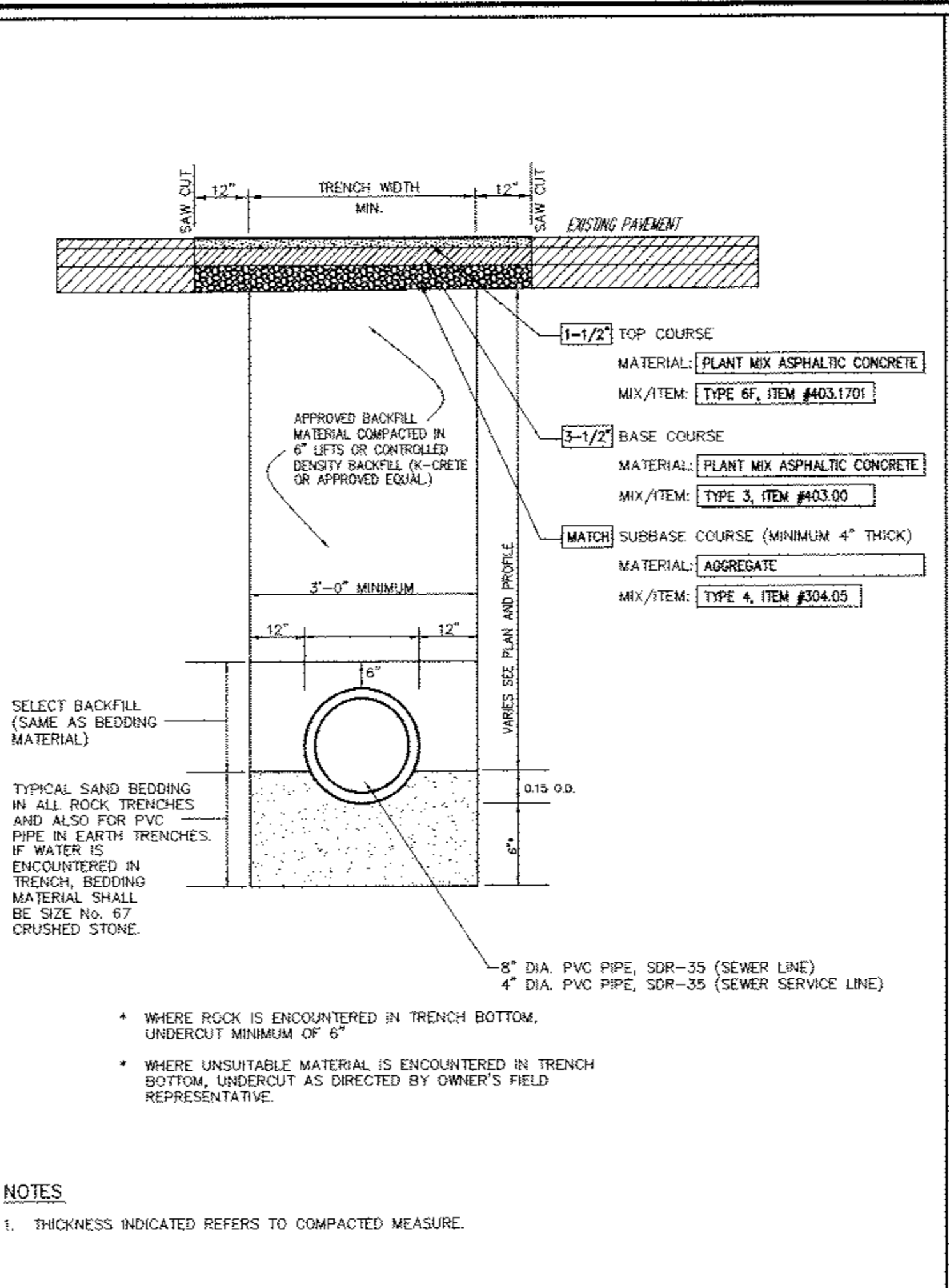


FULL DEPTH SUPERPAVE NYSDOT PAVEMENT SECTION

SURFACE TYPE	APPLICATION RATE (LITERS/ML)
NEW HOT MIX ASPHALT	0.14 - 0.28
MILLED	0.21 - 0.28
EXISTING HOT MIX ASPHALT	0.20 - 0.25
PORTLAND CEMENT CONCRETE	0.17 - 0.30
VERTICAL SURFACES	0.27 - 0.32

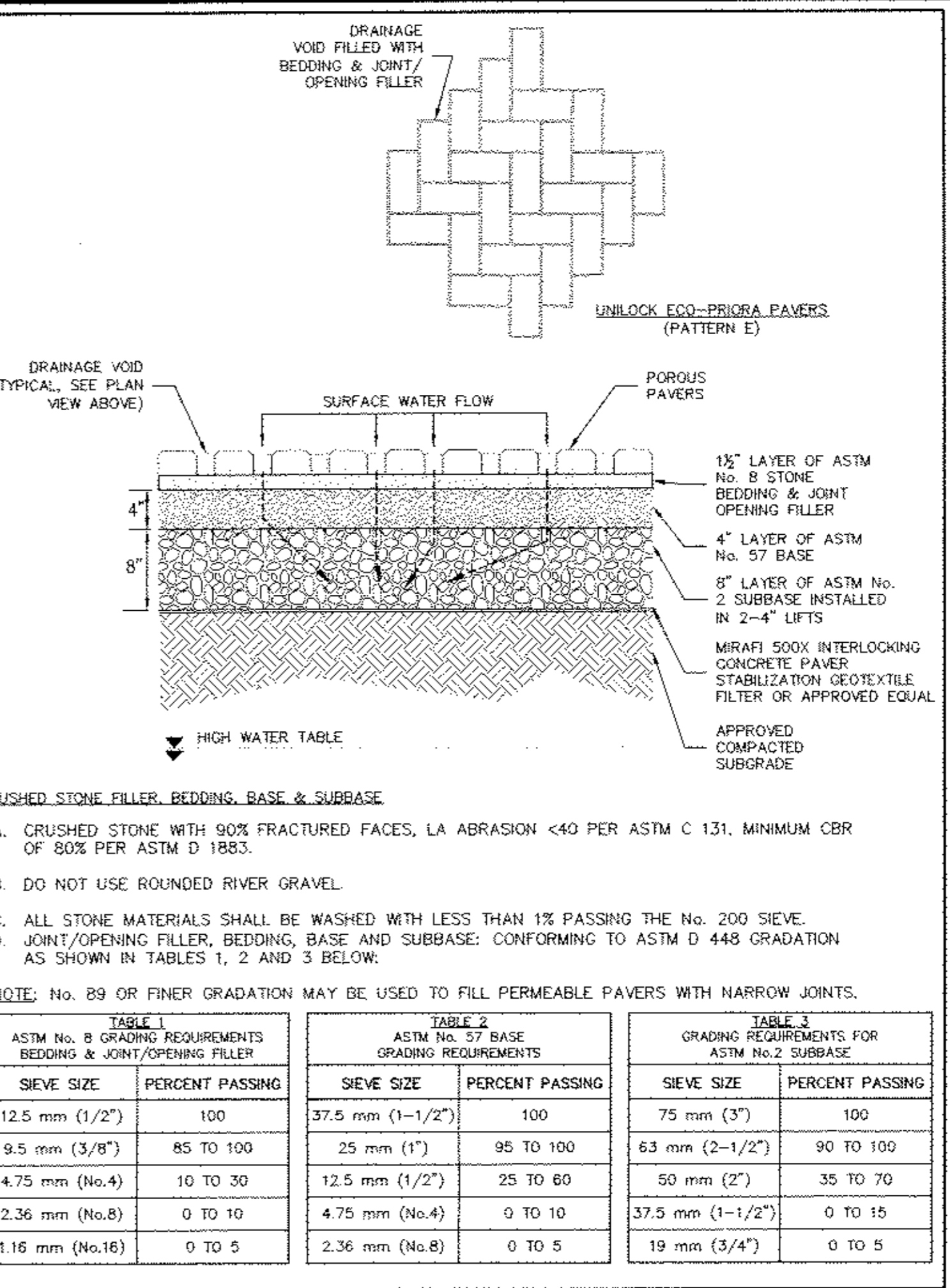
NYSDOT PAVEMENT SECTION

30



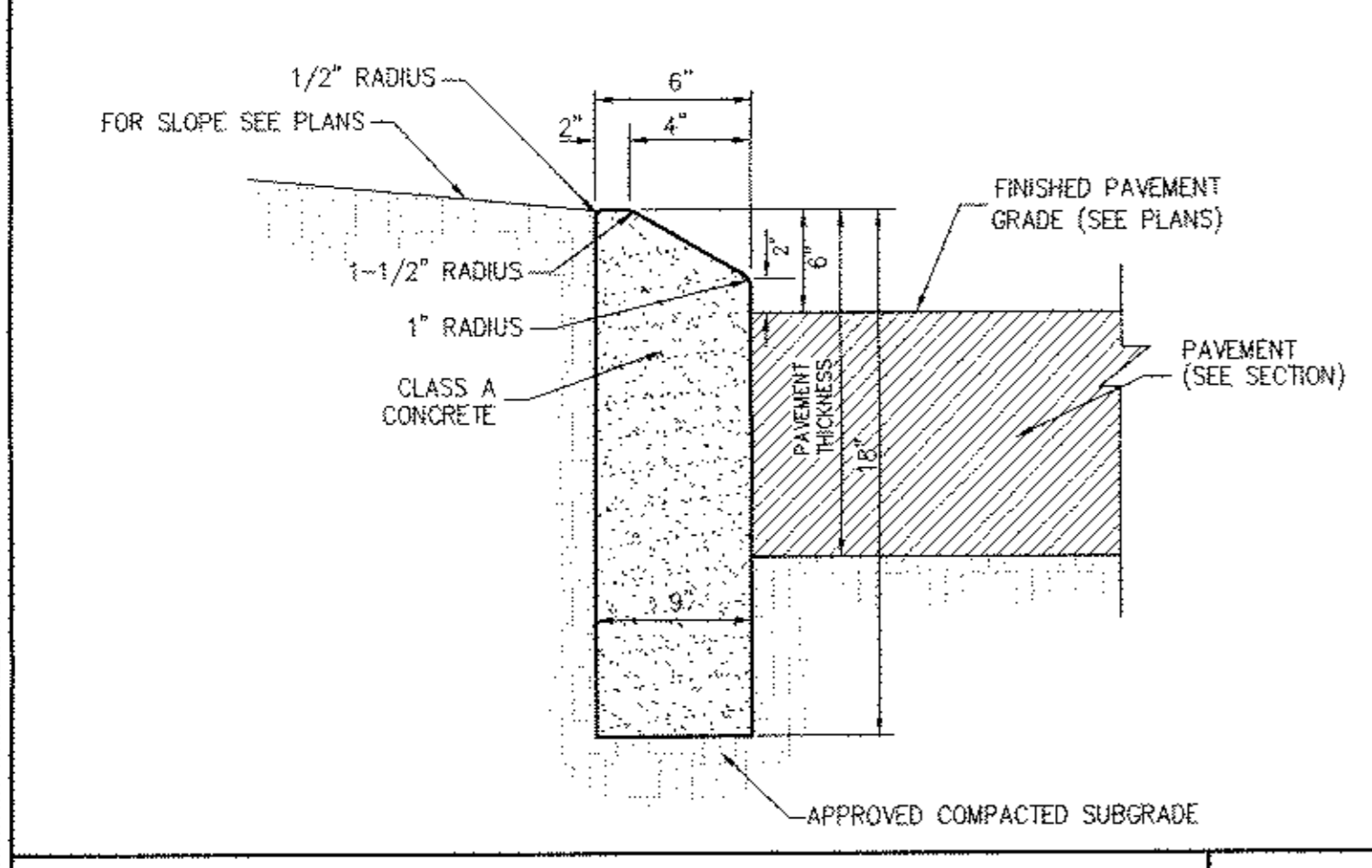
TRENCH PAVEMENT REPLACEMENT

31



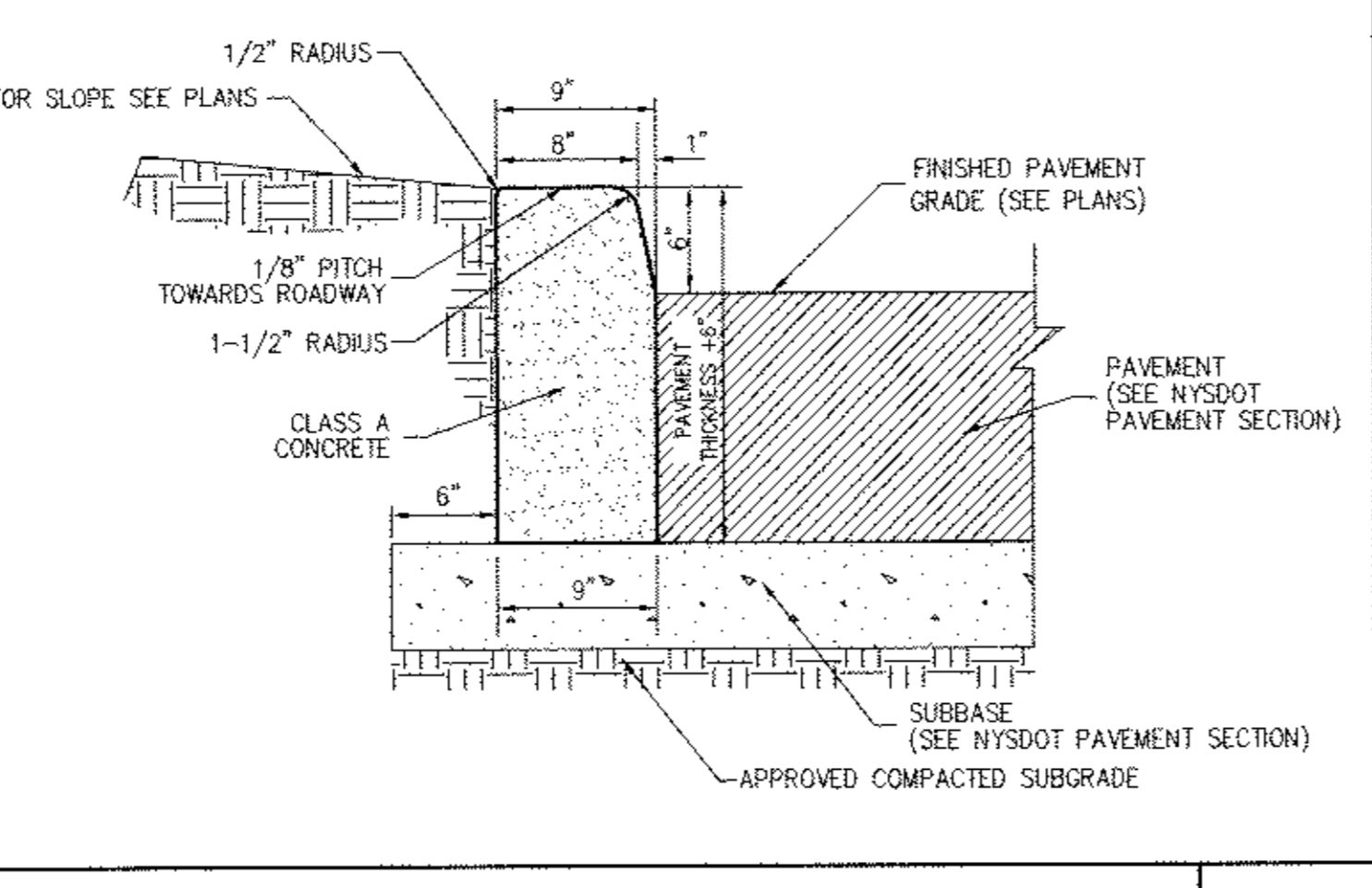
POROUS PAVERS

32



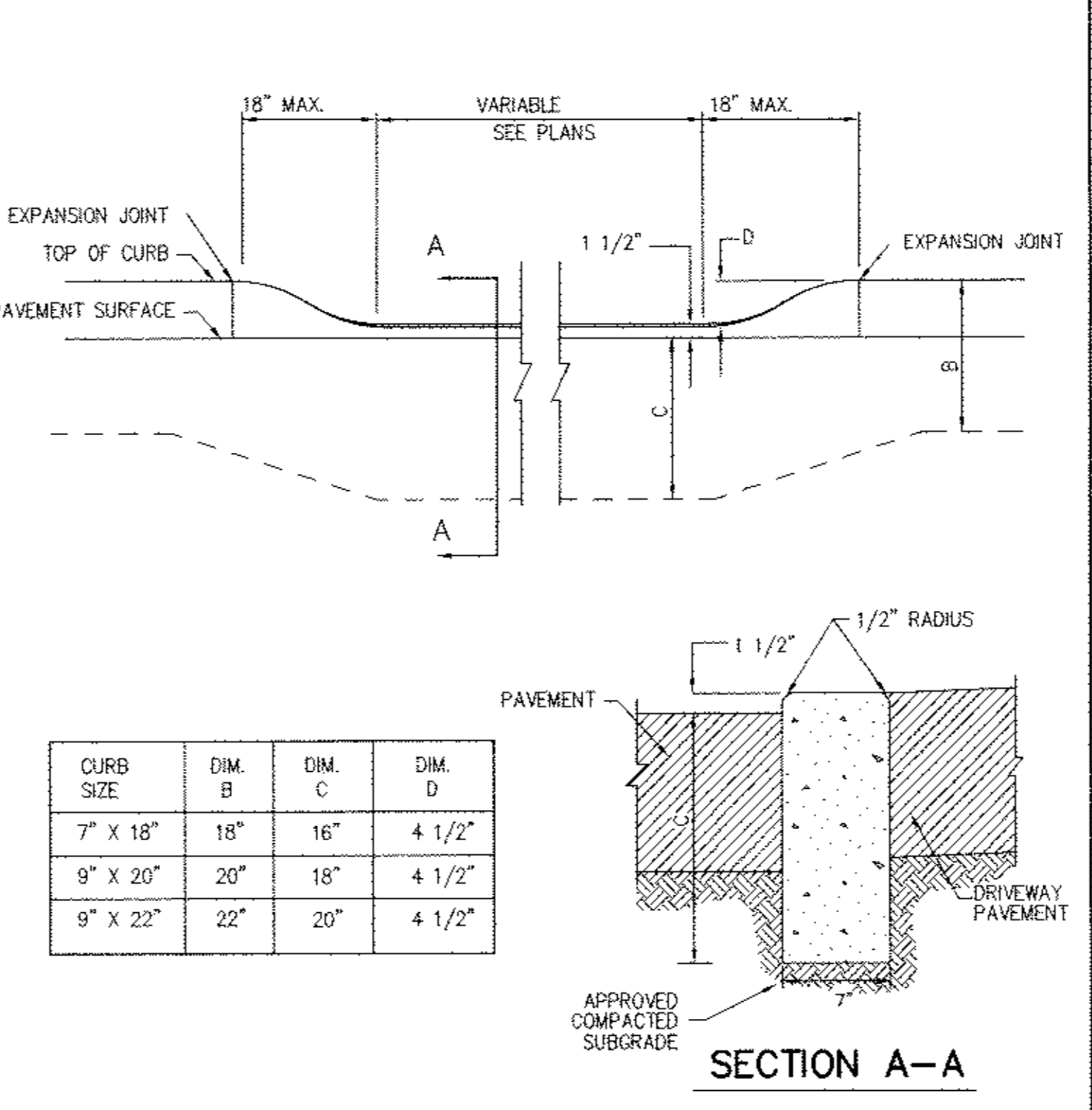
MOUNTABLE CURB

33



NYSDOT TYPE VF150 CONCRETE CURB
(ITEM 609.0401)

34

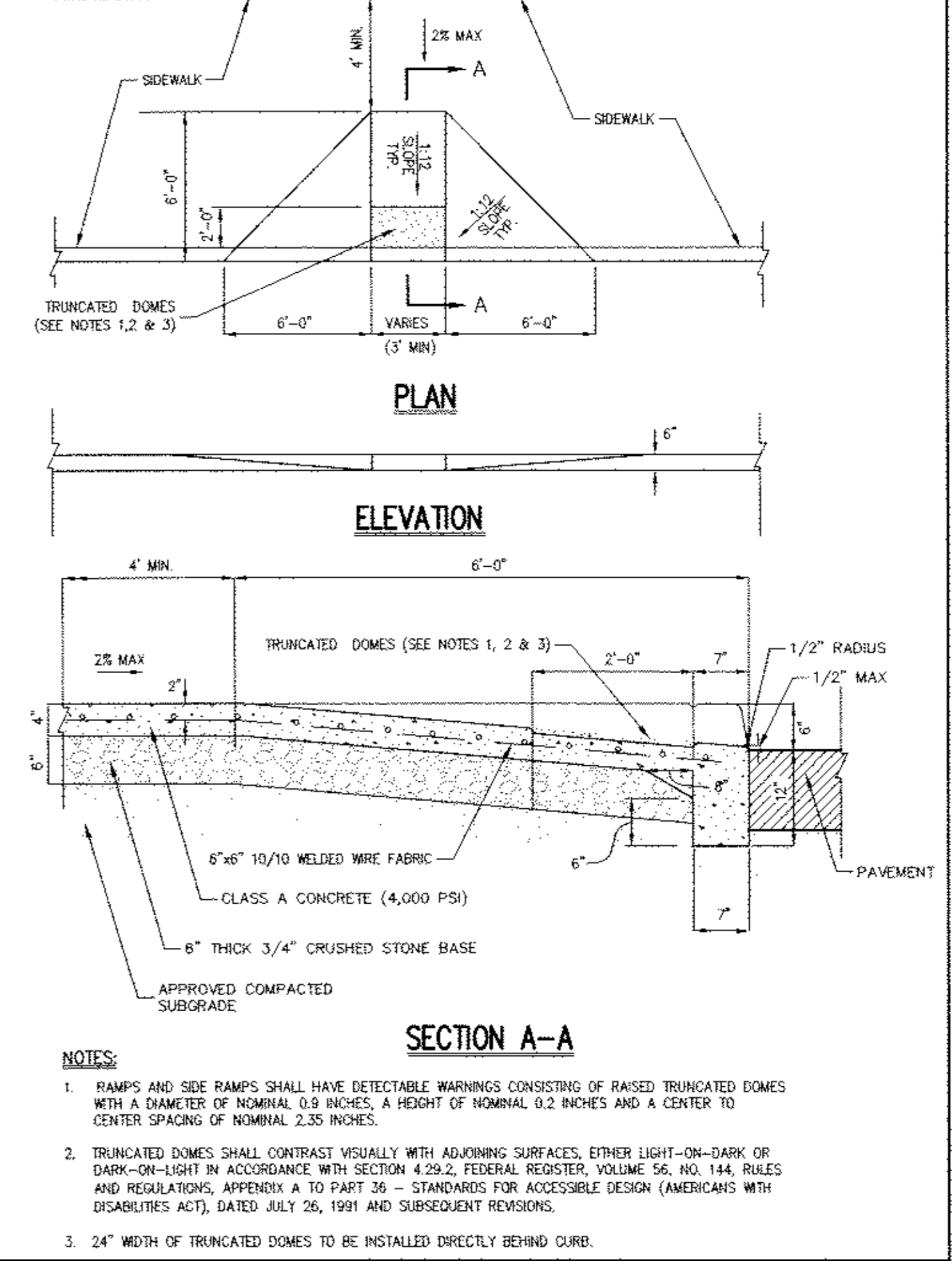


METHOD OF DEPRESSING CURB AT DRIVEWAYS

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DEPRESSED CONCRETE CURB

37



DROP CURB & RAMP

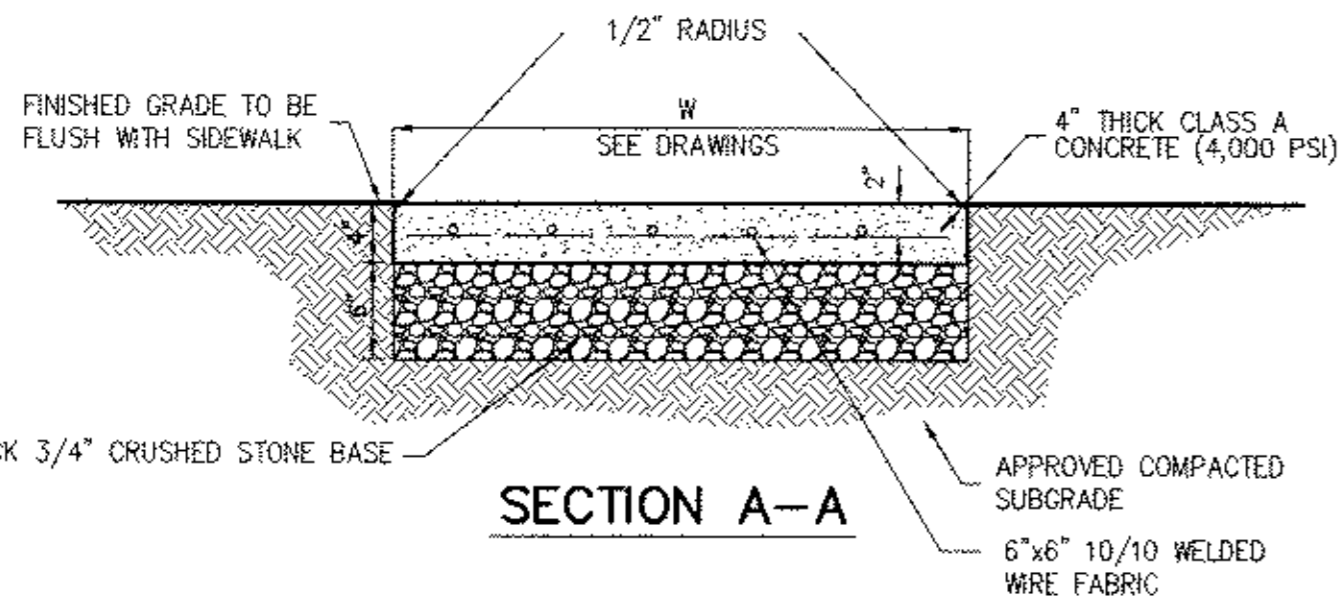
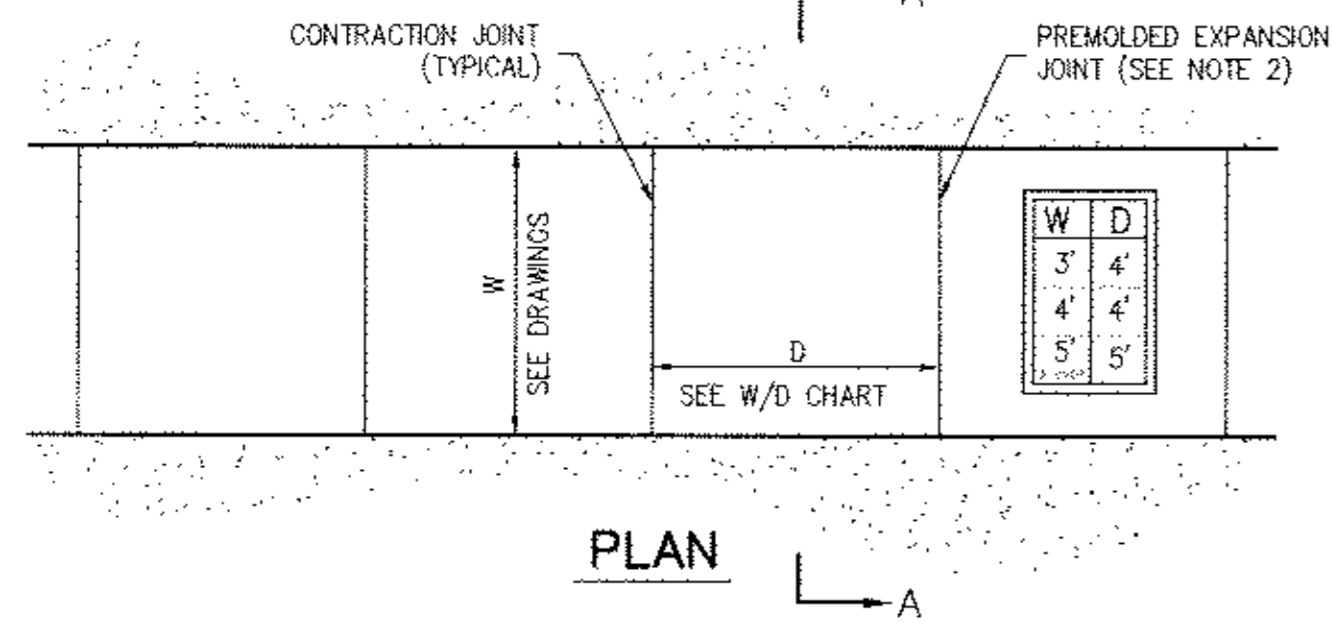
38

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 Armonk, NY 10504
 voice 914.273.5225 • fax 914.273.2102
 www.johnmeyerconsulting.com

CONSTRUCTION DETAILS
 VOLKSWAGEN OF NEWBURGH
 ROUTE 17K VW DEALERSHIP
 TOWN OF NEWBURGH, NEW YORK

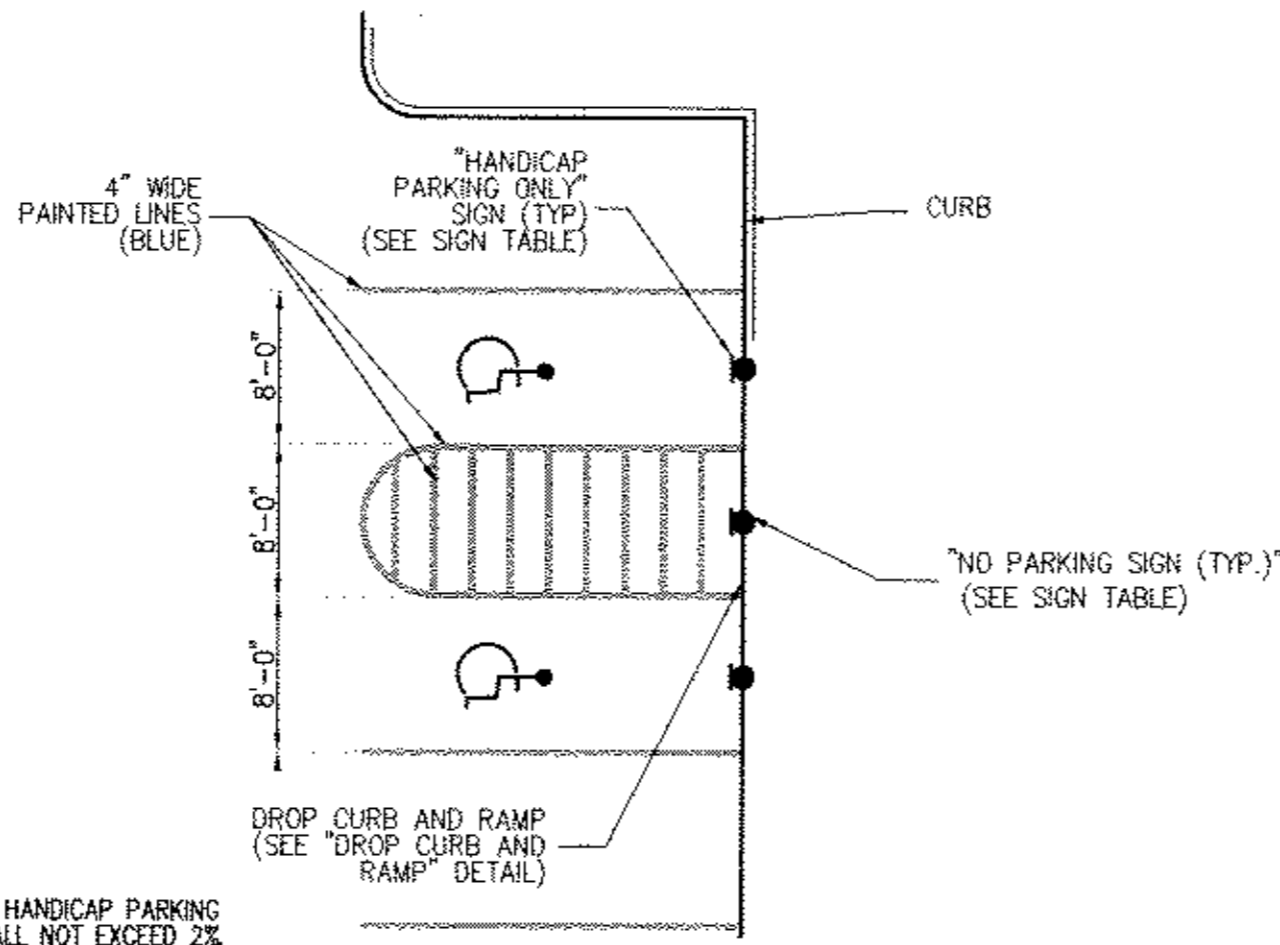
DATE: 11/07/2013
 SCALE: N.T.S.
 PROJECT NO: 13021
 DWG: 13021-DETA-SP-13
 DRAWING NO: SP-13



- NOTES:
- SIDEWALK CROSS SLOPE SHALL BE 1% MIN. TO 2% MAX.
 - PROVIDE 1/2" PREMOLDED EXPANSION JOINTS AT 20' INTERVALS UNLESS OTHERWISE DIRECTED.
 - REINFORCING SHALL NOT EXTEND THROUGH EXPANSION JOINTS.
 - SIDEWALK SHALL HAVE LIGHT BROOM FINISH.

CONCRETE SIDEWALK

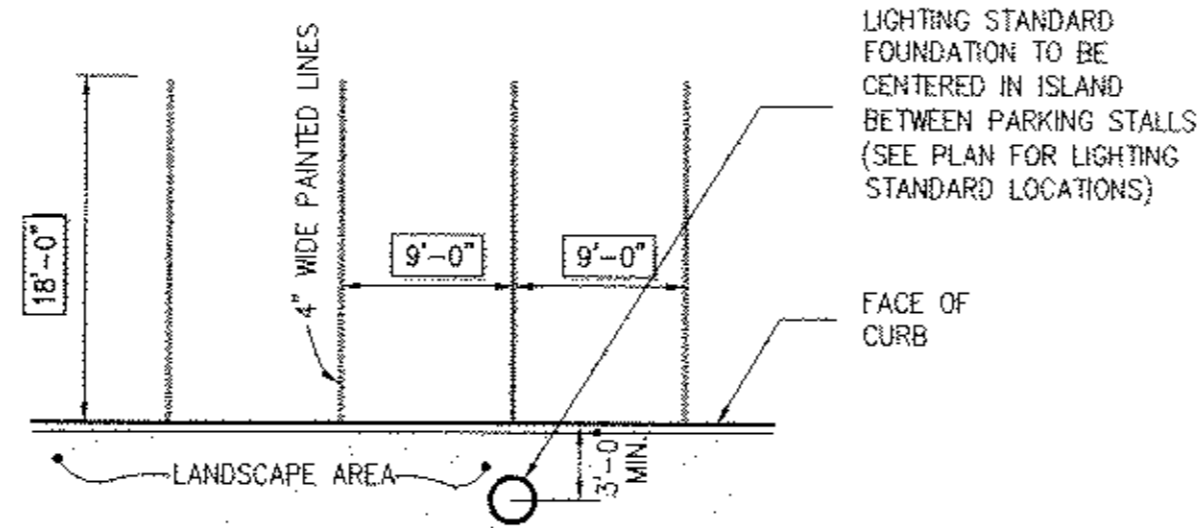
40



NOTE: SLOPES IN HANDICAP PARKING AREAS SHALL NOT EXCEED 2%.

HANDICAP PARKING
(SINGLE STRIPING - CURBLINE ALIGNMENT - W/SIDEWALK)

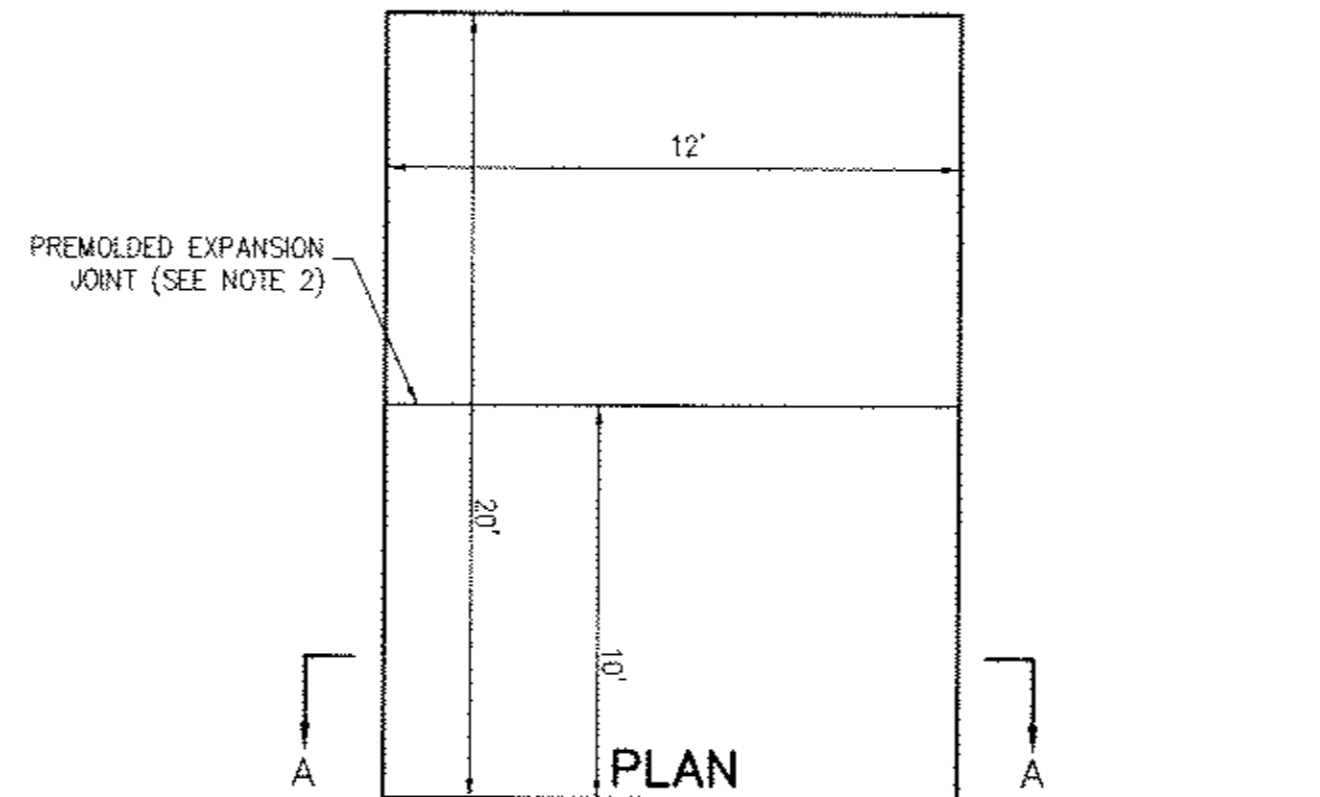
39



NOTE:
1. COLOR OF PAINT SHALL BE WHITE.

90° PARKING
(SINGLE STRIPING - CURBED PERIMETER)

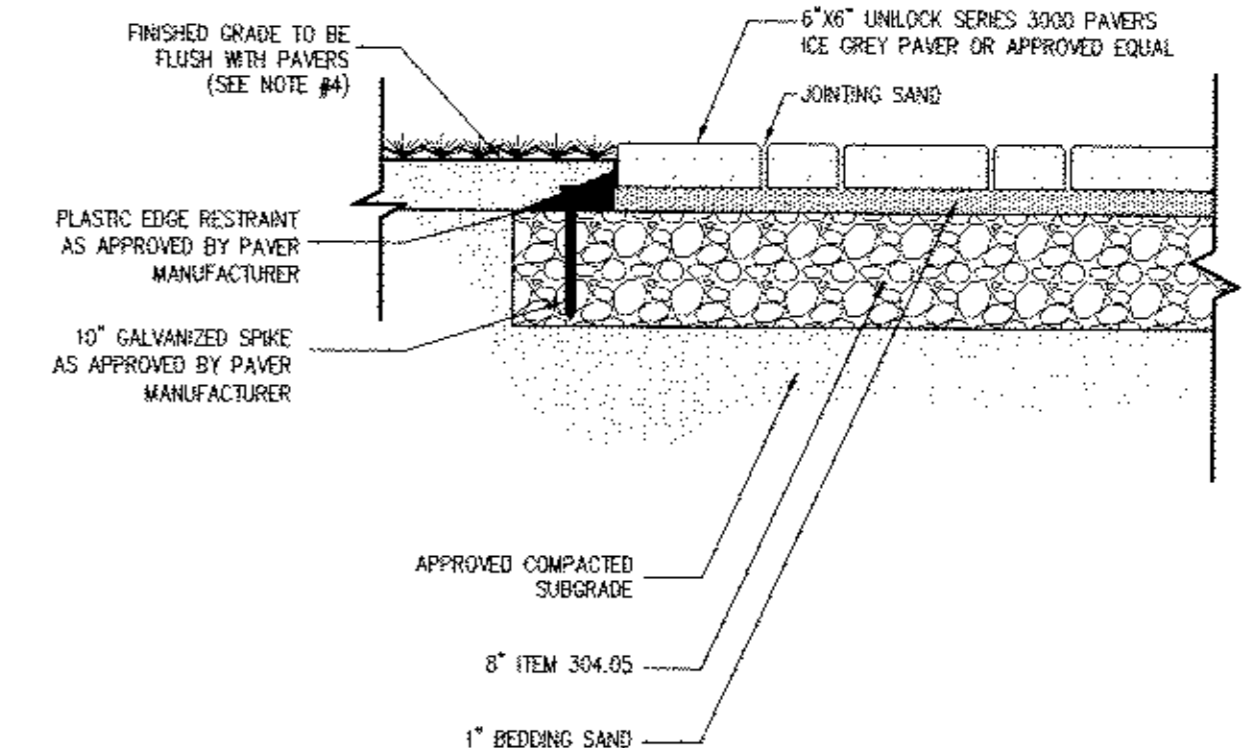
41



- NOTES:
- SIDEWALK CROSS SLOPE SHALL BE 1% MIN. TO 2% MAX.
 - PROVIDE 1/2" PREMOLDED EXPANSION JOINTS AT 10' INTERVALS UNLESS OTHERWISE DIRECTED.
 - REINFORCING SHALL NOT EXTEND THROUGH EXPANSION JOINTS.
 - SIDEWALK SHALL HAVE LIGHT BROOM FINISH.

CONCRETE DISPLAY PAD

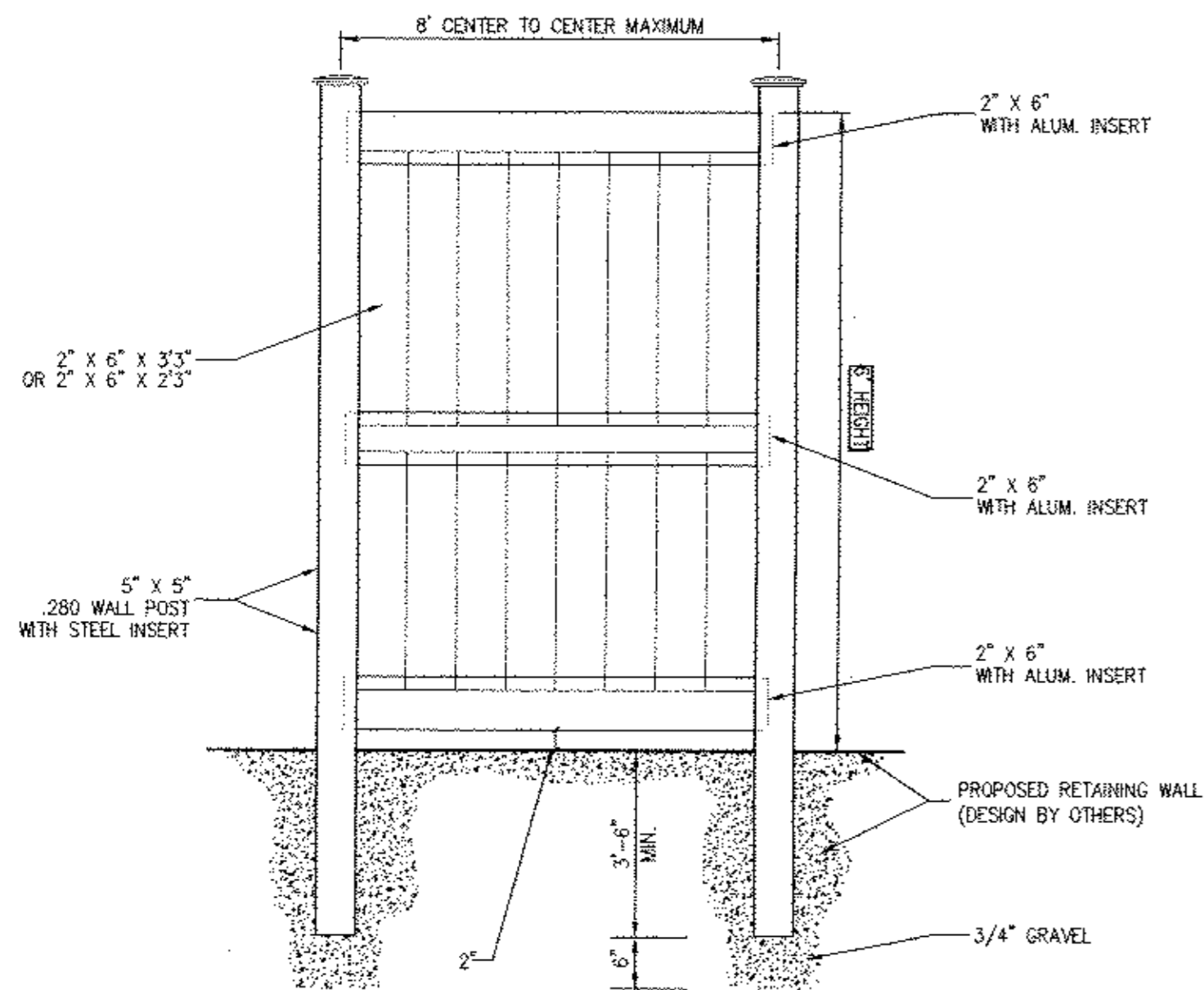
42



- NOTES:
- MINIMUM CROSS SLOPE SHALL BE 1/4" PER FOOT UNLESS OTHERWISE INDICATED ON DRAWINGS.
 - THICKNESSES INDICATED REFER TO COMPACTED MEASURE.
 - ALL DISTURBED AREAS ADJACENT TO SIDEWALKS SHALL BE TOPSOILED (4" DEPTH) AND SEEDED WITH GRASS.

PAVER INSTALLATION
(PROPOSED WALKWAY)

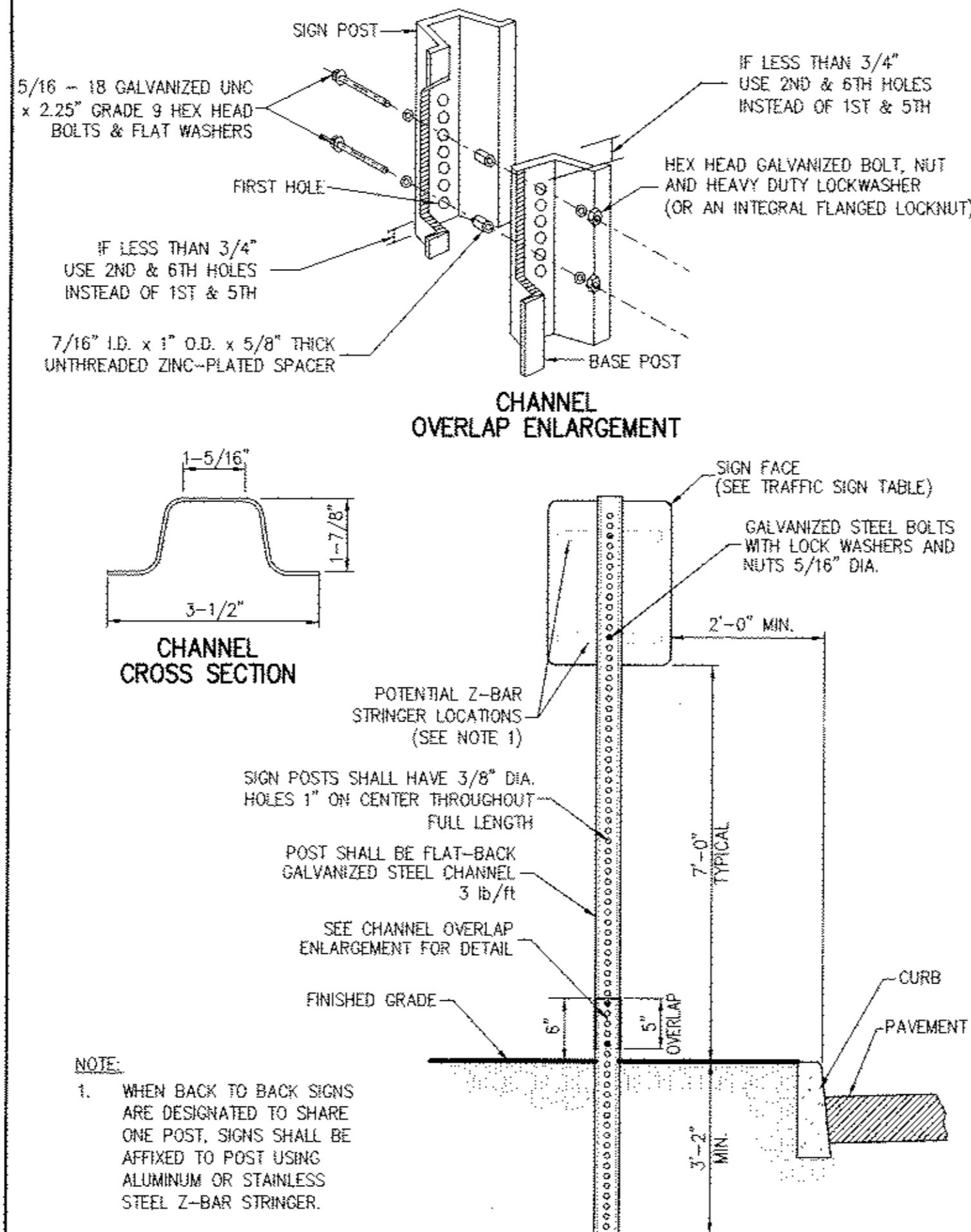
43



1. THE FENCE SHALL BE BUFFTECH GALVESTON FOR 6" VINYL FENCE AS MANUFACTURED BY CERTAIN TEED IN THE WHITE COLOR OR APPROVED EQUAL. ANY PROPOSED ALTERNATIVE TO THIS SPECIFICATION SHALL BE SUBJECT TO THE TOWN/VILLAGE APPROVAL, WHICH SHALL BE OBTAINED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.
2. INSTALLATION SHALL BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE FENCE MANUFACTURER OR DESIGN ENGINEER.

PVC PRIVACY FENCE ON TOP OF WALL
(DESIGNED BY OTHERS)

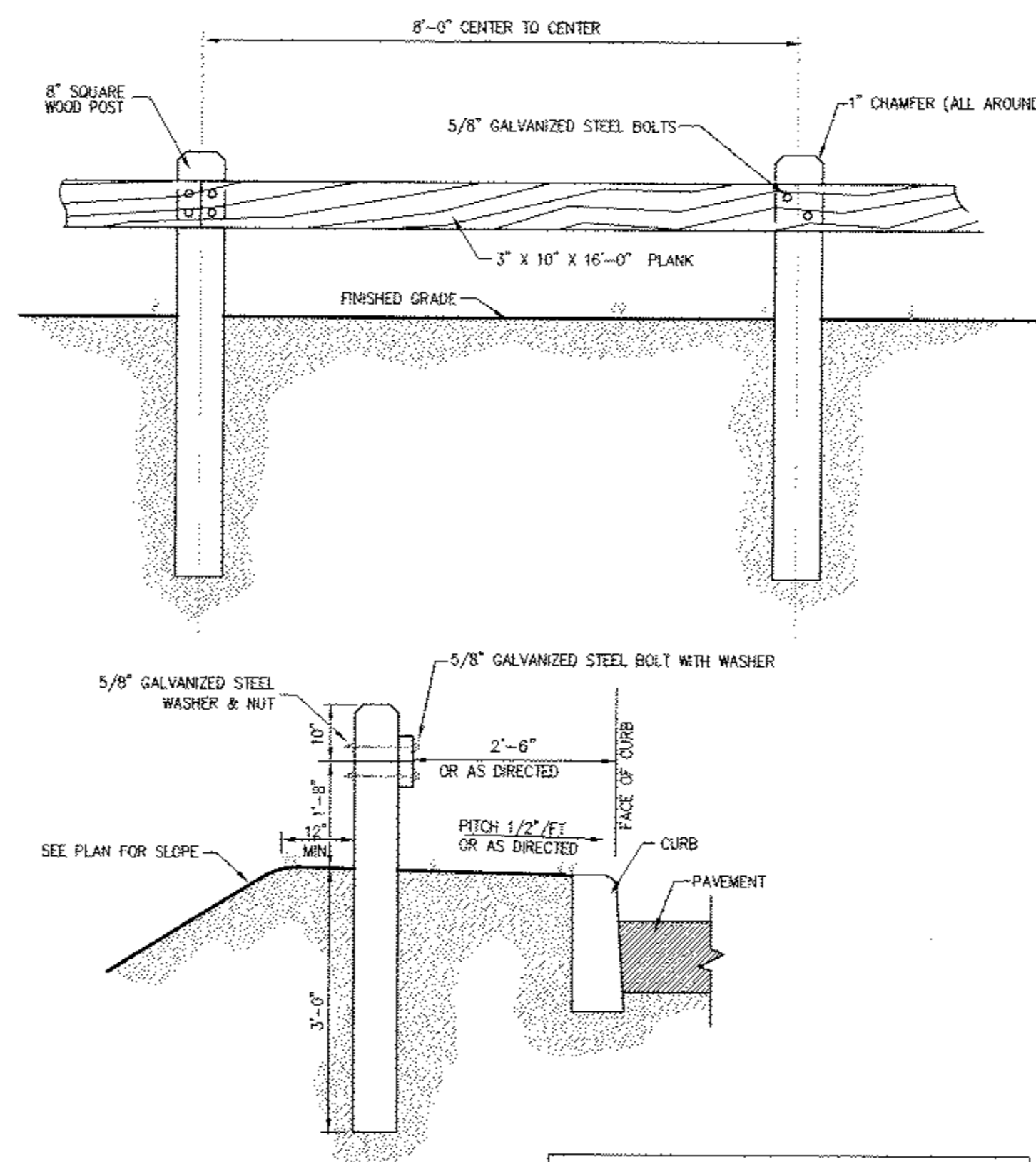
44



- NOTE:
1. WHEN BACK TO BACK SIGNS ARE DESIGNATED TO SHARE ONE POST, SIGNS SHALL BE AFFIXED TO POST USING ALUMINUM OR STAINLESS STEEL Z-BAR STRINGER.

TRAFFIC SIGN POST
(BREAKAWAY STEEL CHANNEL)

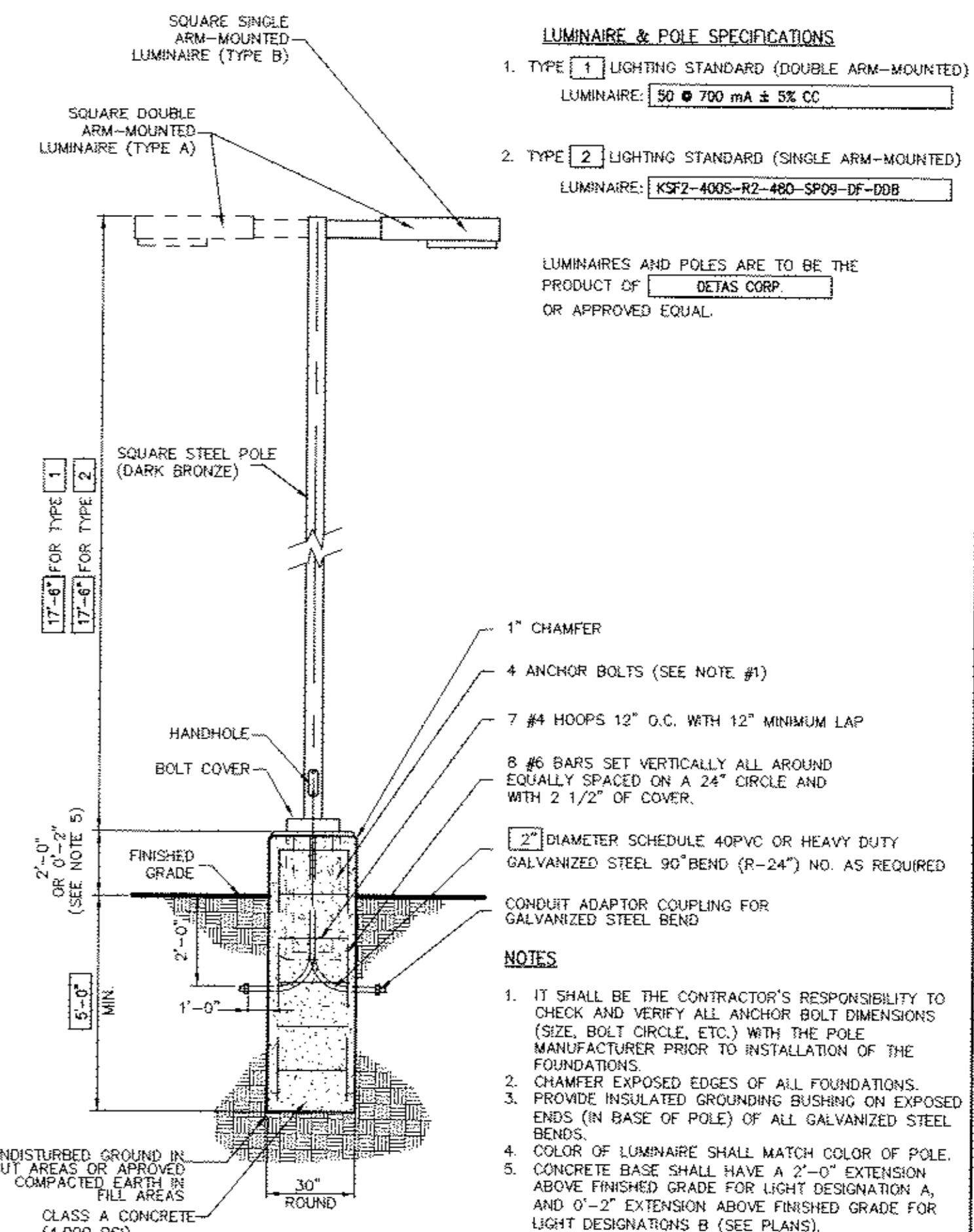
45



- NOTES:
- ALL WOOD TO BE SEASONED NO.1 DOUGLAS FIR, SOUTHERN PINE OR OTHER APPROVED STRUCTURAL LUMBER.
 - GALVANIZED BOLT AND NUT TO BE 4000# MIN., 5400# MAX. TENSILE STRENGTH. AFTER GALVANIZING BOLT AND NUT, THE NUT SHALL BE FREE RUNNING ON THE BOLT.
- ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

WOOD GUIDE RAIL

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- LUMINAIRE & POLE SPECIFICATIONS**
- TYPE 1 LIGHTING STANDARD (DOUBLE ARM-MOUNTED)
LUMINAIRE: [50 @ 700 ma ± 5% CC]
 - TYPE 2 LIGHTING STANDARD (SINGLE ARM-MOUNTED)
LUMINAIRE: [KSF2-400S-R2-460-SP09-DF-DOB]
- LUMINAIRES AND POLES ARE TO BE THE PRODUCT OF [DETAS CORP] OR APPROVED EQUAL.

- NOTES:
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK AND VERIFY ALL ANCHOR BOLT DIMENSIONS (SIZE, BOLT CIRCLE, ETC.) WITH THE POLE MANUFACTURER PRIOR TO INSTALLATION OF THE FOUNDATIONS.
 - CHAMFER EXPOSED EDGES OF ALL FOUNDATIONS.
 - PROVIDE INSULATED GROUNDING BUSHING ON EXPOSED ENDS (IN BASE OF POLE) OF ALL GALVANIZED STEEL BENDS.
 - COLOR OF LUMINAIRE SHALL MATCH COLOR OF POLE.
 - CONCRETE BASE SHALL HAVE A 2'-0" EXTENSION ABOVE FINISHED GRADE FOR LIGHT DESIGNATION A, AND 0'-2" EXTENSION ABOVE FINISHED GRADE FOR LIGHT DESIGNATIONS B (SEE PLANS).

LIGHTING STANDARD
(Arm Mounted)

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DATE	
REVISION	
NO.	

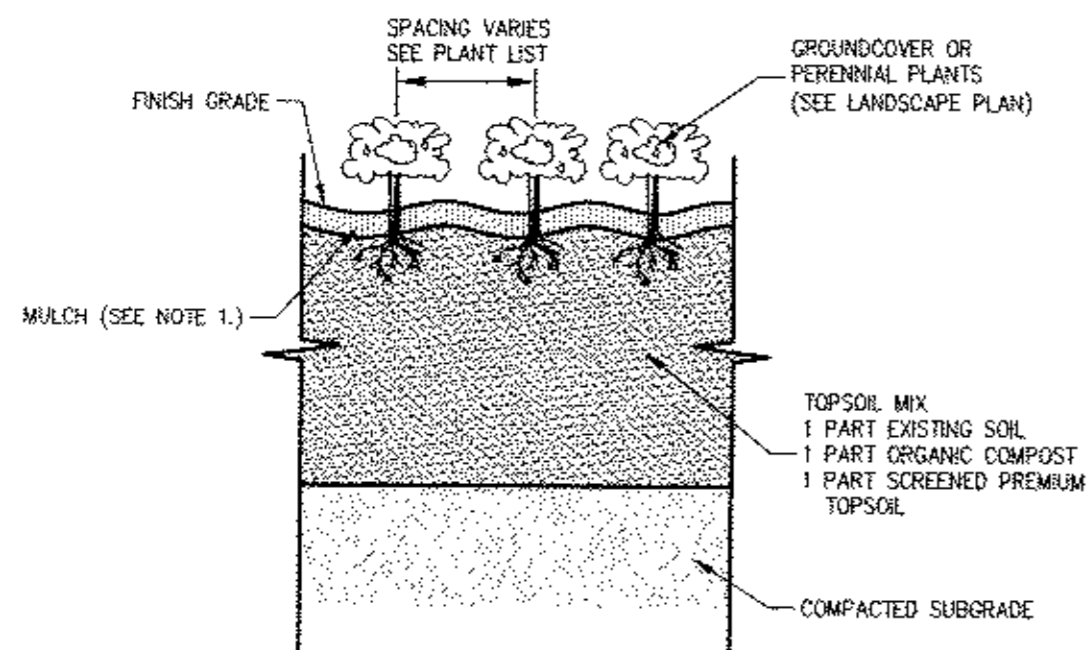
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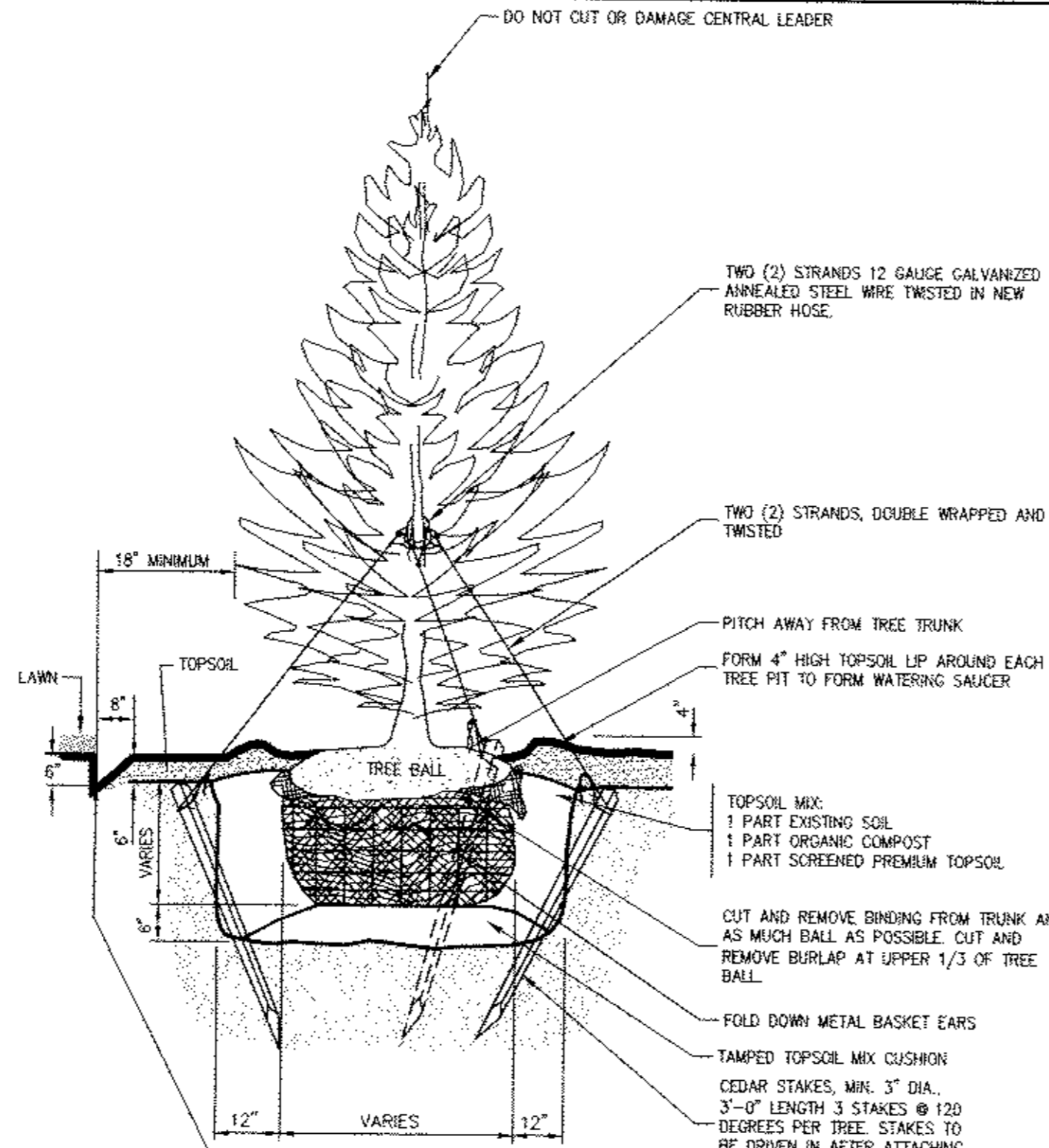
CONSTRUCTION DETAILS

VOLKSWAGEN OF NEWBURGH
ROUTE 17K VW DEALERSHIP
TOWN OF NEWBURGH, NEW YORK

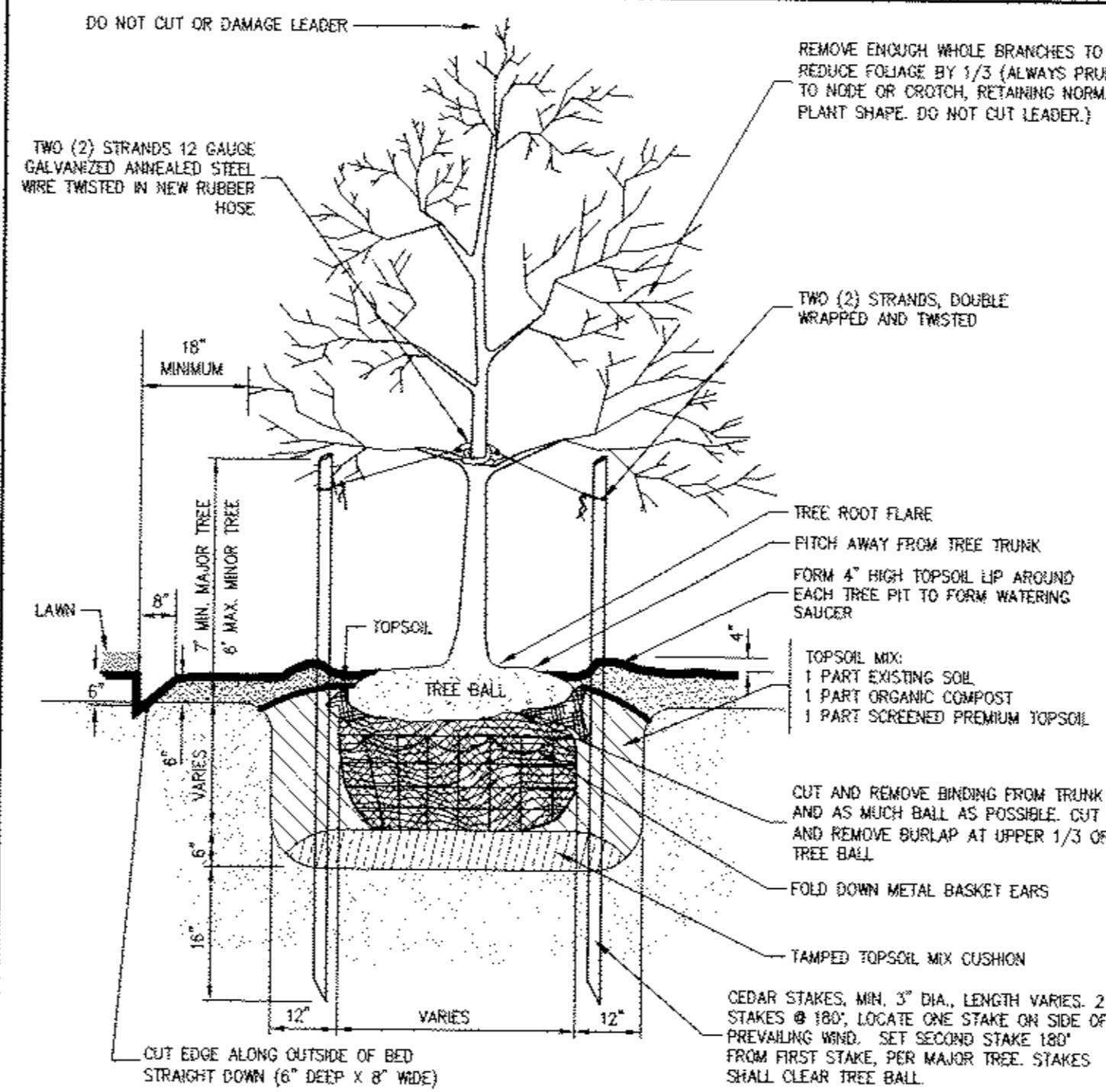
DRAWN	JE	APPROVED	RR
SCALE	N.T.S.		
DATE	11/07/2013		
PROJECT NO.	13021		
DWG. NO.	SP-14	DATE	LS
DRAWING NO.	SP-14		



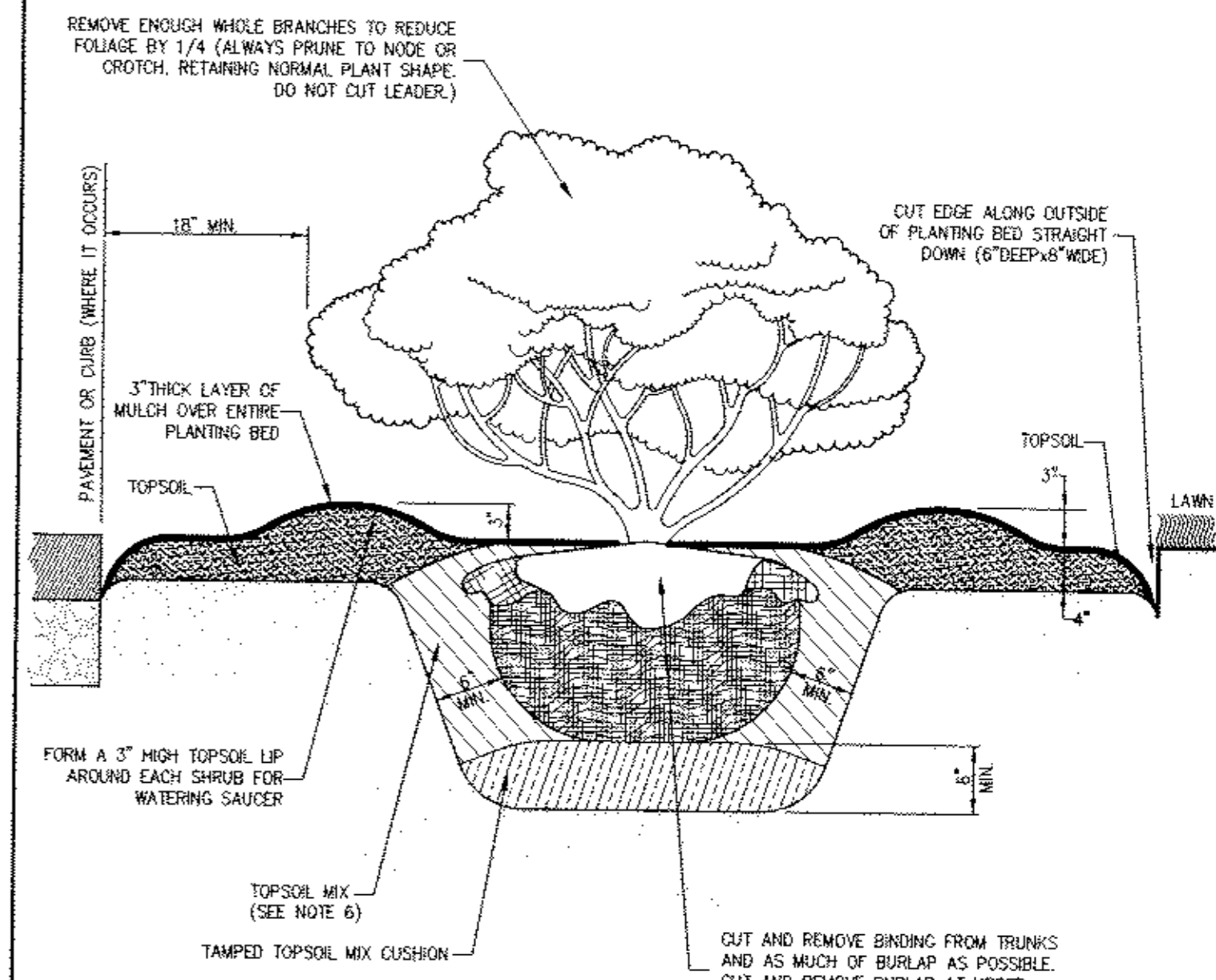
- NOTES:**
1. PROVIDE 3" LAYER OF MULCH AS SPECIFIED OVER ENTIRE PLANTING BED
 2. PLANTS IN CONTAINERS MUST HAVE THE FIBROUS POTBOUND ROOTS PULLED APART TO ALLOW THE ROOTS TO SPREAD
 3. AFTER THE SHRUB HAS BEEN PLACED IN THE HOLE, THE TOPSOIL MIX SHOULD BE PLACED AROUND THE PLANT ONE-THIRD OF THE WAY UP. A SLOW RELEASE SUPER PHOSPHATE FERTILIZER WILL BE ADDED TO THE SOIL AROUND THE SHRUB, AND THEN FILL THE REMAINDER OF HOLE WITH TOPSOIL MIX. THE TOPSOIL MIX SHOULD THEN BE GENTLY COMPACTED.
 4. REMOVE EXISTING WEEDS, LAWN OR PLANT MATERIAL FROM PROPOSED BED AREA.



- NOTES:**
1. PLANTS IN CONTAINERS MUST HAVE THE FIBROUS POTBOUND ROOTS PULLED APART TO ALLOW THE ROOTS TO SPREAD.
 2. AFTER THE TREE HAS BEEN PLACED IN THE HOLE, THE TOPSOIL MIX SHOULD BE PLACED AROUND THE PLANT ONE-THIRD OF THE WAY UP. A SLOW RELEASE SUPER PHOSPHATE FERTILIZER WILL BE ADDED TO THE SOIL AROUND THE TREE, AND THEN FILL THE REMAINDER OF HOLE WITH TOPSOIL MIX. THE TOPSOIL MIX SHOULD THEN BE GENTLY COMPACTED.
 3. PROVIDE 3" LAYER OF MULCH AS SPECIFIED OVER ENTIRE WATERING SAUCER AT ALL TREE PITS OR OVER ENTIRE TREE BED
 4. REMOVE EXISTING WEEDS, LAWN OR PLANT MATERIAL FROM PROPOSED BED AREA.



- NOTES:**
1. PLANTS IN CONTAINERS MUST HAVE THE FIBROUS POTBOUND ROOTS PULLED APART TO ALLOW THE ROOTS TO SPREAD.
 2. AFTER THE TREE HAS BEEN PLACED IN THE HOLE, THE TOPSOIL MIX SHOULD BE PLACED AROUND THE TREE ONE-THIRD OF THE WAY UP. A SLOW RELEASE SUPER PHOSPHATE FERTILIZER WILL BE ADDED TO THE SOIL AROUND THE TREE, AND THEN FILL THE REMAINDER OF HOLE WITH TOPSOIL MIX. THE TOPSOIL MIX SHOULD THEN BE GENTLY COMPACTED.
 3. PROVIDE 3" LAYER OF SHREDDED HARDWOOD MULCH AS SPECIFIED OVER ENTIRE WATERING SAUCER AT ALL TREE PITS OR OVER ENTIRE TREE BED. THE SHREDDED HARDWOOD MULCH SHALL NOT COME IN CONTACT WITH THE TREE ROOT FLARE.
 4. REMOVE EXISTING WEEDS, LAWN OR PLANT MATERIAL FROM PROPOSED BED AREA.
 5. ALL WIRE BASKETS ARE TO BE REMOVED PRIOR TO BACKFILLING THE PLANTING PIT.
 6. THE CENTRAL LEADER OF ALL DECIDUOUS PLANTINGS SHALL NOT BE CUT OR DAMAGED.



- NOTES:**
1. ALL PLANTING BEDS SHALL BE FREE OF WEEDS AND GRASS PRIOR TO INSTALLATION OF PLANTS.
 2. PLANTS IN CONTAINERS MUST HAVE THE FIBROUS ROOTS PULLED APART.
 3. AFTER THE SHRUB HAS BEEN PLACED IN THE HOLE, THE TOPSOIL MIX SHALL BE PLACED AROUND THE PLANT 1/3 OF THE WAY UP. A SLOW RELEASE FERTILIZER SHALL THEN BE ADDED TO THE SOIL AROUND THE SHRUB, AND THEN FILL THE REMAINDER OF THE HOLE WITH TOPSOIL MIX. THE TOPSOIL MIX SHALL THEN BE GENTLY COMPACTED.
 4. TOPSOIL SHALL CONSIST OF NATURAL LOAM TOPSOIL, FREE FROM SUBSOL. TOPSOIL SHALL BE OF UNIFORM QUALITY, FREE FROM HARD CLOS, STEEP CLAY, HARD PAN, SODS, STONES OVER 1 1/2" DIAMETER AND NOXIOUS WEEDS.
 5. PLANT MATERIAL SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.
 6. TOPSOIL MIX SHALL CONSIST OF: 1 PART SCREENED PREMIUM TOPSOIL, 1 PART EXISTING SOIL, 1 PART ORGANIC COMPOST.

GROUNDCOVER PLANTING

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EVERGREEN TREE PLANTING

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DECIDUOUS TREE PLANTING

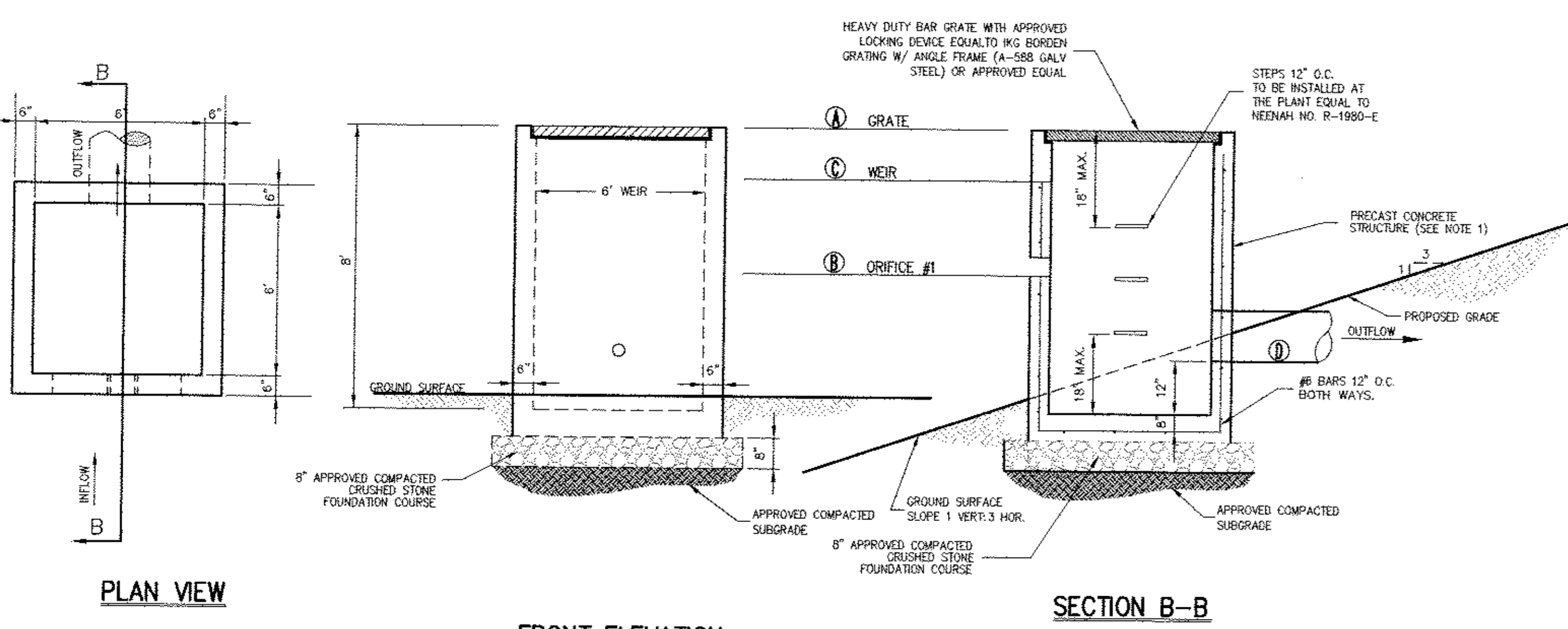
50

SHRUB PLANTING

51

STRUCTURE CHART

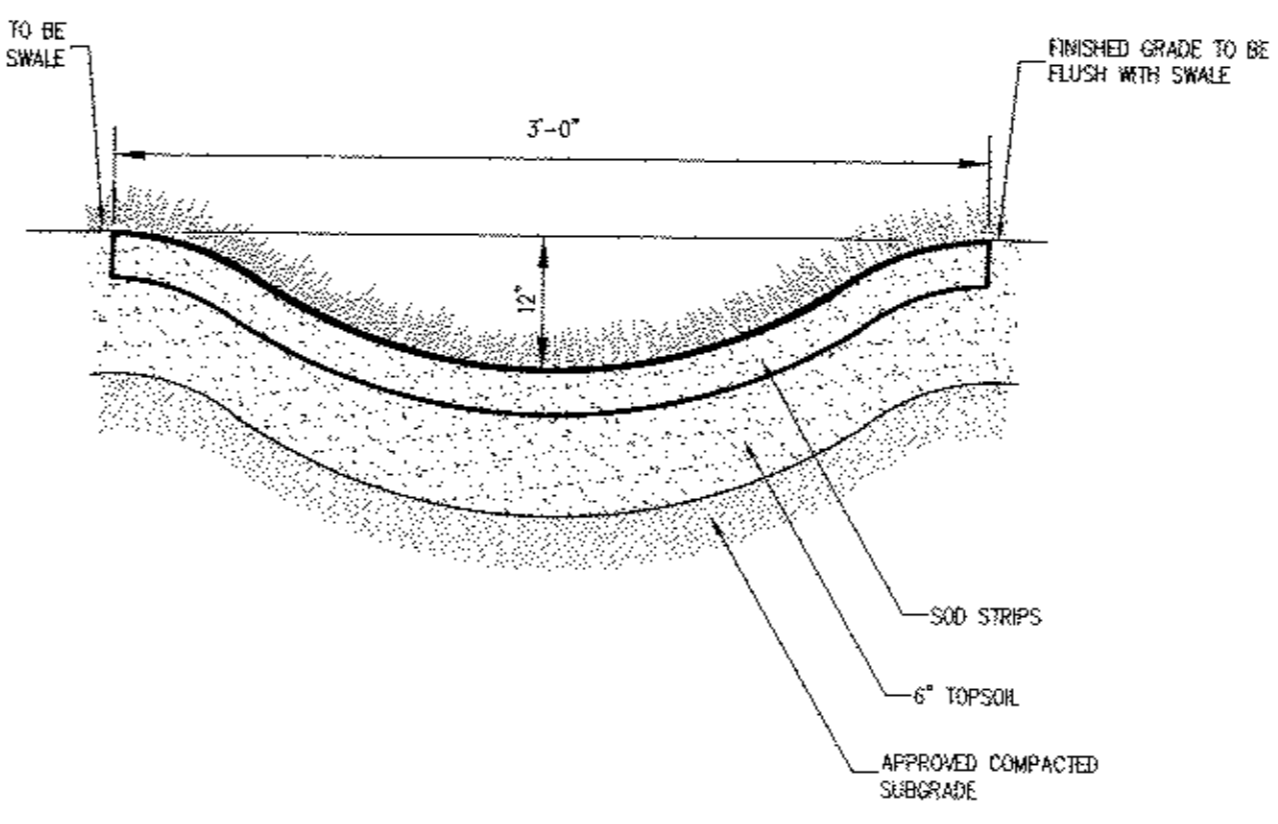
BASIN No.	STRUCTURE No.	GRATE (A) ELEV.	ORIFICE (B) DIAMETER	WEIR (C) SIZE	WEIR (C) ELEV.	OUTFLOW (D) DIAMETER	OUTFLOW (D) ELEV.	
#1	OCS-1	411.00	12"	407.88	6"	408.88	18"	406.00



- NOTES:**
1. PRECAST CONCRETE STRUCTURE SHALL BE DESIGNED TO ACCOMMODATE AN H-20 DESIGN LOAD

OUTLET CONTROL STRUCTURE

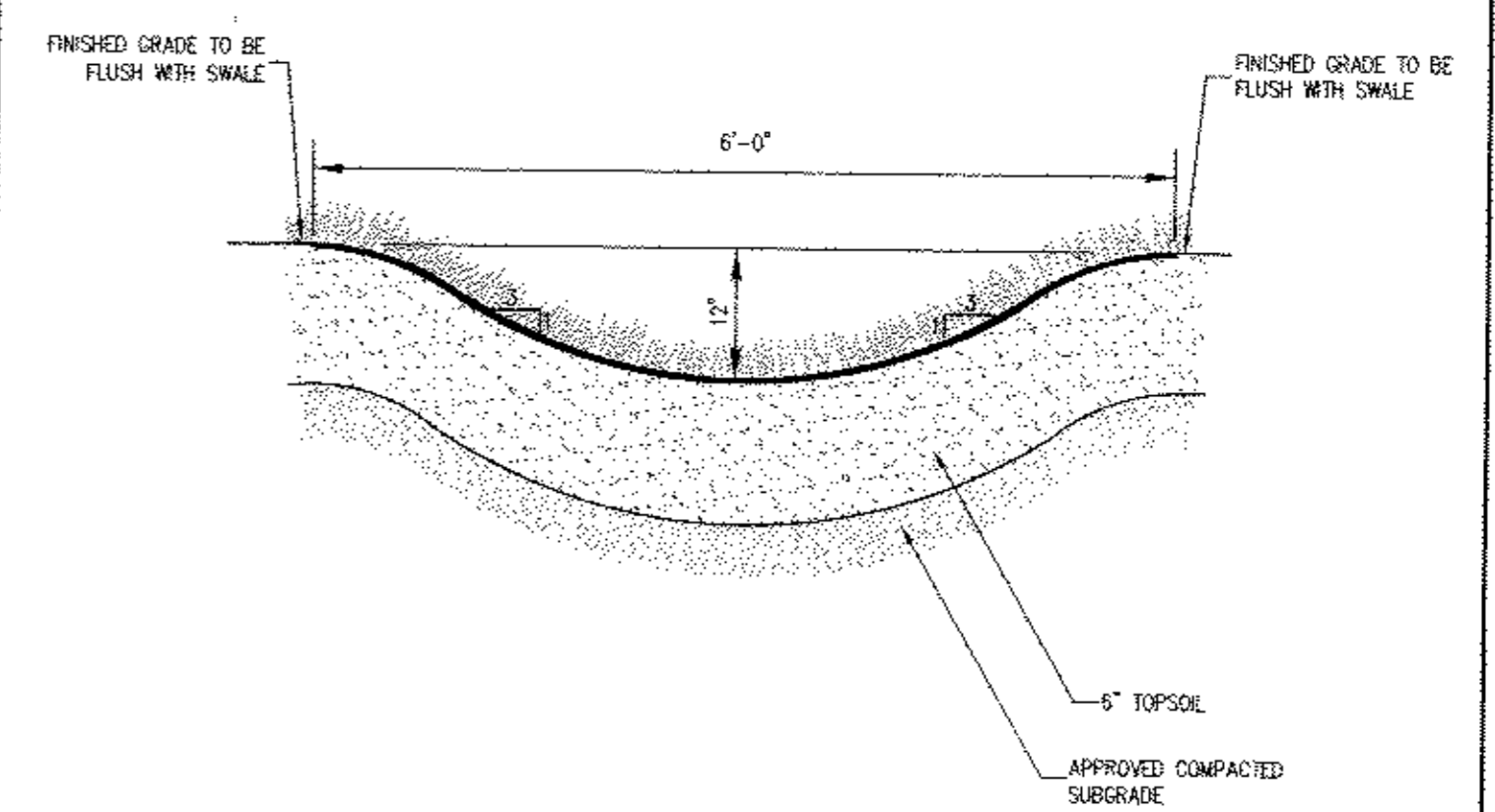
52



- NOTES:**
1. IMMEDIATELY AFTER GRADING OPERATIONS, THE GRASS SWALE SHALL BE STABILIZED WITH SOO CONTAINING A MIXTURE OF 50% KENTUCKY BLUEGRASS, 25% CREEPING RED FESCUE AND 25% PERENNIAL RYEGRASS. SOO SHALL BE CUT IN UNIFORM WIDTH STRIPS OF LIVE GRASS.
 2. FOR SWALE SLOPES EXCEEDING 8%, JUTE MESH SHALL BE UTILIZED TO STABILIZE THE SWALE BASE.
 3. AREA ADJACENT TO SWALE TO BE BROUGHT TO FINISHED GRADE IMMEDIATELY AS REQUIRED, TOPSOILED, SEEDED AND MAINTAINED FOR EROSION CONTROL.

GRASS SWALE

53



- NOTES:**
1. IMMEDIATELY AFTER GRADING OPERATIONS, THE VEGETATED SWALE SHALL BE STABILIZED WITH A MIXTURE AS NOTED IN PLANT LIST
 2. FOR SWALE SLOPES EXCEEDING 8%, JUTE MESH SHALL BE UTILIZED TO STABILIZE THE SWALE BASE.
 3. AREA ADJACENT TO SWALE TO BE BROUGHT TO FINISHED GRADE IMMEDIATELY AS REQUIRED, TOPSOILED, SEEDED AND MAINTAINED FOR EROSION CONTROL.

VEGETATED SWALE

54

DATE: _____ BY: _____
 REVISION: _____
 NO. _____

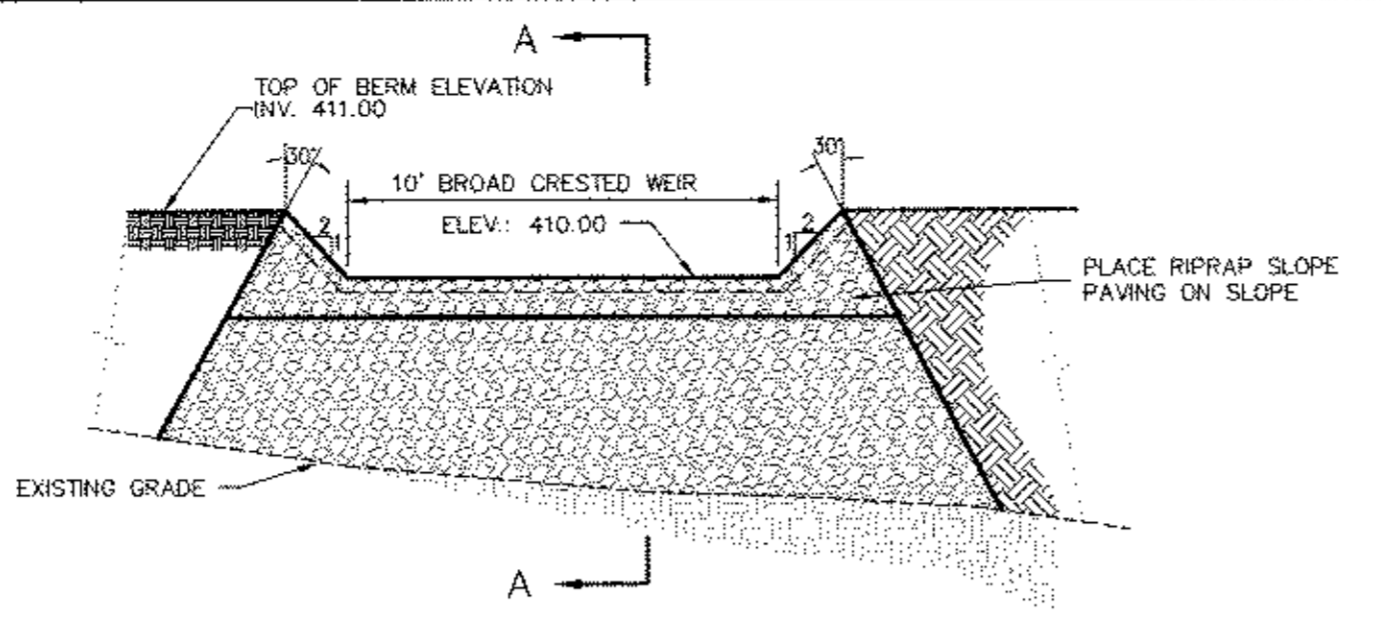
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CONSTRUCTION DETAILS
 VOLKSWAGEN OF NEWBURGH
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 TOWN OF NEWBURGH, NEW YORK

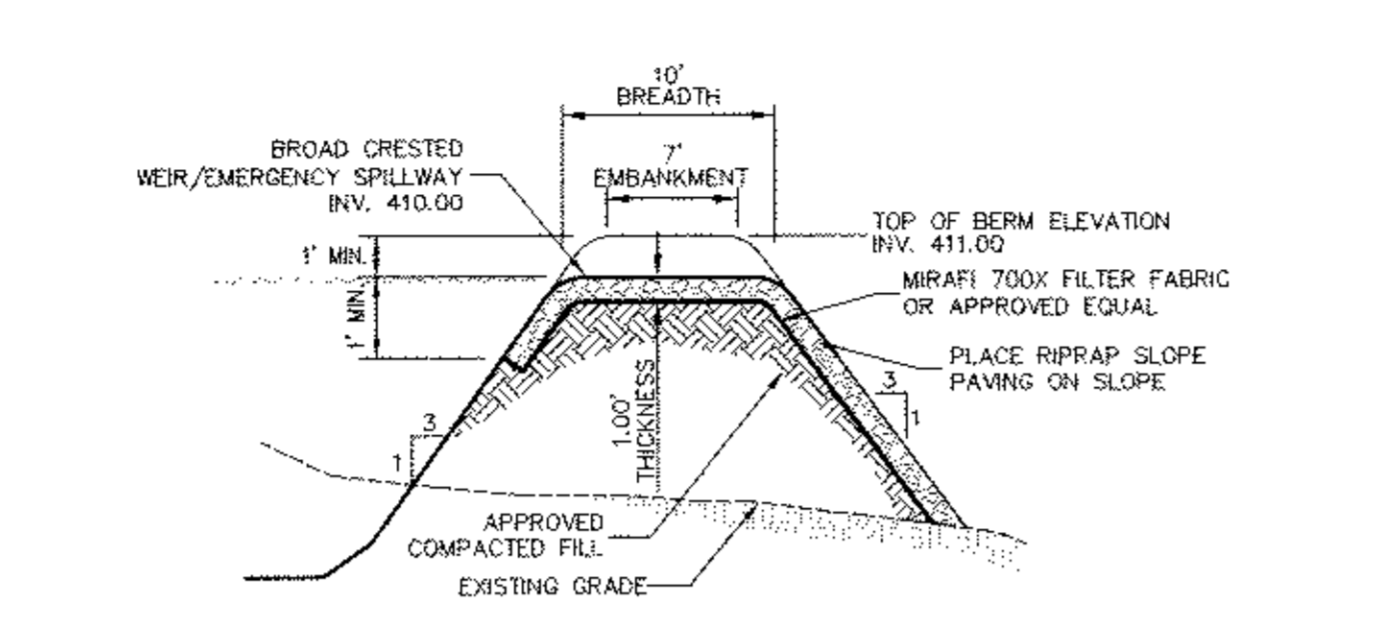
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 PROJECT No: 13021
 DRAWN: JE
 CHECKED: RR
 SCALE: N.T.S.
 PROJECT No: 13021
 SHEET No: SP-15
SP-15

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ELEVATION (DOWNSTREAM)



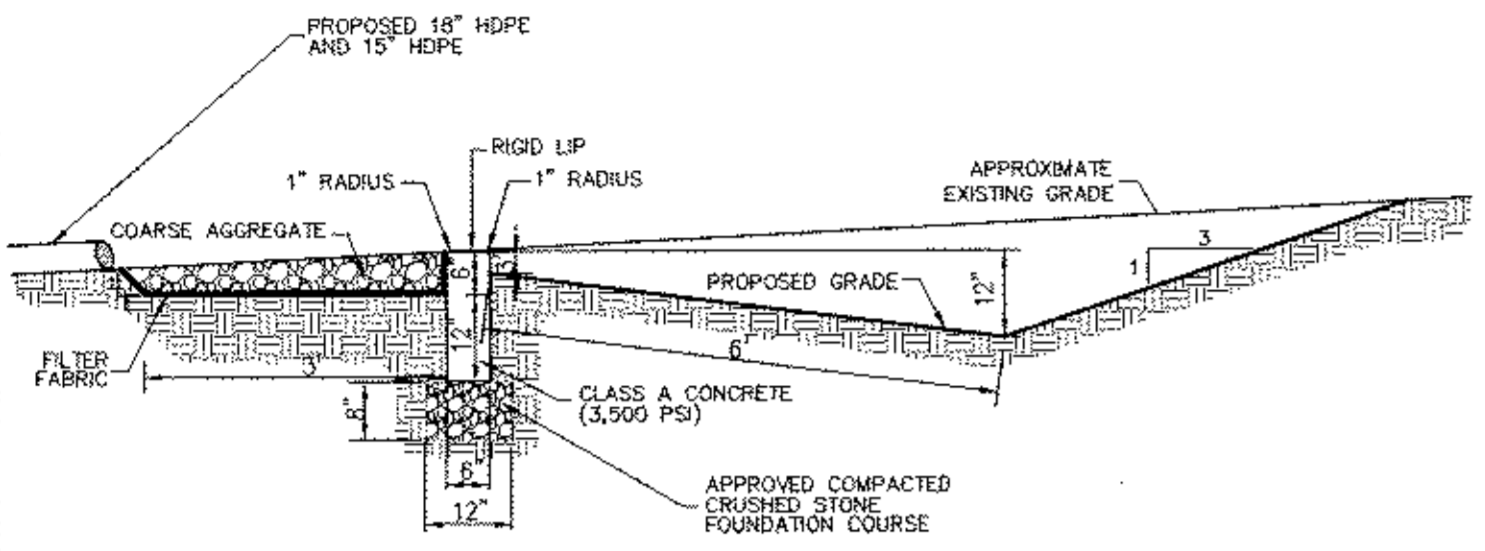
SECTION 'A-A'

SPECIFICATION FOR BERM CONSTRUCTION

A. SURFACE OF AREA TO RECEIVE FILL SHOULD BE STRIPPED OF SURFACE TOPSOIL, BRUSH, ETC., PRIOR TO ANY FILL PLACEMENT.

B. EMBANKMENT FILL TO BE SPREAD IN MAXIMUM 12-INCH THICK LIFTS AND COMPACTED TO 95 PERCENT OF MODIFIED PROCTOR DENSITY (ASTM 1557) AT PLUS OR MINUS 2 PERCENT OF OPTIMUM MOISTURE CONTENT.

C. FILL CONSTRUCTION TO BE DONE UNDER THE INSPECTION OF A QUALIFIED SOILS ENGINEER. IN-PLACE FIELD DENSITY TESTS SHOULD BE DONE ON EACH LIFT TO DETERMINE THAT THE SPECIFICATIONS ARE BEING MET.

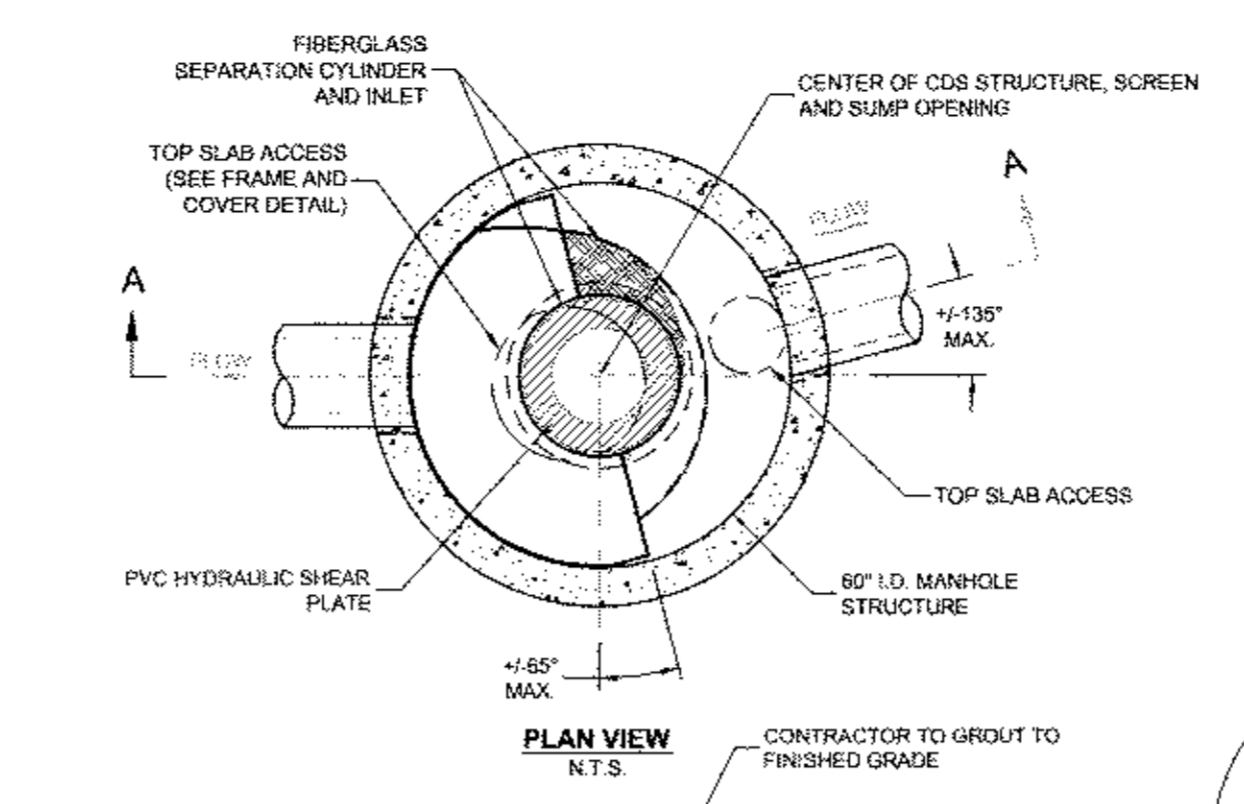


CONCRETE LEVEL SPREADER

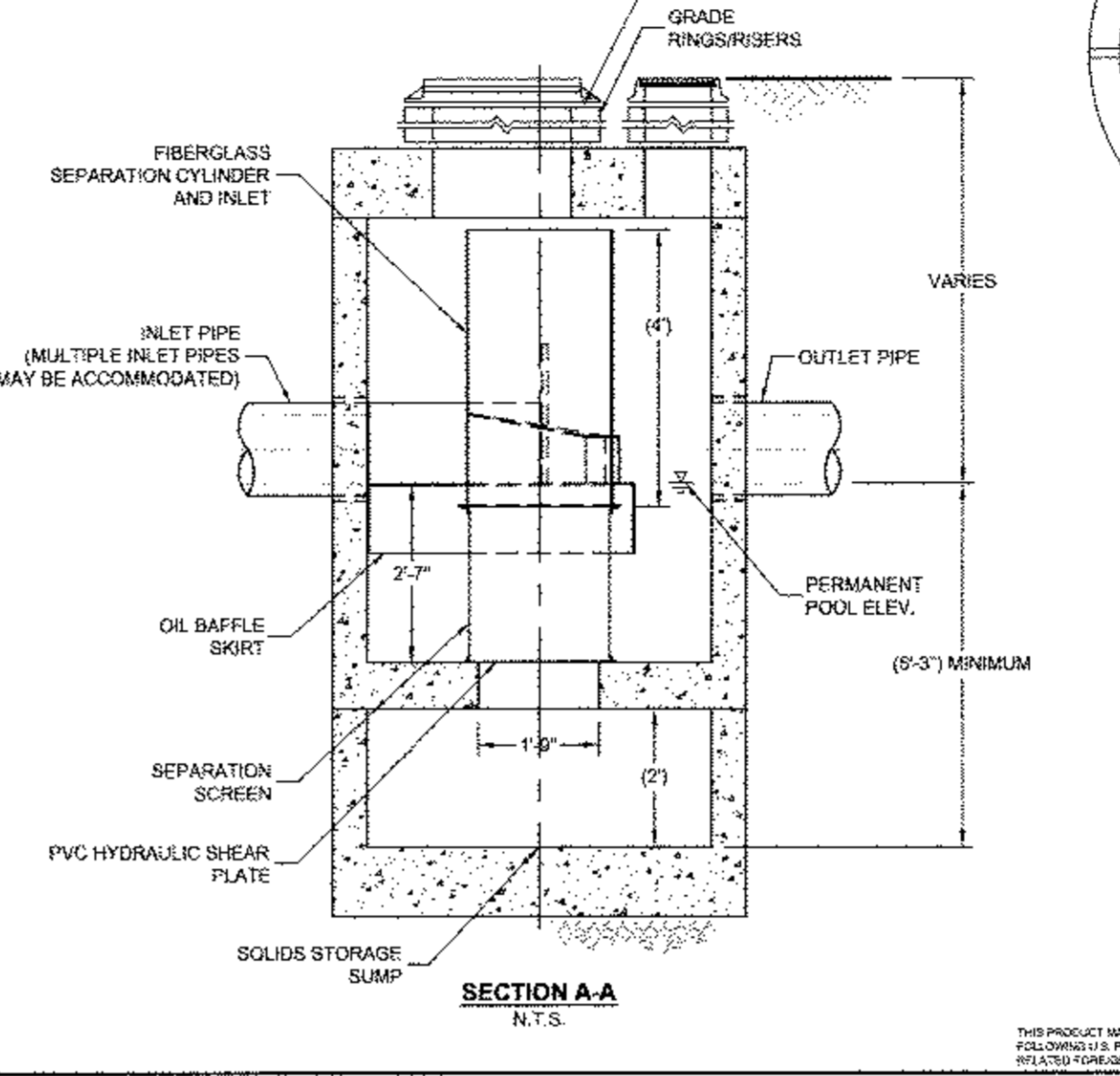
55

RIP-RAP EMERGENCY SPILLWAY

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PLAN VIEW N.T.S.



SECTION A-A N.T.S.



FRAME AND COVER (DIAMETER VARIES) N.T.S.

CDS2020 DESIGN NOTES

CDS2020 RATED TREATMENT CAPACITY IS 1.1 CFS, OR PER LOCAL REGULATIONS. MAXIMUM HYDRAULIC INTERNAL BYPASS CAPACITY IS 14.0 CFS. IF THE SITE CONDITIONS EXCEED 14.0 CFS, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

THE STANDARD CDS2020 CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

DESIGNATION (MODEL SUFFIX)	CONFIGURATION DESCRIPTION
G	GRATED INLET ONLY (NO INLET PIPE)
GP	GRATED INLET WITH INLET PIPE OR PIPES
K	CURB INLET ONLY (NO INLET PIPE)
KP	CURB INLET WITH INLET PIPE OR PIPES
B	SEPARATE OIL BAFFLE (SINGLE INLET PIPE REQUIRED FOR THIS CONFIGURATION)
W	SEDIMENT WEIR FOR NJDEP / NJAC2 CONFORMING UNITS

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID (SOUTH)	WQSA-2
WATER QUALITY FLOW RATE (CFS)	0.82
PEAK FLOW RATE (CFS)	9.83
RETURN PERIOD OF PEAK FLOW (YRS)	100
SCREEN APERTURE (2400 OR 4700)	2400

PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	412.80	HDPE	18"
OUTLET PIPE	408.70	HDPE	18"

ANTI-FLOTATION BALLAST	WIDTH	HEIGHT

NOTES/SPECIAL REQUIREMENTS:
* PER ENGINEER OF RECORD

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID (NORTH)	WQSA-2
WATER QUALITY FLOW RATE (CFS)	1.03
PEAK FLOW RATE (CFS)	9.83
RETURN PERIOD OF PEAK FLOW (YRS)	100
SCREEN APERTURE (2400 OR 4700)	2400

PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	412.15	MATERIAL	18"
OUTLET PIPE	407.58	MATERIAL	15"

ANTI-FLOTATION BALLAST	WIDTH	HEIGHT

NOTES/SPECIAL REQUIREMENTS:
* PER ENGINEER OF RECORD

GENERAL NOTES

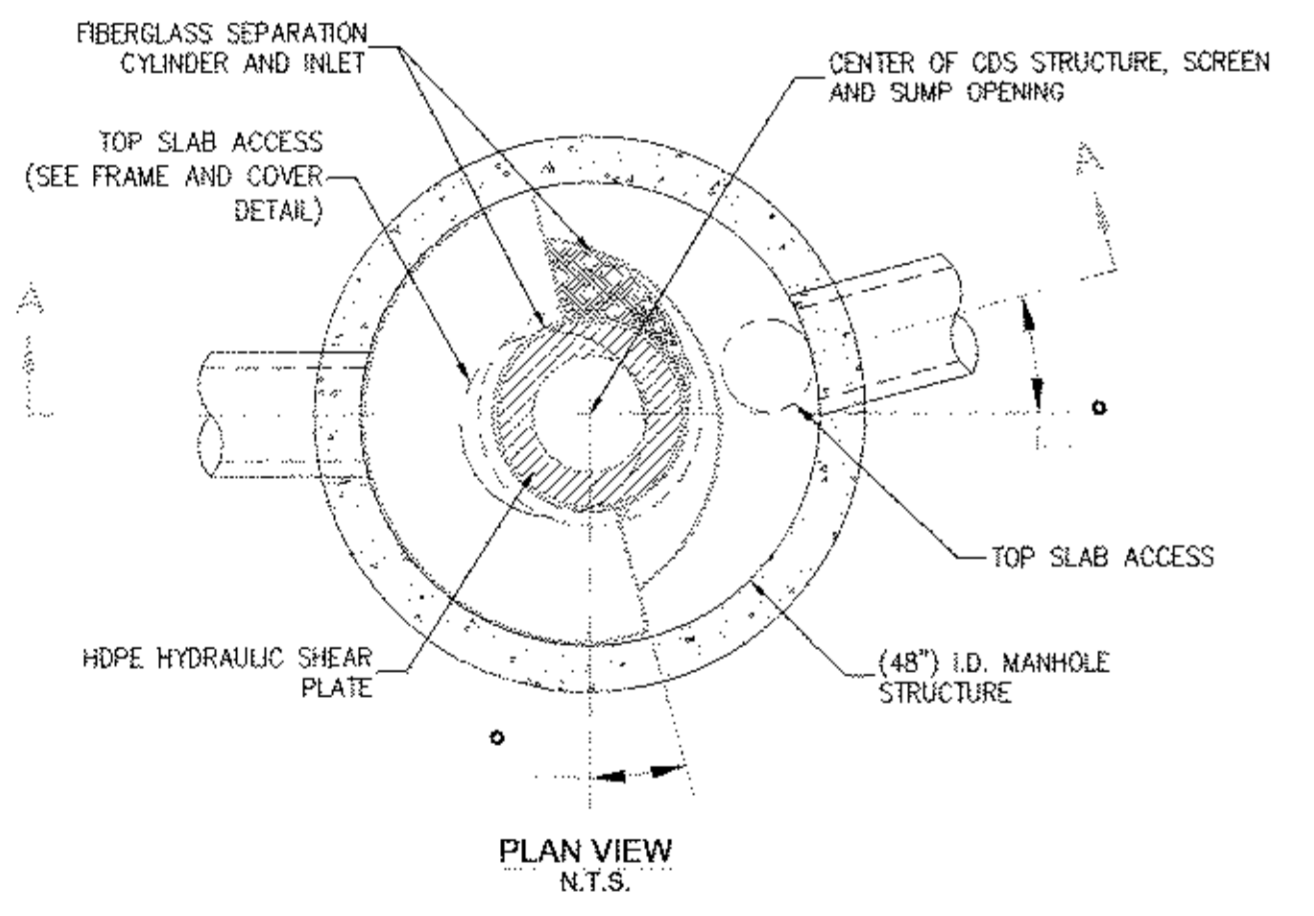
- CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
- DIMENSIONS MARKED WITH () ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
- FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH STORMWATER SOLUTIONS REPRESENTATIVE. www.contechstormwater.com
- CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
- STRUCTURE AND CASTINGS SHALL MEET AASHTO HS20 LOAD RATING.
- PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.

INSTALLATION NOTES

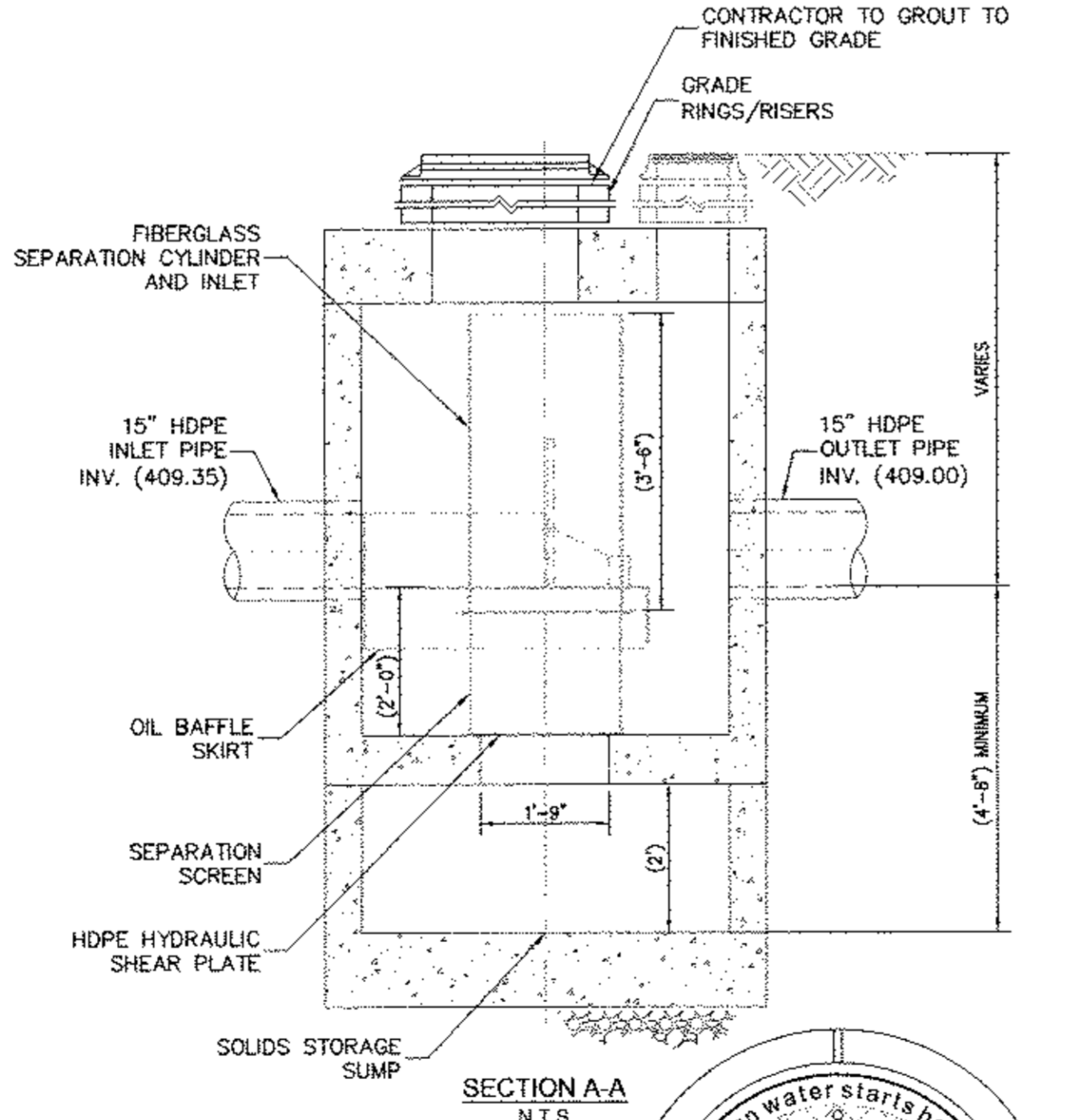
- ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE (LIFTING CLUTCHES PROVIDED).
- CONTRACTOR TO ADD JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS, AND ASSEMBLE STRUCTURE.
- CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
- CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

WATER QUALITY CDS 2020

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PLAN VIEW N.T.S.



SECTION A-A N.T.S.

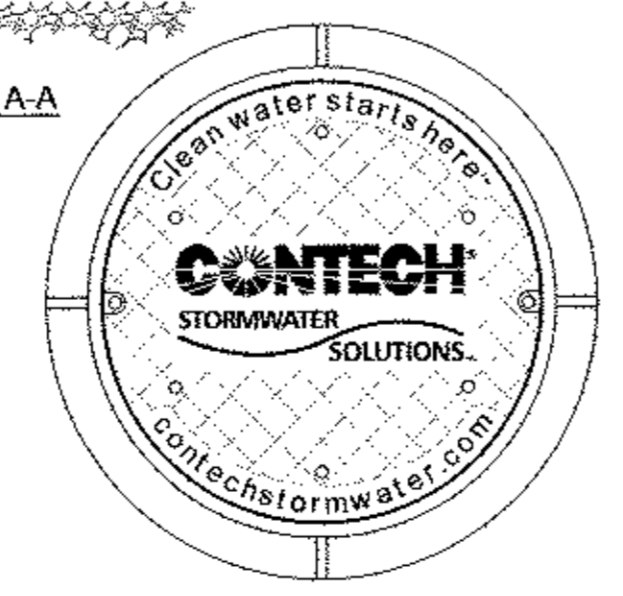
SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	WQSA-2
WATER QUALITY FLOW RATE (CFS)	0.03
PEAK FLOW RATE (CFS)	6.67
RETURN PERIOD OF PEAK FLOW (YRS)	100
SCREEN APERTURE (2400 OR 4700)	2400

PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	409.35	HDPE	15"
OUTLET PIPE	409.00	MATERIAL	15"

ANTI-FLOTATION BALLAST	WIDTH	HEIGHT

NOTES/SPECIAL REQUIREMENTS:
* PER ENGINEER OF RECORD



MANHOLE TYPE FRAME AND COVER GRATED INLET WITH INLET PIPE OR PIPES

WATER QUALITY CDS 2015-4

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CDS2015-4 DESIGN NOTES

CDS2015-4 RATED TREATMENT CAPACITY IS 0.7 CFS, OR PER LOCAL REGULATIONS. MAXIMUM HYDRAULIC INTERNAL BYPASS CAPACITY IS 10.0 CFS. IF THE SITE CONDITIONS EXCEED 10.0 CFS, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

THE STANDARD CDS2015-4 CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

DESIGNATION (MODEL SUFFIX)	CONFIGURATION DESCRIPTION
G	GRATED INLET ONLY (NO INLET PIPE)
GP	GRATED INLET WITH INLET PIPE OR PIPES
K	CURB INLET ONLY (NO INLET PIPE)
KP	CURB INLET WITH INLET PIPE OR PIPES

GENERAL NOTES

- WATER QUALITY STRUCTURES SHALL BE CDS MODEL CDS2015-4 BY CONTECH OR APPROVED EQUAL.
- DIMENSIONS MARKED WITH () ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
- FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH STORMWATER SOLUTIONS REPRESENTATIVE. www.contechstormwater.com
- CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
- HDPE HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.

INSTALLATION NOTES

- ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE (LIFTING CLUTCHES PROVIDED).
- CONTRACTOR TO ADD JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS, AND ASSEMBLE STRUCTURE.
- CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
- CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

CONSTRUCTION DETAILS
VOLKSWAGEN OF NEWBURGH
ROUTE 17K, VW DEALERSHIP
TOWN OF NEWBURGH, NEW YORK

DATE: 11/07/2013
PROJECT NO: 13021
SCALE: N.T.S.
DRAWN BY: JE
APPROVED BY: RR
CHECKED BY: SP-16
DESIGNED BY: LS

SP-16

NOT FOR CONSTRUCTION

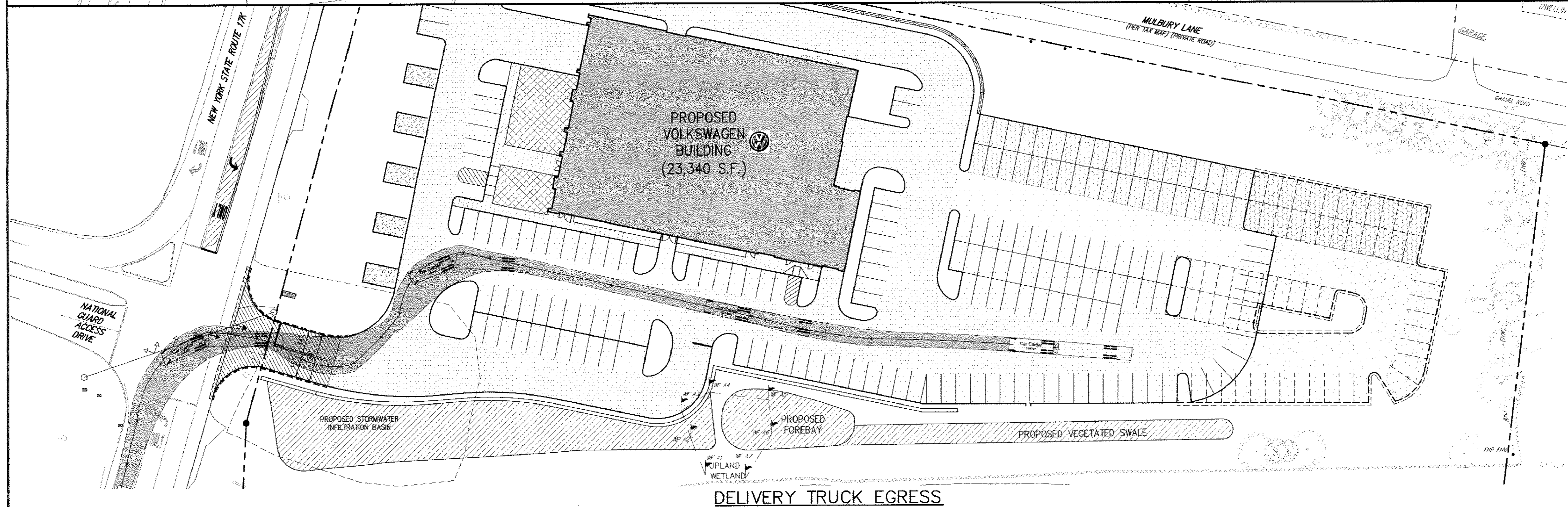
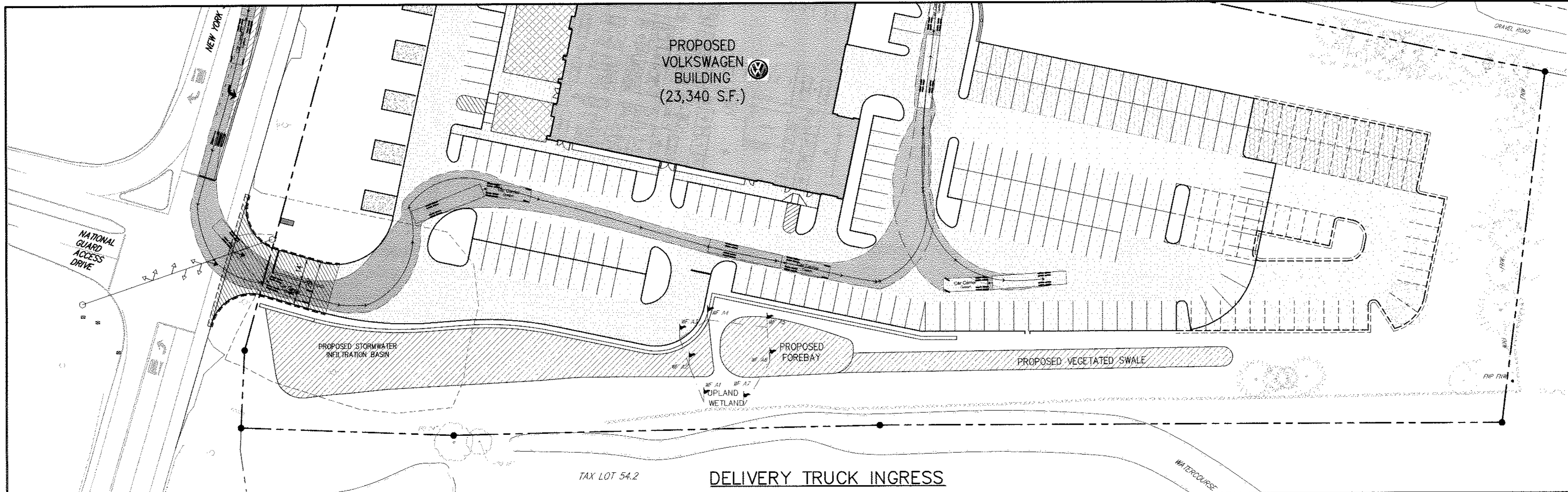
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120 Bedford Road
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voice 914.273.5225 · fax 914.273.2102
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Previous Editions Obsolete



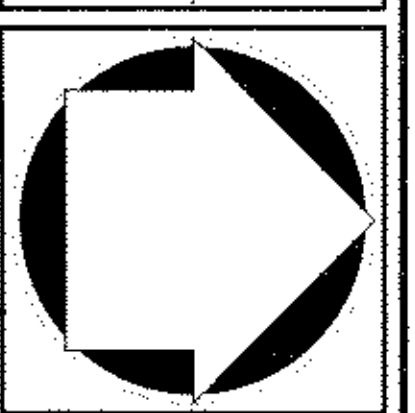
ROUTE 17 CARS, LLC
 1143 DUTCHESS TURNPIKE
 POUGHKEEPSIE, NEW YORK 12603

120 Bedford Road
 Armonk, NY 10504
 voice 914.273.6225 • fax 914.273.2102
 www.johnmeyerconsulting.com



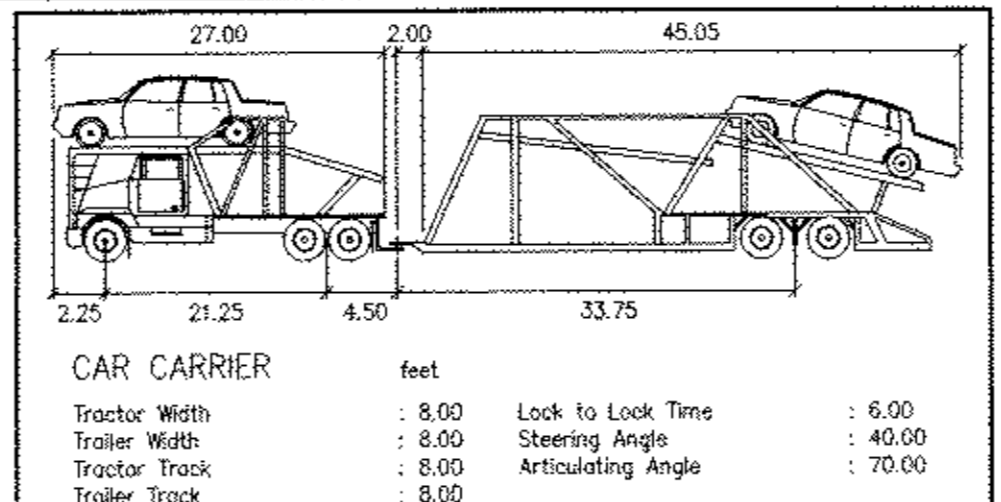
TRUCK TURNING
 ANALYSIS PLAN

VOLKSWAGEN OF NEWBURGH
 ROUTE 17K VW DEALERSHIP
 TOWN OF NEWBURGH, NEW YORK



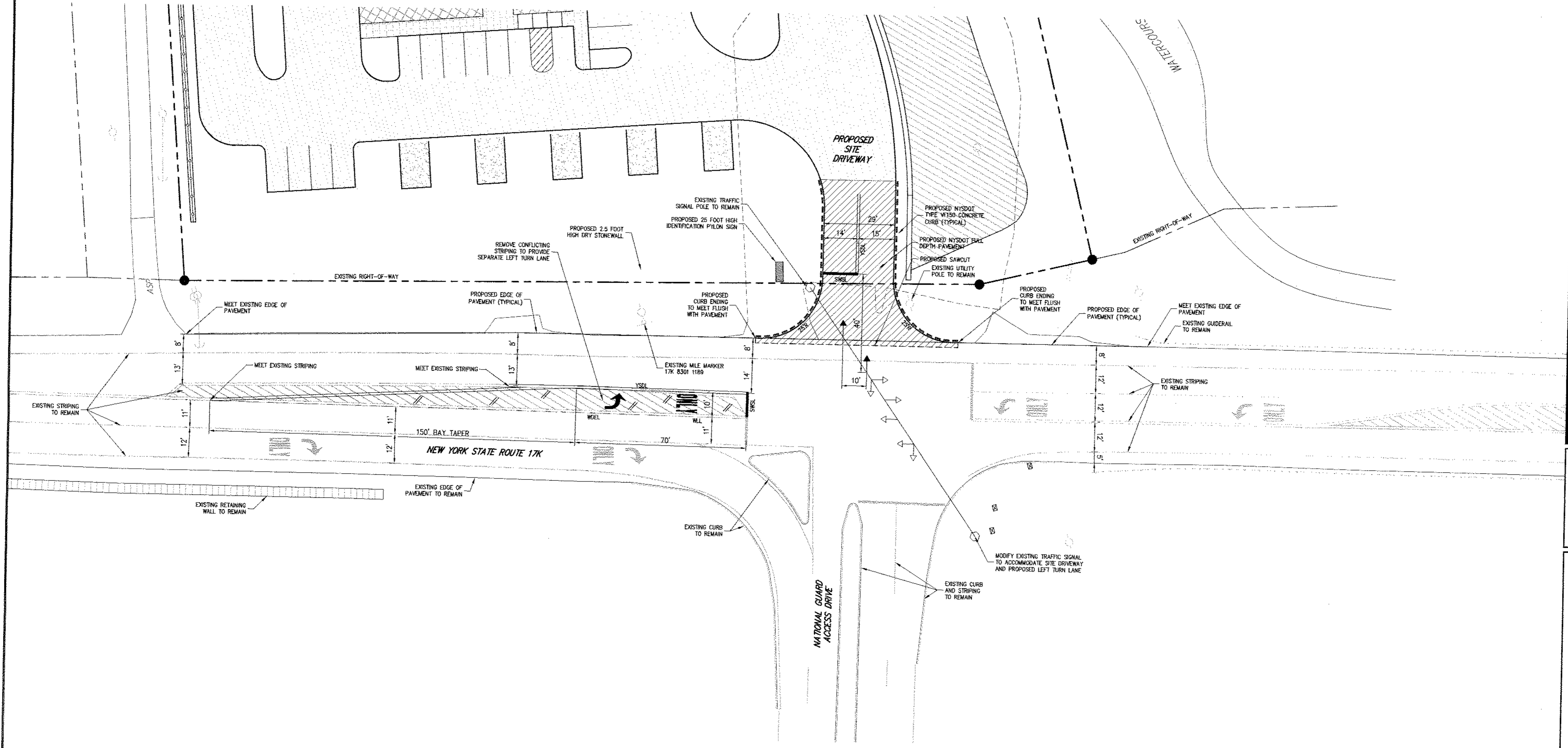
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DRAWN: MTP APPROVED: RR
 SCALE: 1" = 20'
 DATE: 11/07/2013
 PROJECT NO: 13021
 DRAWING NO: SP-17

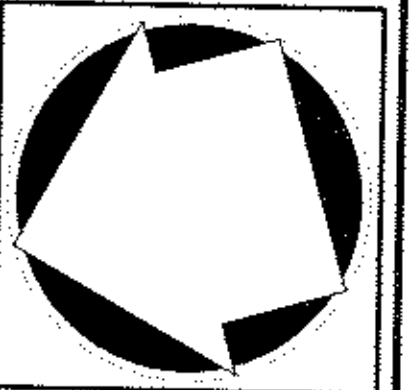


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CONCEPTUAL HIGHWAY
 IMPROVEMENT PLAN
 VOLKSWAGEN OF NEWBURGH
 ROUTE 17K VW DEALERSHIP
 TOWN OF NEWBURGH, NEW YORK



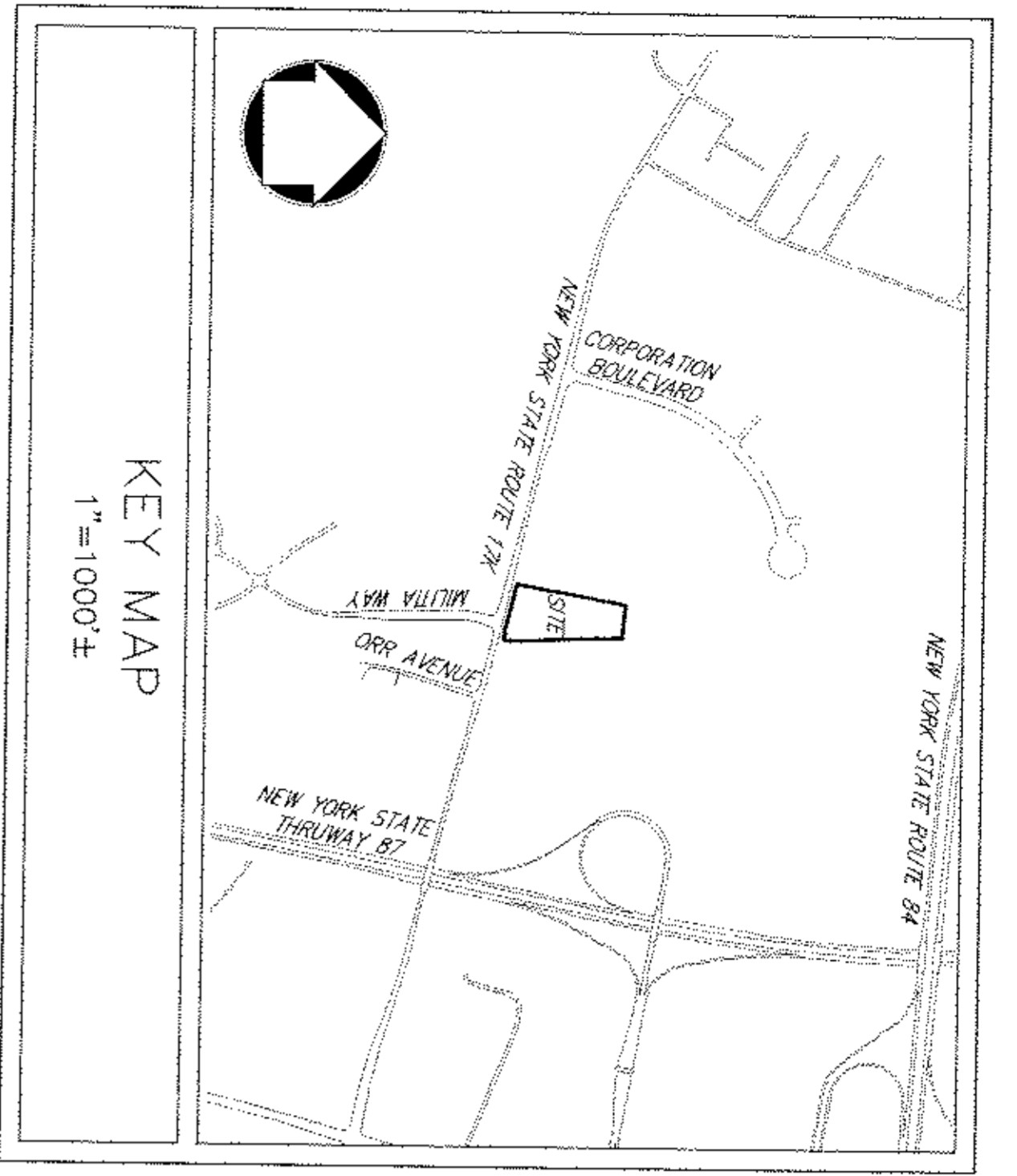
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NO.	REVISION	DATE	BY

NO. MTP APPROVED RR
 SCALE: 1" = 20'
 DATE: 11/07/2013
 PROJECT NO: 13021
 DWS: TMS LS
 13021-HENRY: CHP
 DRAWING NO: **CHP-1**

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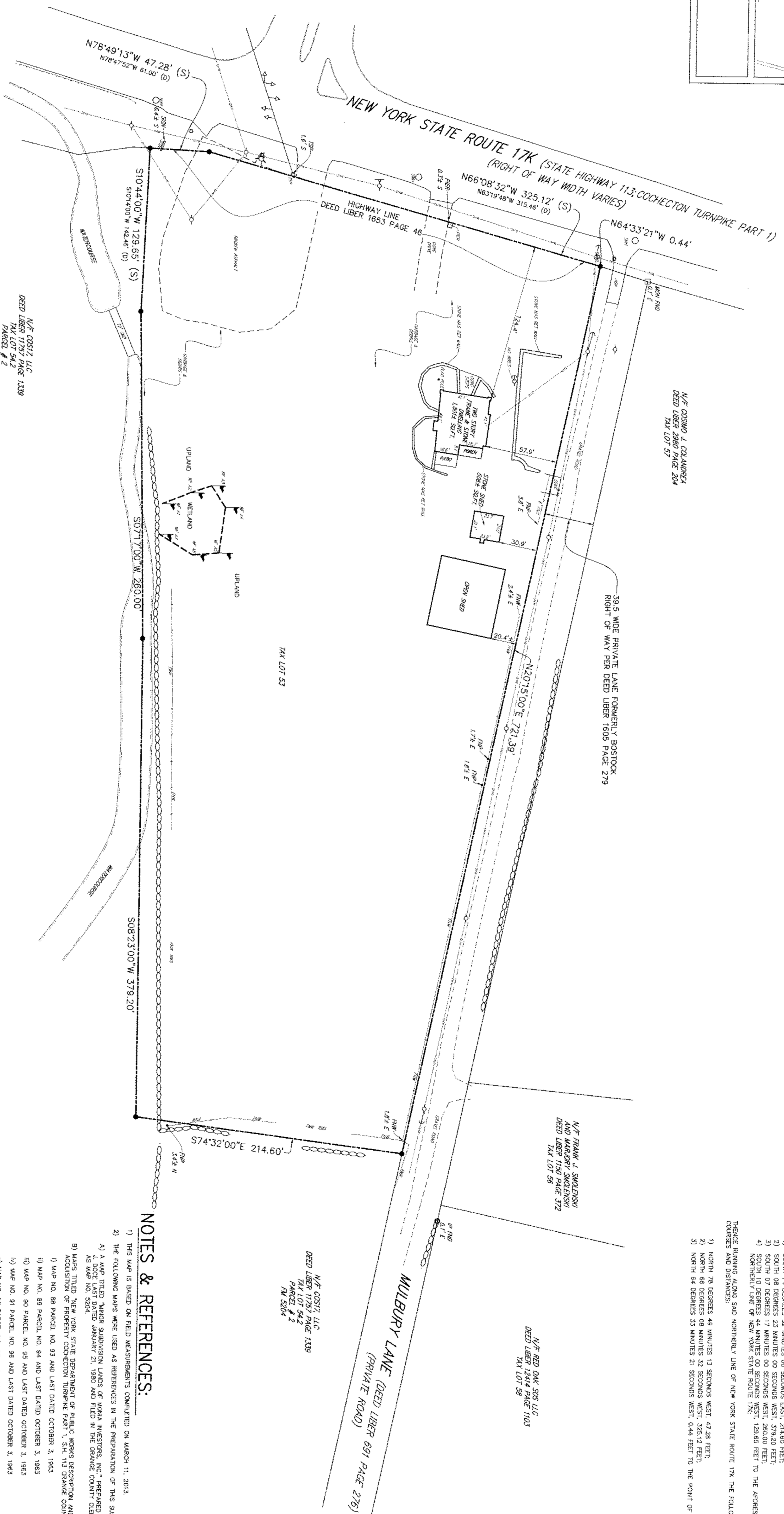


ALTA/ACSM LAND TITLE SURVEY LEGEND

ADJACENT PROPERTY LINE	---
CRIB	□
DRAIN INLET	○
FENCE POST	•
GUY WIRE	—
HYDRANT	⊕
IRON PIPE	—
MONUMENT	⊙
OVERHEAD WIRE	—
PROPERTY CORNER	•
PROPERTY LINE	---
SHRIMP TRAP	⊙
STONE WALL	—
TYPING SIGNAL BOX	□
TYPING SIGNAL POST	•
UTILITY POLE	⊕
WALL	—
WATERCOURSE	~
WATER VALVE	⊕

ABBREVIATIONS

ASP	ASPHALT
CONC	CONCRETE
CMP	CORRODATED METAL PIPE
E	EAST
FND	FOUND
FNS	FOUND
FW	STOCKADE FENCE
MAS	MASSARY
N	NORTH
NET	NETTING
RETS	RETAINING
S	SOUTH
W	WEST



LEGAL DESCRIPTION

ALL THE CERTAIN PARTS OF LAND STATE, TOWN AND BRIND IN TOWN OF NEWBURGH, COUNTY OF ORANGE, STATE OF NEW YORK, BEING PARTICULAR BOUND AND DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT BEING THE CORNER OF THE EAST LINE OF NEW YORK STATE ROUTE 17K AT ITS POINT OF INTERSECTION WITH THE EAST LINE OF THE DEED LIBER 1653 PAGE 46;
 THENCE RUNNING FROM SAID POINT OF BEGINNING AND ALONG SAID DEED LIBER 1653 PAGE 46 NORTH 20 DEGREES 19 MINUTES 00 SECONDS EAST 721.39 FEET TO THE DIVISION LINE BETWEEN DEED LIBER 1193 AT PAGE 135;
 THENCE RUNNING ALONG SAID DIVISION LINE THE FOLLOWING FOUR COURSES AND DISTANCES:
 1) SOUTH 74 DEGREES 12 MINUTES 00 SECONDS EAST 214.60 FEET;
 2) SOUTH 07 DEGREES 23 MINUTES 00 SECONDS WEST 260.00 FEET;
 3) SOUTH 07 DEGREES 17 MINUTES 00 SECONDS WEST 260.00 FEET;
 4) NORTH 04 DEGREES 44 MINUTES 00 SECONDS WEST 129.66 FEET TO THE APPROXIMATE POINT OF BEGINNING.
 THENCE RUNNING ALONG SAID NORTHERLY LINE OF NEW YORK STATE ROUTE 17K THE FOLLOWING THREE COURSES AND DISTANCES:
 1) NORTH 78 DEGREES 49 MINUTES 13 SECONDS WEST 47.28 FEET;
 2) NORTH 66 DEGREES 08 MINUTES 32 SECONDS WEST 325.12 FEET;
 3) NORTH 64 DEGREES 33 MINUTES 21 SECONDS WEST 0.44 FEET TO THE POINT OF BEGINNING.

NOTES & REFERENCES

- 1) THIS MAP IS BASED ON FIELD MEASUREMENTS COMPLETED ON MARCH 11, 2013.
- 2) THE FOLLOWING MAPS WERE USED AS REFERENCES IN THE PREPARATION OF THIS SURVEY:
 A) A MAP TITLED "MULBURY LANE AND MULBURY DRIVE" PREPARED BY JOHN MEYER CONSULTING, PC, AS MAP NO. 5204.
 B) MAPS TITLED "NEW YORK STATE DEPARTMENT OF PUBLIC WORKS RESECTION AND MAP FOR THE TOWN OF NEWBURGH" PREPARED BY THE STATE ENGINEER, TOWN OF NEWBURGH, AS MAP NO. 5204.
 C) MAP NO. 88 PARCEL NO. 84 AND LAST DATED OCTOBER 3, 1983.
 D) MAP NO. 89 PARCEL NO. 84 AND LAST DATED OCTOBER 3, 1983.
 E) MAP NO. 90 PARCEL NO. 84 AND LAST DATED OCTOBER 3, 1983.
 F) MAP NO. 91 PARCEL NO. 84 AND LAST DATED OCTOBER 3, 1983.
 G) MAP NO. 92 PARCEL NO. 84 AND LAST DATED OCTOBER 3, 1983.
- 3) SOURCE OF TITLE: DEED LIBER 1193 PAGE 135 DATED JULY 17, 2008 RECORDED AT THE CLERK'S OFFICE OF ORANGE COUNTY, NEW YORK.
- 4) REFERENCE IS MADE TO STANDARD TITLE INSURANCE COMPANY NO. 1007827 WITH AN ENDORSEMENT DATED JANUARY 7, 2013. THE FOLLOWING COMMENTS, CONDITIONS AND EXEMPTIONS WERE CONTAINED IN THE TITLE REPORT:
 EXCEPTION (A) NOTICE OF APPROPRIATION RECORDED IN DEED LIBER 1653 AT PAGE 46 (PLATTED).
 EXCEPTION (B) RIGHT OF WAY RECORDED IN DEED LIBER 1653 AT PAGE 46 (PLATTED).
 EXCEPTION (C) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (D) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (E) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (F) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (G) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (H) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (I) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (J) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (K) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (L) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (M) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (N) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
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 EXCEPTION (P) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (Q) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (R) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
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 EXCEPTION (T) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
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 EXCEPTION (W) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (X) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (Y) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.
 EXCEPTION (Z) THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 85, BLOCK 1, TAX LOT 52 IN THE TOWN OF NEWBURGH, TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK.

SURVEYOR'S CERTIFICATE

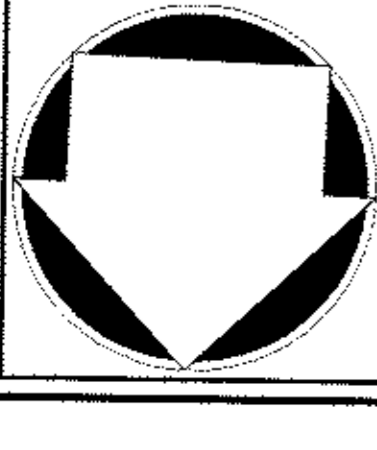
THIS IS TO CERTIFY THAT THIS MAP AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE STANDARDS AND PRACTICES OF THE SURVEYING PROFESSION AND THAT THE SURVEYOR HAS EXERCISED DUE CARE AND SKILL IN THE PERFORMANCE OF HIS DUTY. THE SURVEYOR'S CERTIFICATE IS VALID FOR THE TERM OF ONE YEAR FROM THE DATE OF ISSUANCE. THE SURVEYOR'S CERTIFICATE IS VALID FOR THE TERM OF ONE YEAR FROM THE DATE OF ISSUANCE. THE SURVEYOR'S CERTIFICATE IS VALID FOR THE TERM OF ONE YEAR FROM THE DATE OF ISSUANCE.

NO.	REVISION	DATE
1.	ADDED WETLAND FLAG LOCATIONS	03/25/2013

ABS PARTNERS REAL ESTATE LLC
 550 MAMARONECK AVENUE, SUITE 404
 HARRISON, NEW YORK 10528
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ALTA/ACSM LAND TITLE SURVEY
 ROUTE 17K VW DEALERSHIP
 114 ROUTE 17K
 TOWN OF NEWBURGH, ORANGE COUNTY, NEW YORK



ALTA-1