

October 12, 2012

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

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

Dear Mr. Ewasutyn:

Creighton Manning Engineering, LLP (CM) is in receipt of the site plan, last revised October 3, 2012 from John Meyer Consulting, and the comment response letter of the same date, including comment letters from the Orange County Department of Planning, dated September 10, 2012, and the NYSDOT, dated September 27, 2012. The following summarizes our comments on the plan:

ENGINEERS
PLANNERS
SURVEYORS

1. The applicant proposes to add a 4-foot imprint shoulder to facilitate walking along the site driveway. This shoulder should be constructed with a cross-slope of 2% with drainage inlets located outside of the pathway in order to maintain an ADA walkway and positive drainage. Signs noting the state law of walking facing traffic should be added to the ends of the site driveway. Given the bus stop location, it can be expected that parents of young students will likely drive and park at the entrance of the site to wait for the bus.
2. It is recommended that the Town Engineer and Highway Superintendent review the site driveway location and provide any additional recommendations.
3. On the matter of sight distance, the AASHTO recommended guideline for sight distance on a 30 mph road is 335 feet for intersection sight distance (a driver pulling out of the side street) and 200 feet for stopping sight distance (a driver stopping behind an entering vehicle). The attached sketch illustrates the sight lines needed to meet these distances. As shown, stopping sight distance would require the Pattengell fence to be moved approximately 6 feet out of the Town ROW, while the intersection sight distance would require approximately 15 feet.
4. It is noted that the applicant must still provide updated level of service tables and detailed reports as indicated in their response to CM comment 7 of August 10, 2012.



NYR9-3

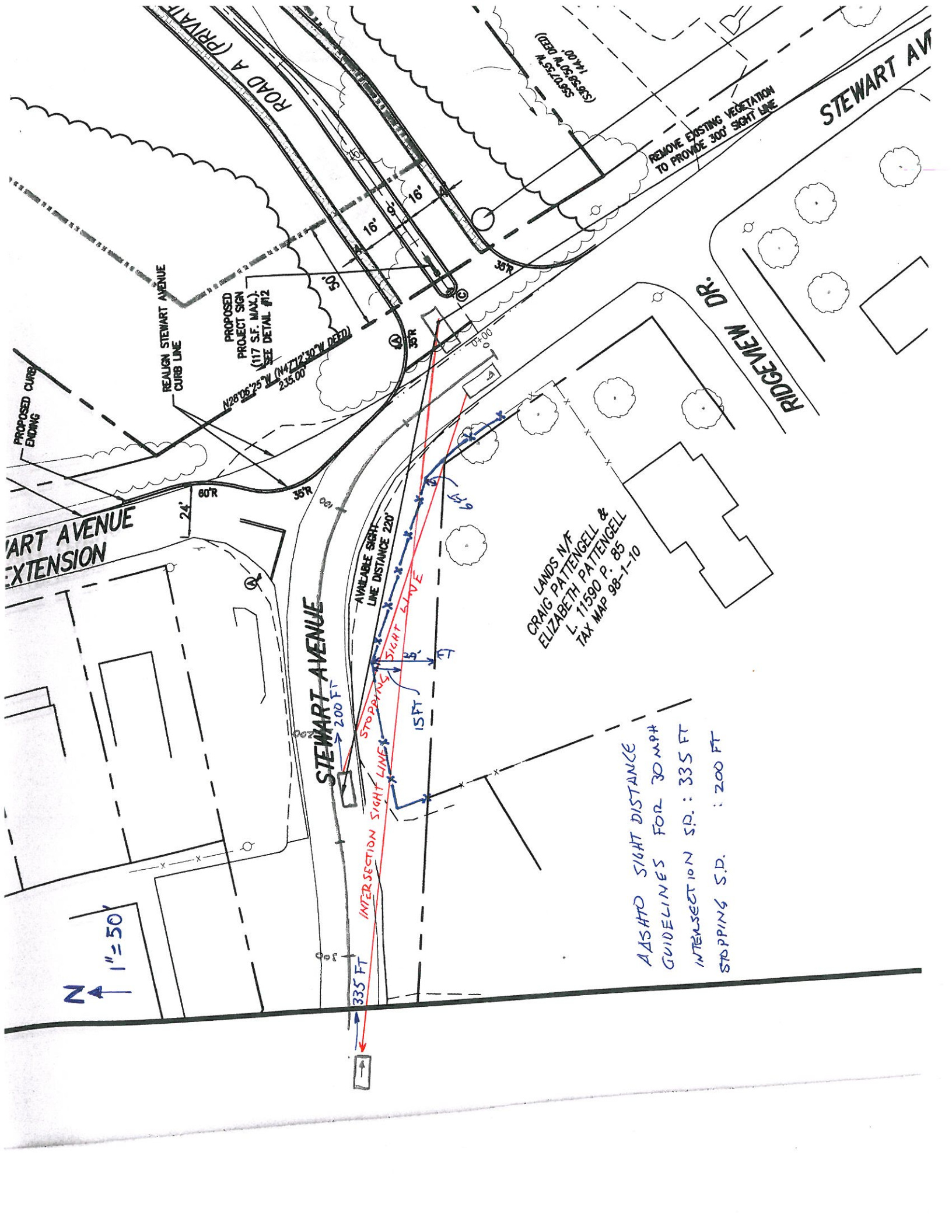
If you have any questions regarding these comments or recommendations, please feel free to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP



Kenneth Wersted, P.E.
Project Manager

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



N ↑ 1" = 50'

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

AASHTO SIGHT DISTANCE
GUIDELINES FOR 30 MPH
INTERSECTION S.D. : 335 FT
STOPPING S.D. : 200 FT

PROPOSED PROJECT SIGN
(117 SF. MAX.)
SEE DETAIL #12

REMOVE EXISTING VEGETATION
TO PROVIDE 300' SIGHT LINE

REALIGN STEWART AVENUE
CURB LINE

PROPOSED CURB
ENDING

STEWART AVENUE
EXTENSION

STEWART AVENUE

STEWART AV

DR.
RIDGEVIEW

ROAD 4 (PRIVATE)

AVAILABLE SIGHT
LINE DISTANCE 220'

STOPPING SIGHT LINE

INTERSECTION SIGHT LINE

335 FT

200 FT

15 FT

6.5 FT

35R

35R

60R

24'

30'

16'

16'

16'

35R

35R

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