

November 1, 2012

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

RE: Traffic Review for Route 300 Center, 1412 Union Ave (Route 300), Town of Newburgh, NY; Town Project No. 2012-05, CM Project No. 112-220.

Dear Mr. Ewasutyn:

Creighton Manning Engineering, LLP (CM) is in receipt of the site plan dated October 18, 2012 and the Traffic Assessment letter dated June 19, 2012, both prepared by Langan Engineering. The following summarizes our comments on the plan and traffic assessment:

1. A two-way left turn lane is typically not changed to an exclusive left turn lane for commercial driveways. Acknowledging that the southbound approach already provides a left turn lane, the applicant should consult with NYSDOT for their preferred striping treatment in this situation.
2. Adequate access for fuel delivery trucks is provided to the gas station. Access around the service center appears to be limited to single-unit box trucks. What will be the truck demand for the service center? Will any tractor-trailer type vehicles require access to the service center for deliveries or waste pick up?
3. The 18-foot rear access driveway to the Newburgh mall access road is proposed as one-way westbound (exit only). This will require any traffic on Meadow Hill Road to travel onto Route 300 to access the site. If the roadway can be widened to 20 feet, a two way driveway could be provided, albeit narrow, reducing the additional traffic added to Route 300.
4. Although the north part of the site (bank area) is not proposed at this time, any future access to this area should be from the center's driveway and not a new curb cut to Route 300.
5. We concur with the trip generation estimate for the gas station, which is estimated to generate approximately 120 to 140 trips during the AM, PM and Saturday peak hours. This traffic will be evenly split (50% entering, 50% exiting) with 60% to 65% originating from existing traffic already passing the site, i.e. 70 to 90 trips generated by the gas station will be from drivers already driving by on Route 300, which are referred to as pass-by trips.
6. We concur with the trip generation estimate for the tire center, which is between 13 and 21 trips during the AM, PM, and Saturday peak hours.

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7. The existing truck terminal is estimated to generate approximately 15 trips during the AM and PM peak hours, based on the limited ITE data available. Therefore, as proposed, the net increase in traffic above what the site could potentially generate if it was currently open is approximately 50 to 60 new trips.
8. The traffic figures and volume development (even if only in worksheet form), and detailed level of service reports should be provided to help facilitate our review of the project and provide a complete record for the town.
9. The overall increase in traffic volumes on Route 300 will be relatively low given the low trips generated by the tire store, and the large pass-by traffic associated with the gas station. The level of service results indicate that there are no significant impacts to the adjacent intersections, but additional backup materials (comment 7) are required to verify this conclusion.

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