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TOWN OF NEWBURGH
PLANNING BOARD
TECHNICAL REVIEW COMMENTS

PROJECT: HUDSON VALLEY PERSONNEL SUPPORT CENTER OF
JEHOVAH'S WITNESSES
PROJECT NO.: 2014-17
PROJECT LOCATION: SECTION 97, BLOCK 2, LOT 31.1, 30.22 & 33
PROJECT REPRESENTATIVE: MASER ENGINEERING
REVIEW DATE: 10 APRIL 2015
MEETING DATE: 16 APRIL 2015

1. Lot consolidation must be undertaken in order to eliminate issues regarding setbacks, etc. Lot consolidation should be a condition of approval.
2. Previous comment requested coordination with jurisdictional fire department regarding access control to the emergency access gate. Applicants continue to identify chain and bollard arrangement. This should be discussed with the jurisdictional emergency services.
3. Additional soil testing is identified in response to County Planning. Results of additional soil testing should be provided.
4. Applicant's Representative has addressed all other previous comments.

Respectfully submitted,

McGoey, Hauser & Edsall
Consulting Engineers, D.P.C.

Patrick J. Hines
Principal



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April 3, 2015

VIA HAND DELIVERY

Mr. John E. Ewasutyn, Planning Board Chairman
Town of Newburgh
308 Gardnertown Road
Newburgh, New York 12786

Re: Hudson Valley Personnel Support Center of Jehovah's Witnesses
Tax Lot 97-2-30.1, 30.22, 33
Town of Newburgh, Orange County, New York
MC Project No. 13000398C

Dear Chairman Ewasutyn:

Below please find our responses to comments from comment letters received from Orange County Department of Planning dated 12/23/14, and received February 18, 2015, McGoey Hauser and Edsall Consulting Engineers DPC dated January 26, 2015, and Creighton Manning Engineers, dated February 17, 2015. The Comments have been repeated here for clarity.

Orange County Department of Planning

The Department has received the above referenced site plan and has determined that the intended land use has the potential to cause inter-municipal and countywide impacts. Therefore, the following binding comments should be addressed and may not be acted contrary upon except by a majority plus one vote of the members of the Town of Newburgh Planning Board or by disapproving the action.

Comment 1: Environmental Concerns: According to the New York State Department of Environmental Conservation (NYSDEC)'s Environmental Assessment Form Mapper (EAF Mapper), the project site contains threatened or endangered animal species on the project site. This is not addressed in the proposed site plan.

- a. The Town should work with the NYSDEC to determine what mitigation measures are necessary for the protection of the threatened or endangered animal species onsite. Minimally this should include a survey to determine what is present and where, and should suggest measures for the applicant to best protect the species onsite. Although the EAF Mapper did not specify, the area is known to present suitable habitat for the Indiana Bat; if this is the species present onsite, the applicant would need to modify construction periods so that they did not overlap with roosting times, among other protection measures.

Response 1: The proposed area of development for this project is substantially within a maintained lawn area with minor encroachments to the north into some low scrub-shrub and meadow area. Neither of these areas would provide suitable habitat for the Indiana Bat mentioned in the comment above.

Comment 2. Light Pollution: The proposed lighting plan shows the approximate location of the proposed light fixtures and their height, but does not specify that the proposed lighting should be "dark sky" compliant. Dark sky lighting keeps light confined to the property to the greatest possible extent by minimizing pole heights, directing light to the object or pathway that requires illumination, and using fixtures that direct light downward only, shielding the top of the fixture to keep light from leaching into the sky. Bright stadium-style lighting along the Interstate 87 off-ramp, in addition to posing a quality of life issue for neighboring property owners, has the potential to distract drivers.

- a. The lighting fixtures, particularly those closest to Interstate 87, should be mounted as low as is appropriate for their intended purpose, should be on timers, and should have all lamps directed downward in keeping with "dark sky" standards.

Response 2: The proposed pole mounted, fixtures utilized for on-site lighting are IES full cutoff style fixtures which provide downward lighting for the parking areas and walkways. No lighting projects upward from these fixtures. The proposed single-fixture, poles along the eastern parking area adjacent to the Interstate 87 off-ramp are also equipped with a house side shield to further restrict light spill. The lighting plan depicts the illumination levels at the northern and eastern property lines and these are substantially at 0.0 footcandles, at the property line or well in advance. The proposed 20 foot mounting height is not excessive for the proposed facility and as described above light distribution on-site is controlled.

Comment 3. Stormwater Management: The proposed project has completed a Stormwater Pollution Prevention Plan, and proposes construction of one onsite bioretention infiltration basin and subsurface water system. The project is located in close proximity to Washington Lake, which provides drinking water to the City of Newburgh, and through inter-municipal agreement to the Towns of Newburgh and New Windsor. Additional Green Infrastructure/Runoff Reduction methods should be incorporated into the project design to account for the substantial impervious surface coverage onsite.

Response 3: The site is not tributary to Washington Lake but to Quassaick Creek. As the project Engineer and per the NYSDEC Design Manual, we have selected and incorporated Green Infrastructure and Run-off Reduction Practices to the project which exceed the permit requirements. These practices have been reviewed and found acceptable by the reviewing Engineer for the MS4. No additional practices are proposed.

- a. The Town should reduce the areas of impervious surfacing onsite, which primarily consist of parking and drive lanes. This can be accomplished by building a parking structure, either beneath the proposed hotel or to one side, or on the adjacent site also owned by the applicants.

Response 3a: The applicant will not be building a parking structure for this project. The development is below the maximum allowable lot coverage permitted by the Town in the IB Zoning District.

- b. Soil testing should be done to determine the actual soil types present on the project site and their capacity for infiltration. If the soil onsite demonstrates that it is suitable for infiltration practices, then additional opportunities for infiltration should be included in the site design. These could include dry swales, additional bioretention basins in the parking lot planting areas and other locations onsite, planting more mature trees, and other measures.

Response 3b: As a requirement of the Stormwater Design Manual, on-site soil testing will be conducted to confirm soil composition and infiltration rates to support the proposed stormwater management design.

- c. Pervious pavement has been extensively studied in cold climates and has shown great success. The typical benefits include capital cost savings, reduction of deicing and anti-icing practices, minimal damage from frost heave, reduction of black ice and increased water quality. The entire parking lot should be considered for pervious pavement, leaving the driveways and loading areas impervious to handle the heavier loads.

Response 3c: The applicant will not be installing pervious pavement as part of this project.

Additionally, this Department offers the following advisory comments for your consideration.

Comment 4: Traffic Study: The Route 300 corridor and Route 17K corridor are two of the most heavily-traveled roadways in Orange County, particularly in the area of the project site. The traffic study provided with this application lists the intersections on Route 300 to the south of the project site, but does not study the impact of those intersections immediately north of the project site, such as the on-ramps for Interstates 84 and 87, and lists none of the intersections on NYS Route 17K except the intersection with Route 300. It is possible that we did not receive the full traffic study; no information regarding traffic volume, level of service or intersection data are provided. We advise the Town to ensure that the full traffic study is available to them, and that any mitigation measures proposed by the traffic study are sufficient for the already overburdened Routes 17K/300 intersection.

Response 4a: The majority of the traffic is expected to enter the site from the south as a northbound right turn movement. Exiting the site the majority of the traffic is

expected to make a right turn on to NYS Route 300 northbound towards the Interstate ramps. The total traffic to and from the north of the site access is expected to be less than 2% of the no-build traffic volumes along NYS Route 300 north of the site access. It appears the County was not provided the complete traffic study, which includes analysis of the NYS Route 17K/Unity Place/I-87 Northbound Off-Ramp. The Town has been provided the full traffic study, which has been reviewed by the Town's Traffic Engineer.

Access Road: The site takes access from a driveway, shared with the Palmerone Farms development directly to its south, which leads out to Route 300 at a signalized intersection immediately north of the Route 300/Route 17K intersection. This access road ends abruptly just a few feet past the Palmerone Farms onsite driveway access. We advise the Town that safety could be improved if the access driveway ended in a cul-de-sac with sufficient room to accommodate a fire truck.

Response 4b: The applicant is constructing an emergency access from NYS Route 300 which benefits both this applicant and Palmerone Farms. Fire trucks will now have the ability to circulate through the site after entering the shared access roadway in order to return to NYS Route 300. We do not see a need for a cul-de-sac at the end of the shared access roadway.

Primary Use: The Town of Newburgh Code §185-3 defines "hotel" as "one or more buildings containing rooms intended to be used or which are used, rented or hired out to be occupied for sleeping purposes by transient individuals or families and which provided rooms or areas for group assembly and a central kitchen only and a central dining room within the building or in an accessory building. A hotel shall not constitute an individual's primary residence and shall not be construed to be a multiple dwelling." The Town is currently in the process of revising this definition. We advise the Town that the purpose of this application as presented appears to be the construction of a residence hall or dormitory rather than a hotel or motel as defined in the code currently, and that residence halls or dormitories are not listed as permitted uses or uses subject to site plan review in the IB zoning district.

Response 4c: The applicant has extensively reviewed the 'hotel' definition in the Town of Newburgh Zoning Code and its applicability to this project. It has been concluded that the applicant's proposal before the Planning Board is consistent with the 'hotel' definition and therefore a permitted use in the IB Zoning District subject to Site Plan review by the Planning Board.

McGoey Hauser and Edsall Consulting Engineers DPC

Comment 5: The Applicant is requested to address the comments received from the 239 Orange County Planning Department review. It is noted the site is not tributary to Washington Lake but is tributary to Quassaick Creek.



- Response 5: Responses to the comments of the Orange County Planning Department have been provided above.
- Comment 6: Cover Sheet/Plan Set should be modified to incorporate all design plans. Sanitary Sewer Pump Station design prepared by Delaware Engineering must be incorporated into the plan set.
- Response 6: The design plans and details for the proposed sanitary sewer pump station have been included into the Site Plan set.
- Comment 7: A sanitary sewer pump station, valve vault, control panel and generator have been added to the plan sheets east of the entrance drive. Landscaping plans have not been revised to address this feature at the entrance of the project.
- Response 7: Additional landscaping has been incorporated around the proposed sanitary sewer pump station to help screen these improvements.
- Comment 8: The Sanitary Sewer Pump Station design plan identifies a 200 seat “banquet facility” proposed within the 100 room structure. This is the first mention of a 200 seat banquet room within the facility. Parking calculations must be adjusted to accommodate the additional use within the structure. The traffic report does not identify the banquet facility use.
- Response 8: Mr. Canfield conducted a code review of the parking needs for the proposed hotel building and additional parking is needed to accommodate the “banquet facility” in the building. The applicant has reduced the seating capacity of the proposed dining area from 200 seats to 100 seats by dividing the space (see attached sketch) and the required 25 parking spaces (1 parking space per 4 seats) is proposed on-site. An additional traffic analysis has been prepared and attached to address the “banquet” area. A revised Sewer Flow Acceptance Letter has been requested through James Osborne, Town Engineer (see attached letter).
- Comment 9: NYSDOT approval of the traffic study as well as the emergency access must be provided.
- Response 9: We have received the March 5, 2015 response letter from the NYSDOT (copy attached) in which they mention reviewing the Traffic Study and a Highway Work Permit will be required. No other comments were provided. We request that securing this permit be a condition of Final Site Plan approval for the project.
- Comment 10: Access control at the emergency access should be addressed on the plans. Consultation with jurisdictional emergency services should be undertaken to assure access for emergency vehicles and restrict access to any other vehicles. Detail of the emergency access drive at Route 300 should be provided. It appears

that runoff along the curb line will discharge to the emergency access drive from a northerly direction.

Response 10: The plans call out and detail a proposed bollard and chain access control. This will be locked and the appropriate emergency service agencies will be provided keys to this access drive. The location of this was moved eastward into the site, 50 feet off the curblines to allow the fire truck the ability to pull completely off of Route 300. Mountable curbing is proposed at the emergency access drive, this will maintain the existing Route 300 drainage patterns and not allow drainage into the site.

Comment 11: Code Compliance review of the revised hydrant location should be undertaken in consultation with jurisdictional emergency services.

Response 11: We have reviewed the existing and proposed fire hydrant locations with Mr. Canfield and they are acceptable as depicted on the plans.

Comment 12: Revised Town of Newburgh Water and Sewer Notes (2015) should be added to the plans. Copy attached.

Response 12: The 2015 Town Water and Sewer notes have been included on sheet #9.

Comment 13: Detail for sanitary sewer forcemain interconnect should be provided.

Response 13: A detail for the forcemain interconnect has been provided as part of the sanitary sewer pump station details, see Sheet #13.

Comment 14: Pumps should be specified and appropriate pump curves provided.

Response 14: The proposed sanitary pumps have been specified in the attached Engineering Report along with the pump curve data.

Comment 15: Lighting on pump station control panel should be addressed. Industrial style lighting proposed is not addressed on the lighting plan. Notes should state the lighting is controlled.

Response 15: An alternate, cut-off style light fixture has been proposed for the pump station control panel on Sheet#12 and it is noted that these are for service only. They are not intended to be on each night.

Creighton Manning Engineers

Comment 16: Fire truck access appears adequate entering/exiting the emergency access point.

Response 16: No further response required.



Comment 17: Related to the Orange County Department of Planning letter dated January 27, 2015; are there any opportunities to decrease the amount of parking (i.e. impervious surface)? Does the use of shuttles to transport residents to and from the facility translate into a lower parking demand?

Response 17: We believe that sufficient parking will be provided to accommodate the proposed site and the project meets the parking requirements of the Town Code. The applicant proposes to maintain all parking spaces as paved and anticipates the need for these spaces.

Comment 18: Figure 12 was missing from our copy of the revised traffic study appendix. The 2019 No-Build Level of Service for the Route 17K/Thruway/Unity Place intersection during the Saturday peak hour in Table 2 and in the Synchro calc in the appendix does not match the volume shown on Figure 13. Replacement sheets were provided and are attached for reference.

Response 18: The corrected information was provided to Mr. Wersted directly, who has provided this information to the board attached to his letter. It is now included in the revised traffic study appendix. No further response required.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read "Andrew B. Fetherston".

Andrew B. Fetherston, P.E.
Principal Associate

ABF/jm
Enclosures



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MEMORANDUM

To: Justin Dates, RLA

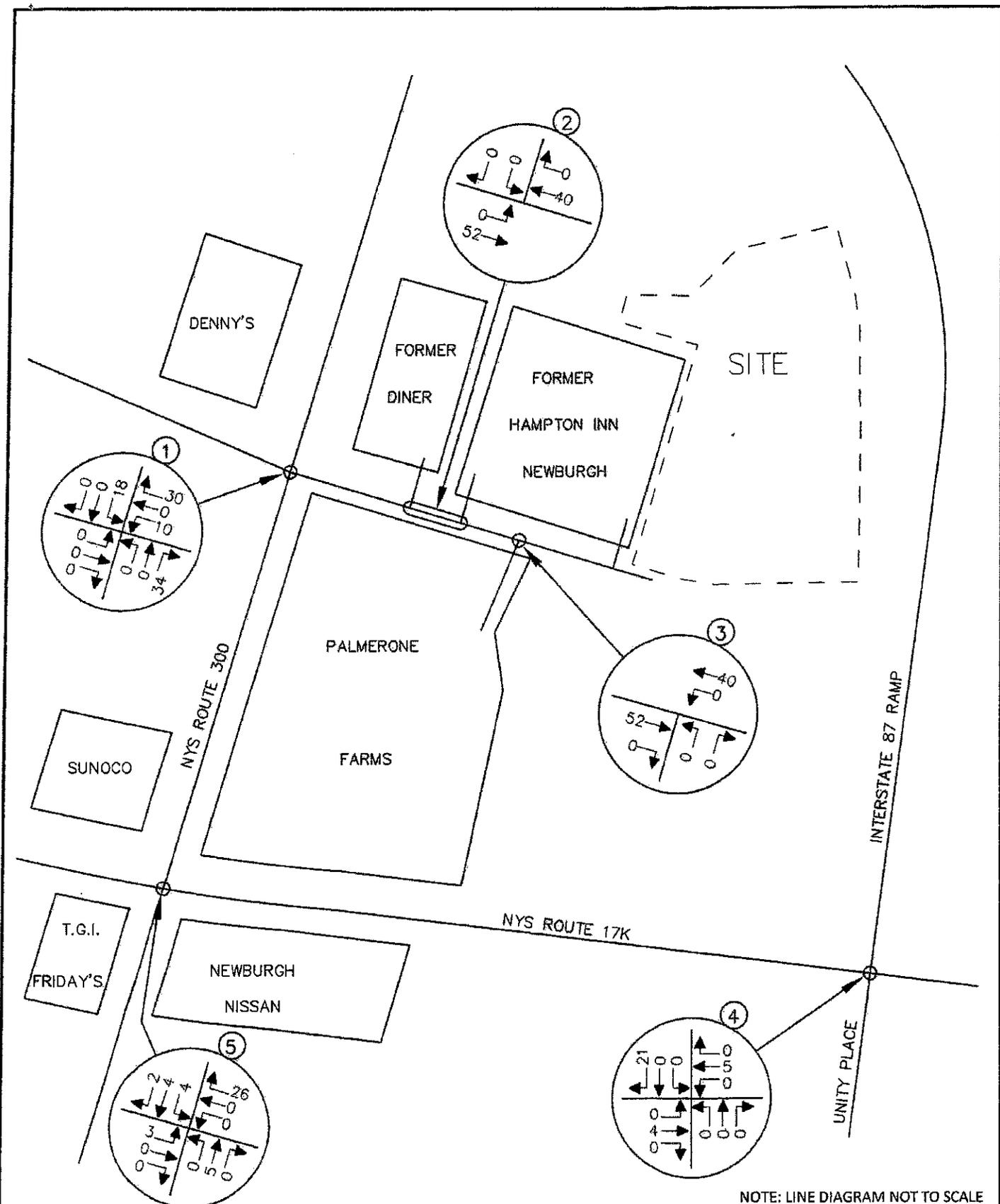
From: Philip J. Grealy, Ph.D, P.E. 

Date: March 12, 2015

Re: MC Project No. 13000398C
Hudson Valley Personnel Support Center of Jehovah's Witnesses

To supplement the traffic impact study completed for above project, we have prepared an additional analysis to address the inclusion of the 100 seat dining/storage area within the proposed building. While the current use by Watchtower is for facility residents only, in order to evaluate the effect if in the future if this was allowed to be used for outside purposes, we have prepared estimates of the expected trip generation for the PM and Saturday Peak hours for this area. Again this assumes this will be used by external people from the hotel and not hotel guests.

Table No. 1B includes the additional trip generation and the attached Figures show the additional trips expected on the roadway network. We have conducted a capacity analysis at the access road intersection which would receive the greatest number of trips from this potential and the results for the analysis are attached as summarized in Table No. 2B. As can be seen from the table, the results are similar to those conditions for the proposed use. Also, with the signal timing changes the levels of service under Build and No-Build conditions will be maintained.



NOTE: LINE DIAGRAM NOT TO SCALE



Consulting, Municipal & Environmental Engineers
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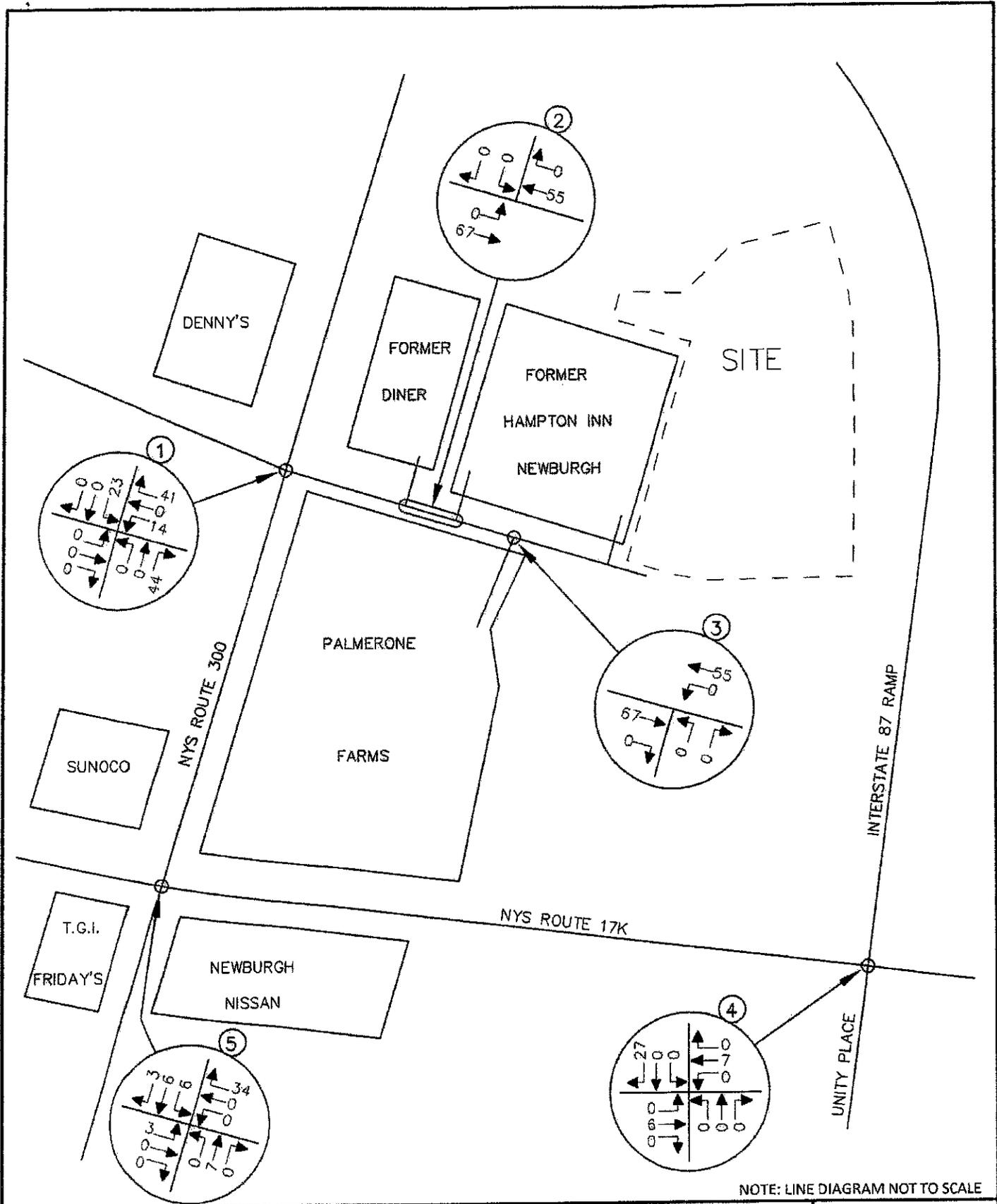
email: solutions @ maserconsulting.com

WATCHTOWER - PERSONNEL SUPPORT CENTER - NEWBURGH, NY

**SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
TOTAL W/ BANQUET FACILITY**



JOB NUMBER:	DATE:
13000398C	MARCH 2015
FIGURE NUMBER:	



NOTE: LINE DIAGRAM NOT TO SCALE



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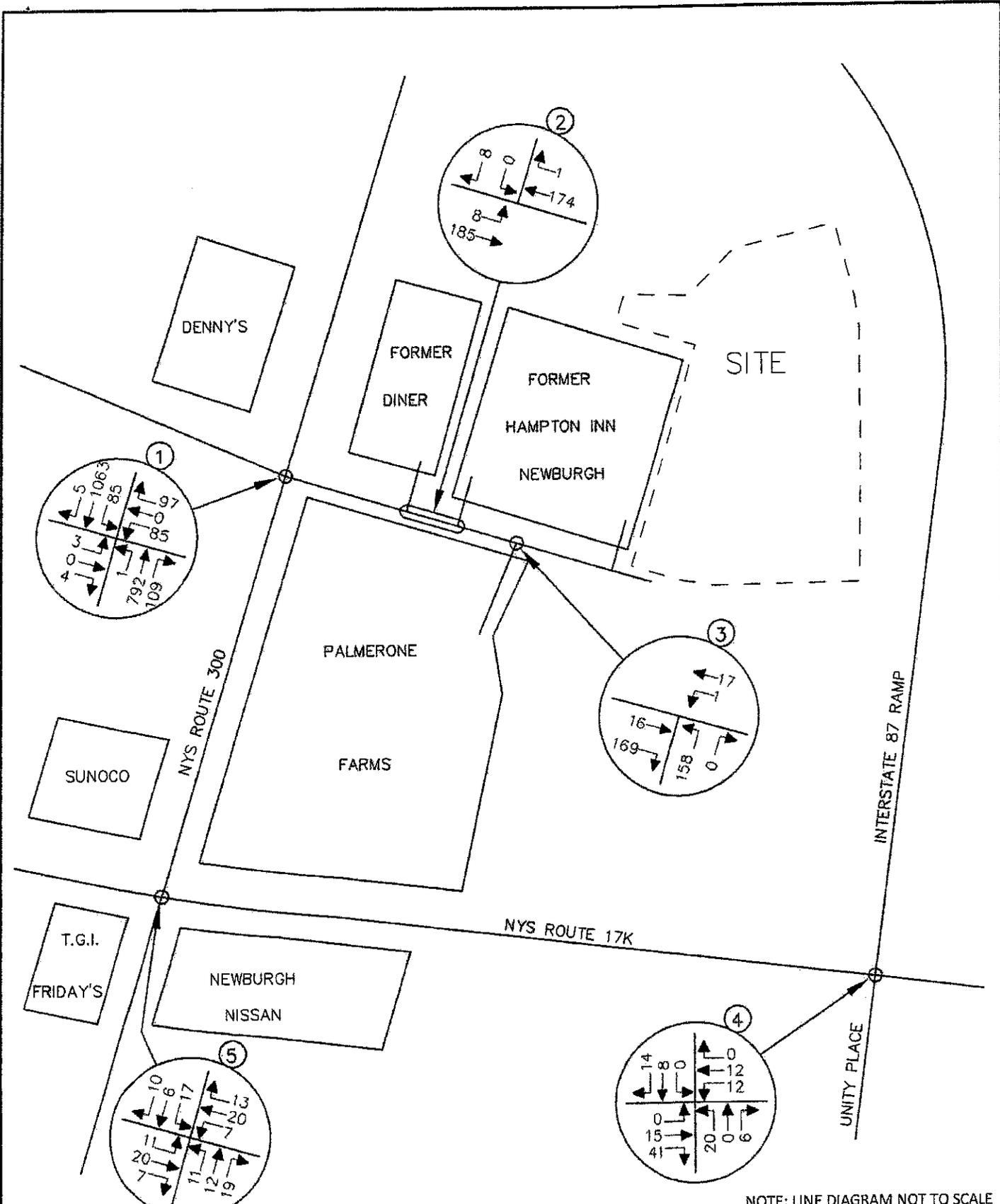
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WATCHTOWER - PERSONNEL SUPPORT CENTER - NEWBURGH, NY

**SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR
TOTAL W/ BANQUET FACILITY**



JOB NUMBER:	DATE:
13000398C	MARCH 2015
FIGURE NUMBER:	



NOTE: LINE DIAGRAM NOT TO SCALE



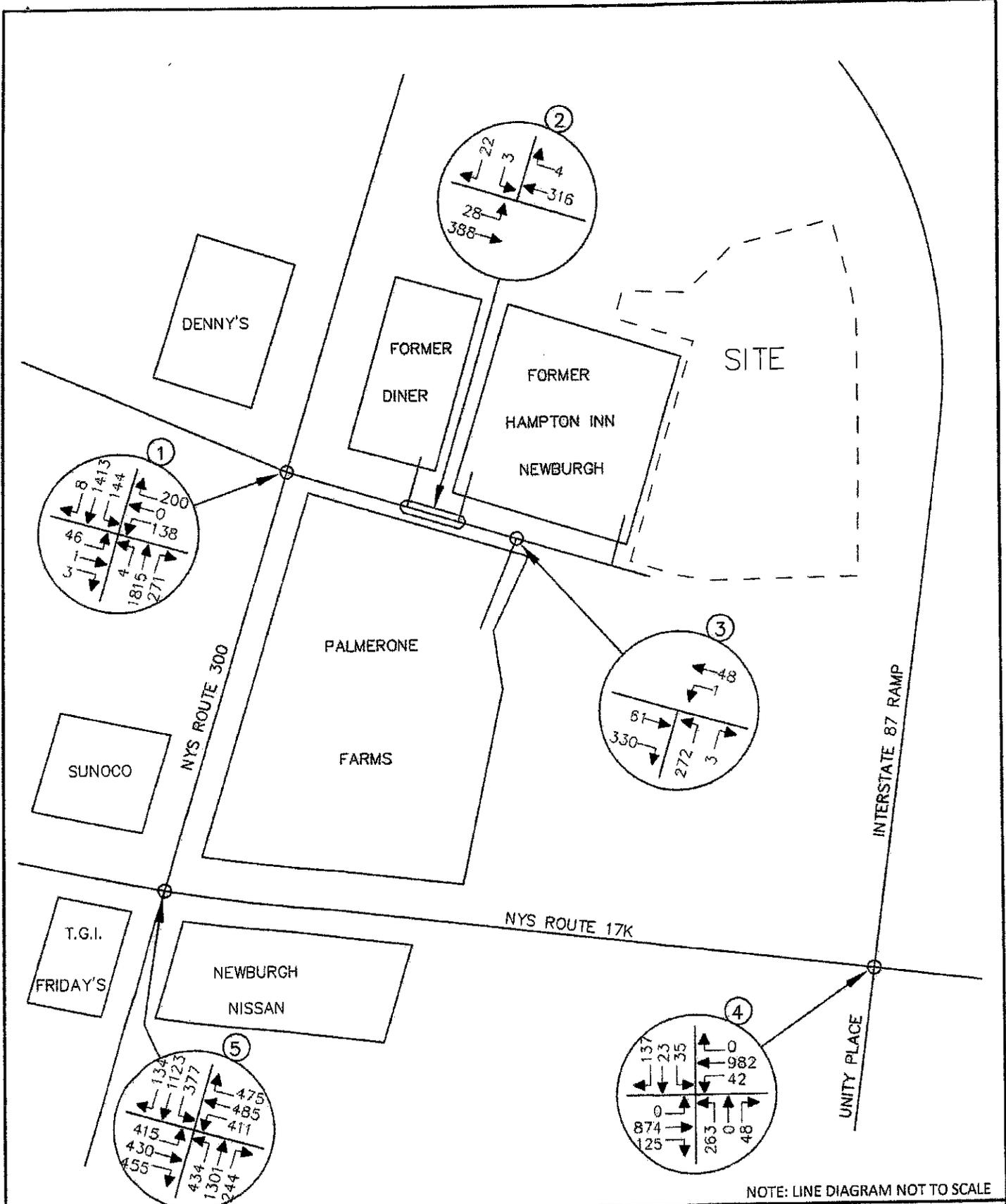
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WATCHTOWER - PERSONNEL SUPPORT
CENTER - NEWBURGH, NY

2019 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
W/ BANQUET FACILITY



JOB NUMBER:	DATE:
13000398C	MARCH 2015
FIGURE NUMBER:	
19	



NOTE: LINE DIAGRAM NOT TO SCALE



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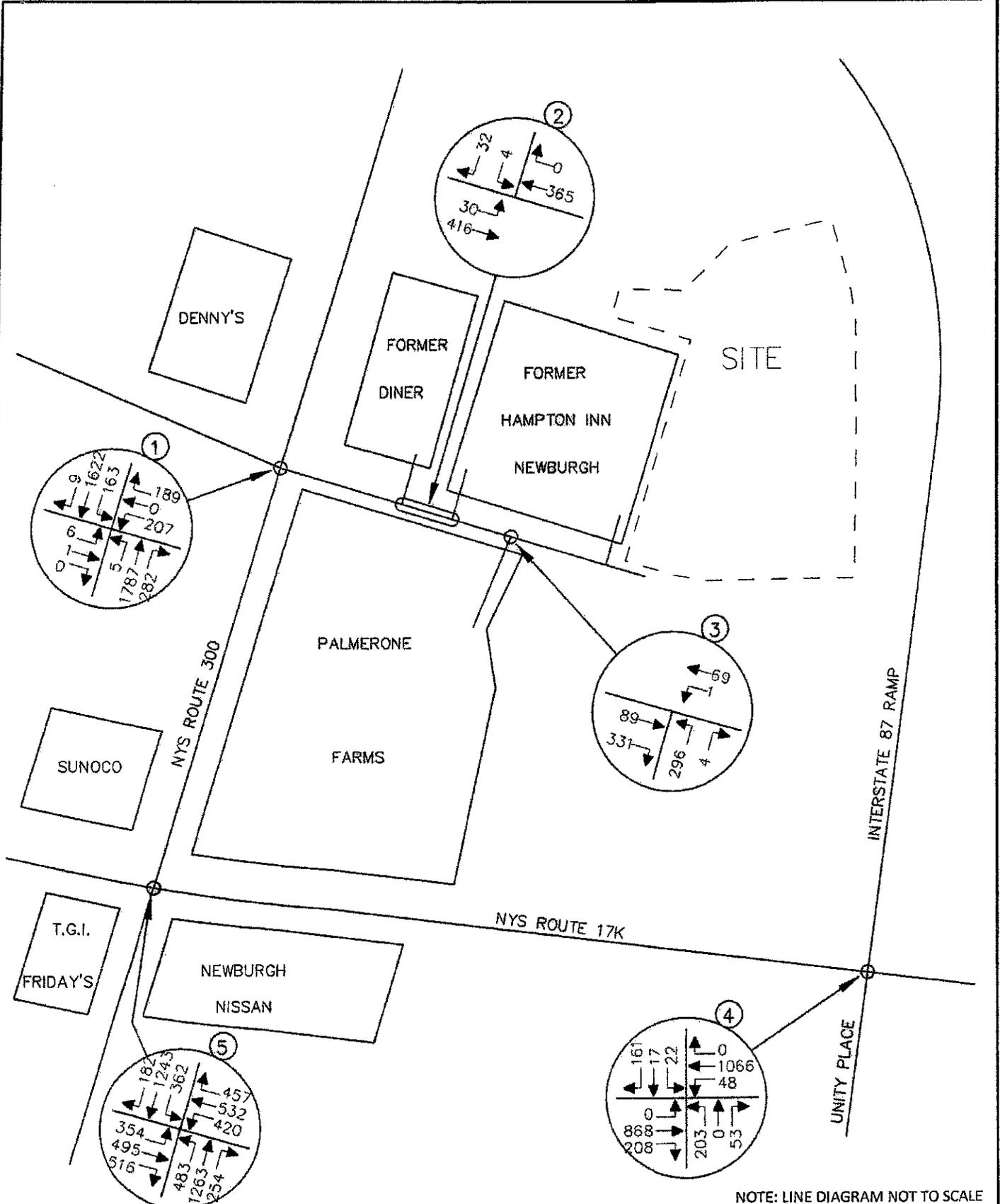
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**WATCHTOWER - PERSONNEL SUPPORT
 CENTER - NEWBURGH, NY**

2019 BUILD TRAFFIC VOLUMES
 WEEKDAY PEAK PM HOUR
 W/ BANQUET FACILITY



JOB NUMBER:	DATE:
13000398C	MARCH 2015
FIGURE NUMBER:	



NOTE: LINE DIAGRAM NOT TO SCALE

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WATCHTOWER - PERSONNEL SUPPORT CENTER - NEWBURGH, NY

**2019 BUILD TRAFFIC VOLUMES
 WEEKEND PEAK SATURDAY HOUR
 W/ BANQUET FACILITY**

↑

JOB NUMBER:	DATE:
13000398C	MARCH 2015
FIGURE NUMBER:	
	21

TABLE NO. 1B

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED
SITE GENERATED TRAFFIC VOLUMES

WATCHTOWER PERSONAL SUPPORT FACILITY NEWBURGH, NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
PROPOSED WATCHTOWER BUILDING (100 ROOMS)				
PEAK AM HOUR	0.10	10	0.12	12
PEAK PM HOUR	0.34	34	0.28	28
PEAK SATURDAY HOUR	0.47	47	0.42	42
BANQUET (100 SEATS)				
PEAK AM HOUR	0.02	2	0.01	1
PEAK PM HOUR	0.18	18	0.12	12
PEAK SATURDAY HOUR	0.20	20	0.13	13
TOTALS				
PEAK AM HOUR		12		13
PEAK PM HOUR		52		40
PEAK SATURDAY HOUR		67		55

NOTES:

- 1) * HTGR-HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER ROOM BASED ON COUNTS COLLECTED AT THE EXISTING 115 ROOM FACILITY.
- 2) INCLUDES TRIP GENERATION FOR USE OF BANQUET AREA FOR OUTSIDE USERS.

TABLE NO. 2B

LEVEL OF SERVICE SUMMARY TABLE

	2014 EXISTING			2019 NO-BUILD			2019 BUILD			2019 BUILD WITH BANQUET		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 NYS ROUTE 300 & PALMERONE FARMS/ WATCHTOWER ACCESS ROADWAY (2)	SIGNALIZED											
	A[0.4]	E[66.2]	E[58.6]	A[0.4]	E[66.4]	E[58.6]	A[0.4]	E[66.4]	E[58.6]	-	E[66.4]	E[58.6]
	D[41.9]	E[57.3]	F[127.8]	D[43.1]	E[63.1]	F[140.3]	D[42.5]	E[67.2]	F[147.0]	-	E[69.0]	F[148.9]
	A[5.1]	B[17.0]	A[3.8]	A[5.3]	C[31.3]	A[7.6]	A[5.3]	C[32.9]	A[7.1]	-	C[34.3]	A[7.4]
	A[3.9]	A[8.2]	A[5.1]	A[4.1]	B[12.1]	A[8.2]	A[4.1]	B[12.6]	A[8.9]	-	B[12.7]	A[9.1]
	A[7.3]	B[17.9]	B[16.6]	A[7.6]	C[26.6]	B[18.9]	A[7.7]	C[28.2]	C[20.6]	-	C[29.2]	C[21.3]
W/ SIGNAL TIMING IMPROVEMENTS	-	-	-	-	E[61.9]	E[58.6]	-	E[61.9]	E[58.6]	-	E[61.9]	E[58.6]
	-	-	-	-	D[38.6]	D[40.0]	-	D[38.7]	D[39.5]	-	D[38.8]	D[39.3]
	-	-	-	-	C[28.0]	B[12.9]	-	C[30.0]	B[14.3]	-	C[30.9]	B[15.0]
	-	-	-	-	B[15.6]	B[14.3]	-	B[16.6]	B[15.0]	-	B[17.0]	B[15.2]
	-	-	-	-	C[24.4]	B[15.8]	-	C[25.9]	B[16.9]	-	C[26.6]	B[17.4]

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS. C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS.
- 2) NOTE THAT INTERSECTION #1 IS AT TIMES IMPACTED BY THE POOR OPERATION OF THE NYS ROUTE 17/KINYS ROUTE 300 INTERSECTION WHICH RESULTS IN QUEUES AND DELAYS ON THE SOUTHBOUND APPROACH WHICH EXTEND THROUGH THIS INTERSECTION.
- 3) SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2019 Build Traffic Volumes - With Banquet
 1: NYS ROUTE 300 & Hotel/Hampton Inn

PM Peak Hour
 3/10/2015



Link (Str)	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Lane Configurations		↕			↑	↑	↑	↑↑	↑	↑	↑↑	
Volume (vph)	46	1	3	138	0	200	4	1815	271	144	1413	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	13	11	11	10
Grade (%)		-7%			7%			1%				-1%
Storage Length (ft)	0		0	0		125	105		105	100		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.992				0.850			0.850		0.999	
Flt Protected		0.956			0.950		0.950			0.950		
Satd. Flow (prot)	0	1741	0	0	1667	1492	1702	3404	1628	1702	3402	0
Flt Permitted		0.956			0.950		0.146			0.045		
Satd. Flow (perm)	0	1741	0	0	1667	1492	262	3404	1628	81	3402	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				176			102			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		497			284			712			430	
Travel Time (s)		11.3			6.5			16.2			9.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	48	1	3	145	0	211	4	1911	285	152	1487	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	145	211	4	1911	285	152	1495	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.05	1.05	1.05	1.14	1.09	1.09	1.05	1.05	0.96	1.04	1.04	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left			Left								
Leading Detector (ft)	50	12		50	83	83	83	0	0	83	0	
Trailing Detector (ft)	0	-8		0	-10	-10	-10	0	0	-10	0	
Detector 1 Position(ft)	0	-8		0	-10	-10	-10	0	0	-10	0	
Detector 1 Size(ft)	50	20		50	93	93	93	0	0	93	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	4	4		3	3	1	5	2	3	1	6	
Permitted Phases						3	2		2	6		
Detector Phase	4	4		3	3	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	3.0	3.0	10.0	5.0	3.0	3.0	

2019 Build Traffic Volumes - With Banquet
1: NYS ROUTE 300 & Hotel/Hampton Inn

PM Peak Hour
3/10/2015

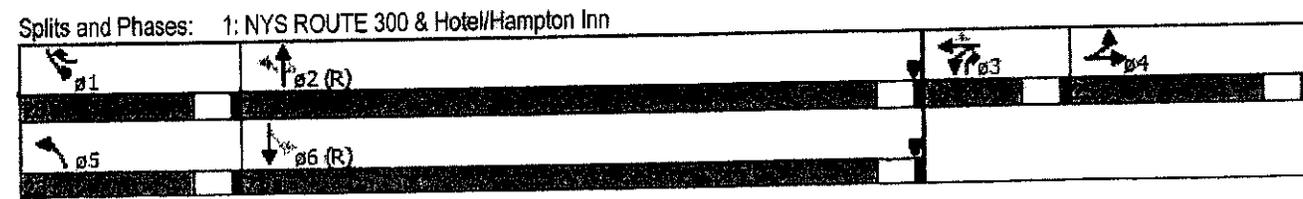


	EB	WB	SB	NB	EB	WB	SB	NB	EB	WB	SB	NB
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	15.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	25.0	25.0	15.0	15.0	23.0	23.0	71.0	15.0	23.0	23.0	71.0	71.0
Total Split (%)	18.7%	18.7%	11.2%	11.2%	17.2%	17.2%	53.0%	11.2%	17.2%	17.2%	53.0%	53.0%
Maximum Green (s)	20.0	20.0	10.0	10.0	18.0	18.0	66.0	10.0	18.0	18.0	66.0	66.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	C-Max	None	None	None	C-Max	C-Max
Act Effect Green (s)		9.5		11.0	25.0	92.1	86.3	101.3	103.5	101.5	101.5	101.5
Actuated g/C Ratio		0.07		0.08	0.19	0.69	0.64	0.76	0.77	0.76	0.76	0.76
v/c Ratio		0.42		1.07	0.50	0.02	0.87	0.23	0.68	0.58	0.58	0.58
Control Delay		66.4		153.0	11.4	5.8	27.0	4.5	45.4	9.4	9.4	9.4
Queue Delay		0.0		0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0
Total Delay		66.4		153.0	11.4	5.8	38.8	4.5	45.4	9.4	9.4	9.4
LOS		E		F	B	A	D	A	D	A	A	A
Approach Delay		66.4		69.0			34.3				12.7	
Approach LOS		E		E			C				B	
Queue Length 50th (ft)		42		~138	22	1	696	41	79	258	258	258
Queue Length 95th (ft)		85		#279	75	4	#1056	94	150	466	466	466
Internal Link Dist (ft)		417		204			632			350	350	350
Turn Bay Length (ft)					125	105		105	100			
Base Capacity (vph)		274		136	479	404	2192	1255	293	2577	2577	2577
Starvation Cap Reductn		0		0	0	0	297	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19		1.07	0.44	0.01	1.01	0.23	0.52	0.58	0.58	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 134
 Actuated Cycle Length: 134
 Offset: 40 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Red
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 29.2
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



2019 Build Traffic Volumes - With Banquet & Improvements
 1: NYS ROUTE 300 & Hotel/Hampton Inn

PM Peak Hour
 3/10/2015



	ESB	EBR	WBR	WBL	WBR	NBL	NBR	ESB	EBR	WBR	WBL	NBL	NBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕	↕
Volume (vph)	46	1	3	138	0	200	4	1815	271	144	1413	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	13	11	11	11	10
Grade (%)		-7%			7%			1%					-1%
Storage Length (ft)	0		0	0		125	105		105	100			0
Storage Lanes	0		0	0		1	1		1	1			0
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	
Frt		0.992				0.850			0.850		0.999		
Flt Protected		0.956			0.950		0.950			0.950			
Satd. Flow (prot)	0	1741	0	0	1667	1492	1702	3404	1628	1702	3402	0	
Flt Permitted		0.956			0.950		0.128			0.052			
Satd. Flow (perm)	0	1741	0	0	1667	1492	229	3404	1628	93	3402	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		2				84			136		1		
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		497			284			712			430		
Travel Time (s)		11.3			6.5			16.2			9.8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	48	1	3	145	0	211	4	1911	285	152	1487	8	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	52	0	0	145	211	4	1911	285	152	1495	0	
Enter Blocked Intersection	No	No											
Lane Alignment	Left	Left	Right										
Median Width(ft)		0			0			22			22		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.05	1.05	1.05	1.14	1.09	1.09	1.05	1.05	0.96	1.04	1.04	1.09	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1	
Detector Template	Left			Left									
Leading Detector (ft)	50	12		50	83	83	83	0	0	83	0	0	
Trailing Detector (ft)	0	-8		0	-10	-10	-10	0	0	-10	0	0	
Detector 1 Position(ft)	0	-8		0	-10	-10	-10	0	0	-10	0	0	
Detector 1 Size(ft)	50	20		50	93	93	93	0	0	93	0	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex									
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	NA	
Protected Phases	4	4		3	3	1	5	2	3	1	6		
Permitted Phases						3	2		2	6			
Detector Phase	4	4		3	3	1	5	2	3	1	6		
Switch Phase													
Minimum Initial (s)	5.0	5.0		5.0	5.0	3.0	3.0	10.0	5.0	3.0	3.0		

2019 Build Traffic Volumes - With Banquet & Improvements
 1: NYS ROUTE 300 & Hotel/Hampton Inn

PM Peak Hour
 3/10/2015



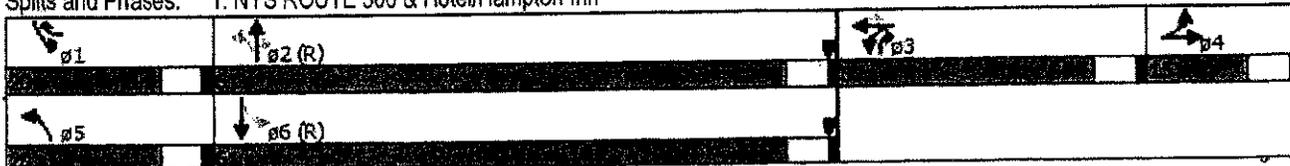
Phase/Stop	EB	WB	EB	WB	WB	EB	WB	NBR	SE	SB
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	15.0	10.0	10.0	10.0
Total Split (s)	15.0	15.0	30.0	30.0	20.0	20.0	61.0	30.0	20.0	61.0
Total Split (%)	11.9%	11.9%	23.8%	23.8%	15.9%	15.9%	48.4%	23.8%	15.9%	48.4%
Maximum Green (s)	10.0	10.0	25.0	25.0	15.0	15.0	56.0	25.0	15.0	56.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes									
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max
Act Effect Green (s)		9.3		16.7	29.7	29.7	73.9	94.6	90.1	88.0
Actuated g/C Ratio		0.07		0.13	0.24	0.63	0.59	0.75	0.72	0.70
w/c Ratio		0.40		0.66	0.51	0.02	0.96	0.23	0.68	0.63
Control Delay		61.9		65.4	20.5	13.0	31.6	3.1	42.5	14.4
Queue Delay		0.0		0.0	0.0	0.0	3.5	0.0	0.0	0.0
Total Delay		61.9		65.4	20.5	13.0	35.1	3.1	42.5	14.4
LOS		E		E	C	B	D	A	D	B
Approach Delay		61.9		38.8			30.9			17.0
Approach LOS		E		D			C			B
Queue Length 50th (ft)		40		114	72	1	531	24	71	309
Queue Length 95th (ft)		81		175	110	m2	m#959	m16	149	614
Internal Link Dist (ft)		417		204			632			350
Turn Bay Length (ft)					125	105		105	100	
Base Capacity (vph)		158		343	460	347	1995	1363	272	2376
Starvation Cap Reductn		0		0	0	0	57	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced w/c Ratio		0.33		0.42	0.46	0.01	0.99	0.21	0.56	0.63

Intersection Summary

Area Type: Other
 Cycle Length: 126
 Actuated Cycle Length: 126
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Red
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum w/c Ratio: 0.96
 Intersection Signal Delay: 26.6
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS ROUTE 300 & Hotel/Hampton Inn



2019 Build Traffic Volumes - With Banquet
 1: NYS ROUTE 300 & Hotel/Hampton Inn

Saturday Peak Hour
 3/10/2015



	EB	WB	EB	WB	WB	WB	EB	WB	EB	WB	WB	EB
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Volume (vph)	6	1	0	207	0	189	5	1787	282	163	1622	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	13	11	11	10
Grade (%)		-7%			7%			1%			-1%	
Storage Length (ft)	0		0	0		125	105		105	100		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850			0.850		0.999	
Flt Protected		0.959			0.950		0.950			0.950		
Satd. Flow (prot)	0	1760	0	0	1667	1492	1702	3404	1628	1719	3435	0
Flt Permitted		0.959			0.950		0.122			0.055		
Satd. Flow (perm)	0	1760	0	0	1667	1492	219	3404	1628	100	3435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						193			128			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		497			284			712			430	
Travel Time (s)		11.3			6.5			16.2			9.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	1	0	211	0	193	5	1823	288	166	1655	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	211	193	5	1823	288	166	1664	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.05	1.05	1.05	1.14	1.09	1.09	1.05	1.05	0.96	1.04	1.04	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left			Left								
Leading Detector (ft)	50	12		50	83	83	83	0	0	83	0	
Trailing Detector (ft)	0	-8		0	-10	-10	-10	0	0	-10	0	
Detector 1 Position(ft)	0	-8		0	-10	-10	-10	0	0	-10	0	
Detector 1 Size(ft)	50	20		50	93	93	93	0	0	93	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	4	4		3	3	1	5	2	3	1	6	
Permitted Phases						3	2		2	6		
Detector Phase	4	4		3	3	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	3.0	3.0	10.0	5.0	3.0	3.0	



Parameter	EB	EB	SB	SB	WB	WB	NB	NB	SB	SB
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	15.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	15.0	15.0	20.0	20.0	71.0	15.0	20.0	71.0
Total Split (%)	15.9%	15.9%	11.9%	11.9%	15.9%	15.9%	56.3%	11.9%	15.9%	56.3%
Maximum Green (s)	15.0	15.0	10.0	10.0	15.0	15.0	66.0	10.0	15.0	66.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes									
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max
Act Effect Green (s)		6.4		11.0	27.6	93.1	87.4	102.4	104.7	102.7
Actuated g/C Ratio		0.05		0.09	0.22	0.74	0.69	0.81	0.83	0.82
v/c Ratio		0.08		1.46	0.41	0.02	0.77	0.21	0.65	0.59
Control Delay		58.6		278.9	6.8	1.6	8.0	0.8	35.7	6.5
Queue Delay		0.0		0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay		58.6		278.9	6.8	1.6	8.5	0.8	35.7	6.5
LOS		E		F	A	A	A	A	D	A
Approach Delay		58.6		148.9			7.4			9.1
Approach LOS		E		F			A			A
Queue Length 50th (ft)		6		~234	0	0	146	9	64	153
Queue Length 95th (ft)		21		#394	50	m0	m154	m6	143	486
Internal Link Dist (ft)		417		204			632			350
Turn Bay Length (ft)					125	105		105	100	
Base Capacity (vph)		223		145	511	365	2360	1346	297	2800
Starvation Cap Reductn		0		0	0	0	182	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.03		1.46	0.38	0.01	0.84	0.21	0.56	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 126
 Actuated Cycle Length: 126
 Offset: 40 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Red
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 21.3
 Intersection Capacity Utilization 80.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS ROUTE 300 & Hotel/Hampton Inn

 ø1	 ø2 (R)	 ø3	 ø4
 ø5	 ø6 (R)		

2019 Build Traffic Volumes - With Banquet & Improvements
 1: NYS ROUTE 300 & Hotel/Hampton Inn

Saturday Peak Hour
 3/10/2015



Parameter	EBL	EB	EBR	WBL	WB	WBR	NBL	NB	NBR	SBL	SB	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Volume (vph)	6	1	0	207	0	189	5	1787	282	163	1622	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11	11	11	13	11	11	10
Grade (%)		-7%			7%			1%				-1%
Storage Length (ft)	0		0	0		125	105		105	100		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr						0.850			0.850		0.999	
Flt Protected		0.959			0.950		0.950			0.950		
Satd. Flow (prot)	0	1760	0	0	1667	1492	1702	3404	1628	1719	3435	0
Flt Permitted		0.959			0.950		0.100			0.052		
Satd. Flow (perm)	0	1760	0	0	1667	1492	179	3404	1628	94	3435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						155			144			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		497			284			712			430	
Travel Time (s)		11.3			6.5			16.2			9.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	1	0	211	0	193	5	1823	288	166	1655	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	211	193	5	1823	288	166	1664	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.05	1.05	1.05	1.14	1.09	1.09	1.05	1.05	0.96	1.04	1.04	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left			Left								
Leading Detector (ft)	50	12		50	83	83	83	0	0	83	0	
Trailing Detector (ft)	0	-8		0	-10	-10	-10	0	0	-10	0	
Detector 1 Position(ft)	0	-8		0	-10	-10	-10	0	0	-10	0	
Detector 1 Size(ft)	50	20		50	93	93	93	0	0	93	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	4	4		3	3	1	5	2	3	1	6	
Permitted Phases						3	2		2	6		
Detector Phase	4	4		3	3	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	3.0	3.0	10.0	5.0	3.0	3.0	

2019 Build Traffic Volumes - With Banquet & Improvements
 1: NYS ROUTE 300 & Hotel/Hampton Inn

Saturday Peak Hour
 3/10/2015

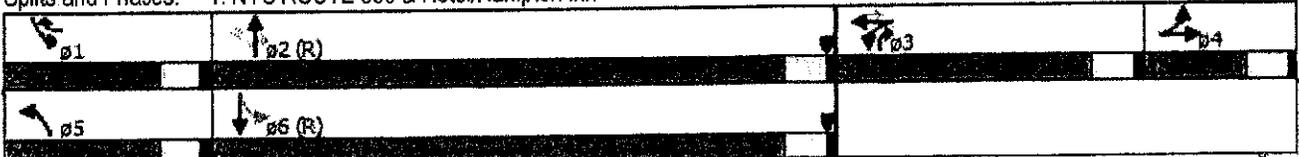


	PH1	PH2	PH3	PH4	PH5	PH6	PH7	PH8	PH9	PH10
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	15.0	10.0	10.0	10.0
Total Split (s)	15.0	15.0	30.0	30.0	20.0	20.0	61.0	30.0	20.0	61.0
Total Split (%)	11.9%	11.9%	23.8%	23.8%	15.9%	15.9%	48.4%	23.8%	15.9%	48.4%
Maximum Green (s)	10.0	10.0	25.0	25.0	15.0	15.0	56.0	25.0	15.0	56.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes									
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max
Act Effect Green (s)		6.4		20.8	37.4	83.3	77.6	102.3	94.9	92.8
Actuated g/C Ratio		0.05		0.17	0.30	0.66	0.62	0.81	0.75	0.74
v/c Ratio		0.08		0.77	0.35	0.03	0.87	0.21	0.68	0.66
Control Delay		58.6		68.0	7.9	3.8	15.8	0.9	41.0	12.6
Queue Delay		0.0		0.0	0.0	0.0	1.5	0.0	0.0	0.0
Total Delay		58.6		68.0	7.9	3.8	17.3	0.9	41.0	12.6
LOS		E		E	A	A	B	A	D	B
Approach Delay		58.6		39.3			15.0			15.2
Approach LOS		E		D			B			B
Queue Length 50th (ft)		6		165	22	1	168	2	76	276
Queue Length 95th (ft)		21		244	58	m1	m#981	m23	158	702
Internal Link Dist (ft)		417		204			632			350
Turn Bay Length (ft)					125	105		105	100	
Base Capacity (vph)		153		343	587	324	2093	1410	286	2531
Starvation Cap Reductn		0		0	0	0	126	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.05		0.62	0.33	0.02	0.93	0.20	0.58	0.66

Intersection Summary

Area Type: Other
 Cycle Length: 126
 Actuated Cycle Length: 126
 Offset: 40 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Red
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 17.4
 Intersection Capacity Utilization 80.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS ROUTE 300 & Hotel/Hampton Inn





Department of Transportation

ANDREW M. CUOMO
Governor

JOAN McDONALD
Commissioner

WILLIAM J. GORTON, P.E.
Regional Director

March 5, 2015

Watchtower Bible & Track Society
25 Columbia Heights
Brooklyn, NY 11201
Attn: Richard Devine

**Re: NYSDOT SEQRA# 14-0191
Hudson Valley Personnel Support Center of
Jehovah's Witness
Route 300
Town of Newburgh, Orange County**

Dear Mr. Devine:

As an involved agency, NYSDOT has consented to the Town of Newburgh Planning Board acting as Lead Agency as relates to the SEQRA process. We have reviewed the Traffic Impact Study dated November 19, 2014. A Highway Work Permit will be required as part of the proposed action.

As a part of Governor Cuomo's Lean NY initiative, the New York State Department of Transportation is undertaking a number of Lean process review projects, including a review of the Highway Work Permit process for commercial driveway permits. As a result of this review, and after a series of customer interviews, a structured process has been developed that is expected to provide a more consistent experience for permit applicants across all 11 Regions. This new process will provide clearer guidance on what information is required at each stage of the process, coupled with technical guidance and direction on what elements need to be included in plan submissions.

The Department is currently running a beta test of the new process in select regions, including Region 3 (Syracuse), Region 8 (Poughkeepsie), and Region 10 (Hauppauge).

As an applicant in one of these three Regions, we are asking that you submit your plans using the new PERM 33-COM form, which combines a three-stage application with an interactive checklist. The PERM 33-COM will replace use of the standard PERM 33 application for commercial work permit applications. The PERM 33-COM provides assistance in determining what studies, if any, may be required, provides direction to standard details, and clearly outlines what is to be shown on your plan submission. It is expected that with the use of this document, packages will be more complete, and review time will ultimately be reduced:

The Applicant can access the PERM 33-COM at www.dot.ny.gov/permits-beta.

The process is comprised of three stages; an Initial Proposal Review, a Design Review, and a Final Submission. The PERM 33-COM will indicate the information required and provide guidance at each stage of submission. Any new project should be initiated by completing Stage 1 of the PERM 33-COM (pages 3-6) and submission of your preliminary plans. A meeting is recommended in the first stage, and will be scheduled after receipt of your initial submission.

Please note, that as this is a beta test, some elements of the process may be modified prior to full statewide rollout of the process. In the meantime, please feel free to provide feedback on the process and the new form. You may email comments and feedback to me at michael.manning@dot.ny.gov, and ask that you also include HWP Program Manager, Anthony Ilacqua at Anthony.ilacqua@dot.ny.gov as well. We greatly appreciate your participation in the test of this new process, as we work to upgrade the experience and improve our service to you.

Thank you for your interest in highway safety.

Very truly yours,



Michael P. Manning
HWP/SEQR Unit

cc: M. Sassi, Traffic Safety & Mobility Group
S. Zachariah-Carbone, Permit Engineer, Residency 8-4
P. Grealy, Maser Consulting P.A.
Kenneth Wersted, PE, PTOE,



Department of Transportation

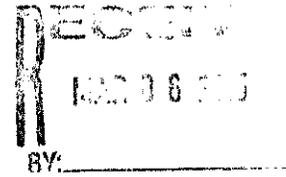
ANDREW M. CUOMO
Governor

JOAN McDONALD
Commissioner

WILLIAM J. GORTON, P.E.
Regional Director

March 5, 2015

Maser Consulting P.A.
1607 Route 300 Suite 101
Newburgh, NY 12550
Attn: Philip J. Grealy



**Re: NYSDOT SEQRA# 14-0191
Hudson Valley Personnel Support Center of
Jehovah's Witness
Route 300
Town of Newburgh, Orange County**

Dear Dr. Grealy:

As an involved agency, NYSDOT has consented to the Town of Newburgh Planning Board acting as Lead Agency as relates to the SEQRA process. We have reviewed the Traffic Impact Study dated November 19, 2014. A Highway Work Permit will be required as part of the proposed action.

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Thank you for your interest in highway safety.

Very truly yours,

A handwritten signature in black ink that reads "Michael P. Manning". The signature is written in a cursive style with a long, sweeping tail on the letter "y".

Michael P. Manning
HWP/SEQR Unit

cc: M. Sassi, Traffic Safety & Mobility Group
S. Zachariah-Carbone, Permit Engineer, Residency 8-4
Watchtower Bible & Track Society
Kenneth Wersted, PE, PTOE



Department of Transportation

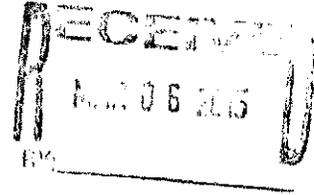
ANDREW M. CUOMO
Governor

JOAN McDONALD
Commissioner

WILLIAM J. GORTON, P.E.
Regional Director

March 5, 2015

Kenneth Wersted, PE, PTOE
Project Manager
Creighton Manning Engineering, LLP
2 Winners Circle
Albany, NY 12205



**Re: NYSDOT SEQRA# 14-0191
Hudson Valley Personnel Support Center of
Jehovah's Witness
Route 300
Town of Newburgh, Orange County**

Dear Mr. Wersted:

As an involved agency, NYSDOT has consented to the Town of Newburgh Planning Board acting as Lead Agency as relates to the SEQRA process. We have reviewed the Traffic Impact Study dated November 19, 2014. A Highway Work Permit will be required as part of the proposed action.

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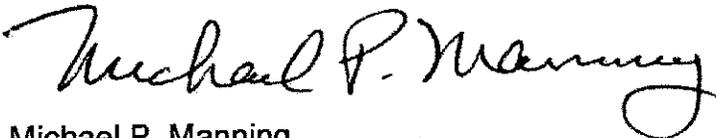
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Thank you for your interest in highway safety.

Very truly yours,



Michael P. Manning
HWP/SEQR Unit

cc: M. Sassi, Traffic Safety & Mobility Group
S. Zachariah-Carbone, Permit Engineer, Residency 8-4
Watchtower Bible & Track Society
P. Grealy, Maser Consulting P.A.

The projected sanitary sewer generated by the existing diner and hotel is as follows:

Description	Number of Units	Typical Per-Unit Hydraulic Loading Rate (gallons per day)	Total Design Flow (gallons per day)
Diner	293 seats	35	10,255
Hotel - Sleeping Units	115 rooms	110	16,650
Total Hydraulic Demand			22,905

Water and Sanitary Sewer Design Flow based on New York State Design Standards for Intermediate Sized Wastewater Systems

Existing and Proposed Sanitary Sewer Service Connection:

Sanitary sewage from the new hotel within the Hudson Valley Personnel Support Center development will be conveyed to the Town of Newburgh's wastewater collection system on Route 300. All wastewater will flow via gravity from the hotel into a pump station to be located adjacent to the hotel. This pipeline will be 6" PVC piping, with a minimum slope of 1.0%. This provides a capacity 365 gpm, thereby providing capacity in excess of the design peak hydraulic flow of 33 gpm. This pump station will convey the entirety of the sanitary sewer generated within the new hotel via a 3" HDPE DR11 forcemain installed as part of this project. This forcemain will connect to the existing 3" ductile iron forcemain adjacent to the existing pump station. The existing forcemain will then convey the entirety of the flow from the existing and new pump stations.

The sanitary sewer pump station servicing the new hotel will be sized to for the projected sewer demand as follows:

Average Flow:	11,800 gpd
Peak Factor:	4
Pump Station Flow Capacity:	47,200 gpd (33 gpm)
Minimum Pump Capacity:	47,200 gpd (33 gpm)
Selected Pump:	47 gpm – Sulzer PIR09D 60 HZ
Pump Station Invert:	310'
Pump Off Level:	306.5'
Forcemain Discharge Elevation:	318' (invert at connection to existing 3" ductile iron)
Forcemain:	435 linear feet 3" DR11 HDPE
Velocity:	2.6 ft/sec (ID of 3" DR11 = 2.84")
Friction Loss:	4.2'
Elevation:	11.5'

Flow in existing 3" ductile iron forcemain (combined flow after connection with forcemain servicing existing pump station)

Flow: 111 gpm - 64 gpm from existing pump station and 47 gpm from proposed pump station

Connection Invert: 318'

Forcemain Discharge Elevation: 333' (connection to Town gravity sewer)

Forcemain: 225 linear feet 3" Ductile Iron

Velocity: 4.1 ft/sec (ID of 3" Ductile Iron = 3.34")

Friction Loss: 4.9' at 111 gpm

Added head on existing PS with new PS in operation: 3.2'

Elevation: 15'

Selected Pump: Sulzer PIR09D 60 HZ
Pump will operate at 47 gpm at 36' TDH – pump curve is attached

Following the hydraulic loading requirements noted above for the existing diner and hotel, the existing pump station should be sized for 64 gpm (peak factor = 4). The site owner completed drawdown testing of the existing pump station which shows that the existing pump station operates at 65 gpm with one pump in operation and 110 gpm with both pumps in operation. Based on this testing, the addition of 47 gpm within a portion of the forcemain during periods which both pump stations are operating will have minimal impact on the operation and capacity of the existing pump station and no upgrades are required.

The new pump station for the new hotel will be a submersible, duplex station, with each pump rated for a capacity of 47 gpm at 35' TDH. The pumps will be of a grinder type and the system will be fully automated, with alarm callout capabilities. Additionally, the station will include a backup generator to ensure continuation of sanitary sewer service during power failures.

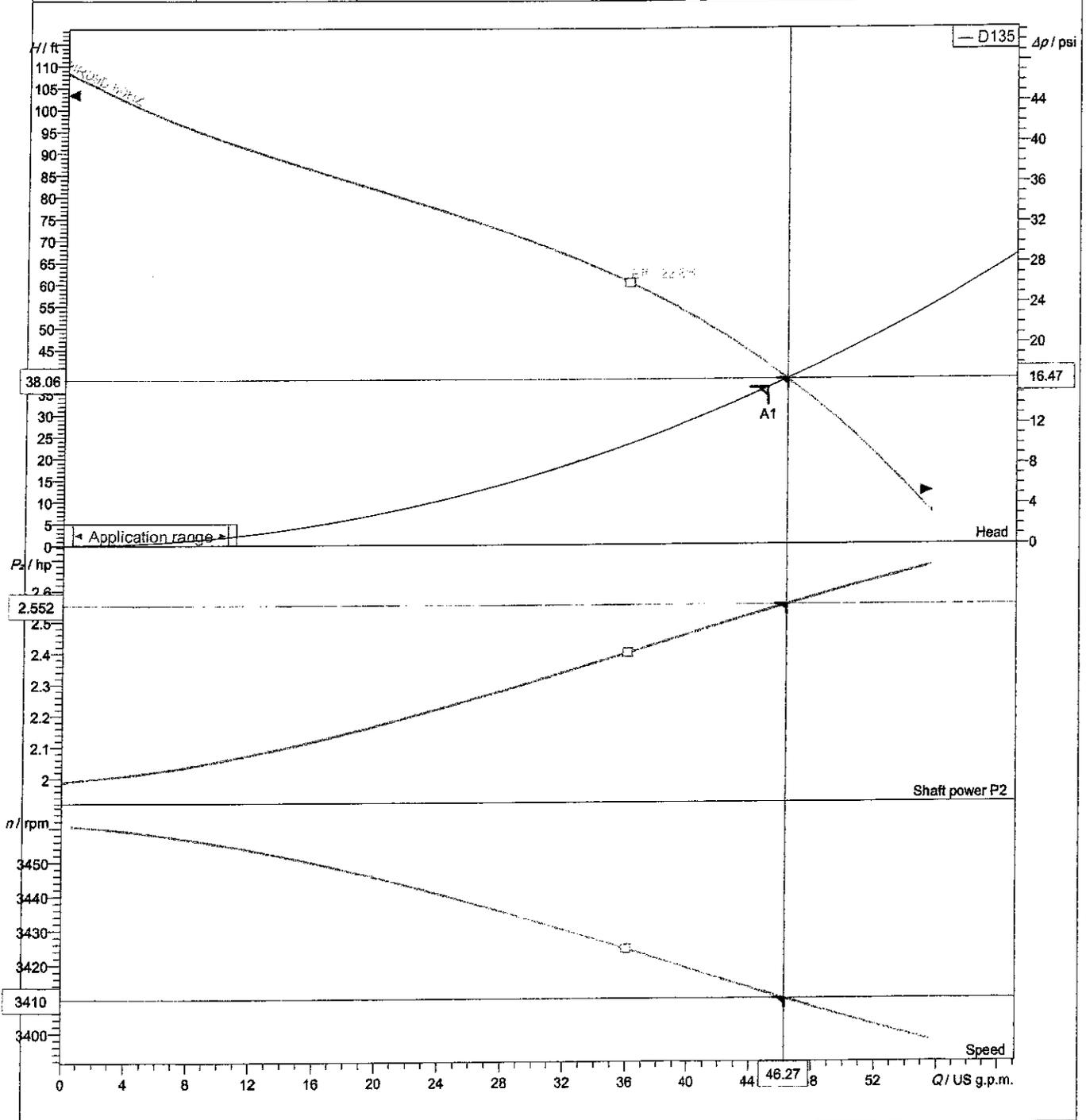
Curve number
Reference curve
PIR09D 60HZ

Pump performance curves

PIRANHA 09 D 60 HZ

SULZER

			Discharge G1¼"	Frequency 60 Hz
Density 62.31 lb/ft³	Viscosity 1.077E-5 ft²/s	Testnorm ISO 9906 Gr 2 Annex A1/A2	Rated speed 3410 rpm	Date 2015-01-27
Flow 46.3 US g.p.m.	Head 38.1 ft	Rated power 2.55 hp	Hydraulic efficiency 18.8 %	NPSH



Impeller size 5.31 inch	N° of vanes 5	Impeller Macerator	Solid size	Revision
----------------------------	------------------	-----------------------	------------	----------

Sulzer reserves the right to change any data and dimensions without prior notice and can not be held responsible for the use of information contained in this software.



TOWN OF NEWBURGH

RECEIVED

MAR 30 2015

1496 Route 300, Newburgh, New York 12550

MASER CONSULTING P.A.

March 27, 2015

Mr. Jason Morris, P.E.
City of Newburgh – City Hall
83 Broadway
Newburgh, NY 12550

RE: S \ CROSSROADS S.D. – CITY OF NEWBURGH INTERMUNICIPAL SEWER
AGREEMENT – (Hudson Valley Personnel Support Center of Jehovah's Witnesses)

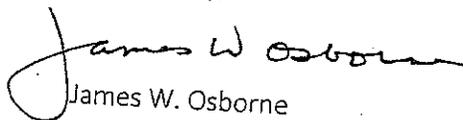
Dear Mr. Morris:

As discussed with you, the site plan referenced above has been modified to include 100 seat banquet/dining room. The inclusion of this facility increases the projected sewage flow for the site to 11,800 gallons per day as described in the attached letter from Maser Consulting dated 20 March 2015.

Based on the above, we are requesting a modification of your original approval dated 6 January 2015 acknowledging the additional flow.

If you have any questions, I am available to discuss them with you. I look forward to your reply.

Respectfully,


James W. Osborne
Town Engineer

JWO/id

Attachment

cc: J. Platt, DPW Commissioner
S. Grogan, Sewer Dept.
J. Ewasutyn, P.B. Chairman
P. Hines, MH&E



ARCHITECTURAL REVIEW FORM
TOWN OF NEWBURGH PLANNING BOARD

DATE: JANUARY 30, 2015

NAME OF PROJECT: HUDSON VALLEY PERSONNEL SUPPORT CENTER
FOR JEHOVAH'S WITNESS

The applicant is to submit in writing the following items prior to signing of the site plans.

EXTERIOR FINISH (skin of the building):

Type (steel, wood, block, split block, etc.)

EIFS (EXTERIOR INSULATION FINISH SYSTEM) / STONE VENEER

COLOR OF THE EXTERIOR OF BUILDING:

STO - # 10622, INDIANA LIMESTONE (OR EQUAL)

ACCENT TRIM:

Location: N/A

Color: _____

Type (material): _____

PARAPET (all roof top mechanicals are to be screened on all four sides):

N/A

ROOF:

Type (gabled, flat, etc.): MANSARD / FLAT

Material (shingles, metal, tar & sand, etc.): EPDM / METAL STANDING SEAM

Color: EPDM - WHITE, MANSARD - MCCI MEDIUM BRONZE (OR EQUAL)

WINDOWS/SHUTTERS:

Color (also trim if different): BRONZE

Type: ALUMINUM SINGLE HUNG AND FIXED UNITS

DOORS:

Color: PAINT TO MATCH BRONZE COLOR OF WINDOWS

Type (if different than standard door entrée): INSULATED STEEL AT
MECHANICAL ROOMS

SIGN:

Color: _____

Material: _____

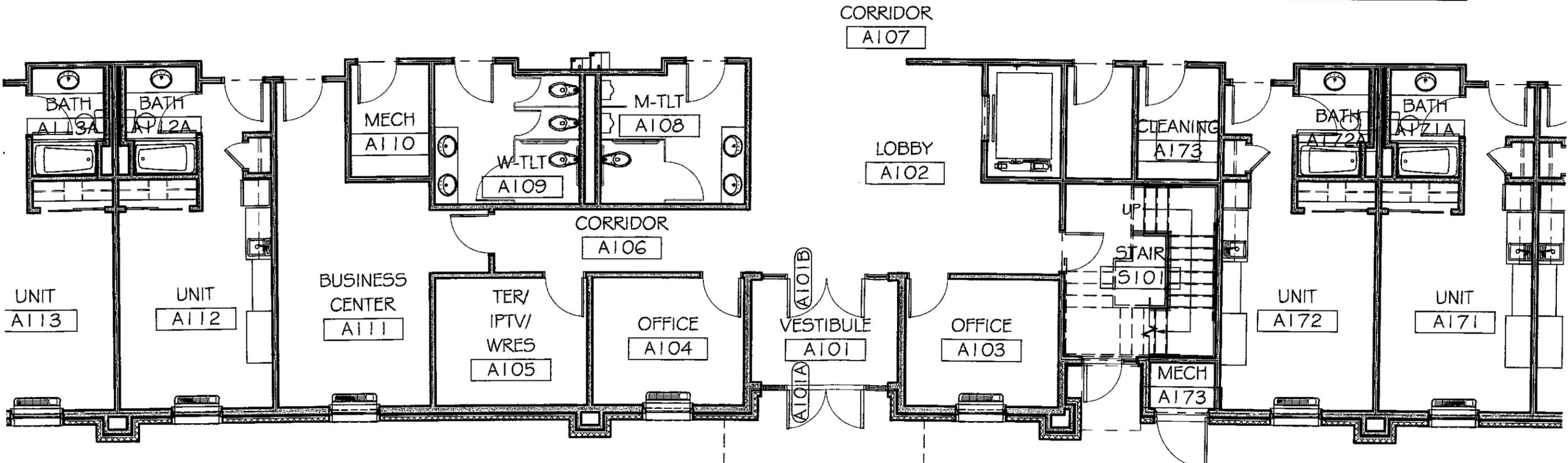
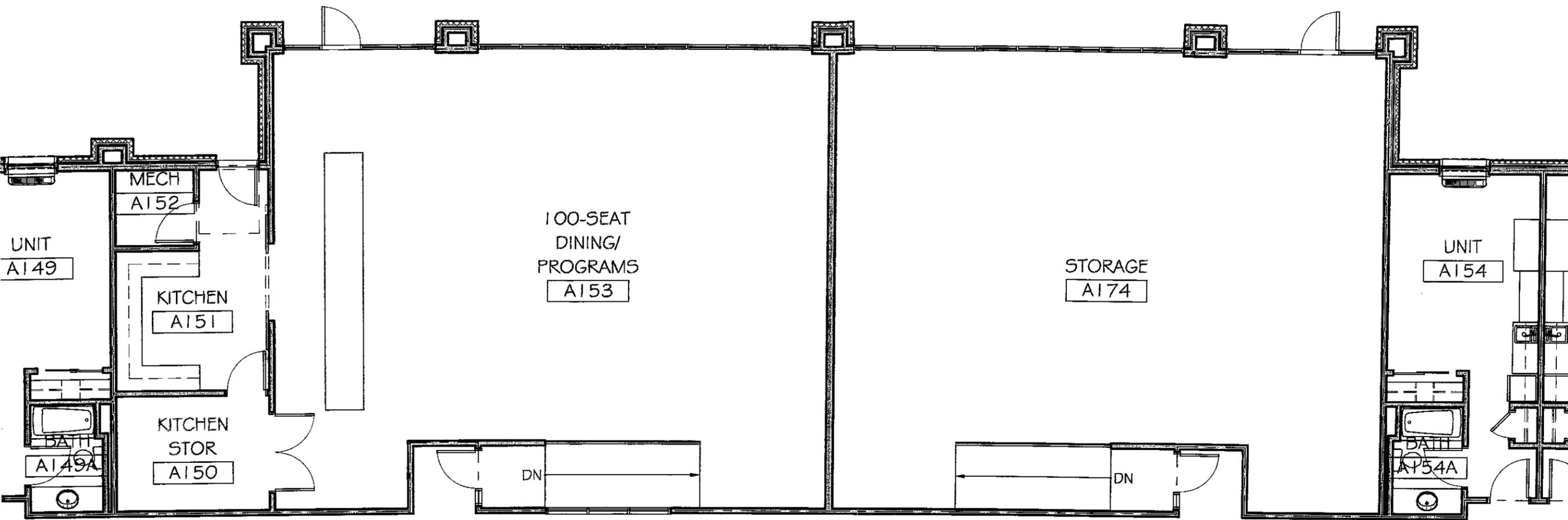
Square footage of signage of site: _____

OWNER REP: KEN ROSS, ARCHITECT

Please print name and title (owner, agent, builder, superintendent of job, etc.)

Ken Ross

Signature



OWNER/APPLICANT:
WATCHTOWER BIBLE AND TRACT SOCIETY OF NEW YORK, INC.
25 COLUMBIA HEIGHTS
BROOKLYN, NY 11201

TAX LOTS:
97-2-30.1, 30.22 & 33

SITE AREA:
373,905 SQ. FT.
8.589 ACRES

- NOTES:**
1. FIRE DISTRICT: ORANGE LAKE
 2. SCHOOL DISTRICT: NEWBURGH
 3. THE PROPERTY IS NOT WITHIN ANY ONE-HUNDRED-YEAR FLOOD PLAIN AS PER FLOOD INSURANCE RATE MAP, NO. 360701038E.

BULK TABLE

ZONE: IB - INTERMEDIATE BUSINESS DISTRICT

PERMITTED USE (SUBJECT TO SITE PLAN REVIEW)	REQUIRED	PROPOSED	REMARKS
LOT AREA	40,000 SQ. FT.	373,905 SQ. FT.	OK
FRONT YARD	50'	50' (EXISTING HOTEL)	OK
REAR YARD	60'	71'	OK
SIDE YARD (ONE) EXISTING RESTAURANT	90'	47.1'	VARIANCE REQUIRED
SIDE YARD (ONE) PROPOSED HOTEL	N/A	49.5'	VARIANCE REQUIRED
SIDE YARD (BOTH)	100'	N/A	N/A
LOT WIDTH (MEASURED ALONG RT 300)	200'	420'	OK
LOT DEPTH	200'	344'	OK
MAXIMUM BUILDING COVERAGE	PROHIBITED	PROPOSED	OK
PROPOSED BUILDING COVERAGE	PROHIBITED	PROPOSED	OK
TOTAL BUILDING COVERAGE	PROHIBITED	PROPOSED	OK
BUILDING HEIGHT	50'	ENTRANCE PEAR 29'-2"	OK
TOTAL LOT SURFACE COVERAGE	60%	ENTRANCE PEAR 33'-2"	OK

* VARIANCE RECEIVED FROM THE TOWN OF NEWBURGH ZONING BOARD OF APPEALS ON 09/28/14.

N.Y.S. ROUTE 300 NOTE:

1. ALL PROPOSED IMPROVEMENTS WITHIN THE N.Y.S. ROUTE 300 RIGHT-OF-WAY FOR THE PROPOSED EMERGENCY ACCESS ARE TO BE REVIEWED, APPROVED AND PERMITTED WITH NEW YORK STATE DEPARTMENT OF TRANSPORTATION.

REFERENCE:

1. BOUNDARY, TOPOGRAPHIC AND PLANNING INFORMATION SHOWN HEREON IS TAKEN FROM A SURVEY DATED MAY 28, 2014.

PARKING REQUIREMENTS:

EXISTING DETACHED RESTAURANT PARKING:	REQUIRED	PROPOSED
1 PER 4 SEATS	74 SPACES	75 SPACES
1 PER 293 SEATS	3 SPACES	3 SPACES
HANDICAPPED SPACES INCLUDED:	74 SPACES	75 SPACES
TOTAL PARKING SPACES:	74 SPACES	75 SPACES

EXISTING HOTEL PARKING:	REQUIRED	PROPOSED
1 PER GUEST BEDROOM (119 GUEST BEDROOMS)	119 SPACES	119 SPACES
1 PER 2 EMPLOYEES ON THE PREMISES AT ANY 1 PERIOD	3 SPACES	3 SPACES
1 PER 6 EMPLOYEES	5 SPACES	6 SPACES
HANDICAPPED SPACES INCLUDED:	118 SPACES	120 SPACES
TOTAL PARKING SPACES:	118 SPACES	120 SPACES

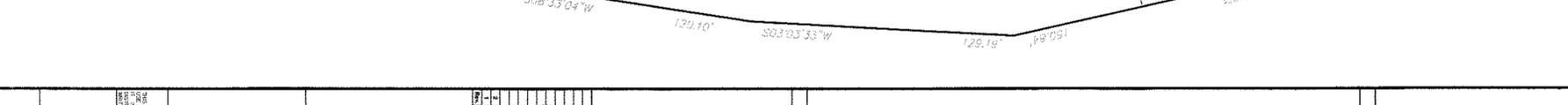
PROPOSED HOTEL PARKING:	REQUIRED	PROPOSED
1 PER GUEST BEDROOM (100 GUEST BEDROOMS)	100 SPACES	100 SPACES
1 PER 2 EMPLOYEES ON THE PREMISES AT ANY 1 PERIOD	3 SPACES	3 SPACES
1 PER 6 EMPLOYEES	5 SPACES	6 SPACES
1 PER 4 PERSONS MAXIMUM OCCUPANCY FOR ANY PUBLIC ASSEMBLY OR RESTAURANT AREAS	25 SPACES	25 SPACES
100 PERSON MAXIMUM OCCUPANCY DINING AREA	6 SPACES	6 SPACES
HANDICAPPED SPACES INCLUDED:	128 SPACES	128 SPACES
TOTAL PARKING SPACES:	128 SPACES	128 SPACES

INTERIOR LANDSCAPE REQUIREMENTS:

5% OF TOTAL PARKING AREA SHALL BE DEVOTED TO INTERIOR LANDSCAPING	46,448 S.F.
TOTAL INTERIOR LANDSCAPING REQUIRED	2,322 S.F.
TOTAL INTERIOR LANDSCAPING PROVIDED	4,013 S.F.

HOTEL BUILDING AREA NOTE:

1. ANY CHANGES IN USE OF THE COMMON SPACES WITHIN THE HOTEL BUILDINGS WILL REQUIRE FURTHER REVIEW BY THE TOWN OF NEWBURGH PLANNING BOARD.



DRAWING LEGEND

- EXISTING SITE BOUNDARY
- PROPOSED SIGN
- PROPOSED SETBACK LINE
- GUIDE RAIL
- CURBLINE
- PARKING STALL COUNT
- TRAFFIC FLOW ARROW
- STRIPING
- SIGN
- DEPRESSED CURB

PLAN NORTH

SCALE IN FEET (1" = 50')

COMPILED BY: MASER CONSULTING P.A.

ANDREW S. FETTERSTON
REGISTERED PROFESSIONAL ENGINEER
NO. 10258

MASER CONSULTING P.A.
13000 398C
11/27/14

WATCHTOWER BIBLE & TRACT SOCIETY OF NEW YORK, INC.
TAX LOTS 97-2-30.1, 30.22 & 33
TOWN OF NEWBURGH, ORANGE COUNTY, N.Y.

LAYOUT & DIMENSION PLAN

13000398C

2 of 14



GRADING NOTES:

- PROPOSED GRADE ELEVATIONS SHOWN AT BUILDING LINE ARE GROUND ELEVATIONS.
- PROPOSED SPOT ELEVATIONS IN PAVED AREAS ARE TOP OF FINISHED PAVEMENT.
- ALL ROOF LEANERS SHALL CONNECT TO THE PROPOSED DRAINAGE SYSTEM LOCATIONS OF ROOF LEANERS AS PER FINAL ARCHITECTURAL PLANS.
- ALL PROPOSED BUILDING IS TO BE CONCRETE CURB WITH A 6" REBEL AS PER DETAIL UNLESS SHOWN OTHERWISE ON THIS GRADING PLAN.
- CURB AND SIGNALS ARE TO BE DEPOSED AT PROPOSED DRIVEWAYS, SERVICE ACCESS ROADS, AND ROADWAY INTERSECTIONS PER THE LOCATIONS ON THE SITE PLANS. ANY DISPLACEMENTS SHALL BE REVIEWED WITH THE PROJECT ENGINEER.
- REFER TO ARCHITECTURAL PLANS FOR IMPROVEMENTS TO THE EXISTING RAMP AND STAIR ACCESS TO THE FACILITY.

ADA INSTRUCTIONS TO CONTRACTOR

CONTRACTOR SHALL PROVIDE ACCESS TO THE PROPOSED FACILITY IN CONFORMANCE WITH THE ADA (AMERICAN DISABILITY ACT) AND THE ADA REGULATIONS. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE PROPOSED FACILITY IN CONFORMANCE WITH THE ADA (AMERICAN DISABILITY ACT) AND THE ADA REGULATIONS. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE PROPOSED FACILITY IN CONFORMANCE WITH THE ADA (AMERICAN DISABILITY ACT) AND THE ADA REGULATIONS.

STORMWATER MANAGEMENT NOTE:

1. OWNER/CONTRACTOR IS REQUIRED TO PREPARE AND SUBMIT A STORMWATER COMPLIANCE REPORT FOR THE PROJECT TO THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) FOR REVIEW AND APPROVAL. THE COMPLIANCE REPORT SHALL BE SUBMITTED TO THE DEC COMPLIANCE DEPARTMENT OF THE TOWN OF NEWBURGH.

WATER & SANITARY SEWER SERVICE NOTE:

1. THE FINAL LAYOUT OF THE PROPOSED WATER AND/OR SEWER CONNECTION, INCLUDING ALL MATERIALS, SHALL BE SUBMITTED TO THE TOWN OF NEWBURGH WATER AND/OR SEWER DEPARTMENT FOR REVIEW AND APPROVAL. THE WATER AND/OR SEWER CONNECTION SHALL BE ISSUED FOR A PERMIT BY THE TOWN OF NEWBURGH.

PROPOSED

- PIPE FLOW DIRECTION
- OVERLAND FLOW DIRECTION
- STORM PIPE
- SANITARY FOREWATER
- WATERMAIN
- CONTOUR
- SPOT ELEVATION
- DRAINAGE INLET
- CATCH BASIN
- FLARED END SECTION
- RIP-RAP SLOPE PROTECTION
- PROPOSED PRELIMINE

DRAINING LEGEND

PLAN NORTH

SCALE IN FEET (1"=30')

30 0 30 60

ANDRETTI ENGINEERING

NEWBURGH, NY

11/21/14

MASER

NEWBURGH, NY

11/21/14

WATCHTOWER BIBLE & TRACT SOCIETY OF NEW YORK, INC.

TAX LOTS 97-2-30.1, 30.22 & 33

TOWN OF NEWBURGH, ORANGE COUNTY, N.Y.

PROJECT NUMBER: 13000398C

DATE: 11/21/14

SCALE: 1"=30'

SHEET NUMBER: 3 of 14

CONSTRUCTION SEQUENCE

1. DISTURBANCE AREA = 3.31 ACRES
TEMPORARY STORAGE REQUIRED = 11,380 CF
2. THE APPLICANT AND THE PROJECTS CONTRACTOR ARE REQUIRED TO ATTEND A PRELIMINARY MEETING WITH THE TOWN ENGINEER, TOWN SUPERVISOR, TOWN BOARD, COUNTY ENGINEER, COUNTY SUPERVISOR AND ANY OTHER PARTIES DEEMED NECESSARY TO DISCUSS THE PROJECT AND THE REQUIREMENTS OF THE EROSION AND SEDIMENT CONTROL PLAN.
3. CONSTRUCT AND MAINTAIN THE SOUTHERN CONSTRUCTION ENTRANCE AND STAGING AREA FROM THE PLANS, ACCESSING THE PROJECT SITE FROM THE PROPOSED DRIVE AND MAINTAINING THE DRIVE OPEN DURING CONSTRUCTION.
4. EXISTING EXTERIOR CURBS TO BE MAINTAINED AND SET BACK AS SHOWN ON THE PLANS.
5. INSTALL DRAINAGE MANHOLE 2. THE PROPOSED CONCRETE, IRONMAN, AND ASSOCIATED DRAINAGE MANHOLES SHALL BE INSTALLED AT THE LOCATION SHOWN ON THE PLANS. THE CONSTRUCTION SITE SHALL NOT BE ACCESSED AT THIS LOCATION UNTIL THESE TANKS ARE INSTALLED AND THE DRAINAGE MANHOLES ARE COVERED.
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GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

1. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE INSTALLED PRIOR TO ANY MAJOR SOIL DISTURBANCE OR IN THEIR PROPER SEQUENCE, AND MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED.
2. ANY DISTURBED AREAS THAT WILL BE LEFT EXPOSED MUST BE STABILIZED WITH PERMANENT VEGETATION OR OTHER MEASURES TO PREVENT SOIL EROSION AND SEDIMENTATION.
3. PERMANENT VEGETATION TO BE SEEDING OR SOILED ON ALL EXPOSED AREAS SHALL BE SEEDING OR SOILED WITHIN 14 DAYS OF THE END OF CONSTRUCTION, WHEN HYDROSEEDING, WHICH SHALL NOT BE INCLUDED IN THE STAK WITH THE SEED.
4. ALL WORK TO BE DONE IN ACCORDANCE WITH THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL PRACTICES, 615 CMR, AND INSTALLATION OF HYDROSEEDING TO STABILIZE STREETS, ROADS, AND DRIVEWAYS.
5. HYDROSEEDING SHALL BE APPLIED TO ALL EXPOSED AREAS, INCLUDING AREAS SUBJECT TO EROSION, IN ACCORDANCE WITH THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL PRACTICES, 615 CMR.
6. ANY STEP SEEDING RECEIVING PRELIMINARY INSTALLATION WILL BE BACKFILLED AND STABILIZED ONLY, AS THE INSTALLATION CONTINUES (I.E. SEEDS GREATER THAN 1/8" SHALL BE SEEDING).
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14. ALL SOIL, MATERIAL, DEBRIS, STYRENE, OR TRUCKS OUTSIDE THE LIMIT OF DISTURBANCE OR ON PUBLIC RIGHTS-OF-WAY WILL BE REMOVED IMMEDIATELY.
15. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ANY EROSION AND SEDIMENTATION THAT MAY OCCUR BELOW DOWNSTREAM OUTFALLS OR OFFSITE AS A RESULT OF CONSTRUCTION.
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20. FINISH CONSTRUCTION, ANY ADDITIONAL CONTROL MEASURES AS DEEMED NECESSARY BY THE TOWN ENGINEER, TOWN SUPERVISOR, TOWN BOARD, COUNTY ENGINEER, COUNTY SUPERVISOR AND ANY OTHER PARTIES DEEMED NECESSARY TO DISCUSS THE PROJECT AND THE REQUIREMENTS OF THE EROSION AND SEDIMENT CONTROL PLAN.

TREE PROTECTION NOTES:

1. TREE PROTECTION FENCING TO BE INSTALLED ALONG THE DISTURBANCE LIMIT LINE.
2. THERE SHALL BE NO STORAGE OF EQUIPMENT OR MATERIALS OUTSIDE CLEARING LIMITS. NO EQUIPMENT IS PERMITTED OUTSIDE CLEARING LIMITS.
3. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE EXISTING TREES AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE EXISTING TREES.
4. IF EXISTING VEGETATION IS DAMAGED OR DESTROYED, IT SHALL BE REPLACED WITHIN 14 DAYS OF THE END OF CONSTRUCTION. THE REPLACEMENT SHALL BE IN ACCORDANCE WITH THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL PRACTICES, 615 CMR.

THIS PLAN IS FOR EROSION CONTROL PURPOSES ONLY.

CONSTRUCTION SEQUENCE

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4. ALL WORK TO BE DONE IN ACCORDANCE WITH THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL PRACTICES, 615 CMR, AND INSTALLATION OF HYDROSEEDING TO STABILIZE STREETS, ROADS, AND DRIVEWAYS.
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DRAWING LEGEND

- SILT FENCE
- STORM INLET SEDIMENT TRAP
- STABILIZED CONSTRUCTION ENTRANCE
- S.P. STOCKPILE LOCATION
- STAGING AREA
- TEMPORARY SWALE
- STONE OUTLET SEDIMENT TRAP

SCALE IN FEET
1" = 30'

PLAN NORTH

CONTRACTOR: MASER ENGINEERING & CONSULTING, P.A.
100 PARK ST. NEW YORK, NY 10014
Tel: 212-691-1100
Fax: 212-691-1101
www.masereng.com

PROJECT NUMBER: 13000338C

DATE: 11/21/14

SCALE: 1" = 30'

PROJECT NUMBER: 13000338C

DATE: 11/21/14

SCALE: 1" = 30'

WATCHTOWER BIBLE & TRACT SOCIETY OF NEW YORK, INC.
TAX LOTS 97-2-30.1, 30.22 & 33
TOWN OF NEWBURGH, ORANGE COUNTY, N.Y.

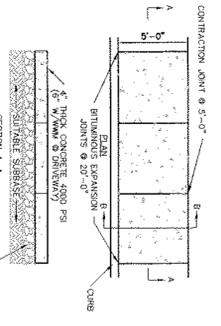
EROSION & SEDIMENT CONTROL PLAN

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CONSTRUCTION NOTES:

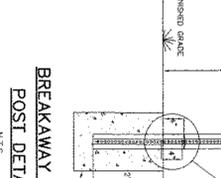
1. THE CONTRACTOR SHALL OBTAIN AND MAINTAIN IN THE FIELD THE NECESSARY PERMITS AND APPROVALS FROM THE CITY OF NEW YORK AND THE STATE OF NEW YORK THROUGHOUT THE DURATION OF THE PROJECT.
2. PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) SPECIFICATIONS FOR CONSTRUCTION.
3. AS BUILT PLANS SHALL BE REQUIRED AND CERTIFIED BY A N.Y. STATE LICENSED PROFESSIONAL ENGINEER.
4. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) SPECIFICATIONS FOR CONSTRUCTION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF NEW YORK AND THE STATE OF NEW YORK THROUGHOUT THE DURATION OF THE PROJECT.



CONCRETE CURB SECTION A-A
N.T.S.



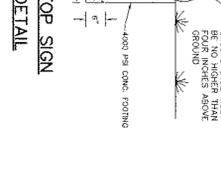
CONCRETE CURB SECTION B-B
N.T.S.



CONCRETE CURB SECTION C-C
N.T.S.



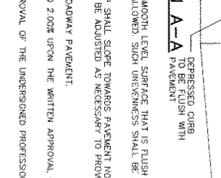
CONCRETE CURB SECTION D-D
N.T.S.



CONCRETE CURB SECTION E-E
N.T.S.



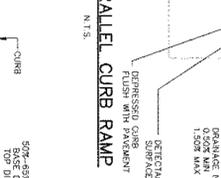
CONCRETE CURB SECTION F-F
N.T.S.



CONCRETE CURB SECTION G-G
N.T.S.



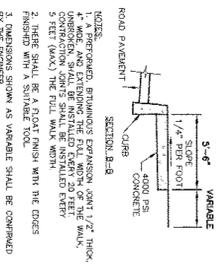
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N.T.S.



CONCRETE CURB SECTION I-I
N.T.S.



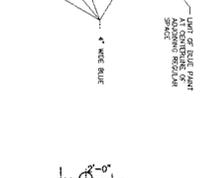
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N.T.S.



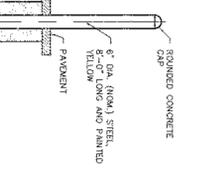
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N.T.S.



CONCRETE CURB SECTION L-L
N.T.S.



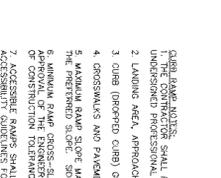
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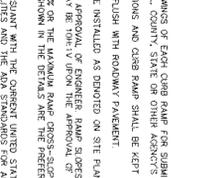
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N.T.S.



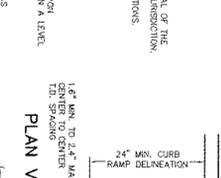
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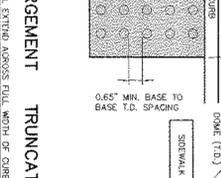
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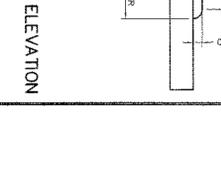
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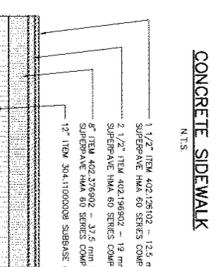
CONCRETE CURB SECTION R-R
N.T.S.



CONCRETE CURB SECTION S-S
N.T.S.



CONCRETE CURB SECTION T-T
N.T.S.



CONCRETE CURB SECTION U-U
N.T.S.



CONCRETE CURB SECTION V-V
N.T.S.



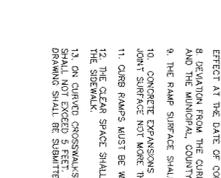
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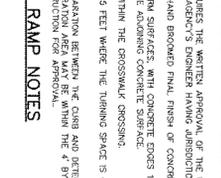
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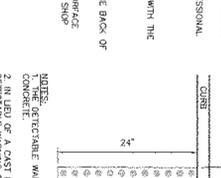
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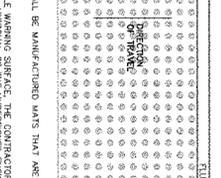
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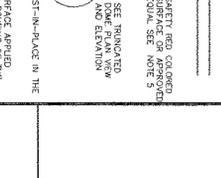
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CONCRETE CURB SECTION BB-BB
N.T.S.



CONCRETE CURB SECTION CC-CC
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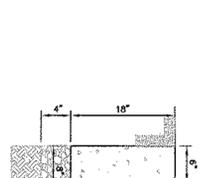
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CONCRETE CURB SECTION EE-EE
N.T.S.



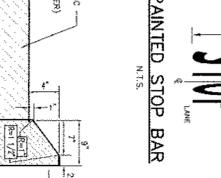
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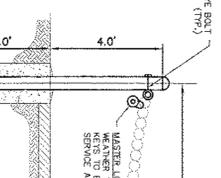
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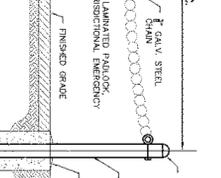
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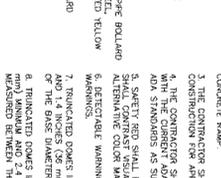
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N.T.S.



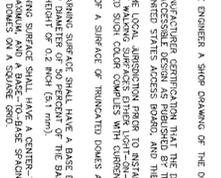
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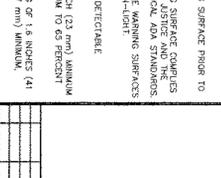
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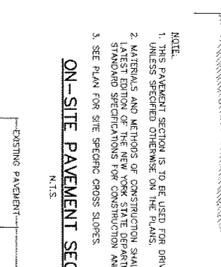
CONCRETE CURB SECTION LL-LL
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CONCRETE CURB SECTION MM-MM
N.T.S.



CONCRETE CURB SECTION NN-NN
N.T.S.



CONCRETE CURB SECTION OO-OO
N.T.S.



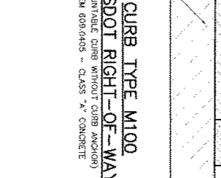
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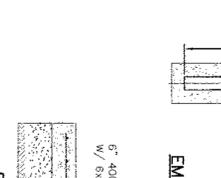
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CONCRETE CURB SECTION RR-RR
N.T.S.



CONCRETE CURB SECTION SS-SS
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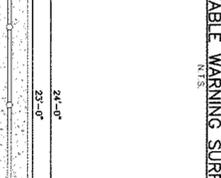
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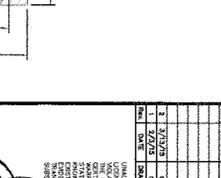
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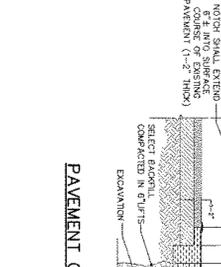
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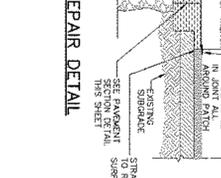
CONCRETE CURB SECTION WW-WW
N.T.S.



CONCRETE CURB SECTION XX-XX
N.T.S.



CONCRETE CURB SECTION YY-YY
N.T.S.



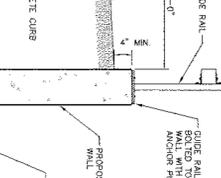
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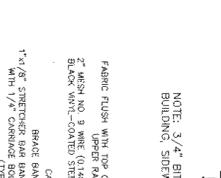
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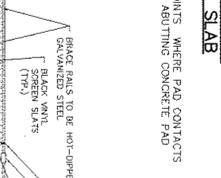
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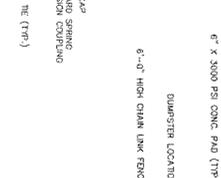
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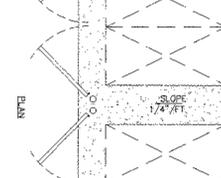
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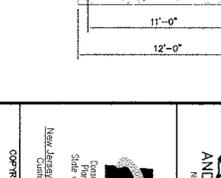
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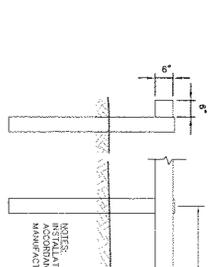
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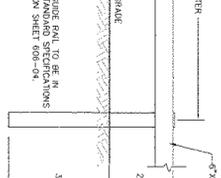
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N.T.S.



CONCRETE CURB SECTION HH-HH
N.T.S.



CONCRETE CURB SECTION II-II
N.T.S.



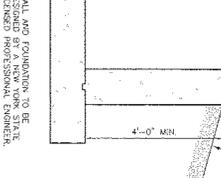
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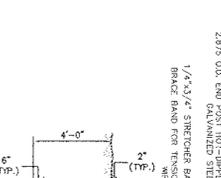
CONCRETE CURB SECTION KK-KK
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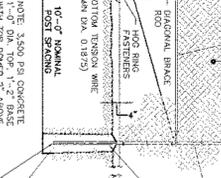
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CONCRETE CURB SECTION MM-MM
N.T.S.



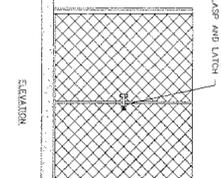
CONCRETE CURB SECTION NN-NN
N.T.S.



CONCRETE CURB SECTION OO-OO
N.T.S.



CONCRETE CURB SECTION PP-PP
N.T.S.



CONCRETE CURB SECTION QQ-QQ
N.T.S.



CONCRETE CURB SECTION RR-RR
N.T.S.



CONCRETE CURB SECTION SS-SS
N.T.S.



CONCRETE CURB SECTION TT-TT
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CONCRETE CURB SECTION UU-UU
N.T.S.



CONCRETE CURB SECTION VV-VV
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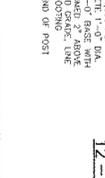
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CONCRETE CURB SECTION XX-XX
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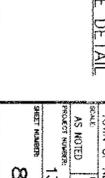
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CONCRETE CURB SECTION ZZ-ZZ
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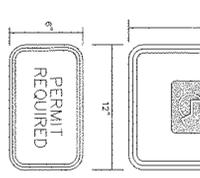
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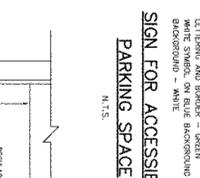
CONCRETE CURB SECTION BB-BB
N.T.S.



RESERVED PARKING SIGN
N.T.S.



PERMIT REQUIRED SIGN
N.T.S.



SIGN FOR ACCESSIBLE PARKING SPACE
N.T.S.



BREAKAWAY SIGN POST DETAIL
N.T.S.

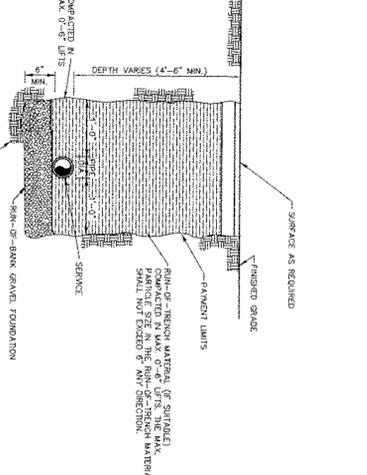


BREAKAWAY STOP SIGN WITH POST DETAIL
N.T.S.

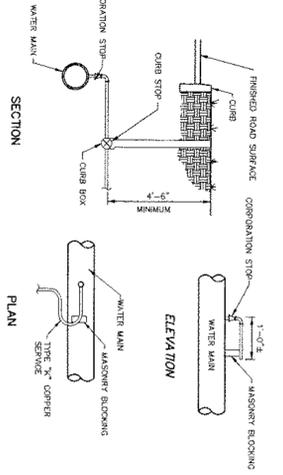


TOWN WATER SYSTEM NOTES

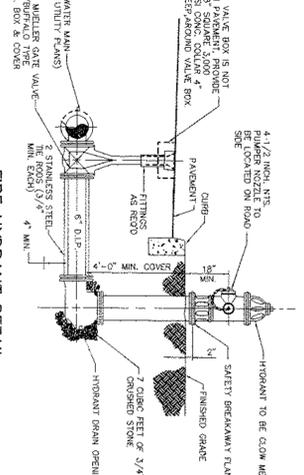
1. CONSTRUCTION OF TOWN WATER MAINS AND CONNECTION TO THE TOWN OF NEWBURGH WATER SYSTEM SHALL BE IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF HEALTH AND THE TOWN OF NEWBURGH.
2. ALL WATER SERVICE LINES FROM 4" INCHES AND LARGER IN DIAMETER SHALL BE CAST IRON, CLASS 2000, WITH 10% MORE WEIGHT THAN SPECIFIED IN THE STANDARD SPECIFICATIONS FOR CAST IRON PIPE AND FITTINGS.
3. THROAT RESTRAINT OF THE PIPE SHALL BE THROUGH THE USE OF MECHANICAL JOINT PIPE WITH RESTRAINT RINGS. RESTRAINT RINGS SHALL BE CAST IRON AND SHALL BE APPROVED BY THE TOWN OF NEWBURGH. RESTRAINT RINGS SHALL BE INSTALLED AT ALL CHANGES OF PIPE SIZE AND AT ALL CHANGES OF MATERIAL.
4. ALL FITTINGS SHALL BE CAST IRON ON SCHEDULE 40 PIPE UNLESS OTHERWISE SPECIFIED IN THE TOWN OF NEWBURGH SPECIFICATIONS FOR WATER MAINS.
5. ALL VALVES SHALL BE REPAIRABLE MECHANICAL JOINT GATE VALVES CONFORMING TO ANSI/AWWA C500 (OR LATER EDITION) AND SHALL BE APPROVED BY THE TOWN OF NEWBURGH.
6. TAPPING SHALL BE DONE IN ACCORDANCE WITH THE TOWN OF NEWBURGH SPECIFICATIONS FOR TAPPING OPERATIONS.
7. ALL WATER SERVICE LINES FROM 2" INCHES AND LARGER IN DIAMETER SHALL BE INSTALLED WITH 10% MORE WEIGHT THAN SPECIFIED IN THE STANDARD SPECIFICATIONS FOR CAST IRON PIPE AND FITTINGS.
8. ALL PRE-INSTALLATION SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF NEWBURGH WATER DEPARTMENT.
9. THE WATER MAIN SHALL BE TESTED, COMPRESSED AND FLUSHED IN ACCORDANCE WITH THE TOWN OF NEWBURGH SPECIFICATIONS FOR WATER MAINS.
10. THE WATER MAIN SHALL BE TESTED, COMPRESSED AND FLUSHED IN ACCORDANCE WITH THE TOWN OF NEWBURGH SPECIFICATIONS FOR WATER MAINS.
11. PRESSURE AND LEAKAGE TESTS ARE REQUIRED AND SHALL BE DONE IN ACCORDANCE WITH AWWA C400 STANDARDS.
12. RECONSTRUCTION OF ALL NEW WORK SHALL BE DONE IN ACCORDANCE WITH AWWA C400 STANDARDS.
13. ALL WATER MAINS SHALL BE AT LEAST 3" INCHES FROM THE EXISTING OVERHEAD WIRE.
14. THE FINAL LOCATION OF THE WATER MAIN SHALL BE APPROVED BY THE TOWN OF NEWBURGH WATER DEPARTMENT AND ALL APPROVED WORK SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF THE TOWN OF NEWBURGH WATER DEPARTMENT.
15. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE TOWN OF NEWBURGH SPECIFICATIONS FOR WATER MAINS.



WATER SERVICE TRENCH DETAIL
N.T.S.

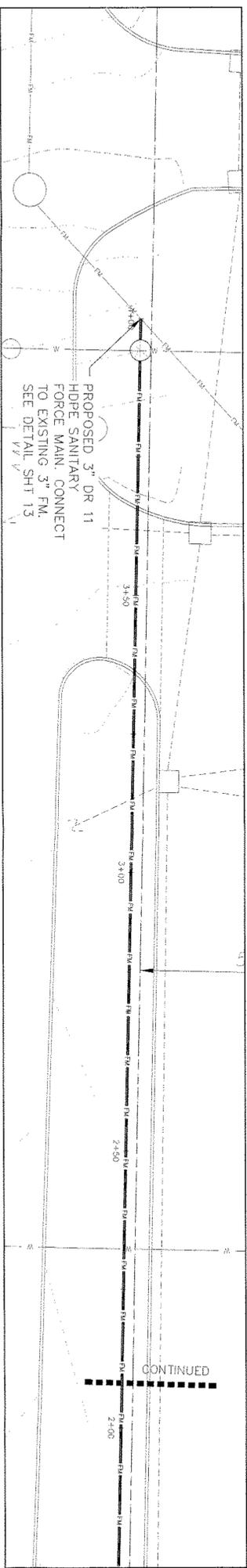
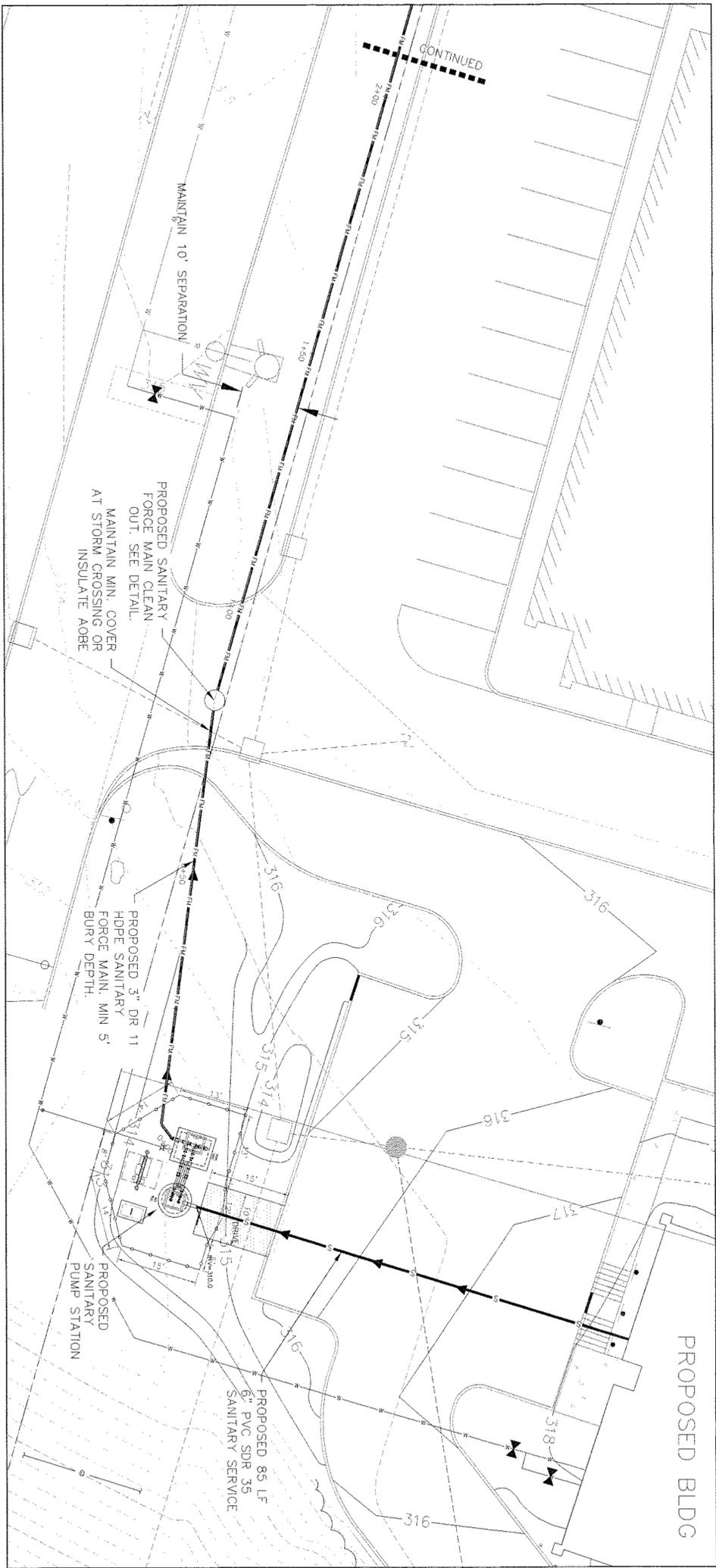


TYPICAL POTABLE WATER SERVICE DETAIL
SCALE NONE



FIRE HYDRANT DETAIL
N.T.S.

PIPE SIZE	DEPTH	NO. OF JOINTS	NO. OF COUPLERS	NO. OF ELBOWS	NO. OF TEES	NO. OF VALVES	NO. OF FITTINGS
4"	48"	1	0	0	0	0	0
6"	54"	1	0	0	0	0	0
8"	60"	1	0	0	0	0	0
10"	66"	1	0	0	0	0	0
12"	72"	1	0	0	0	0	0
14"	78"	1	0	0	0	0	0
16"	84"	1	0	0	0	0	0
18"	90"	1	0	0	0	0	0
20"	96"	1	0	0	0	0	0
24"	108"	1	0	0	0	0	0
30"	126"	1	0	0	0	0	0
36"	144"	1	0	0	0	0	0
42"	162"	1	0	0	0	0	0
48"	180"	1	0	0	0	0	0
54"	198"	1	0	0	0	0	0
60"	216"	1	0	0	0	0	0
72"	252"	1	0	0	0	0	0
84"	288"	1	0	0	0	0	0
96"	324"	1	0	0	0	0	0
108"	360"	1	0	0	0	0	0
120"	396"	1	0	0	0	0	0
132"	432"	1	0	0	0	0	0
144"	468"	1	0	0	0	0	0
156"	504"	1	0	0	0	0	0
168"	540"	1	0	0	0	0	0
180"	576"	1	0	0	0	0	0
192"	612"	1	0	0	0	0	0
204"	648"	1	0	0	0	0	0
216"	684"	1	0	0	0	0	0
228"	720"	1	0	0	0	0	0
240"	756"	1	0	0	0	0	0
252"	792"	1	0	0	0	0	0
264"	828"	1	0	0	0	0	0
276"	864"	1	0	0	0	0	0
288"	900"	1	0	0	0	0	0
300"	936"	1	0	0	0	0	0
312"	972"	1	0	0	0	0	0
324"	1008"	1	0	0	0	0	0
336"	1044"	1	0	0	0	0	0
348"	1080"	1	0	0	0	0	0
360"	1116"	1	0	0	0	0	0
372"	1152"	1	0	0	0	0	0
384"	1188"	1	0	0	0	0	0
396"	1224"	1	0	0	0	0	0
408"	1260"	1	0	0	0	0	0
420"	1296"	1	0	0	0	0	0
432"	1332"	1	0	0	0	0	0
444"	1368"	1	0	0	0	0	0
456"	1404"	1	0	0	0	0	0
468"	1440"	1	0	0	0	0	0
480"	1476"	1	0	0	0	0	0
492"	1512"	1	0	0	0	0	0
504"	1548"	1	0	0	0	0	0
516"	1584"	1	0	0	0	0	0
528"	1620"	1	0	0	0	0	0
540"	1656"	1	0	0	0	0	0
552"	1692"	1	0	0	0	0	0
564"	1728"	1	0	0	0	0	0
576"	1764"	1	0	0	0	0	0
588"	1800"	1	0	0	0	0	0
600"	1836"	1	0	0	0	0	0
612"	1872"	1	0	0	0	0	0
624"	1908"	1	0	0	0	0	0
636"	1944"	1	0	0	0	0	0
648"	1980"	1	0	0	0	0	0
660"	2016"	1	0	0	0	0	0
672"	2052"	1	0	0	0	0	0
684"	2088"	1	0	0	0	0	0
696"	2124"	1	0	0	0	0	0
708"	2160"	1	0	0	0	0	0
720"	2196"	1	0	0	0	0	0
732"	2232"	1	0	0	0	0	0
744"	2268"	1	0	0	0	0	0
756"	2304"	1	0	0	0	0	0
768"	2340"	1	0	0	0	0	0
780"	2376"	1	0	0	0	0	0
792"	2412"	1	0	0	0	0	0
804"	2448"	1	0	0	0	0	0
816"	2484"	1	0	0	0	0	0
828"	2520"	1	0	0	0	0	0
840"	2556"	1	0	0	0	0	0
852"	2592"	1	0	0	0	0	0
864"	2628"	1	0	0	0	0	0
876"	2664"	1	0	0	0	0	0
888"	2700"	1	0	0	0	0	0
900"	2736"	1	0	0	0	0	0
912"	2772"	1	0	0	0	0	0
924"	2808"	1	0	0	0	0	0
936"	2844"	1	0	0	0	0	0
948"	2880"	1	0	0	0	0	0
960"	2916"	1	0	0	0	0	0
972"	2952"	1	0	0	0	0	0
984"	2988"	1	0	0	0	0	0
996"	3024"	1	0	0	0	0	0
1008"	3060"	1	0	0	0	0	0
1020"	3096"	1	0	0	0	0	0
1032"	3132"	1	0	0	0	0	0
1044"	3168"	1	0	0	0	0	0
1056"	3204"	1	0	0	0	0	0
1068"	3240"	1	0	0	0	0	0
1080"	3276"	1	0	0	0	0	0
1092"	3312"	1	0	0	0	0	0
1104"	3348"	1	0	0	0	0	0
1116"	3384"	1	0	0	0	0	0
1128"	3420"	1	0	0	0	0	0
1140"	3456"	1	0	0	0	0	0
1152"	3492"	1	0	0	0	0	0
1164"	3528"	1	0	0	0	0	0
1176"	3564"	1	0	0	0	0	0
1188"	3600"	1	0	0	0	0	0
1200"	3636"	1	0	0	0	0	0
1212"	3672"	1	0	0	0	0	0
1224"	3708"	1	0	0	0	0	0
1236"	3744"	1	0	0	0	0	0
1248"	3780"	1	0	0	0	0	0
1260"	3816"	1	0	0	0	0	0
1272"	3852"	1	0	0	0	0	0
1284"	3888"	1	0	0	0	0	0
1296"	3924"	1	0	0	0	0	0
1308"	3960"	1	0	0	0	0	0
1320"	3996"	1	0	0	0	0	0
1332"	4032"	1	0	0	0	0	0
1344"	4068"	1	0	0	0	0	0
1356"	4104"	1	0	0	0	0	0
1368"	4140"	1	0	0	0	0	0
1380"	4176"	1	0	0	0	0	0
1392"	4212"	1	0	0	0	0	0
1404"	4248"	1	0	0	0	0	0
1416"	4284"	1	0	0	0	0	0
1428"	4320"	1	0	0	0	0	0
1440"	4356"	1	0	0	0	0	0
1452"	4392"	1	0	0	0	0	0
1464"	4428"	1	0	0	0	0	0
1476"	4464"	1	0	0	0	0	0
1488"	4500"	1	0	0	0	0	0
1500"	4536"	1	0	0	0	0	0
1512"	4572"	1	0	0	0	0	0
1524"	4608"	1	0	0	0	0	0
1536"	4644"	1	0	0	0	0	0
1548"	4680"	1	0	0	0	0	0
1560"	4716"	1	0	0	0	0	0
1572"	4752"	1	0	0	0	0	0
1584"	4788"	1	0	0	0	0	0
1596"	4824"	1	0	0	0	0	0
1608"	4860"	1	0	0	0	0	0
1620"	4896"	1	0	0	0	0	0
1632"	4932"	1	0	0	0	0	0
1644"	4968"	1	0	0	0	0	0
1656"	5004"	1	0	0	0	0	0
1668"	5040"	1	0	0	0	0	0
1680"	5076"	1	0	0	0	0	0
1692"	5112"	1	0	0	0	0	0
1704"	5148"	1	0	0	0	0	0
1716"	5184"	1	0	0	0	0	0
1728"	5220"	1	0	0	0	0	0
1740"	5256"	1	0	0	0	0	0
1752"	5292"	1	0	0	0	0	0
1764"	5328"	1	0	0	0	0	0
1776"	5364"	1	0	0	0	0	0
1788"	5400"	1	0	0	0	0	0
1800"	5436"	1	0	0	0	0	0
1812"	5472"	1					



SANITARY PUMP STATION SITE PLAN
SCALE: 1"=10'-0"

FORCE MAIN PROFILE
SCALE: 1"=20'-0"

PROPOSED BLDG

PROPOSED 85 LF
6" PVC SDR 35
SANITARY SERVICE

PROPOSED
SANITARY
PUMP STATION

PROPOSED 3" DR 11
HDPE SANITARY
FORCE MAIN. MIN 5'
BURY DEPTH.

PROPOSED SANITARY
FORCE MAIN CLEAN
OUT. SEE DETAIL.
MAINTAIN MIN. COVER
AT STORM CROSSING OR
INSULATE ABOVE

MAINTAIN 10' SEPARATION

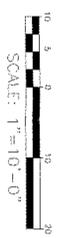
PROPOSED 3" DR 11
HDPE SANITARY
FORCE MAIN. CONNECT
TO EXISTING 3" FM.
SEE DETAIL, SHIT 13

APPROX INV AT CONNECTION 317.00.
FIELD VERIFY

MAINTAIN CONTINUOUS SLOPE
UP TO CONNECTION

MAINTAIN MINIMUM 5' COVER

APPROX INV OUT
OF VAULT 309.67



DRAWING LEGEND



DELAWARE
ENGINEERING, D.P.C.
ONE AND ENVIRONMENTAL ENGINEERING
81202 STREET SUITE 200 CONYON, NY 14030 607 424-8777

MASER
Engineering, Architectural & Environmental Engineers
3000 STATE STREET, SUITE 200, ALBANY, NY 12202
ALBANY, NY 12202

MEMBER OFFICE
1027 BEEK ST
HENDERSON, NY 14456
Phone: 202-524-1490
Fax: 202-524-1491
e-mail: jakobson@maser-engineering.com

FUGROUS WALLACE PERSSON ASSOCIATES
ENGINEER'S PRINT/SEALS
PUMP STATION SITE PLAN

WATCHTOWER BIBLE & TRACT
SOCIETY OF NEW YORK, INC.
TAX LOTS 97-2-30.1, 30.22 & 33
TOWN OF NEWBURGH ORANGE COUNTY, N.Y.
PROJECT NUMBER: 13000398C
SCALE: 1"=20'-0"

