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October 6, 2016

VIA UPS

Chairman Michael Calimano
Town of New Paltz
Planning Board
52 Clearwater Road, PO Box 550
New Paltz, NY 12561

Re: CVS/Five Guys
New Paltz, Ulster County, NY
MC Project No. 13000151A

Dear Chairman and Members of the Board:

Based on the request of the Planning Board at its September 26, 2016 meeting we are writing to respond to some of the comments and requests for clarifications that arose regarding traffic. The following provides a summary for the Board.

1. History of Studies Prepared Along Route 299 Corridor

We have prepared several traffic studies over the years for projects that are served by the Route 299 corridor. These projects included the Hampton Inn and Stop & Shop, as well as the Lowe's in the Town of Lloyd. The traffic studies prepared all included projections for background traffic growth and traffic associated with other specific projects in the area and were prepared in accordance with the New York State Department of Transportation (NYSDOT) requirements. Generally, these reports are found to be conservatively high in estimating impacts associated with the traffic for various projects. The two main reasons for this are a) the background traffic growth rate is higher than actual growth over time and b) with retail uses, the typical bypass and/or diverted link trips during peak hours tend to be higher than allowed by NYSDOT and utilized in the studies. For example, for the Stop & Shop Plaza, the traffic study prepared by Maser (formerly John Collins Engineers) we had projected the total Stop & Shop Plaza entering and exiting traffic volumes at the main signalized intersection during the PM Peak Hour to be in excess of 500 vehicles, and based on the most recent counts at this intersection, the total entering and exiting traffic volumes were found to be approximately 400 vehicles during this time period. This indicates that the



full traffic volume estimates for the Stop & Shop development have not materialized and that the ITE estimates are conservatively high.

2. ITE Trip Generation Estimates

Our traffic studies, as required by NYSDOT, typically utilize the Institute of Transportation Engineers (ITE) *Trip Generation Handbook* to develop peak hour traffic estimates for particular land uses. The ITE trip rate information is based on data collected at existing similar facilities throughout the country for uses such as supermarkets, pharmacies, and residential developments. In most cases, the trip generation database is significant enough that these estimates tend to be accurate or in some cases slightly higher in terms of the actual site traffic generation during peak hours. For example, a recent count of an existing CVS facility with drive-through window, which our office had also prepared the original traffic studies for, indicated that the actual entry and exit volumes during the Peak PM Highway Hour were somewhat lower than the estimated trips for that facility based on the ITE data (See Table 1-C attached). This site, located in the Town of Clarkstown, Rockland County, is on a state highway (NYS Route 304 and Bardonia Road), with two driveway connections (one to the state highway and one to a town road). That store is approximately 14,586 s.f. A copy of the original projected volumes and the summary of the actual counted volumes for this site are shown in Table 1-C. The ITE estimates for this location were over 10 % higher than the actual volumes counted.

3. Growth Rate Effects

As outlined in the traffic study, a background growth rate of 1.0% per year was applied to the existing traffic volumes to estimate future traffic volumes for conditions without the project. In the case of the CVS/Five Guys Study, traffic estimates were also included for other specific projects including the Hampton Inn and the Wildberry Lodge developments. Based on historical NYSDOT data, recent increases in the area have been generally less than 1.0%, averaging approximately 0.5% per year. Thus, the use of the 1.0% per year growth rate is appropriate in estimating background traffic increases. It should be noted that when accounting for the other development traffic volumes included in the study, the total growth accounted for in traffic study the No-Build Traffic Volumes is approximately 10% over the five year of growth. In addition, the status of the Wildberry Lodge development is not currently known and therefore the inclusion of this traffic in the No-Build projections results in a conservatively high analysis of future conditions.

4. Traffic Signal Timing Improvements

The traffic signal timing and synchronization improvements at the Route 299 and North Putt Corners Road (C.R. 17) intersection including any required signal upgrades are proposed to



improve the overall efficiency of the intersection and allow better coordination between the signals along the Route 299 corridor. The proposal is to include this signal with the signals at the Route 299/I-87 ramps and at the Cherry Hill Road intersection to the west in a coordinated system. The wireless antennae equipment for the Cherry Hill Road intersection was installed as part of the Stop & Shop development. The signal improvements being undertaken by CVS at Route 299 and North Putt Corners Road will also include the installation of a new modem and wireless antenna interconnect, which are to be installed by the Applicant as part of the NYSDOT Highway Work Permit, as per current NYSDOT requirements. The NYSDOT June 30, 2015 letter (attached) indicated the Department's conceptual approval of the proposed improvements, but that additional work on the timing and coordination of the traffic signals would be finalized as part of the Highway Work Permit review.

5. Potential Expansion of North Putt Corners Road, Fire Station and Other Emergency Services.

It is our understanding that there is a potential for an expansion of the emergency services and fire station located north of the intersection of North Putt Corners Road and Henry W. DuBois Drive. Regardless of the traffic expected to be generated by the proposed CVS/Five Guys development, the traffic for the emergency services facility would use North Putt Corners Road to access Route 299. The location of the CVS access driveway will provide adequate sight distance to see and react to any emergency vehicles and the onsite stacking will allow vehicles exiting the development to be queued within the site to allow emergency vehicles to pass along North Putt Corners Road. It should also be noted that as part of the CVS/Five Guys development, the area outside the northbound travel lane along the site frontage is also proposed to be graded for the future bike lane and shoulder. This would be beneficial in allowing area for vehicles to pull over to allow emergency vehicles to pass. Additionally, as part of the signal upgrades and timing modifications at the Route 299/North Putt Corners Road intersection, the Applicant will work with the emergency services to provide emergency vehicle pre-emption accommodations in the signal controller. Note that the traffic expected to be generated by the proposed development during the peak hour, i.e., PM Peak Hour, is expected to be approximately 73 vehicles turning left from the site driveway or the equivalent of 2-3 vehicles per cycle at NYS Route 299.

6. Level of Service and Average Vehicle Delays Summaries

The project proposes to improve signal timing modifications and synchronization of signals to offset the effect of the additional traffic generated by the CVS project. As summarized in detail in the Level of Service Summary Tables, the purpose is to reduce average vehicle delays for the entire intersection by allocating the green times in the most efficient manner. In this case, the average of the overall movements are expected to experience comparable or



slightly reduced delays whereas some movements are expected to have slightly increased delays.

7. Response to David Porter's Letter, Dated September 19, 2016

We have received the letter, dated September 19, 2016, addressed to the Planning Board from David Porter and are hereby providing a summary of responses. We have tried to keep these responses to facts and simple presentations of data. With respect to my professional qualifications, I am a licensed Professional Engineer in the State of New York and several other states and have over 35 years of experience in completing and/or reviewing traffic studies for various municipalities. I currently serve as the Transportation Consultant for several municipalities and have both reviewed and prepared applications under the SEQRA process. The traffic study for CVS and Five Guys was prepared in accordance with standards accepted by the traffic engineering profession and as required by NYSDOT.

The information below responds to other specific comments relative to the accuracy and "flaws and omissions," which Mr. Porter infers.

a) Missing Wildberry Data

The traffic projections for the Hampton Inn and Wildberry Lodge were considered as part of the final analysis presented in our February 13, 2015 Traffic Study. Since we are the traffic consultant for both of these projects, we had information on the trip generation and assignments for both, and this information was incorporated into our traffic study documents for the CVS/Five Guys. This information was also available to the Town as part of these other project applications.

b) Missing Data on Other Main Street Intersections

First of all, the February 13, 2015 Traffic Report is being misstated by Mr. Porter. The Report, on Page 13, states, "*the proposed improvements as well as the proposed right turn entry access driveway connection to NYS Route 299 will have to be coordinated with NYSDOT as part of the Highway Work Permit process.*" Furthermore, in response to the NYDOT's request, our May 14, 2015 letter included the traffic volumes and SYNCHRO traffic models that were submitted to NYSDOT. NYSDOT responded to this submission with their conceptual approval letter, dated June 30, 2015. This letter is typical as part of the SEQRA review and is used to move forward in the process. Additional engineering details and adjustments to the traffic signal coordination will be reviewed with NYSDOT as part of the Highway Work Permit review process as they note.

c) Lane-by-Lane Intersection Delay Impacts are Intentionally Hidden

As part of any standard traffic impact study, the appendices include the SYNCHRO analysis printouts, which show lane-by-lane level of service and delay results, however, it is typical to provide summary tables of approaches and the overall intersection to allow the reviewers to assess changes in delays and levels of service on an approach by approach basis and overall intersection basis. The more detailed lane group delay and levels of service information is all available in the report printouts contained in Appendix “D” of our February 13, 2015 study and are typically only reviewed by the municipalities’ own consultant and NYSDOT. **There is nothing intentionally hidden or inaccurate.** The results summarized in Table No. 2 of the original report represent the operation on each approach as well as overall intersection, and is a standard summary for reviewing intersections and potential impacts. In any event, we have developed a lane-by-lane comparison of both delays and levels of service for each lane group at the intersections (see attached revised Tables No. 2, 2R and 2-P). The proposed traffic signal timings resulting from the SYNCHRO analysis, which have been reviewed and conceptually approved by NYSDOT, account for the ability to modify the signal timings and coordination between signals along Route 299 to operate more efficiently and in processing traffic volumes through the intersections. The proposed improvements were identified as a result of the recommendations contained in the traffic study and will be completed by the Applicant as part of the NYSDOT Highway Work Permit.

d) Friday Peak PM and Seasonal Peak Traffic Volumes Not Provided

The traffic study states on Page 4 that the Friday Peak PM traffic volumes and seasonal volumes were collected and used as a basis for the existing traffic volumes used in the analysis. It is not typical to include all raw data counts in a traffic report. The information was provided to NYSDOT and has subsequently been provided for the Town’s use. Based on the traffic volume generation shown in Table No. 1 of the Traffic Report, the CVS and Five Guys proposal is not considered to be a “major traffic development” based on the NYSDOT definition of major commercial developments.

e) The Impact on the Cherry Hill/Main Street Intersection is Obscured

Table No. 2-R, which was provided as part of our May 14, 2015 response to NYSDOT, had an incorrect label for intersection 7. The data as was presented in the table was for the Route 299 and Manhiem Boulevard intersection and the label for intersection was corrected to indicate this. (See revised Table 2R). This table was previously submitted in response to the NYSDOT on May 14, 2015. (See also response letter, dated June 30, 2015 from NYSDOT)

f) Missing or Faulty Information

The following items are listed in the order that they are presented in Mr. Porter's letter.

1. See responses above.
2. The typical traffic study is completed for the year of completion and occupancy for a project. In this case, the study analyzed conditions in 2019 to reflect conditions accounting for review and approval timeframes and to reflect conditions after the opening and occupancy of the CVS Store and Five Guys Restaurant. The 2019 timeframe is still considered an appropriate timeframe for this development.
3. The Brouck-Ferris apartment complex traffic study includes traffic for the CVS/Five Guys, Hampton Inn, Wildberry Lodge, and the Mohonk Trailhead and other projects that were previously under review by the Planning Board. The cumulative traffic impacts are appropriately addressed in that document since it was proposed after the completion of the CVS study. It should also be noted that the Brouck-Ferris project is expected to add fewer than 15 total additional vehicles to the intersection of Route 299 and North Putt Corners during the PM Peak Hour and that this traffic is accounted for as part of the background 1.0% per year growth factor applied to the existing traffic volumes to project the future design year conditions.
4. See response above regarding existing CVS's traffic generation.

g) Unacceptable "Mitigation"

The results of the analysis are clearly identified in the Level of Service Summary Tables attached. In general, the overall intersection is projected to experience reduced delays as a result of the proposed signal timing and coordination improvements, however some individual movements may experience an increase in delay in order to address currently failing movements. It should be noted that the letter incorrectly indicates that the "*the northbound-through northbound traffic congestion will deteriorate from a lower "E" level to an almost "F" level...*", however as indicated in Table No. 2 (attached) this is not the case. In fact the analysis indicates that the northbound through movement is projected to operate at a LOS F with a delay of 170.3 seconds under future no-build conditions without any timing adjustments, whereas under future build conditions with the proposed improvements the northbound through movement is projected to operate at a LOS E with a delay of 78.9 seconds which is a 90+ second decrease in delay for this movement. See also above discussion relative to overall intersection levels of service and delay reductions.



Chairman Michael Calimano
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We trust the information will help clarify the traffic study data and results and we will plan to attend the Planning Board's next meeting on October 24th to answer any additional questions the Board has.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Philip J. Grealy', is written over the printed name below.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

PJG/jr
Enclosures

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**TABLE 1-C
CVS PHARMACY PM PEAK HOUR TRIP GENERATION COMPARISON**

	COUNTED TRIP GENERATION FOR CVS PHARMACY WITH DRIVE- THROUGH CLARKSTOWN, NY (14,568 S.F.) ¹		ITE TRIP ESTIMATES FOR CVS PHARMACY WITH DRIVE- THROUGH CLARKSTOWN, NY (14,568 S.F.) ²		COUNTED VOLUMES VS. ESTIMATED VOLUMES FOR CVS CLARKSTOWN, NY	ITE TRIP ESTIMATES FOR PROPOSED CVS PHARMACY WITH DRIVE-THROUGH NEW PALTZ, NY (13,225 S.F.) ³	
	TRIP RATE	VOLUME	TRIP RATE	VOLUME		TRIP RATE	VOLUME
ENTRY	4.53	66	4.94	72	6	4.99	66
EXIT	4.19	61	4.94	72	11	4.99	66
TOTAL	8.72	127	9.88	144	17	9.98	132

NOTES:

- 1) TRIP GENERATION VOLUMES BASED ON DATA COLLECTED AT THE EXISTING CVS PHARMACY ON NYS ROUTE 304 AT BARDONIA ROAD IN THE TOWN OF CLARKSTOWN, NY ON THURSDAY SEPTEMBER 22, 2016.
- 2) TRIP GENERATION VOLUMES ESTIMATED BASED ON INSTITUTE OF TRANSPORTATION ENGINEERS DATA CONTAIN IN THEIR PUBLICATION ENTITLED TRIP GENERATION, 9TH EDITION DATED 2012. TRIP GENERATION ESTIMATES WERE COMPLETED FOR THE TRAFFIC STUDY CONDUCTED BY MASER CONSULTING, P.A. (FORMERLY JOHN COLLINS ENGINEERS, P.C.) FOR THAT CVS LOCATION DATED FEBRUARY 18, 2013.
- 3) TRIP GENERATION VOLUMES ESTIMATED BASED ON INSTITUTE OF TRANSPORTATION ENGINEERS DATA CONTAIN IN THEIR PUBLICATION ENTITLED TRIP GENERATION, 9TH EDITION DATED 2012. TRIP GENERATION ESTIMATES WERE COMPLETED FOR THE TRAFFIC STUDY CONDUCTED BY MASER CONSULTING, P.A. FOR THE PROPOSED NEW PALTZ LOCATION DATED FEBRUARY 13, 2015.

TABLE 2

LEVEL OF SERVICE SUMMARY TABLE

		2014 EXISTING			2019 NO-BUILD			2019 BUILD				
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT		
1	NYS ROUTE 299 (MAIN STREET) & N/S PUTT CORNERS ROAD (C.R. 17)	SIGNALIZED	EB L	C [20.5]	C [24.1]	C [26.0]	B [19.4]	C [27.6]	C [27.4]	C [20.2]	C [33.1]	D [35.7]
			TR	C [22.9]	C [22.2]	B [17.8]	C [22.5]	B [18.6]	C [21.1]	C [22.5]	B [17.8]	C [22.5]
			APPROACH	C [22.7]	C [22.4]	B [18.5]	C [22.3]	B [19.4]	C [21.6]	C [22.3]	B [19.4]	C [23.9]
		WB L	C [33.1]	C [33.4]	C [28.4]	C [32.9]	D [44.3]	C [26.2]	C [33.1]	D [44.2]	C [29.0]	
		T	D [45.7]	D [42.1]	D [49.7]	D [43.8]	D [47.4]	D [39.4]	D [44.0]	D [47.8]	D [42.5]	
		R	A [0.1]	A [0.3]	A [0.2]	A [0.1]	A [0.3]	A [0.2]	A [0.1]	A [0.3]	A [0.2]	
		APPROACH	D [37.1]	C [30.2]	D [37.2]	D [35.8]	D [35.5]	C [30.2]	D [35.9]	D [35.7]	C [32.6]	
		NB L	E [55.6]	E [60.7]	D [47.8]	E [58.0]	E [71.2]	D [44.7]	E [58.0]	F [86.5]	D [43.3]	
		TR	F [81.9]	F [124.9]	D [53.4]	F [102.6]	F [170.3]	E [55.7]	F [109.8]	F [193.5]	E [58.6]	
		APPROACH	E [73.0]	F [99.6]	D [51.1]	F [87.7]	F [132.3]	D [51.5]	F [92.6]	F [153.3]	D [52.9]	
		SB L	F [112.7]	F [85.8]	F [83.8]	F [132.0]	F [102.6]	F [97.8]	F [144.3]	F [143.7]	F [128.2]	
		TR	F [102.5]	E [60.6]	D [43.4]	F [122.2]	E [67.7]	D [44.0]	F [131.5]	F [91.6]	D [45.9]	
		APPROACH	F [107.3]	E [73.9]	E [67.2]	F [126.8]	F [86.2]	E [75.7]	F [137.5]	F [118.5]	F [92.7]	
		OVERALL	D [53.7]	D [44.6]	D [37.1]	E [59.5]	D [52.6]	D [36.3]	E [63.1]	E [61.4]	D [41.5]	
		WITH IMPROVEMENTS	EB L	-	-	-	-	-	-	B [14.7]	D [37.8]	D [40.9]
	TR		-	-	-	-	-	-	B [14.9]	B [19.4]	C [20.2]	
	APPROACH		-	-	-	-	-	-	B [14.9]	C [21.3]	C [22.3]	
	WB L		-	-	-	-	-	-	C [29.2]	D [34.7]	C [28.9]	
	T		-	-	-	-	-	-	C [30.9]	E [55.3]	D [42.7]	
	R		-	-	-	-	-	-	A [1.4]	A [1.1]	A [1.2]	
	APPROACH		-	-	-	-	-	-	C [26.5]	D [38.8]	C [33.0]	
	NB L		-	-	-	-	-	-	C [29.4]	D [48.8]	C [30.0]	
	TR		-	-	-	-	-	-	D [46.5]	E [78.9]	D [53.4]	
	APPROACH		-	-	-	-	-	-	D [40.8]	E [67.6]	D [44.7]	
	SB L		-	-	-	-	-	-	D [47.2]	F [90.8]	D [47.0]	
	TR		-	-	-	-	-	-	D [47.5]	C [33.0]	C [28.6]	
	APPROACH	-	-	-	-	-	-	D [47.4]	E [62.8]	D [39.1]		
OVERALL							C [30.1]	D [41.4]	C [32.1]			
2	N. PUTT CORNERS ROAD (C.R. 17) & HENRY W. DUBOIS DRIVE	UNSIGNALIZED	EB LR	B [14.8]	C [20.6]	B [13.8]	C [16.0]	D [26.9]	C [15.7]	C [16.2]	D [29.7]	C [16.3]
			NB LT	A [8.2]	A [8.3]	A [8.0]	A [8.3]	A [8.5]	A [8.1]	A [8.3]	A [8.5]	A [8.1]
3	N. PUTT CORNERS ROAD (C.R. 17) & SITE ACCESS	UNSIGNALIZED	WB LR	-	-	-	-	-	-	B [14.8]	C [24.0]	C [17.1]
			SB LT	-	-	-	-	-	-	A [7.8]	A [8.8]	A [8.3]

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND FOR THE KEY APPROACHES FOR THE UNSIGNALIZED LOCATIONS. SEE APPENDIX "C" FOR ADDITIONAL DETAILS.

2) SIGNAL TIMING AND COORDINATION IMPROVEMENTS FOR THE INTERSECTON NYS ROUTE 299 AND N/S PUTT CORNERS ROAD ARE REQUIRED UNDER NO-BUILD AND BUILD

TABLE 2R
LEVEL OF SERVICE SUMMARY TABLE

			2019 NO-BUILD			2019 BUILD				
			AM	PM	SAT	AM	PM	SAT		
1	NYS ROUTE 299 (MAIN STREET) & N/S PUTT CORNERS ROAD (C.R. 17)	SIGNALIZED	EB L	C [20.8]	C [28.8]	D [36.6]	C [21.7]	C [34.3]	D [36.0]	
			TR	C [24.5]	B [19.3]	C [23.0]	C [24.3]	B [18.2]	C [22.7]	
			APPROACH	<i>C [24.3]</i>	<i>C [20.0]</i>	<i>C [24.4]</i>	<i>C [24.2]</i>	<i>B [19.9]</i>	<i>C [24.1]</i>	
			WB L	C [32.9]	D [44.3]	C [29.0]	C [33.1]	D [44.2]	C [29.0]	
			T	D [43.8]	D [47.4]	D [42.3]	D [44.0]	D [47.6]	D [42.4]	
			R	A [0.1]	A [0.3]	A [0.2]	A [0.1]	A [0.3]	A [0.2]	
			APPROACH	<i>D [35.8]</i>	<i>D [35.5]</i>	<i>C [32.5]</i>	<i>D [35.9]</i>	<i>D [35.6]</i>	<i>C [32.5]</i>	
			NB L	E [58.0]	E [71.2]	D [43.3]	E [58.0]	F [86.5]	D [43.3]	
			TR	F [102.6]	F [170.3]	E [58.6]	F [109.8]	F [193.5]	E [58.6]	
			APPROACH	<i>F [87.7]</i>	<i>F [132.3]</i>	<i>D [52.9]</i>	<i>F [92.6]</i>	<i>F [153.3]</i>	<i>D [52.9]</i>	
			SB L	F [132.0]	F [102.6]	F [128.2]	F [144.3]	F [143.7]	F [128.2]	
			TR	F [122.2]	E [67.7]	D [45.9]	F [131.5]	F [91.0]	D [45.9]	
			APPROACH	<i>F [126.8]</i>	<i>F [86.2]</i>	<i>F [92.7]</i>	<i>F [137.5]</i>	<i>F [118.2]</i>	<i>F [92.7]</i>	
			OVERALL	E [60.1]	D [52.7]	D [41.6]	E [63.7]	E [61.5]	D [41.5]	
			WITH IMPROVEMENTS	EB L	B [19.0]	C [30.1]	D [41.5]	B [19.5]	D [36.4]	D [41.4]
	TR	B [15.7]		B [18.0]	C [20.2]	B [16.1]	B [18.2]	C [20.4]		
	APPROACH	<i>B [15.9]</i>		<i>B [19.0]</i>	<i>C [22.4]</i>	<i>B [16.4]</i>	<i>C [20.1]</i>	<i>C [22.6]</i>		
	WB L	C [23.1]		D [36.3]	C [29.2]	C [26.7]	D [35.2]	C [28.8]		
	T	C [28.5]		D [43.0]	D [42.7]	C [32.2]	E [55.6]	D [42.4]		
	R	A [0.1]		A [0.2]	A [0.1]	A [2.6]	A [0.1]	A [0.1]		
	APPROACH	<i>C [23.6]</i>		<i>C [31.5]</i>	<i>C [32.8]</i>	<i>C [27.1]</i>	<i>D [38.9]</i>	<i>C [32.6]</i>		
	NB L	C [29.4]		D [41.4]	C [29.9]	C [29.4]	D [48.8]	C [29.9]		
	TR	D [44.9]		E [67.0]	D [53.6]	D [46.5]	E [78.9]	D [53.6]		
	APPROACH	<i>D [39.7]</i>		<i>E [57.2]</i>	<i>D [44.8]</i>	<i>D [40.8]</i>	<i>E [67.6]</i>	<i>D [44.8]</i>		
	SB L	D [44.5]		E [62.2]	D [47.0]	D [47.2]	F [90.8]	D [47.0]		
	TR	D [47.4]		C [29.3]	C [28.5]	D [47.5]	C [33.0]	C [28.5]		
	APPROACH	<i>D [46.1]</i>	<i>D [46.7]</i>	<i>D [39.0]</i>	<i>D [47.4]</i>	<i>E [62.8]</i>	<i>D [39.0]</i>			
OVERALL	C [28.8]	C [33.6]	C [32.1]	C [30.7]	D [41.0]	C [32.0]				
2	N. PUTT CORNERS ROAD (C.R. 17) & HENRY W. DUBOIS DRIVE	UNSIGNALIZED	EB LR	C [16.0]	D [26.9]	C [16.3]	C [16.2]	D [29.7]	C [16.3]	
			NB LT	A [8.3]	A [8.5]	A [8.1]	A [8.3]	A [8.5]	A [8.1]	
3	N. PUTT CORNERS ROAD (C.R. 17) & SITE ACCESS	UNSIGNALIZED	WB LR	-	-	-	B [14.8]	C [24.0]	C [17.1]	
			SB LT	-	-	-	A [7.8]	A [8.8]	A [8.3]	
4	N. PUTT CORNERS ROAD (C.R. 17) & SITE ACCESS	UNSIGNALIZED	WB R	-	-	-	-	-	-	
5	NYS ROUTE 299 (MAIN STREET) & I-87 ON/OFF RAMP	SIGNALIZED	EB T	C [26.4]	D [50.3]	D [36.3]	C [26.5]	D [52.9]	D [38.1]	
			R	A [0.5]	A [0.7]	A [0.5]	A [0.5]	A [0.7]	A [0.5]	
			APPROACH	<i>B [14.8]</i>	<i>C [30.1]</i>	<i>C [21.5]</i>	<i>B [14.9]</i>	<i>C [31.7]</i>	<i>C [22.6]</i>	
			WB L	C [32.8]	F [133.2]	E [59.0]	C [33.2]	F [136.8]	E [63.7]	
			T	B [11.0]	B [17.6]	B [17.6]	B [11.0]	B [18.2]	B [18.0]	
			APPROACH	<i>B [18.7]</i>	<i>D [50.8]</i>	<i>C [29.1]</i>	<i>B [18.9]</i>	<i>D [51.6]</i>	<i>C [30.6]</i>	
			NB L	C [34.2]	F [85.7]	D [48.6]	C [34.7]	F [93.1]	D [51.2]	
			R	A [0.2]	A [0.6]	A [0.6]	A [0.2]	A [0.6]	A [0.6]	
			APPROACH	<i>B [19.0]</i>	<i>D [41.0]</i>	<i>C [22.1]</i>	<i>B [19.3]</i>	<i>D [45.0]</i>	<i>C [23.5]</i>	
			OVERALL	B [17.2]	D [40.1]	C [24.3]	B [17.4]	D [42.1]	C [25.6]	
			WITH IMPROVEMENTS	EB T	C [22.2]	D [52.1]	D [37.4]	C [21.8]	E [59.8]	D [40.6]
				R	A [0.4]	A [0.4]	A [0.4]	A [0.4]	A [0.4]	A [0.4]
				APPROACH	<i>B [12.4]</i>	<i>C [31.0]</i>	<i>C [22.1]</i>	<i>B [12.2]</i>	<i>D [35.7]</i>	<i>C [24.0]</i>
				WB L	C [21.9]	E [60.4]	D [46.2]	C [22.2]	E [60.4]	D [46.3]
				T	A [9.2]	B [15.7]	B [17.3]	A [9.3]	B [16.3]	B [18.0]
APPROACH	<i>B [13.7]</i>	<i>C [28.5]</i>		<i>C [25.4]</i>	<i>B [13.9]</i>	<i>C [28.8]</i>	<i>C [25.7]</i>			
NB L	D [50.1]	F [99.4]		D [51.7]	D [50.3]	F [105.4]	D [52.7]			
R	A [0.2]	A [0.6]		A [0.6]	A [0.2]	A [0.6]	A [0.6]			
APPROACH	<i>C [27.8]</i>	<i>D [47.5]</i>		<i>C [23.5]</i>	<i>C [28.0]</i>	<i>D [50.8]</i>	<i>C [24.1]</i>			
OVERALL	B [16.2]	C [34.8]	C [23.6]	B [16.3]	D [37.5]	C [24.7]				

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND FOR THE KEY APPROACHES FOR THE UNSIGNALIZED LOCATIONS. SEE APPENDIX "C" FOR ADDITIONAL DETAILS.

2) THE NYS ROUTE 299 SITE ACCESS IS A RIGHT TURN ENTRY ONLY ACCESS AND THEREFORE HAS NO ASSOCIATED DELAY OR LEVEL OF SERVICE.

TABLE 2R
LEVEL OF SERVICE SUMMARY TABLE

			2019 NO-BUILD			2019 BUILD			
			AM	PM	SAT	AM	PM	SAT	
6	NYS ROUTE 299 (MAIN STREET) & CHERRY HILL ROAD	SIGNALIZED							
		EB	L	A [3.8]	B [12.3]	A [7.4]	A [3.9]	B [15.7]	A [7.5]
			T	B [12.3]	C [23.1]	B [17.2]	B [12.5]	C [23.4]	B [17.7]
			R	A [1.3]	A [0.2]	A [1.6]	A [1.4]	A [0.2]	A [1.6]
			APPROACH	B [11.1]	C [21.4]	B [15.5]	B [11.3]	C [22.0]	B [16.0]
		WB	L	A [6.1]	A [7.1]	A [7.2]	A [6.0]	A [6.9]	A [6.7]
			T	B [13.2]	B [18.6]	B [13.7]	B [12.9]	B [19.0]	B [13.0]
			R	A [0.4]	A [0.1]	A [1.6]	A [0.4]	A [0.1]	A [1.5]
			APPROACH	B [12.2]	B [17.2]	B [12.0]	B [11.9]	B [17.6]	B [11.4]
		NB	L	E [72.3]	E [79.7]	E [71.2]	E [72.3]	E [79.7]	E [71.2]
			TR	C [25.9]	B [17.5]	D [41.0]	C [25.9]	B [17.5]	D [41.0]
			APPROACH	D [46.3]	E [55.0]	D [50.7]	D [46.3]	E [55.0]	D [50.7]
		SB	L	E [67.0]	E [71.3]	E [69.0]	E [67.0]	E [71.3]	E [69.0]
			T	D [54.6]	D [53.9]	E [55.1]	D [54.6]	D [53.9]	E [55.1]
			R	A [1.7]	B [14.6]	B [15.0]	A [1.7]	B [14.6]	B [15.0]
		APPROACH	D [42.3]	D [41.6]	D [40.5]	D [42.3]	D [41.6]	D [40.5]	
		OVERALL	B [15.7]	C [24.1]	B [19.2]	B [15.6]	C [24.4]	B [19.0]	
		WITH IMPROVEMENTS							
		EB	L	A [4.3]	C [24.1]	A [5.9]	A [4.4]	C [24.2]	A [6.0]
			T	B [14.3]	C [22.4]	B [18.3]	B [14.5]	C [23.4]	B [18.6]
			R	A [0.6]	A [0.1]	A [0.6]	A [0.6]	A [0.1]	A [0.6]
			APPROACH	B [12.8]	C [22.0]	B [16.4]	B [13.1]	C [22.9]	B [16.7]
		WB	L	A [2.5]	B [11.3]	A [3.5]	A [2.4]	B [11.8]	A [3.6]
			T	A [7.3]	C [31.1]	B [11.6]	A [7.1]	C [31.8]	B [12.0]
			R	A [0.0]	A [0.1]	A [0.2]	A [0.0]	A [0.0]	A [0.2]
			APPROACH	A [6.6]	C [28.7]	A [9.8]	A [6.5]	C [29.4]	B [10.2]
		NB	L	D [48.7]	D [54.4]	D [48.7]	D [48.7]	D [54.4]	D [48.7]
			TR	B [19.7]	B [14.1]	C [22.6]	B [19.7]	B [14.1]	C [22.6]
			APPROACH	C [32.5]	D [38.4]	C [30.9]	C [32.5]	D [38.4]	C [30.9]
		SB	L	D [43.5]	D [45.7]	D [44.4]	D [43.5]	D [45.7]	D [44.4]
		T	D [35.8]	C [34.9]	D [35.6]	D [35.8]	C [34.9]	D [35.6]	
		R	A [1.0]	A [7.8]	A [5.1]	A [1.0]	A [7.8]	A [5.1]	
		APPROACH	C [27.4]	C [25.9]	C [23.7]	C [27.4]	C [25.9]	C [23.7]	
		OVERALL	B [12.1]	C [26.8]	B [15.2]	B [12.1]	C [27.4]	B [15.5]	
7	NYS ROUTE 299 (MAIN STREET) & MANHIEM BOULEVARD (NYS ROUTE 32)	SIGNALIZED							
		EB	L	B [15.6]	B [19.2]	B [18.3]	B [15.6]	B [19.4]	B [18.5]
			TR	B [16.9]	C [22.2]	C [24.5]	B [16.9]	C [22.6]	C [25.3]
			APPROACH	B [16.8]	C [22.1]	C [24.3]	B [16.8]	C [22.6]	C [25.0]
		WB	L	B [15.6]	B [13.3]	C [23.7]	B [15.4]	B [14.5]	C [24.6]
			TR	A [9.4]	A [10.0]	B [13.8]	A [9.3]	B [10.5]	B [13.9]
			APPROACH	B [11.6]	B [10.6]	B [15.5]	B [11.4]	B [11.3]	B [15.8]
		NB	LT	F [88.4]	F [80.7]	D [45.7]	F [88.4]	F [80.7]	D [47.8]
			R	A [6.5]	A [5.4]	A [5.2]	A [6.5]	A [5.4]	A [5.3]
			APPROACH	D [46.7]	C [33.1]	C [22.1]	D [46.7]	C [33.1]	C [23.0]
		SB	LTR	D [53.6]	F [84.0]	D [38.1]	D [53.6]	F [84.0]	D [39.7]
			APPROACH	D [53.6]	F [84.0]	D [38.1]	D [53.6]	F [84.0]	D [39.7]
			OVERALL	C [23.2]	C [22.7]	C [21.0]	C [23.1]	C [23.0]	C [21.6]
			WITH IMPROVEMENTS						
			EB	L	B [14.5]	B [16.9]	B [14.8]	B [14.5]	B [17.4]
			TR	B [16.7]	C [20.7]	B [19.1]	B [16.7]	C [21.2]	B [19.6]
			APPROACH	B [16.6]	C [20.6]	B [19.0]	B [16.6]	C [21.1]	B [19.4]
		WB	L	A [5.2]	A [7.5]	A [6.2]	A [5.2]	A [8.5]	A [6.7]
			TR	A [2.0]	A [4.5]	A [3.6]	A [2.0]	A [4.8]	A [3.9]
			APPROACH	A [3.1]	A [5.1]	A [4.1]	A [3.1]	A [5.5]	A [4.4]
		NB	LT	E [56.5]	E [59.7]	E [64.5]	E [56.5]	E [59.7]	E [64.4]
			R	A [5.8]	A [5.2]	A [5.7]	A [5.8]	A [5.2]	A [5.7]
			APPROACH	C [30.7]	C [25.3]	C [30.3]	C [30.7]	C [25.3]	C [30.2]
		SB	LTR	D [37.1]	D [53.8]	D [50.2]	D [37.1]	D [53.8]	D [50.2]
			APPROACH	D [37.1]	D [53.8]	D [50.2]	D [37.1]	D [53.8]	D [50.2]
			OVERALL	B [15.7]	B [16.5]	B [16.3]	B [15.7]	B [16.8]	B [16.5]

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND FOR THE KEY APPROACHES FOR THE UNSIGNALIZED LOCATIONS. SEE APPENDIX "C" FOR ADDITIONAL DETAILS.



Department of Transportation

ANDREW M. CUOMO
Governor

JOAN McDONALD
Commissioner

WILLIAM J. GORTON, P.E.
Regional Director

June 30, 2015

Mr. David B. Clouser, PE, LS
Town of New Paltz Engineer
1 Paradies Lane, Suite 200
New Paltz, NY 12561

Re: SEQR # 14-0015
CVS Pharmacy & Five Guys
Route 299 & North Putt Corners Rd.
Town of New Paltz

Dear Mr. Clouser:

We are in receipt of a letter from Maser Consulting dated 5/14/15 and conceptual plans dated 5/13/15. We also received a copy of the SWPPP on 5/26/15. Based upon a review of the submission, the project mitigations are conceptually approved as proposed. However, the following comments are offered for guidance during the permitting process.

- The existing shoulder width should be maintained.
- All lane dimensions should be shown on the plans.
- Based upon the information provided together with the proposed mitigations, the development will not cause significant impact to the Putt Corners/Route 299 Intersection. However, because Maser's version and NYSDOT's version of the modeling software (Synchro) are not presently compatible, signal timing efforts remain necessary during the permitting process.
- We understand that the previously requested short sidewalk segment along Route 299 has some construction issues and is not being pursued by the Town under this project. In terms of the current proposal, this is acceptable to the Department. However, offered only as a suggestion, Lead Agencies occasionally establish escrow or other funding for partial contribution by several applicants.

If you have any questions, please call me at 845-437-3398.

Very truly yours,

Mary McCullough
HWP/SEQR Unit

cc: Town of New Paltz Planning
D. Corrigan, Permit Field Engineer, Residency 8-7
J. Dates, Maser Consulting