

**TIM
MILLER
ASSOCIATES, INC.**

10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

September 18, 2002

Mr. Mark J. Edsall, P.E.
Planning Board Engineer
Town of New Windsor
555 Union Avenue
New Windsor, New York 12553

RE: COVINGTON ESTATES, TOWN OF NEW WINDSOR, ORANGE COUNTY
PROJECT #0166

Dear Mr. Edsall:

As a followup to Mr. Shareef's letter of August 8, 2002 concerning the referenced project, we have the following update to offer on each item contained in said letter:

- 1) The New York State Department of Transportation 2001 Coverage and Special Count Hourly Report for Route 300 indicates an average annual daily traffic (AADT) for Route 300 between Route 94 and Route 207 of 16,066 vehicles.
- 2) We agree that in this case the assumptions pertaining to adjustment and growth factors are irrelevant as they pertain to level of service.
- 3) Martin's Foods of South Burlington, Inc., a wholly owned subsidiary of Hannaford Bros. Co., will be starting construction this year on a 55,200 square foot supermarket with associated parking and utilities on a site located at NYS Routes 32 and 94.

Martin Food's plans a modified lane arrangement and signal phasing improvements at the Five Corners intersection. These reasonable improvements not only mitigate the supermarket's impact but also mitigates delays associated with background growth and Covington Estates. We agree there is no other further reasonable improvement that can be undertaken as part of the Covington Project for the Five Corners intersection.

Martin's Foods has proposed monitoring the Route 300/Old Temple Hill Road intersection. Such monitoring will entail the preparation of a traffic study one year from opening of the Hannafords supermarket to assess the need for a traffic signal at this location. If based on this study NYSDOT authorizes the installation of a signal, Martin's Foods will, at its sole cost and

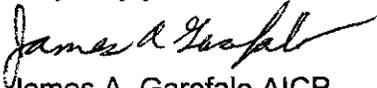
expense, cause it to be installed. Once a signal is installed at this intersection, it is expected to operate at a level of service B.

4) The EAF specified the need for New York State Department of Transportation (NYS DOT) approval for the driveway. We agree that any utility work or other work in the state right of way would also be included as part of the NYS DOT approval.

5) After meeting with local officials the applicant has revised his plans to eliminate the emergency access to Route 300, thereby further reducing construction in the state right-of-way.

If you have any questions or need additional information, please call.

Very truly yours,



James A. Garofalo AICP
Director of Transportation
TIM MILLER ASSOCIATES INC.

C: Akhter A. Shareef NYS DOT

Fs/TMA WP/ harp/edsall9-18-02ltr

CC: M.E.