

New York State Department of Transportation
PIN 8815.25 Term Agreement for Traffic Eng. & Planning Services, Region 8
Task SEQR 21-111 Dolsontown Corridor GEIS Dewpoint South Review
Comment / Response Form (CRF)

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DOCUMENT NAME:		Submission: Task SEQR 21-111 Dolsontown Corridor GEIS Dewpoint South Review					
REVIEWER:		W. Cheung, S. Parfenov, B. Shah, R. Jadhav, P. Kirkpatrick, U. Nadeem, C.Fowlds,					
REVIEW DATE:		6/15/2022					
RESPONSE CODES:							
No	Document/ Drawing Number	Comment	Comment By	Response	Response By	Open-Closed (By Reviewer)	
TIS							
1	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS General Comment	Crash Data Missing from the Traffic Impact Analysis. Please include analysis of existing crash data (latest 3 year period), comparison of accident rates to statewide average rates, and assess impact of development on existing crash patterns/rates.	RJ				
3	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Page 2	In tabular form, please provide detail analysis of how the proposed Year 2022 Existing Traffic Volumes were established and comparison to pre-Covid traffic levels.	SP				
4	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Page 2	Please provide a map showing locations of "other" proposed developments as related to the project site.	SP				
5	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Page 2	Please provide trip generation rates in a tabular format for all the other (10) developments listed on Page 2 of TIS including arrival and departure distribution within the routes included in this TIS.	SP				
6	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Page 13	As per ITE Trip Gen Manual 10th Edition, below is a summary for proposed warehouse type developments based on the following Land Use Codes: - LU 130 AM = 398 trips total (with 322 Entry & 76 Exit); Average Rate = 0.40 - LU 130 PM = 398 trips total (with 84 Entry & 314 Exit); Average Rate = 0.40 - LU 130x1.5 (Sensitivity Analysis) AM = 597 trips total (with 483 Entry and 114 Exit); Average Rate = 0.60 - LU 130x1.5 (Sensitivity Analysis) PM = 597 trips total (with 126 Entry and 471 Exit); Average Rate = 0.60 - LU 155 Sorting AM = 865 trips total (with 701 Entry and 164 Exit); Average Rate = 0.87 - LU 155 Sorting PM = 1193 trips total (with 465 Entry and 728 Exit); Average Rate = 1.20 Based on this comparison - LU 155 Sorting Facility trip generation rate is much higher than that of the LU 130 and LU130x1.5. Please clarify the scope and functionality of the proposed warehouses and consider the appropriate ITE LU Code utilized for a conservative analysis. It should also be noted that a higher number of employees are identified for some of these warehouses Dolsontown East (RDM #5) Warehouse #2 - 563 employees Simon Business Park - 418 employees	SP				
7	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Page 13	Please provide AM and PM -arrival and departure percentages and trips for each development and in total In tabular and diagrammatic form.	SP				
8	220209_Appendices F-I-reduced.pdf PDF Page 19	There is a discrepancy between trips generated shown on PDF Pages 18 and 19. (i.e., trips generated should be 636 instead of 632 shown. Please review data and update accordingly.	UN				

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9	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Page 19	Please provide a Summary Mitigation Table that lists all the proposed mitigations	SP				
10	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix A- Sheet Numbers 42, 44, 46, and 48	The data indicates a higher percentage of trips generated proceeding to and thru the Route 17M/I-84 Interchange. The I-84 ramp intersections along Route 17M need to be included as part if the TIS analysis.	WC				
11	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS PDF Page 132 of 525	Table 2- LOS Summary- Intersection of Rt 17 M and Dolsontown Rd WB approach fails (LOS -F) with proposed mitigation. Please analyze and provide additional mitigation to improve operations.	UN				
13	Dolsontown Road DGIS TIS April_11_2022.pdf Drawing SK-1 Page 462 of 463	Please ensure and show calculations that the vehicles queues do not extend onto travel lanes of Dolsontown Road.	SP				
14	Dolsontown Road DGIS TIS April_11_2022.pdf Page 6	Please show in the tabular form trips projected to be generated by Middletown Commons Expansion, Dunkin Donuts, and the Wingate Hotel.	SP				
SYNCHRO Analysis							
15	General Comment	General Comment - Please ensure that all SYNCHRO models are coded with PHF by approach and not by intersection, as per Highway Capacity Manual instructions.	SP				
16	General Comment	General Comment - please ensure that road slopes (%) are used and applied in the analysis given the grade differentials along Dolsontown Road.	SP				
17	General Comment	Section V- Summary and Conclusion (Page 19) of TIS - Evaluation of horizontal and vertical alignments - a speed range of 30-35 MPH is appropriate for Build conditions was included in the summary of proposed improvements. Please ensure that such speed limit is coded into SYNCHRO for Dolsontown Rd.	SP				
18	General Comment	Please provide copies of the existing signal timing/phasing plans and proposed signal timing/phasing plans for the traffic signal replacement at the Route 17M intersections.	SP				

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19	General Comment	Intersection of Dolsontown Road & McVeigh Road SYNCHRO report (unsignalized) is not included with TIS. Please add SYNCHRO report to TIS.	UN				
20	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS PDF Pages 144, 159, 189, 199, 208	The EB-WB left turning protected phase should have same amount of green time for both AM and PM scenarios.Please verify the green time are correct for the AM and PM peak.	UN				
21	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS PDF Pages Page 147	SYNCHRO results for 2032 build traffic volume/primary improvements. NYS RT 17M & US RT6/Sunrise Park Road AM Peak. As per SYNCHRO report, the minimum initial for NYS RT 17M & US RT6/Sunrise Park road AM Peak hour, is 5 seconds for all the approach, where as per FHWA, Signal Timing Manual chapter 5 Major Arterial (speed limit exceeds 40 mph) minimum initial should be 10 to 15. Please verify and update.	BCS				
22	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS PDF Pages Page 153	SYNCHRO results for 2032 build traffic volume w/secondary improvements. NYS RT 17M & US RT6/Sunrise Park Road AM Peak. As per SYNCHRO report, the minimum initial for NYS RT 17M & US RT6/Sunrise Park road AM Peak is 5 seconds for all the approach, where as per FHWA, Signal Timing Manual chapter 5 Major Arterial (speed limit exceeds 40 mph) minimum initial should be 10 to 15. Please verify and update.	BCS				
23	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS PDF Pages Page 153	SYNCHRO results for 2032 build traffic volume w/secondary improvements. NYS RT 17M & US RT6/Sunrise Park Road PM Peak. As per SYNCHRO report, the minimum initial for NYS RT 17M & US RT6/Sunrise Park road PM Peak is 5 seconds for all the approach, where as per FHWA, Signal Timing Manual chapter 5 Major Arterial (speed limit exceeds 40 mph) minimum initial should be 10 to 15. Please verify and update.	BCS				
24	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS PDF Pages Page 238	SYNCHRO results for 2032 build traffic volume/primary improvements. NYS RT 17M & US RT6/Sunrise Park Road PM Peak. As per SYNCHRO, the minimum initial for NYS RT 17M & US RT6/Sunrise Park road PM Peak hour, is 5 seconds for all the approach, where as per FHWA, Signal Timing Manual chapter 5 Major Arterial (speed limit exceeds 40 mph) minimum initial should be 10 to 15. Please verify and update.	BCS				
25	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix D	For Appendix D, 2032 No-build Synchro analysis is missing Intersection 6.7.9-13 (Dewpoint South Driveway & Dolsontown Road, Dolsontown Road & Dewpoint North Driveway, Dolsontown Road & Dolsontown East Lot 1 Car Driveway, Dolsontown Road & Dolsontown East Lot Truck Driveway, Dolsontown Road & Dolsontown East Lot 2 Driveway, RDM Simon Driveway & Dolsontown Road, Marangi Driveway & Dolsontown Road). Please clarify.	BCS				
26	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix D	In all the Synchro analysis, orientation for Dolsontown Road is shown as North-South. In the February 2022 TIS it was shown as East-West. Please clarify.	BCS				

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27	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix B	Table 2, Level of Service Summary Table AM And PM Hours, please add information for Intersection #3 NYS Route 17M & US Route 6, , 2032 No-Build.	BCS				
28	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix B	Table 2A, Queue Table, Intersection #1, NYS Route 17M & C.R. 78/Abe Isseks Drive, 95th Percentile Queue length for Eastbound Left turn for AM and PM Peak hour, Westbound Left Turn for PM Peak hour, Northbound Through and Through right and Southbound Through for AM and PM peak, exceeds the respective storage lengths. Please clarify and provide mitigation measures.	BCS				
29	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix B	Table 2A, Queue Table, Intersection #2, NYS Route 17M & Dolsontown Road/James P. Kelly Way, 95th percentile queue length for Eastbound Through for AM and PM Peak hour, Dolstown Road Through Right for AM and PM Peak, Northbound Left for PM Peak, Northbound Left for AM 2032 Build and Southbound Through and Through right for AM and PM Peak hour exceed the respective storage lengths. Please clarify and provide mitigation measures.	BCS				
30	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix B	Table 2A, Queue Table, Intersection #2, NYS Route 17M & Dolsontown Road/James P. Kelly Way, with Additional WB Through Lane, 95th percentile queue length for Eastbound Through for AM and PM Peak hour, Westbound through and through Right for AM and PM Peak, Northbound Left for PM Peak, Northbound Left for AM 2032 Build and Southbound Through and Through right for AM and PM Peak hour exceed the respective storage lengths. Please clarify and provide mitigation measures.	BCS				
31	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix B	Table 2A, Queue Table, Intersection #3,NYS Route 17M & U.S. Route 6/Sunrise Park Road, 95th percentile queue length for Eastbound left Through for AM and PM Peak hour, Westbound Left through Right for PM Peak hour, Northbound Left for PM Peak, Northbound Left for AM 2032 Build and Southbound Through for AM and PM Peak hour exceed the respective storage lengths. Please clarify and provide mitigation measures.	BCS				
32	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix B	Table 2A, Queue Table, Intersection #3,NYS Route 17M & U.S. Route 6/Sunrise Park Road, with Additional Eastbound Left Turn Lane, 95th percentile queue length for Eastbound left Through for AM and PM Peak hour, Westbound Left through Right for PM Peak hour, Northbound Left for PM Peak, Northbound Left for AM 2032 Build and Southbound Left and Through for AM and PM Peak hour exceed the respective storage lengths. Please clarify and provide mitigation measures.	BCS				
33	Dolsontown Road DGIS TIS April_11_2022.pdf Appendix B	Table 2A, Queue Table, Intersection #3,NYS Route 17M & U.S. Route 6/Sunrise Park Road, with Additional EB Left and Northbound Left Turn lane, 95th percentile queue length for Eastbound left Through for PM Peak hour, Westbound Left through Right for PM Peak hour, Southbound Through for AM and PM Peak hour exceed the respective storage lengths. Please clarify and provide mitigation measures.	BCS				
ROADWAY ELEMENTS							
34	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	On the Southwest Corner of James P. Kelly Way there is a pedestrian ramp that leads to a short section of sidewalk. Please verify if thC46:C51ere will be a proposed pedestrian access route. Also there are no crosswalks and pedestrian signals at the intersections.	PK				



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35	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please verify if roadway will be resurfaced along Rt 17M, resurfacing may require an upgraded pedestrian ramp and access route. Refer to Sheet 11 on NYSDOT Standard Drawing 608-01.	PK				
36	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please show proposed detailed traffic signs and pavement striping plans along NY Route 17M.	PK				
37	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please provide turning radius analysis for truck movements trucks along NY Route 17M.	PK				
38	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Provide detailed plans for proposed work and WZTC plans within NYS ROW.	PK				
39	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please verify if turning movements work for two left turn lanes onto US Route 6. US Route 6 only has one receiving lane.	PK				
40	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please verify the proposed pavement marking design at the Southbound NY Route 17M exit ramp to US Route 6. The plans show a solid line across the ramp.	PK				
41	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please show limits of NYSDOT ROW.	PK				
42	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Rt 17M/ Dolsontown Road intersection- Please verify if concrete island at Gas station entrance is to remain, if remaining shoulder will be removed at this location. Please refer to NYSDOT HDM 2.7.2.3 for standard shoulder widths.	PK				
43	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Rt 17M/Rt 6 intersection- Please verify if existing pavement marking chevrons are to remain for deceleration lanes with a physical gore, refer to NYSDOT Standard Drawing 685-01	PK				
44	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Rt17M/Rt 6 intersection- Please verify ramp lane widths and radii, ramp widths and radii shall comply with NYSDOT HDM 2.7.5.5.	PK				
45	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please provide detail traffic signal design plans for proposed replacement at the Route 17M intersections.	RJ				



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PERM 33							
46	General	A PERM33- COM, Commercial Access Highway Work Permit Application and Checklist will required for work in the Right of Way. https://www.dot.ny.gov/divisions/operating/oom/transportation-systems/traffic-operations-section/highway-permits/commercial	WC				

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