

Dolsontown Road Corridor GEIS

APPENDIX 1

NYSDOT Comment / Response Form (CRF)



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	The analysis of crash data per the latest 3-year period comparing to State-wide average and an assignment of development impacts on crash patterns/rates are contained in Attachment "A".	APR		
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	Identified in Table 1 in Attachment "B" is the traffic volume data used to determine the base 2022 Existing Volumes used in the DGEIS.	APR		
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	A map, Figure 1 has been provided that identifies the location of each of the "other" developments. Please see Attachment "C".	APR		
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	Table 1 has been included that identifies the "other" development trip generation. Figures 6A, 7A through 6J, 7J represents the distributed traffic generated by the "other" developments. These are contained in Attachment "C".	APR		
6	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Page 13	<p>As per ITE Trip Gen Manual 10th Edition, below is a summary for proposed warehouse type developments based on the following Land Use Codes:</p> <ul style="list-style-type: none"> - 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 <p>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</p> <p>Dolsontown East (RDM #5) Warehouse #2 - 563 employees Simon Business Park - 418 employees</p>	SP	Relative to ITE Trip Generation, in the scoped GEIS we use a trip rate representative of Industrial Park (Land Use Code 130) in lieu of Warehouse (Land Use Code 150) because the NYSDOT prefers using a higher generation rate than a warehouse use so as to consider the potential for future tenant/use change. The GEIS addressed five (5) separate warehouse buildings of various sizes. All are proposed to be warehouses. The Industrial Park rate is essentially 2x the typical warehouse rate and the Industrial Park rate used is based upon peak hour of generator. Furthermore, for the purpose of being even more conservative and at the request of the town, we have included in the GEIS a sensitivity analysis by increasing the Industrial Park rate by 1.5. We see no benefit of using an even higher rate (Land Use Code 155 – High Cube Fulfillment Center) as using Land Use 155 is not reflective of intended uses and the ITE rates suggested are based upon only 3 studies whereas the Industrial Park rate is based on 30 studies.	APR	Need to address employee counts. Where do these numbers come from?	



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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	The arrival and departure distribution patterns and trips were part of the GEIS and are shown on Figures 10, 10A - 10E, 11, 11A - 11E, 12, 12A-12E, 13, 13A - 13E, 14, 14F, 15, 15F, 16, 16F, 17, 17F. The distributed trips for each had also been provided within the GEIS on Figures 18 through 49.	APR		
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	Comment noted. The correct number of trips equal 636.	APR		
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	The mitigations proposed were identified by reference to conceptual improvement figures supplied as part of the GEIS. Notwithstanding, a Summary Mitigation Table has been provided on Attachment "D" in Appendix 1.	APR		
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	Although not scoped to be as part of the GEIS, the I-84 interchange area was studied as part of another remote development (Arden/Slate Hill-Scannell) that identified certain improvements. We have included the Existing, No-Build (2032), and Build (2032) analyses herein with associated AM and PM Peak Hour traffic volume figures. The results are shown on the Level of Service Summary Table in Attachment "E".	APR		
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	The analysis was completed considering overall intersection operation. Modification to signal timings have been made. Significant improvements are proposed including an additional northbound separate left turn lane and a northbound separate right turn lane. These improvements in conjunction with signal timing changes mitigate overall impacts attributed to the collective developments. The intersection overall will operate at a Level of Service D with 49.0 second delay compared with the 2032 No Build condition Level of Service "E" with 68.9 seconds delay. Additionally, the Route 17M southbound approach will improve from a Level of Service "F" under the 2032 No-Build to a Level of Service "D" under the 2032 Build condition. The updated Synchro analysis and Level of Service Summary Table is provided in Attachment F.	APR		
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	The SK-1 drawing for car wash alternate access was prepared as a courtesy to the Town and was not part of the GEIS scope. We understand discussion between the Town and the car wash operator are underway to determine the best method to address the queuing.	APR		



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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	Please see response to Comment 5, Attachment C	APR		
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	PHF are coded to the overall intersection, This was completed in accordance with the TRB publication recommendation, Chapter 19, Page 26 of the Highway Capacity Manual, 11th Edition.	APR		
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	Analysis has included approach % grades as appropriate.	APR		
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	The link speeds are coded as 30 MPH in the Synchro analyses.	APR		
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	The existing signal timings/phasing as received from the NYSDOT record office appear to be outdated and it was confirmed as such via field observations which timings were used. The state provided timings are located in Attachment "F". The proposed signal timings/phasing are provided on the Synchro analysis sheets contained in Attachment "F".	APR		
19	General Comment	Intersection of Dolsontown Road & McVeigh Road SYNCHRO report (unsignalized) is not included with TIS. Please add SYNCHRO report to TIS.	UN	The Dolsontown Road/McVeigh Road Synchro reports are (and have been) provided in the GEIS and are made part of Attachment "F".	APR		
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	A split phase with different green time was introduced because of the development of a double left turn lane on the Route 6 eastbound approach under the No-Build condition (proposed as part of the Scannell mitigation).	APR		



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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	The minimum initial time has been modified to 10 seconds as appropriate. The results are identified on the Synchro Analysis Sheets contained in Attachment "F" and the results are shown on the updated Level of Service Summary Table also in Attachment "F".	APR		
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	See response to Comment 21.	APR		
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	See response to Comment 21.	APR		
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	See response to Comment 21.	APR		
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	Under the No-Build conditions these intersections do not exist.	APR		
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	The orientation of the Dolsontown Road/James P. Kelly Way approach have been adjusted to represent an east/west pattern.	APR		
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	The 2032 No-Build condition for Intersection # 3 includes the proposed eastbound left turn lane proposed as mitigation under a different project (under its Build condition). The results are the same as presented in the preceding condition.	APR		



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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	Summary table storage lane lengths have been field verified and updated accordingly. Based on the 2032 Build analyses, only the westbound through/left lane queue (PM Hour, 95%) exceeds the available storage; this is similar to the 2032 No-Build condition.	APR		
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	Summary table storage lane lengths have been field verified and updated accordingly. Based on the 2032 Build analyses with additional westbound through lane, additional northbound left turn lane and additional northbound right turn lane, all queues are within available storage lane length.	APR		
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	See response to Comment 29 above.	APR		
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	Summary table storage lane lengths have been field verified and updated accordingly. Based on the 2032 Build analyses with additional eastbound left turn lane and additional northbound left turn lane, all queues are within available storage lane lengths.	APR		
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	See response to Comment 31 above.	APR		
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	See response to Comment 31 above.	APR		
ROADWAY ELEMENTS							



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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 there will be a proposed pedestrian access route. Also there are no crosswalks and pedestrian signals at the intersections.	PK	A pedestrian crosswalk, pushbutton, and ADA ramping is being installed as part of the Dunkin Donuts project that is to be developed in the northwest corner of the intersection. See attached plan in Attachment "H".	APR		
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	A portion of NYS Route 17M has recently been resurfaced. A decision on the resurfacing limits will be made in conjunction with the NYSDOT review of detail design permit documents.	APR		
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	Detailed signing and striping plans will be prepared as part of the Highway Work Permit design document preparation.	APR		
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	Truck turning tracking along NYS Route 17M is provided in Attachment "H".	APR		
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	Detailed Work Zone Traffic Control (WZTC) plans will be prepared as part of the Highway Work Permit design document preparation.	APR		
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	Two receiving lanes are provided. Please see Conceptual Plan Sheet 1A in Attachment "H".	APR		
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	The Conceptual Improvement Plan has been modified to show appropriate lane striping. See Conceptual Plan Sheet 1A in Attachment "H".	APR		
41	Dolsontown Road DGIS Appendices F-I Feb. 8 2022 TIS Appendix F Sheet 6	Please show limits of NYSDOT ROW.	PK	The limits of the NYSDOT right-of-way are shown on Conceptual Improvement Plan Sheet 1A in Attachment "H".	APR		
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	The intent is to retain the concrete island and 6-foot shoulder. The concrete island width may need to be reduced. Exact dimensions will be determined once detailed topography is prepared and the Highway Work Permit drawing process is underway.	APR		



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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	All pavement markings will be made in accordance with current AASHTO, MUTCD, and NYSDOT standards.	APR		
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	All ramp lane width and radii conform with current NYSDOT HDM requirements 2.7.5.5. Further evaluation will be made during the Highway Work Permit detailed design process.	APR		
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	Detailed traffic signal design will be completed as part of the Highway Work Permit detailed design process.	APR		
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	Comment noted.	APR		

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