

January 13, 2023

Mr. John Razzano – Deputy Chairperson
Wawayanda Planning Board
80 Ridgebury Hill Road
Slate Hill, NY 10973

RE: Dolsontown Road Corridor – GEIS Review, Dolsontown Road, Town of Wawayanda, Orange County, New York; CM Project No. 121-015

Dear Mr. Razzano and Board Members:

We are in receipt of the November 4, 2022 submission addressing comments received on the Draft General Environmental Impact Statement (DGEIS), prepared by Whiteman Osterman & Hanna, LLP and Colliers Engineering & Design. Based on a review of those materials, we offer the following:

Chapter 4: Response to Comments on the DGEIS:

Section 3. Traffic:

1. R7 (page 63): The response directs the reader to Appendix 1 for a response. Appendix 1 is contained in the Traffic Study which is Appendix F of the DGEIS. Please reiterate the response to DOT's comment in Chapter 4, R7. Further, please update the response to the following or equivalent:

As a separate application independent of the DGEIS, Wash Co. is in the process and nearing approval of a revised site plan which will relocate the entrance of the carwash to the east of the tunnel. This relocated entrance will accommodate approximately 74 cars worth of storage off Dolsontown Road and on the site, which is expected to relieve most if not all the existing queuing that occurs from the carwash today.

2. R11 (page 64): Expand response to provide update on status of Scannell Route 6 project and timing/responsibility of improvements to I-84/Route 17M interchange.
3. R12 (page 64): Reiterate and/or summarize the response to DOT in this R12 response.
4. R28 (page 69): Add to the response that independently, the Wash Co. applicant is pursuing a modification to their site to address their queuing issues.
5. R45 (page 73): State that the project(s) would be increasing the radius of the SE corner at the intersection as shown on the "Turning Tracks" plan sheet included with Appendix 1 – Attachment H. Reiterate the separate application relating to the Wash Co. site plan change.

Section 16. Site Plans:

6. C6 (page 126): Comment to the applicant – It may be necessary to cut sheets along the corridor that shows the relationship between driveways, e.g. Dewpoint South has a driveway at 75+20 on sheet 1, while Dewpoint North has a driveway at 77+40 on sheet 2, but it's hard to get a sense of proximity when they are on two sheets. Similarly, driveways between 99+00 and 101+00 are on two sheets; however, this may be a site plan detail to cover during the site plan review process.

Appendix 1 – Attachment D (Mitigation Table)

7. Dolsontown Road – First bullet notes required mitigation under No-Build conditions. Is that to mean that the 1081 Dolsontown project is completing this improvement? If true, add a footnote specifying

the project responsible. Third bullet, “Marangi” typo. The improvement plans also show an EB right turn lane into Simon.

8. Route 17M/Route 6/Sunrise Park – Add a footnote if these improvements are the responsibility of Scannell Route 6.
9. Route 17M/I-84 Interchange – This improvement was discussed in detail as part of the Scannell Route 6 project. Is it shared between Scannell and Dolsontown Road GEIS or exclusive to one or the other?

Appendix 1 – Attachment E (I-84 Interchange Analysis)

10. Summary for the Planning Board – the analysis of the interchange, specifically the WB off ramp to Route 17M WB (towards Middletown), shows that delays will increase substantially with the background projects and the Dolsontown Road projects. By reducing the Route 17M WB approach to one lane, the off ramp can be changed to have a free-flowing merge onto Route 17M, thus reducing delays significantly – LOS F improves to LOS B. The other weaves and merges of the interchange are all projected to operate at LOS B. Traffic that is exiting the ramp destined for Route 6 EB (towards Slate Hill), will have to weave from the right to the left lanes to make the turn at the signal in the improved conditions, which may be a challenge at times, but there will be overall improvement as many of the drivers headed to Middletown will be able to flow much more quickly, thus reducing the delay for those drivers weaving across to Route 6.

Appendix 1 – Attachment F (Updated LOS Table)

11. Summary for the Planning Board – The analysis generally finds that the Dolsontown Road projects are mitigated with the proposed improvements, most notably, the addition of geometry and realignment at the Route 17M/Dolsontown Road/James P. Kelly Way intersection. Mitigated is to say that the overall increases in delays resulting from the project are lowered to comparable or better than No-Build conditions (No-Build - 69 seconds overall; Build – 101 seconds overall; Build with Improvements – 49 seconds overall). However, there will remain some movements that still continue to experience long delays, specifically the WB left turn movement (F – 92 seconds), James P Kelly EB through movement (E – 56 seconds), Route 17M NB left turn (F – 107 seconds). Based on the traffic models, it could take two or three cycles of the light to get the drivers at the back of the queue through these movements, specifically during the weekday PM peak hour – delays are less all around in the AM peak hour. NYSDOT raised similar concerns.

Even with the added geometry, drivers may not “feel” like there had been any improvement with the added traffic of the surrounding projects. Long-term funding for improvements, like a Transportation Improvement District, may be beneficial.

Appendix 1 – Attachment H (Roadway Improvement Plans)

1. Show the conceptual improvements to the Route 17M/I-84 interchange; include the linear improvement concepts to Dolsontown Road

If you have any questions about the above comments, please do not hesitate to contact us.

Respectfully,
Creighton Manning Engineering, LLP



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