



July 22, 2022

Mr. Richard Onorati, II - 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. Onorati, and Board Members:

We are in receipt of the Draft General Environmental Impact Statement (DGEIS), prepared by Whiteman Osterman & Hanna, LLP and Colliers Engineering & Design, adopted on April 27, 2022, and the April 11, 2022 traffic study prepared by Colliers Engineering & Design for the Dolsontown Road Corridor, and have read the June 8 Public Hearing transcript. The following summarizes our technical comments on the materials received:

1. DGEIS Page 38 – Site Generated Traffic Mitigation Measures: Describe the specific project related mitigation measures, aside from the widening of Dolsontown Road corridor improvement.
2. TIS Page 6 – The report describes the base traffic volumes as an “amalgamation” of counts from various sources. Please elaborate. For example, the table below compares the count sheets and the Figures for 2022 existing conditions at the Rt 17M/Dolsontown Road/James P Kelly intersection. While some individual movements were analyzed with fewer vehicles than counted, overall, the analysis used volumes 34% and 21% higher volumes in the AM and PM peak hours respectively, than counted. Was this a primary result of pandemic and seasonal variation adjustments?

From North				From East				From South				From West				Int Total	
RT	Thru	LT	Tot	RT	Thru	LT	Tot	RT	Thru	LT	Tot	RT	Thru	LT	Tot	Total	
12	369	60	441	78	75	103	256	188	419	302	909	398	161	33	592	2198	AM Count
23	458	89	570	87	29	125	241	151	760	430	1341	516	231	37	784	2936	AM Fig 2
31	546	113	690	147	186	239	572	245	601	411	1258	277	157	50	486	3006	PM Count
61	810	169	1040	141	292	203	636	187	813	391	1391	325	206	27	558	3625	PM Fig 3

3. McVeigh Road has been closed for I-84 bridge overpass rehabilitation. How was this closure accounted for in the base traffic volumes?
4. The background growth rate used was 0.5% per year based on historical data. Expand on what NYSDOT data was used, what road segments were considered, and whether the Colliers ATR data was used. We suggest providing a graphical representation of the data used and growth trendline.
5. Other development projects included:
 - 1081 Dolsontown Rd
 - RDM CR 56
 - Aden – Slate Hill
 - Wingate Hotel
 - Dunkin Donuts
 - Middletown Commons
 - Distelburger
 - Devitt

- Slatewood Apartments
- Wash Co Phase II

Is the board aware of any other development projects that should be included? The public hearing transcript refers to a new gas station near the roundabout. We aware of a new warehouse project on Dolsontown Road east of McVeigh Road, but don't believe it's progressed far enough to have been submitted.

6. The trip generation estimate is based on "Industrial Park" rather than "Warehouse" and the "peak hour of generator" was used over the "peak hour of adjacent street traffic" to provide a conservative analysis. Describe the general difference between using the peak hour of generator over adjacent street traffic. Aside from some minor roundoff differences, we concur with the trip generation estimate. The table below summarizes the expected traffic volumes from each individual project and collectively.

Project	AM Peak Hour			PM Peak Hour		
	Cars	Trucks	Total (Enter/Exit)	Cars	Trucks	Total (Enter & Exit)
Dewpoint South	47	4	51 (45/6)	44	6	50 (10/40)
Dewpoint North	12	1	13 (11/2)	8	5	13 (3/10)
Dolsontown Rd East – Lot 1	153	12	165 (145/20)	141	20	161 (32/129)
Dolsontown Rd East – Lot 2	24	1	25 (22/3)	22	3	25 (5/20)
Simon Business Park	113	9	122 (107/15)	104	15	119 (24/95)
Marangi Facility	24	24	48 (37/11)	28	19	47 (8/39)
DGEIS Project Total	373	51	424 (367/57)	347	68	415 (82/333)

7. The trip distribution appears reasonable, if not slightly conservative, favoring traffic arriving from the Route 17M corridor. The RDM project distribution assumes 85% of passenger cars are arriving from the west, 15% from the east. The Marangi project assumes 70% from the west, 30% from the east. Trucks from both projects is 90% from the west, 10% from the east. We note that the April 2021 Marangi traffic study (prepared by The Chazen Companies) assumed 100% of cars and trucks arrived from the west. In our opinion, the DGEIS distribution appears more reasonable, unless the Marangi owner has additional data to support the 100% west distribution.
8. The trip assignment and build traffic volumes are reasonable – subject to any changes or responses from comments above. Outside of some roundoff differences, the volumes add up accurately.
9. Dolsontown Road/McVeigh Road was found to operate at LOS F (PM peak hour) as an unsignalized intersection, and LOS A/B when signalized. Does the intersection volumes warrant a traffic signal? Is a westbound left turn lane warranted?
10. The DGEIS analyzed the project as an "Industrial Park" generating 424 trips in the AM peak hour and 415 trips in the PM peak hour. For the sensitivity analysis, it assumed a 150% increase in traffic volumes – 636 trips and 623 trips in the AM and PM peak hours respectfully. We concur with this estimate.
11. The sensitivity levels of service (Table 3) should be expanded to include the movement LOS's and additional columns to compare it to the No-Build and Build (Industrial Park) results.
12. Appendix I of the TIS includes a concept of an improved car wash access point and site circulation. This concept significantly increases the length of on-site/off-street queuing available to the car wash. This concept should be shared with the car wash owner and considered as the car wash project plans progress.
13. Sight distances vary for each project. Some meet the recommended AASHTO guidelines while others do not. Additional detailed review will be necessary.
14. Additional detailed comments on site plans and road designs will follow as the those items are progressed.

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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