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August 9, 2023

Chairperson John Razzano  
Town of Wawayanda Planning Board  
80 Ridgebury Hill Road  
Slate Hill, NY 10973

RDM # 3 - Dewpoint South – Dolsontown Road  
Town of Wawayanda, Orange County, New York  
Colliers Engineering & Design Project No. 20006912E

Dear Chairman Razzano and Members of the Planning Board:

The following items are in response to comments contained in the Creighton Manning Engineering; LLP (CM) letter dated August 1, 2023. Also enclosed here for your convenience and reference is a copy of our August 3<sup>rd</sup> letter (the "August 3<sup>rd</sup> Letter"), enclosed as **Attachment A**.

With respect to the traffic generation associated with the proposed increase in project size, we underscore two key conclusions.

1. The conservative analysis conducted during the SEQRA review (based on an industrial park rates) resulted in mitigation that will address the traffic impact of the larger project when analyzed as a warehouse, the actual proposed use. Specifically, the adopted mitigation is premised on sixteen more trips in the Peak AM Hour and eleven more trips in the Peak PM Hour beyond what is anticipated to result from the development of the larger project. Simply stated, the adopted mitigation was designed to be over-built.
2. Even when analyzing the proposed larger project pursuant to the more conservative industrial park rates (that is, assuming that traffic generation will be approximately 50% higher than anticipated), the result is only 18 additional combined trips in both the AM and PM Peak Hours. This increase does not warrant any additional mitigation. See, specifically, the Capacity Analysis included with the August 3<sup>rd</sup> Letter, based on the more conservative standard, which demonstrates a level of service "A" on the left turn entry movement (Dolsontown to Caskey) during both the AM and PM Peak Hours and a level of service "C" in the AM Peak Hour and "D" in the PM Peak Hour for the exit movements onto Dolsontown Road. These exit movement ratings are considered typical during peak hour conditions and do not warrant mitigation.

For your reference, enclosed as **Attachment B** is the Roadway Improvement (Mitigation) Summary Table contained in the adopted FGEIS.

CME's specific comments are restated and addressed below:

## Preliminary Site Plans

1. Establish sight distances to/from the west driveway.

**Response:** *The sight distances were established for the west access as part of the GEIS Process. We are supplying them again with this submission on Sheet SD-1A. See Attachment C.*

2. Establish sight distances to/from the Caskey Lane intersection.

- a. A sight distance exhibit was submitted as part of the Simon (RDM #6) project. That exhibit would also be applicable with this application and should be submitted for the record.

**Response:** *We have included herein the sight distance evaluation that was submitted as part of the Simon (RDM #6) project as this is proposed as a shared access, to be made part of this project's record as well. See Sheet 1 of 3 in Attachment C.*

- b. The Simon exhibit suggests that the intersection sight distance looking right (west) [sic] is adequate. Was the grade of Caskey Lane taken into account? The uphill grade for vehicles exiting Caskey Lane will require longer sight distances.

**Response:** *We anticipate that any improvement to Caskey Lane in terms of pavement structure to support more numerous vehicles will include a modification of the Caskey Lane approach grade to Dolsontown Road (to reduce the uphill grade) such that no adjustment for grade to Stopping Sight Distance will be necessary. With respect to Intersection Sight Distance, please see the discussion in response to item 3 below. The stopping sight distance to the west will be achieved with a speed reduction. As was initially noted following the development of a Traffic Impact Study for the 1081 Dolsontown Road project, and as most recently discussed in our July 13<sup>th</sup>, 2023 letter to the Town Board, the existing roadway design has limited vertical Stopping Site Distance that supports travel speed of only 35 miles per hour. Automatic Traffic Recorders placed on Dolsontown demonstrate that the 85% speed on Dolsontown Road is 48 MPH, above the limit of 45 MPH. This is an existing condition that merits reduction of the speed along Dolsontown Road to 30 to 35 MPH, regardless of whether any proposed projects are constructed.*

- c. The sight distance looking left (east) [sic] is listed at 279 feet, whereas the AASHTO guideline is 530 feet (excluding any grade consideration on Caskey Lane) based on the observed 85th percentile speed – 48 mph.

*Response: Comment noted. It is the view to the west that is limited. Please see the discussion above in response to item 2(b) and below in response to item 3 relative to the proposed speed reduction. Such speed reduction will both address the existing condition of inadequate vertical Stopping Site Distance (the observed 85% speed is 48 MPH, with vertical Stopping Site Distance that supports travel speed of only 35 miles per hour) and allow for the recommended Stopping Site Distance looking west from Caskey Lane onto Dolsontown Road.*

3. We have significant concerns regarding sight distance at Caskey Lane. The condition exists today but the only uses on Caskey Lane are two single family homes. Simon proposes 221 parking spaces to use Caskey Lane and Dewpoint South proposes another 94 spaces. The Simon exhibit suggests that stopping sight distances can be met if the speed limit is reduced, a recommendation that originated with the 1081 Dolsontown project. Given the amount of traffic proposed to use Caskey Lane, stopping sight distance should not be the minimum threshold to meet. Further, it is unlikely that NYSDOT will lower the speed limit until projects are built and conditions warrant such. Even if the speed limit is preemptively lowered or lowered contingent to the construction of one or both of these projects, achieving intersection sight distances should be the goal. Additional discussions on the matter will be necessary.

*Response: We appreciate and agree that achieving Intersection Sight Distance (ISD) is a desirable goal, but the volume of traffic attributable to a particular intersection does not bear on the importance of this goal.*

*In many instances achieving ISD is not possible because of changes in existing vertical and horizontal alignments. This is generally acceptable, because the intent of the intersection sight distance is to limit reductions in speed to no more than 70% of the initial speed; a comfort/convenience value.*

*This is distinguished from Stopping Site Distance (SSD), which is safety related. Achieving the SSD indicates that vehicles have the ability to perceive; react and stop before an impact occurs, even in wet pavement conditions. As long as the SSD is provided, the geometrics are considered as safe.*

*Consider the following from the American Association of State Highway and Transportation Officials (AASHTO) publication, A Policy on Geometric Design of Highway and Streets, 7<sup>th</sup> Edition, 2018, which provides , "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions." The publication also provides: "Stopping sight distance is provided continuously along each highway or street so that drivers have a view of the roadway ahead that is sufficient to allow drivers to stop."*

*As set forth above, there is currently inadequate vertical Stopping Site Distance on Dolsontown Road to support existing speeds. This can be addressed by the reduction of the speed along Dolsontown Road from 45 MPH to 30 - 35 MPH. If this is implemented, the existing safety concern will be addressed, and further, SSD will be met for this project.*

4. Demonstrate truck turning movements into and out of the site driveway. Why the large hatch area next to the southwest corner of the building?

*Response: Truck turning movements were previously presented as part of the GEIS preparation. However, Sheet 1 depicts the turning track of a WB-67 type vehicle into and out of the site from/to the west, the predominant movements. The need for the large hatch area was identified for emergency service vehicle turn motions.*

5. The bioretention area has an access road to it. Should that access road be curbed (mountable) from the main entry to differentiate it?

*Response: The future design plans will address and detail the appropriate curb types.*

6. Driveway dimensions and details will be needed on future submissions. The curb line for the west driveway should tie into the Wash Co. driveway.

*Response: Comment noted. This will be addressed on future design plans.*

7. The proposed driveway is adjacent to an existing driveway from the Wash Co. car wash located to the west of the site. The car wash is being renovated to make their driveway two way. As such, expect left turn traffic to occur frequently adjacent to the Dewpoint driveway, which may block the Dewpoint driveway at times. The proximity of the two driveways will present conflict points from entering and exiting vehicles.

*Response: The construction of a two-way left turn lane along Dolsontown Road will facilitate turning maneuvers at each of the site access drives, thereby mitigating the opportunity for conflict points between entering and exiting vehicles. Additionally, we understand that approximately 75% of the car wash traffic will be originating from the west, further minimizing the chance for any conflict points.*

8. A requirement of the GEIS is widening Dolsontown Road for a center turn lane. This improvement should be shown on the plan.

*Response: Comment noted. This will be depicted on future design plans.*

9. The plan indicates taking over one of the residential properties - #24 Caskey - 6-1-90.24. Is there any intended action on the remaining parcel (#27 Caskey - 6-1-90.22)?

10. One of the proposed stormwater areas (approximated) appears to encroach on the end of Caskey Lane. Future refinement of the plan should avoid impacts to the road.

*Response: Comment noted. This will be addressed on future design plans.*

## Full Environmental Assessment Form

11. Item D.2.j.i. indicates peak traffic is expected during morning and evening peak hours, but not weekends. However, section D.2.l.ii. states that hours of operation will include weekends. This should be clarified.

*Response: While it is not known if this facility will have weekend operations, based on ITE Industrial Park rates, it is expected that the weekend generation would be similar to weekday peak hour generation. A typical warehouse use would generate fewer trips.*

12. Item D.2.j.v. states that improvements to Dolsontown Road include a left turn lane and dedication of ROW to the Town and Caskey Lane improvements.

- a. Provide detailed drawings for the left turn lane on Dolsontown Road.

*Response: Detail plans for Dolsontown Road are in development and will be submitted to the Town for review upon preliminary design stage completion.*

- b. What Caskey Lane improvements are proposed?

*Response: It is proposed to improve Caskey Lane to a 24-foot-wide roadway. Caskey Lane is also proposed to have its vertical alignment modified as it approaches Dolsontown Road (flatter grade). Additionally, Caskey Lane is proposed to have a more substantial pavement section to support increased traffic volumes.*

## General Traffic Comments

13. Has access to transit been evaluated for this site along with the other planned developments? There are currently four bus routes serving Middletown. The southern most route circulates across CR 78 between CR 49 and Dolson Avenue (Rt 17M). With approximately 4.2 million square feet of warehouse uses proposed across US Route 6, CR 56, and Dolsontown Road, there may be a higher demand in transit ridership for employees of these developments.

*Response: Access to public transit was raised and responded to during the DGEIS public comment process and determined to not be necessary. The improvements identified in the Traffic Impact Study and embodied in the SEQRA Findings Statement will mitigate all potential significant adverse traffic impacts to the maximum extent practicable. Accordingly, no additional measures are required pursuant to SEQRA. While not a SEQRA requirement, the Applicant is willing to coordinate with Transit Orange and other appropriate entities to facilitate adjustments to nearby transit routes on a voluntary basis.*

14. What is the number of vehicles anticipated to use Caskey Lane? The Simon submission included an analysis of Caskey Lane – the same should be provided for Dewpoint South.

***Response: Attached is a copy of a memo dated 08/3/23 (Attachment A) that addressed the modification of points of access to Dewpoint South with access also provided to Caskey Lane for passenger vehicles. Please also refer to the introductory paragraphs above.***

15. The GEIS assumed and analyzed a 125,000 SF warehouse for Dewpoint South, whereas a 169,000 SF building is presently proposed. A traffic analysis update may be necessary to account for the increase or balance the difference from other GEIS project sites accordingly.

***Response: Please see response to Item 14 above.***

Sincerely,

Colliers Engineering & Design CT, P.C.



A. Peter Russillo, P.E., PTOE  
Senior Project Manager

# Dewpoint South Expansion

Attachment A | CED August 3, 2023 Memo

## Memorandum

To: Mr. John Razzano and Members of the Planning Board  
From: A. Peter Russillo, P.E., PTOE  
Date: August 3, 2023  
Subject: RDM # 3 - Dewpoint South  
Project No.: 20006912E

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The prior SEQRA analysis considered a proposed 125,000 SF warehouse with a single access drive to service truck and passenger vehicles (the “Initial Project”). The proposal has since been modified to increase building size to 169,000 SF with the intention of providing separate access for passenger vehicle and truck traffic (the “Modified Project”). This memo concludes that no additional mitigative measures, beyond those contained in the previously adopted SEQRA Findings Statement (the “Findings Statement”) are necessary.

### **Prior SEQRA Review of Traffic Generation**

As the Planning Board knows, the SEQRA review of the Initial Project used ITE Land Use 130 – (Industrial Park) to analyze traffic generation, notwithstanding that ITE Land Use 150 – (Warehouse) more accurately considers traffic generation related to the proposed use. Because the mitigation provided for in the Findings Statement was based on this conservative analysis, the Dolsontown Corridor projects will provide more mitigation than their actual anticipated impact.

The effect of this conservative analysis is demonstrated on Table 1 below. The top of the chart contains the conservative analysis of the Initial Project, pursuant to ITE-130, while the middle of the chart contains an analysis of the actual anticipated impact of the Modified Project, pursuant to ITE-150. The bottom of the chart contains the conservative analysis of the Modified Project.

Notwithstanding the increase in project size, the ITE - 150 (Warehouse) analysis of the Peak AM hour reflects sixteen fewer combined trips than were anticipated for the smaller project analyzed as an Industrial Park. The analysis of the Peak PM hour reflects eleven fewer combined trips.

Because of the significantly fewer combined trips under this analysis, it is not anticipated that any impacts associated with the Modified Project would be such as to require mitigation beyond that contained in the Findings Statement.



**Table 1 - Anticipated Site Generated Traffic Volumes Utilizing Both ITE - 130 Industrial Park and ITE-150 Warehouse Standards**

	Entry				Exit				Total			
	HTGR	Passenger Vehicles	Trucks	Total	HTGR	Passenger Vehicles	Trucks	Total	HTGR	Passenger Vehicles	Trucks	Total
<b>SEQRA Analysis Using ITE-130 Industrial Park (125,000 s.f.)</b>												
Peak AM Hour	0.36	42	3	45	0.05	5	1	6	0.41	47	4	51
Peak PM Hour	0.08	8	2	10	0.32	36	4	40	0.40	44	6	50
<b>Modified Project Using ITE 150- Warehouse (169,000 s.f.)</b>												
Peak AM Hour	0.14	19	4	23	0.07	6	6	12	0.21	25	10	35
Peak PM Hour	0.055	4	5	9	0.175	25	5	30	0.23	29	10	39
<b>Modified Project Using ITE-130-Industrial Park (169,000 s.f.)</b>												
Peak AM Hour	0.36	57	3	60	0.05	7	2	9	0.41	64	5	69
Peak PM Hour	0.08	11	3	14	0.32	49	5	54	0.40	60	8	68

**Site Access**

As referenced above, the Modified Project intends to separate access for passenger vehicles and trucks, with passenger vehicles now proposed to utilize Caskey Lane and trucks limited to the westerly access only.

Applying the more conservative ITE-130 standard to the Modified Project, as shown on the lower portion of Table 1 above, it is anticipated that 57 passenger vehicles will enter the site and 7 will exit during the AM Peak Hour and 11 passenger vehicles will enter and 49 will exit during the PM Peak Hour. For the purpose of the capacity analysis, all passenger vehicle trips were assigned to Caskey Lane and it was assumed that Caskey Lane will be improved to current town roadway standards and that the improvements to Dolsontown Road provided for in the Findings Statement are implemented.

As shown on the attached Capacity Analysis, the Dolsontown Road/Caskey Lane intersection is expected to operate at a Level of Service "A" on the left turn entry movement and a Level of Service "C" on the exit movement during the AM Peak Hour and at a Level of Service "A" on the

left turn entry movement and a Level of Service "D" on the exit movement during the PM Peak Hour. A "D" Level of Service on the minor approach at unsignalized intersections is not considered as unusual during peak hour conditions, and does not warrant mitigation.

It should be noted, the proposed access arrangement utilizes an existing point of access to Dolsontown Road (Caskey Lane) for the purpose of separating truck traffic from passenger vehicle traffic; a sound operational goal.

We expect the increase in development size and splitting of access point will have little to no impact on area traffic operations, consistent with the Planning Board's previous conclusion that upon implementation of already identified mitigation measures, all potential traffic impacts will have been mitigated to the maximum extent practicable. The conservative methodology used to determine projected traffic counts further affirms the Board's conclusion.

2032 Build Traffic Volumes  
 14: Caskey Lane & Dolsontown Road

Weekday Peak AM Hour  
 07/21/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↙	↑	↘	
Traffic Volume (vph)	707	134	24	277	16	3
Future Volume (vph)	707	134	24	277	16	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-9%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.980	
Flt Protected			0.950		0.959	
Satd. Flow (prot)	1755	0	1886	1789	1786	0
Flt Permitted			0.950		0.959	
Satd. Flow (perm)	1755	0	1886	1789	1786	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	796			371	296	
Travel Time (s)	18.1			8.4	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	0%	11%	0%	0%
Adj. Flow (vph)	768	146	26	301	17	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	914	0	26	301	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	0.94	0.94	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2032 Build Traffic Volumes  
 14: Caskey Lane & Dolsontown Road

Weekday Peak AM Hour  
 07/21/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	707	134	24	277	16	3
Future Vol, veh/h	707	134	24	277	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	11	0	0
Mvmt Flow	768	146	26	301	17	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	914	0	1194
Stage 1	-	-	-	-	841
Stage 2	-	-	-	-	353
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	754	-	208
Stage 1	-	-	-	-	426
Stage 2	-	-	-	-	716
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	754	-	201
Mov Cap-2 Maneuver	-	-	-	-	324
Stage 1	-	-	-	-	426
Stage 2	-	-	-	-	692

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	754	-
HCM Lane V/C Ratio	0.063	-	-	0.035	-
HCM Control Delay (s)	16.6	-	-	9.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2032 Build Traffic Volumes  
14: Caskey Lane & Dolsontown Road

Weekday Peak PM Hour  
07/21/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	24	5	815	116	20
Future Volume (vph)	592	24	5	815	116	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-9%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.980	
Flt Protected			0.950		0.959	
Satd. Flow (prot)	1821	0	1886	1909	1786	0
Flt Permitted			0.950		0.959	
Satd. Flow (perm)	1821	0	1886	1909	1786	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	796			371	296	
Travel Time (s)	12.1			5.6	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	4%	0%	0%
Adj. Flow (vph)	643	26	5	886	126	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	669	0	5	886	148	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	0.94	0.94	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2032 Build Traffic Volumes  
 14: Caskey Lane & Dolsontown Road

Weekday Peak PM Hour  
 07/21/2023

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	592	24	5	815	116	20
Future Vol, veh/h	592	24	5	815	116	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	643	26	5	886	126	22
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	669	0	1552	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	896	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	931	-	~ 126	469
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	402	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	931	-	~ 125	469
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	400	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.1	31.4			
HCM LOS				D		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	280	-	-	931	-	
HCM Lane V/C Ratio	0.528	-	-	0.006	-	
HCM Control Delay (s)	31.4	-	-	8.9	-	
HCM Lane LOS	D	-	-	A	-	
HCM 95th %tile Q(veh)	2.9	-	-	0	-	
Notes						
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						

# Dewpoint South Expansion

## Attachment B | FGEIS – Roadway (Mitigation) Summary

### Roadway Improvement (Mitigation) Summary Table

Roadway/Intersection	Proposed Mitigation
<p style="text-align: center;">Dolsontown Road</p> <p>*Required under 2032 No-Build Condition due to other development traffic and background growth</p>	<ul style="list-style-type: none"> <li>• *Construct a separate through lane on the westbound approach to NYS Route 17M yielding, a separate left turn lane, one through lane, and a shared through/right turn lane.</li> <li>• Construct a two-way left turn lane between a point 400'± east of NYS Route 17M to a point 700'± west of McVeigh Road.</li> <li>• Construct separate right turn lanes at the access to RDM Simon parcel.</li> <li>• Install a traffic signal at McVeigh Road</li> </ul>
<p style="text-align: center;">NYS Route 17M at Dolsontown Road/James P. Kelly Way</p>	<ul style="list-style-type: none"> <li>• Construct a second separate left turn lane on the NYS Route 17M northbound approach.</li> <li>• Widen the NYS Route 17M southbound approach to accommodate the additional northbound separate left turn lane.</li> <li>• Construct a separate right turn lane on the NYS Route 17M northbound approach.</li> <li>• Reconstruct the separate right turn lane on the James P. Kelly Way eastbound approach (shift south) and restripe the eastbound approach to align the through lane with the receiving lane on Dolsontown Road.</li> <li>• Replace traffic signal.</li> </ul>



<p>NYS Route 17M at US Route 6/Sunrise Park Road</p> <p>*Required under 2032 No-Build Condition due to other development traffic and background growth. To be installed under Slate Hill Commerce Center mitigation</p>	<ul style="list-style-type: none"> <li>• *Widen US Route 6 eastbound approach to provide an additional eastbound left turn lane and widen NYS Route 17M northbound north of intersection to provide a wider 2-lane receiver.</li> <li>• Construct a second separate left turn lane on the NYS Route 17M northbound approach and widen westbound US Route 6 to accommodate a 2-lane receiver</li> <li>• Widen the NYS Route 17M southbound approach to accommodate the additional northbound separate left turn lane.</li> <li>• Replace traffic signal.</li> </ul>
<p>NYS Route 17M at I-84 Interchange*</p> <p>*This improvement will mitigate delays currently experienced at this location, particularly during the afternoon peak hour and is to be installed under Slate Hill Commerce Center mitigation.</p>	<ul style="list-style-type: none"> <li>• Restripe NYS Route 17M northbound approach between the I-84 westbound entry ramp from NYS Route 17M northbound to the I-84 westbound exit ramp to NYS Route 17M northbound to develop a separate receiving lane for I-84 ramp traffic thereby eliminating the need for the ramp "Stop" condition.</li> </ul>
<p>NYS Route 17M Corridor</p>	<ul style="list-style-type: none"> <li>• If deemed feasible and justified by the NYSDOT, coordinating the NYS Route 17M signals at Abe Isseks Drive, Dolsontown Road, and US Route 6 may be advantageous. However, since the signal at Abe Isseks Drive with NYS Route 17M intersection is in the City of Middletown discussion between the City and the State will be required for implementation.</li> </ul>

# Dewpoint South Expansion

## Attachment C | Sight Distance Plan

- West Access – SD-1A
- Caskey Lane – Sheet 1 of 3





