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February 11, 2021

VIA EMAIL

Chairman Bruce Flower
Town of Wappinger Planning Board
Town Hall
20 Middlebush Road
Wappingers Falls, NY 12590

Re: Gasland – NYS Route 9D
Site Plan and Special Permit
Town of Wappinger, New York
MC Project No. 19005554A

Dear Chairman Flower and Members of the Planning Board:

We have received a copy of the report prepared by Nelson Pope Voorhis (NPV) dated December 2, 2020 with respect to their comments on our Traffic Impact Study that was previously prepared for this project and have the following responses. Note that we have repeated their comments related to traffic and organized them by letter for ease of review.

2. Traffic

- a. The overall study methodology followed standard traffic engineering practice.

Response: Comment noted. No response necessary.

- b. The development of traffic volumes from the existing conditions through the No Build and Build conditions appears to be arithmetically correct.

Response: Comment noted. No response necessary.



- c. The proposed site access is a rights in/rights out only driveway on NYS Route 9D which requires all vehicles to access the site via a westbound right in and a southbound right out. Vehicles coming from the east or heading west to/from the site will have to do so by making a U-turn further from the site. However, the trip distribution and analyses did not take into account the intersections where these U-turns will be made. These locations should be identified and included in the analyses.

Response: *The revised traffic study revision dated February 10, 2021 and site plan includes the addition of an additional driveway connection to C.R. 28. This will limit the need for any U-turns or other movements that were associated with only the previously proposed right-turn entry/right-turn exit driveway connection to NYS Route 9D. The revised traffic study and updated analysis reflects the addition of this driveway connection to C.R. 28 which has been conceptually approved by DCDPW.*

- d. In the development of trip generation both pass-by and primary trip generations were considered. This methodology is acceptable, however, separate trip distributions for pass-by and primary trips need to be developed. ITE defines pass-by trips as trips made as intermediate stops on the way from an origin to a primary trip destination without diversion. Pass-by trips are attracted from adjacent streets that offer direct access to the use, in this case from NYS Route 9D. Therefore, in this case nearly all the pass-by trips will originate from NYS Route 9D east. The primary trips are destination trips and could come from the east and west of the site. Therefore, the pass-by and primary trips should be distributed separately and added to the No Build volumes to develop the Build volumes and the Build traffic analyses updated.

Response: *As requested, additional figures showing the pass-by trips for the project are included in the revised traffic study. Note that as indicated in the study, the “pass-by” credit utilized is considered to be very conservative since studies show that as much as 75% of trips attracted at a site like this would not be new to the roadway system and would be attracted from the existing traffic stream. The revised traffic study reflects a 40% pass-by credit.*

- e. As stated in the report, significant queues extending beyond the proposed site access from the intersection of NYS Route 9D and New Hamburg Road were observed during the peak periods. These long queues could create traffic safety concerns for vehicles exiting the site driveway. Long queues could occur on the site and create on-site circulation issues. Gap analyses need to be conducted to determine the availability of gaps on NYS Route 9D for vehicles to safely exit the driveway during peak periods.



Response: *The analyses have been updated with the additional access connection to C.R. 28 and they indicate that the movements to and from the highway system will be able to enter and exit adequately. Also, the access related improvements, together with traffic signal improvements at the intersection of NYS Route 9D and C.R. 28, are expected to offset any increased traffic from the project. Note that we believe that even a higher percentage of the traffic generated by the project will be attracted from the traffic stream and the analyses present in the report are very conservative.*

- f. Based on the traffic analyses, it appears that the westbound approach at the intersection of NYS Route 9D and the site access will be designed to provide a shared through/right turn lane. To facilitate the ease of accessing the site a separate west bound right turn lane should be provided especially with the long westbound queues on NYS Route 9D.

Response: *Comment noted. The revised access includes the addition of the C.R. 28 driveway as well as widening improvements on C.R. 28 to provide turn lanes. Traffic signal upgrades will also be completed as part of the NYSDOT Highway Work Permit. The additional roadway widening is included as part of the revised site access plans.*

- g. From the review of the capacity analyses, several traffic movements are operating at LOS E and F during the peak hours and long 95th percentile queues on the NYS Route 9D approaches. The signal timing modification recommended by the applicant's engineer slightly improved the overall levels of service of the intersection but exacerbated the 95th percentile queues on NYS Route 9D. Any traffic signal mitigation measures recommended should be fully analyzed to show that real improvements will be made at the intersections and the site access.

Response: *The revised traffic analysis includes the roadway improvements and traffic signal mitigation as proposed. The final improvements will be reviewed by NYSDOT and DCDPW as part of the Highway Work Permit process. The road widening and signal upgrades are expected to mitigate any increases in traffic generated by the project.*

- h. With regard to the site plan, the following is noted:
It is unclear if any improvements that are required can be made within the existing state highway right-of-way. The plans do not include surveyed boundaries in those areas showing improvements.



Response: The site plan has been revised to clearly label the existing and proposed highway right-of-way boundaries along both NYS Route 9D and C.R. 28. Note that as part of the permit process, as requested by NYSDOT, a land dedication along the project frontage to the State of New York will be provided by the Applicant to accommodate the roadway and sidewalk improvements.

Very truly yours,

MASER CONSULTING CONNECTICUT, P.C.

A handwritten signature in blue ink, appearing to read 'Philip J. Greal'.

Philip J. Greal, Ph.D., P.E.
Principal/Department Manager

PJG/ces

Enclosures

cc: C. LaPine, P.E.
N. Ward-Willis, Esq.