



# Department of Transportation

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TODD WESTHUIS, P.E.  
Regional Director

December 7, 2016

Todd Tancredi, Supervisor  
Town of Poughkeepsie  
1 Overocker Road  
Poughkeepsie, NY 12603

Re: Hudson Heritage Project Route 9; DEIS Review  
Town of Poughkeepsie; Dutchess County  
SEQRA 08-0186

Dear Mr. Tancredi:

The New York State Department of Transportation (NYSDOT) has reviewed the Draft Environmental Impact Statement (DEIS) and associated documents for the Hudson Heritage Project which were received from Chazen Engineers on November 8, 18 and 23, 2016. Our preliminary comments are outlined below. Due to the volume of material contained in the DEIS, we reserve the right to submit additional comments prior to the close of public comment. We anticipate that several rounds of comment resolution will be required which may extend beyond the public comment period. The Department recommends that the FEIS not be accepted until additional information is provided and resolution of the comments contained herein including any resultant subsequent submittals.

### General Project Comments

1. The proposed project presents an excellent opportunity for planned development which fully incorporates intermodal transportation. All intermodal alternatives should be thoroughly explored and their incorporation into the project maximized.
2. The project site is located along an improved segment of Route 9 which experiences traffic congestion during peak periods. There exists a long observed and well documented need to move traffic between Route 9 and NYS Route 9G in the project area so that the reserve capacity of Route 9G north through Hyde Park and Rhinebeck can be utilized to serve future traffic volume increases and to mitigate delays on Route 9 north of Saint Andrews Road. This need was studied and confirmed by the Poughkeepsie-Dutchess County Transportation Council in the 2007 **Route 9 Land Use and Transportation Study**. The NYSDOT strongly urges that the recommendations contained in that study be fully considered for incorporation into the proposed project where feasible. Most importantly, the project should incorporate a clear route through the project site which would allow both site generated traffic and local through traffic to travel between the Route 9 and the Route 9G access point at West Cottage Street. This indirect route has historically existed via Hudson View Drive and Paint Shop Road (currently gated?). It is recommended that the proposed routing through the property via Roads 1,2 and 3 (on Sheet No. C101) be revised to provide a more direct route with a boulevard or arterial type cross-section. The portion of Paint Shop Road/West Cottage Street lying between the eastern project property boundary and NYS Route 9G should be improved. A traffic study at the Cottage Street intersection at Route 9G should determine necessary mitigation improvements at that location. We believe that such

improvements will be an inevitable result of a project of this magnitude on this site. Incorporation of these improvements into the project will mitigate some of the significant post development traffic impacts which are predicted on Route 9 intersections. Incorporation of improvement to the Route 9G connection may require acquisition of property or maintenance rights for the roadbed from New York State.

3. A post-implementation traffic study should be included to validate the results of the DEIS traffic study. This study should include data collection of actual traffic conditions generated by the site, and would allow for additional improvements and/or signal timing adjustments if the traffic impacts exceed those predicted or acceptable thresholds. We recommend that the Town keep a performance bond to be used if additional traffic mitigations are necessary.
4. Dutchess County has changed the access/egress configuration at Quiet Cove Park. The northbound left turn into the northern park drive has been eliminated. We understand that the circulation is now a one directional loop within the park. The Department concurs with the proposed relocation of Hudson View Drive to the north to form a four-way signalized intersection with the southern park entrance. Coordination between the applicant and the County should provide that left turn access and egress to the Park be consolidated under the new signal.

#### **Traffic Study Comments**

5. The traffic study should be expanded to include the signalized intersections at St. Andrews Road with both US Route 9 and NYS Route 9G.
6. Please provide a breakdown of how trips were apportioned through the site. The Department anticipates traffic will transit between Route 9 and 9G as Route 9 reaches saturation.
7. Show ITE codes on Table 1 to facilitate cross checking. Please provide a table of all by pass credits, internal trip credits, and any additional factors that reduces post-development traffic generation.
8. No prior existing traffic will be credited for the Mid-Hudson River Psychiatric Center.
9. Add the AADTs to the roads in the description section.
10. What is the estimated time of construction (ETC) for the project? (2018, 2019?)
11. The duration of study will be ETC + 20 (See Above ETC + 20 is definitely not going to be 2035)
12. When were the background counts taken?
13. The Department will require a background growth rate of 0.50% for this project.
14. Need Signal Warrant Analysis for the site drive(s).
15. Will Winslow gate be signalized, what about cross access to the signalized intersection and the LT Traffic in the AM?

16. Proposed mitigation- Page 29 indicates that no mitigation will take place until the LOS falls to D; this is not necessarily consistent with Department policy on mitigation. See page 5A.2.1.2 in the Policy and Standards for the Design of Entrances to State Highways. The Department may ask that any reduction in LOS be mitigated. Please document all reduction in the level of service and determine how they may be mitigated or whether they are beyond the scope of the job.
17. A further detailed review of the LOS analysis will take place with the revised background growth rate (See comment No. 13, above).
18. A review of the accident analysis, and pedestrian facilities will be forthcoming.
19. New handicap ramps may be required as per ED 15-004.
20. Please show a diagram of traffic signals & traffic signal numbers, show operators, and verify phasing & timing are correct for current conditions.
21. Please include the advanced walk pedestrian feature in future models. Please also include a list of No Turn On Red restrictions.
22. What are the existing and site generated pedestrian counts?

**Comments upon the Synchro files**

23. Fatal errors occur when trying to simulate the Synchro model through SimTraffic.
24. There is a signalized intersection just east of D-41 (Route 9 with Fulton St.) that was recently installed that is not included in the Synchro models, please add this signalized intersection to the models.
25. At the intersection of Route 9 with West Dorsey Lane the intersection suffers increased delays going from no build, to build, to build with improvements for southbound traffic for the AM model. No build delay is 42.5 seconds, build delay is 45.9 seconds and build with improvements delay is 73.8 seconds. Volume to Capacity Ratio also suffers going from no build, to build with no build v/c ratio of 0.85, build with 0.91 and build with improvement with 1.04. The build with improvement model does not appear to be ideal at this intersection; further mitigation should be explored at this location.
26. For all Synchro models at signalized intersection with crosswalks within the volume settings, the conflicting pedestrian calls per hour is set to zero. Please adjust this or provide us with the information that led to this conclusion.
27. The Synchro model includes an intersection of Marist Drive/Mid-Hudson Plaza. North Gate Road appears to be mistakenly denoted as Mid-Hudson Plaza. The intersection is shown to have only one eastbound receiving lane in the Synchro models provided, please confirm that there is only one receiving lane.
28. Further mitigations need to be explored at the intersection of Route 9 with Marist Drive/Route 9G. PM build models at this intersection introduce a debilitating amount of delay to a corridor that is already congested. The PM northbound no build delay is 38.2 seconds with LOS D however, this jumps to a delay of 94.5 seconds with a LOS of F for build and build with improvement models, 95th queue length also goes from 856 to 1219

feet. The PM southbound no build delay is 42.4 seconds with LOS D, this jumps to 71.6 seconds of delay with LOS E for the build with improvement model, the 95th queue length also jumps from 793 to 1107 feet. Route 9 is already heavily congested along this corridor. Based upon antidotal field observations, the existing models do not capture the full extent of delay that is experienced in this segment. Field observations and speed runs should be made along Route 9 to confirm calculated delays through this segment and any appropriate adjustments made to the calculated build plus mitigation LOS.

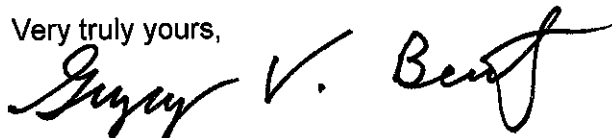
29. Further mitigation needs to be explored at the intersection of Route 9 and Fulton Street. PM build models at this intersection introduce a debilitating amount of delay to a corridor that is already congested. The PM northbound no build delay is 47.8 seconds with LOS D, however this jumps to a delay of 215.7 seconds with a LOS of F for the build model, and build with improvement model has a delay of 126.5 seconds with a LOS F. The 95th queue length also goes from 603 to 1105 feet. The PM southbound no-build delay is 19.7 seconds with LOS B, this jumps to 39.9 seconds of delay with LOS D for the build with improvement model. The 95th queue length also jumps from 345 to 693 feet.

#### **Drainage Comments**

30. Appendix I, Figure 4, Sheet 146 of Predevelopment and Figure, Page 147 of Post-Development Watershed Delineation Maps, which show stormwater areas, are not legible enough for our review. The sub-catchment location numbers are missing for some locations. On pre-and post-development sheets, clearly show contours as appropriate. On the post-development sheet, show all of the proposed drainage or show the post sub-catchment areas on the Utility Plan. Please provide two (2) large size sets of the revised plans.
31. The drainage flow into infiltration area/sub catchment area 2 has been increased substantially. What is the available volume of this pit compared to the total major storm volume? Our concern is that even though this existing pit is fairly large, if infiltration fails, there is a potential to fill and flow down to Route 9. Soil infiltration tests should be done to ensure the area will function as proposed.

Once we have the above information we will complete our review and comment. Please contact our office with any questions.

Very truly yours,



Gregory V. Bentley Sr., P. E.  
Regional Highway Work Permit Coordinator

cc: Chuck Walter, NYSDOT Permit Engineer, Residency 8-2  
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