

From: Corey Chase
To: Bonnie Eranson
Cc: Gina Martini; Drysdale, Justin; Pasik, William; DiGiacomo, Louis; Zachary Kamm
Subject: [External] FW: SEQR 23-089 IV2 Rockland Logistics - Village of Suffern
Date: Wednesday, November 15, 2023 12:47:40 PM
Attachments: image001.png
image002.png

Hi Bonnie,

The NYSDOT provided detailed comments on the mitigation design proposed along the NYS Route 59 corridor. I have reviewed the comments below thoroughly and can confirm that they do not substantially change the plans as proposed and will be addressed as part of the Commercial Highway Work Permit review process which will be occurring as part of the Site Plan approval process.

Let me know if you have any questions.

Thanks,

Corey Chase, PE
Principal
Dynamic Traffic

245 Main Street | Suite 110 | Chester, New Jersey 07930
PH: (732) 681-0760 Ext. 2130 | Cell: (908) 229-2956

From: Brenner, Jason (DOT) <Jason.Brenner@dot.ny.gov>
Sent: Wednesday, November 15, 2023 11:37 AM
To: Corey Chase <cchase@dynamictraffic.com>
Cc: Gorney, Lance (DOT) <Lance.Gorney@dot.ny.gov>; Cailin Bradley <cbradley@dynamictraffic.com>
Subject: RE: SEQR 23-089 IV2 Rockland Logistics - Village of Suffern

Corey,

NYSDOT has reviewed the proposed mitigations and traffic impact study along Route 59 for the proposed IV2 Rockland Logistics. The plans and TIS are still being reviewed by other groups and further comments may be forthcoming.

Mitigation (Route 59 and Hemion Road)

1. For the receiving lanes for the EB through traffic and the double left NYSDOT requires the lane widths for the receiving traffic be 15 for each lane. Please review section 5.9.5.4 B for additional guidance.
2. For the two to one lane merger the taper needs to follow NYSDOT Figure NY3B-14. With the posted speed of 40mph on Route 59 the taper should be 293ft long for 11ft lanes. With 15ft lanes that we will require the taper will be 400ft.
3. Please review Exhibit 5-28 in the NYSDOT Highway Design Manual for intersection with Double Left turn lanes. For the receiving left turn lanes the full lanes should be brought to a full 100ft before any tapering starts.
4. The alignment of the through lanes will need to be adjusted so that they align with the receiving lanes.
5. In the next plan set please identify the NYSDOT Highway Boundaries on the plan set.
6. Who is the owner of the rock wall in the NYSDOT ROW and can it be full removed so that it is not within the clear zone?
7. Included truck turning diagrams in the next submission.
8. Please realign the crosswalk on Route 59 so that it is not on an angle.
9. With the proposed change on SB Hemion Drive the side roads will need to be split phase due to the lane imbalance.
10. The bus queue jump lanes cannot be removed from signal. This will need further discussions with our signal group as having the through/rights in the same lane will effect how the intersection runs.

Mitigation (Route 59 and Airmont Road)

1. Is it possible to increase the width of the receiving lanes on Airmont Road for the left turning traffic from EB Route 59? Is it also possible to continue the widening 100ft past the intersection.
2. Why is the sidewalk on the Northwest corner of Route 59 being changed. If the crossing are being split than NYSDOT would prefer the Route 59 crossing not be on an angle.
3. The Route 59 left turning phases will need to be put on split phase due to the lane imbalance.
4. Included truck turning diagrams in the next submission.
5. The bus queue jump lanes cannot be removed from signal. This will need further discussions with our signal group as having the through/rights in the same lane will effect how the intersection runs.

Synchro Comments

1. At the intersection of Route 59/Airmont Road show two through lanes for WB Route 59.
2. For the build with mitigation model the through and left turn receiving lanes is shown longer than the proposed mitigation plans.
3. In the build with mitigation models how was the all red time determine for the double left turn lanes? Since they are further from the intersection they will need additional time to clear the intersection. Please show the calculation in the next submission.

TIS

1. Provided in the TIS the other development traffic information and add each indivual project site generation to the figures. This way NYSDOT can confirm that the existing to no-build volumes are correct.

Jason Brenner

Assistant Engineer
New York State Department of Transportation, Hudson Valley
Traffic & Safety Group
4 Burnett Boulevard, Poughkeepsie, NY 12603
(845) 437-5144 | Jason.Brenner@dot.ny.gov | www.dot.ny.gov



From: Corey Chase <cchase@dynamictraffic.com>
Sent: Friday, October 13, 2023 10:54 AM
To: Brenner, Jason (DOT) <Jason.Brenner@dot.ny.gov>
Cc: Gorney, Lance (DOT) <Lance.Gorney@dot.ny.gov>; Cailin Bradley <cbradley@dynamictraffic.com>
Subject: RE: SEQR 23-089 IV2 Rockland Logistics - Village of Suffern

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Hi Jason/Lance,

Hope you're both well. We will be transmitting copies of the updated TIS as well as the current conceptual improvements plans for the intersections of Route 59 with Hemion Road and Airmont Road.

We're working through more detailed improvement drawings for the intersections and can provide those upon completion.

Feel free to reach out with any questions or if you need any additional information.

Thanks,

Corey Chase, PE
Principal
Dynamic Traffic

245 Main Street | Suite 110 | Chester, New Jersey 07930
PH: (732) 481-0760 Ext. 2130 | Cell: (908) 229-2956

From: Brenner, Jason (DOT) <Jason.Brenner@dot.ny.gov>
Sent: Friday, May 5, 2023 4:18 PM
To: Kevin Savage <ksavage@dynamictraffic.com>; Corey Chase <cchase@dynamictraffic.com>
Cc: Philip Grealy <philip.grealy@collierseng.com>; Richard D'Andrea <richard.dandrea@collierseng.com>; Gorney, Lance (DOT) <Lance.Gorney@dot.ny.gov>
Subject: SEQR 23-089 IV2 Rockland Logistics - Village of Suffern

Kevin,

The NYSDOT has reviewed the Draft Environmental Impact study for the IV2 Rockland Warehousing and Logistics Center. Please review our below comments and if you have any questions please contact me at Jason.Brenner@dot.ny.gov.

Mitigations

1. NYSDOT will need to be provided with the conceptual plans for the proposed mitigations at our intersections. Please included the location of the Highway Boundary in all sketches.
2. Please be aware when designing Route 59 that it is designated a future bike route and should be designed based on Chapter 2 of the NYSDOT Highway Design Manual.
3. With the turning counts and queuing at the intersection of Route 59/Airmont Road a double left turn lane should be reviewed for the eastbound traffic on Route 59.
4. Included truck turning diagrams for the intersections where trucks will make a turning movement.
5. What is the proposed signal timing changes at the NYSDOT intersections. Please provided a written explanation for the proposed changes at each intersection.

Traffic Impact Study

1. Reviewing Table VI Proposed Trip Generations the trips proposed for building 1 use the fitted curve. Based on ITE Trip Generation Web based app the average rate trips is higher than the fitted curve and the NYSDTO recommends the change it trips.
2. Based on the ITE trips generation for trucks for warehousing the PM trucks trips are 37 trips.

Query **Filter**

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
150

LAND USE GROUP:
(100-199) Industrial

LAND USE:
150 - Warehousing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Truck

ENTER IV VALUE TO CALCULATE TRIPS:
1221.6 **Calculate**

Data Plot and Equation

DATA STATISTICS

Land Use:
Warehousing (150) [Click for Description and Data Plots](#)

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Truck

Number of Studies:
23

Avg. 1000 Sq. Ft. GFA:
308

Average Rate:
0.03

Range of Rates:
0.00 - 0.42

Standard Deviation:
0.03

Fitted Curve Equation:
Not Given

R²:

Directional Distribution:
52% entering, 48% exiting

Calculated Trip Ends:
Average Rate: 37 (Total), 19 (Entry), 18 (Exit)

3. How was the 27-29% Saturday trip generation determine for the project as ITE does not have extensive studies for warehousing projects.
4. Based on the proposed mitigations and work within the ROW, NYSDOT would like an analysis of build plus 10 years for the updated traffic study.
5. Route 59 posted speed limit is 40mph not 30mph as stated in the traffic impact study.
6. With the traffic study reviewing Montebello Road /N Airmont Road and WB I-287 on/off Ramp/N Airmont Road the NYSDOT ask that the study included signal R-885 PS at Executive Blvd/N Airmont Road.

Jason Brenner
Assistant Engineer
New York State Department of Transportation, Hudson Valley
Traffic & Safety Group
4 Burnett Boulevard, Poughkeepsie, NY 12603
(845) 437-5144 | Jason.Brenner@dot.ny.gov | www.dot.ny.gov



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From: Brenner, Jason (DOT)
 To: Bonnie Brennan
 Cc: Christopher, Louis; Park, William; Gina Mottino; gandorob@bomil.com; Gorney, Lance (DOT); Teruaki, Rishi (DOT-CONSULTANT)
 Subject: [External] SEQR 23-089 IV2 Rockland Logistics - Village of Suffern
 Date: Wednesday, November 29, 2023 3:10:38 PM
 Attachments: [image001.png](#)
[image002.png](#)

You don't often get email from jason.brenner@dot.ny.gov. [Learn why this is important.](#)

Bonnie,

The New York State Department of Transportation (NYSDOT) is currently working with the applicants traffic engineer on their proposed improvements plans within the NYSDOT Right of Way (ROW). **At this time NYSDOT does not recommend closing out the SEQR process until mitigations along Route 59 can be finalized.** NYSDOT will need additional information to continue review of the mitigation necessary to elevate the congestion along Route 59. NYSDOT cannot permit the reconfiguration of the bus queue/jump and right turn lanes on Route 59. This designated lane allows buses to jump the through traffic and to continue east/west on Route 59 by using the right lane and bus signal. Additionally, to address the traffic congestion, NYSDOT highly recommends providing dual left turn lanes on Route 59 which will require the town to obtain the necessary property rights. This will significantly improve the queuing of the left turn movements and improve the level of service on Route 59. If the town cannot obtain the necessary property rights the level of service and queuing along Route 59 will significantly be degraded. The current proposed dual left condition on Hemion Road to eastbound Route 59 is not operationally viable. For the town to achieve a dual left turn lane on Hemion will require additional property rights.

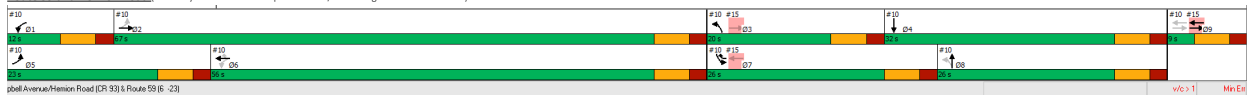
Dynamic Traffic has proposed the following mitigations/information discussed on November 27, 2023, meeting. Bold is the NYSDOT comments regarding the Corey Chase email.

- The TIS included traffic from the numerous developments pending in the area of the project and represents a collective impact on the Route 59 corridor.
- The existing shared right-turn/bus lanes cannot be reassigned on the Route 59 intersection approaches and must be maintained as a shared right-turn/bus lane or exclusive bus lane.
- The implementation of the double left-turn movements at the Hemion Road and Airmont Road intersections would require ROW acquisition to comply with Department design standards.
- The applicant should work with the Village and Town to discuss the opportunity for the Village or Town to acquire ROW, **to investigate the opportunity for the village/town to obtain the necessary ROW for roadway expansion.**
- The Department will require the acknowledgment from the Village for acceptance of the mitigations.
- The viable mitigation includes the following: **(The following mitigation below are still under Review.)**
 - Extension of existing turn lanes within existing gore areas to provide increased vehicle stacking.
 - Radius modifications to improve vehicle turning movements.
 - Traffic signal equipment replacement to include camera detection and adaptive traffic signal control.
 - ADA ramp and pedestrian crossing upgrades at both intersections.
 - Modifications to the traffic signal timing and phasing to optimize intersection operations.
 - Mill & overlay of areas to be restriped.

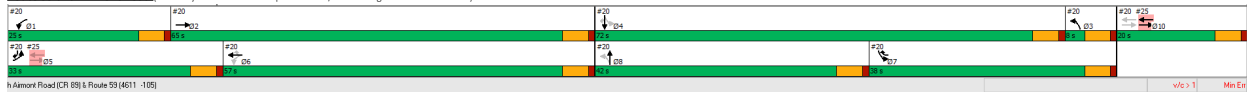
Please note, by keeping a single left turn lane for Eastbound Route 59 to Hemion Road may be problematic for the Montebello project due to the queue length concern. In the next submission provided the NYSDOT charts of the 50% and 95% queuing for each lane for all signalized intersections in the study.

Additionally, NYSDOT will need to see updated synchro models showing split phasing for the left turn movements when the left turn lanes are unbalance. For the intersection of Route 59 and Hemion Road the NB and SB left turn lanes will need to be split phase. For Route 59 and Airmont Road the EB and WB left turn lanes will need to be split phasing. If the left turn lane for WB Route 59 at the intersection at Airmont used the gore area in the mitigated plans there is a chance to take the left turns off split timing. However, for this to work, NYSDOT will require truck turning diagrams to determine if the movements can be achieved safely.

Route 59 and Hemion Road (Currently show the left turn phase for NB/SB traffic goes at the same time)



Route 59 and Airmont Road (Currently show the left turn phase for EB/WB traffic goes at the same time)



NYSDOT will continue working with the applicant and their engineer to achieve the most feasible work to alleviate the traffic for the project. If you have any questions, please contact me or Lance Gorney.

Jason Brenner
 Assistant Engineer
 New York State Department of Transportation, Hudson Valley
 Traffic & Safety Group
 4 Burnett Boulevard, Poughkeepsie, NY 12603
 (845) 437-5144 | Jason.Brenner@dot.ny.gov | www.dot.ny.gov

