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October 5, 2016

Chairman Ching Wah Chin
Town of Ossining Planning Board
Route 9A
P.O. Box 1166
Ossining, NY 10562

RE: JMC Project 16146
Bethany Arts Community
40 Somerstown Road
Town of Ossining, New York

Response to Comments from Town's Traffic Consultant

Dear Chairman Chin:

We have enclosed our Traffic Study, revised 10/05/2016, for your review. The Traffic Study was revised considering the comments mentioned in the review memorandum from Frederick P. Clark Associates, Inc., dated 01/12/2016.

For ease of review, we have provided the comments from the review memo in italics followed by our responses in standard text.

Comment No. 1

2015 Existing Conditions – Traffic counts were conducted on Thursday, July 21, 2016 and Saturday, July 23, 2016 while schools were not in session. Therefore, these volumes should have been seasonally adjusted to account for the school closures.

Response No. 1

In order to account for school related traffic, the existing volumes counted in July 2016 have been increased by 10%. These increased existing volumes have been utilized to project future traffic volumes. These volumes are included in the revised traffic study.

Comment No. 2

2021 No Build Traffic Volumes – An annual growth rate of one percent was utilized in the study. However, the proposed River Knoll Traffic Study prepared by JMC in November 2015 utilized an annual growth rate of two percent. Therefore, the Applicant should provide documentation to verify the use of a one percent annual growth rate for this development. The no-build volume should be revised to incorporate the

seasonal adjustment and possibly a two percent annual growth rate and determine if this impacts the results of this analysis.

Response No. 2

We have included New York State Department of Transportation (NYSDOT) data within the revised traffic study which depicts a downward growth trend along NY 133 in the vicinity of the site. Due to the downward growth trend, the utilization of 1% annual growth rate provides a conservative analysis.

Comment No. 3

Site Traffic Distribution – Review of the site traffic distribution indicated that 75 percent of the site traffic will travel to and from the east on Somerstown Road, while the remaining 25 percent of the site traffic will travel to and from the west on Somerstown Road. The Applicant should provide documentation to verify this distribution estimate.

Response No. 3

We have included supporting documents within the revised traffic study. If the distribution is different than what is depicted in the study, the levels of service at the driveways are very good and the different distribution would not be expected to change the levels of service significantly.

Comment No. 4

2021 Build Traffic Volumes – See comments 1, 3, 4 and 5

Response No. 4

The Build Traffic Volumes have been revised based on the increased existing volumes mentioned in Response No. 1.

Comment No. 5

Capacity Analysis – Review of the SYNCHRO model indicated that the site driveway “A” which is the one-way entrance driveway, is modeled for two-way traffic. This should be revised.

Response No. 5

The synchro file depicts the proposed Site Driveway A as two-way; however, there is no volume exiting this driveway in the synchro file. The exiting lane is needed in order for the software program to provide an output analysis. The synchro network needs at least one approach to an unsignalized intersection to stop controlled in this situation so the driveway is given the stop condition as a “dummy” approach to obtain the output from the analysis.

Comment No. 6

Site Access – According to the Intersection Sight Distance (ISD) analysis, the required sight distance for a left turn from a STOP is 485 feet, while the required sight distance for a right turn from a STOP is 420 feet. The Applicant indicated that the available ISD for a left turn from a STOP is 170 feet and for a right turn from a STOP is 550 feet. The Applicant states that to achieve the ISD needed for a left turn from a STOP, existing vegetation/trees located between the driveway and Tavano Road along the east side of the road would need to be removed/trimmed. The Stopping Sight Distance (SSD) analysis indicated that the required sight distance is 348 feet for vehicles traveling both northbound and southbound on Somerstown Road.

The Applicant should provide on the Site Plan the available ISD and SSD with elevations, to scale, for the proposed full-movement driveway. This information is needed to confirm there is adequate ISD and/or SSD to allow for a left turn exiting movements at this driveway.

Response No. 6

JMC Drawing SD-I depicts the stopping and intersection sight distances on plan and profile views. The drawing shows that the sight distances for a vehicle turning left out of the site driveway can be achieved with the removal/pruning of existing vegetation/trees along the east side of Somerstown Road. Drawing SD-I is located within Appendix F of the revised Traffic Study.

We trust that the enclosed information addresses the comments from Town's traffic consultant. If you have any questions or require any additional information, please contact our office at (914) 273-5225.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC



Richard J. Pearson, PE, PTOE
Senior Associate Principal



Marc Petraro, PE
Project Manager

cc: Mr. Jorge Hernandez, w/enc. (via email)

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