

3.8.10 Traffic and Transportation Comments and Responses

Comment 3.8-1 (Letter 2, Luiz C. Aragon, Commissioner, Sullivan County, Planning and Environmental Management, June 16, 2010): According to the Traffic and Transportation section, it states that internal road access will be via a tunnel under St. Joseph's Road (County Road 108). Further discussions will be needed with the County Division of Public Works to see if this design option is feasible, as the potential impacts have not been addressed in the DEIS.

***Response 3.8-1:** The revised Master Plan has identified the tunnel to be constructed in Phase 7 and proposes an at-grade vehicle and golf cart crossing between the northern and southern portions of the project to be constructed in Phase 1 and used until Phase 7. The at-grade access will be a gated crossing with coordinated key-card gates such that someone exiting one side can cross St. Joseph's Road and immediately enter the opposite side of the project, but no entry can be made into the project directly from St. Joseph's Road. The gates will be activated only by using a key-card swipe box located on the northern or southern interior roadways, such that opening the second gate will only be possible with the same key-card that opened the first gate. Thus key-card access from one side to the other will only be available to vehicles inside the resort and the gates will prevent use as an access point from St. Joseph's Road. Signage on St. Joseph's Road may be appropriate to indicate "No Entrance" ahead of the crossing in addition to "Cart Crossing" warning signs. The revised plan includes the emergency access gated entrances on St. Joseph's Road, as originally shown.*

Potential environmental impacts associated with the tunnel construction proposed in the DEIS -- some 22,000 cubic yards of earth and rock excavation, noise and vibration from blasting or other means of rock removal, and temporary disruption of through traffic on St. Joseph's Road during construction -- will occur in the last construction phase. Potential impacts of an at-grade crossing for motor vehicles, golf carts and pedestrians relate primarily to safety issues associated with the through traffic. The plan change from a tunnel to at-grade crossing does not trigger any new permit -- either design will require review and approval of a Highway Work Permit from Sullivan County Division of Public Works (DPW).

Traffic counts presented in the DEIS indicate current traffic on St. Joseph's Road is light. In the peak traffic hour (a Friday afternoon in the summer) there were 14 vehicles traveling on St. Joseph's Road (count at Cold Spring Road) and 2 vehicles in the Sunday afternoon peak hour. These volumes should permit easy crossing of St. Joseph's Road with minimal delays and little likelihood of a conflict. The exact location of the crossing will need to be reviewed during site plan review relative to sight distance and appropriate traffic controls to provide a safe crossing. As a safety mitigation measure, the Applicant proposes to include in the DPW permit application: golf cart crossing warning signs (W11-11)¹ and/or trail crossing sign (W11-15 and 11-15a),¹ and stop signs for the project roads, and appropriate pavement markings.

While vehicles will not be able to enter the site at this location, vehicles will be able to exit onto St. Joseph's Road. Site generated peak hour traffic using St. Joseph's Road

¹US Department of Transportation Federal Highway Administration, Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition, Section 2C-49.

was projected to be 3 vehicles in the interim build condition (after Phase 1, 2 and 3 construction including 1032 units built and occupied) and 8 vehicles generated at full build. If 8 vehicles were to exit from the at-grade access, the net effect would be a slight reduction of the projected number of vehicles turning at the main project entrance, and a slight increase in projected traffic turning at the Cold Spring Road / St. Joseph's Road intersection. The better condition of the new internal roads compared to the current condition of St. Joseph's Road and shorter distance for northbound project traffic would lead the majority of vehicles to drive through the project as originally modeled in the DEIS traffic study.

Comment 3.8-2 (Letter 4, CT Male Associates, July 1, 2010): Construction Traffic: Provide an estimate of the net importation of construction materials required for the project. During the construction period, what is the range of truck trips that will be required on a daily/weekly basis? Will dedicated truck routes be specified?

Response 3.8-2: *Approximately 8 to 10 small vehicles (pick-up trucks and van size) and 3 to 4 material deliveries (box truck and flatbed) are estimated to arrive at the site on a daily basis during project construction. This activity will be during daylight hours. In some cases when the source of materials or destination of surplus materials is known, dedicated truck routes will be specified as part of the construction contractor agreements. Each year the posted and R-post bridge lists from the NYS DOT website² will be reviewed. There is currently an R-Post Bridge on US Route 6 in Port Jervis. The R-Posting will prohibit overweight loads on that route without a waiver permit. None of the other study area roads have R-postings or weight restrictions in the site vicinity, including NYS Route 42 in the Towns of Thompson and Forestburgh and the Village of Monticello as of July 2010.*

As stated in the DEIS, the Applicant will work with the Town and County to identify desired truck routing before construction commences. A conceptual traffic routing plan for Phase 1 construction is shown in FEIS Figure 3.8-1. This mitigation plan will be designed in detail, with the input from the Town of Forestburgh, Town of Thompson and Sullivan County Highway Superintendents, prior to each phase of construction to identify the specific truck routes depending on vehicle size and weight, and origin. The construction traffic arriving from out-of-town will be routed primarily on State and County roads: from the north via NYS Route 17 at Exit 106 using CR 173A (East Broadway) and Rose Valley Road (a Thompson town road), or from the south via NYS Route 42, CR 48 (Hartwood Road), and CR 101 and 102 (Cold Spring Road).

Comment 3.8-3 (Letter 4, CT Male Associates, July 1, 2010): Physical Damage to Off-Site Roads: Truck traffic during construction has the potential to damage public roads. The Applicant should be responsible for maintaining the integrity of public roads damaged by construction traffic, including water well drilling operations. A mitigation plan for impacts to public roads, including a discussion of bonding, is recommended to be included in the FEIS.

Response 3.8-3: *The Applicant will be responsible for road repairs made necessary by the project construction traffic, excepting normal wear and tear and where the road was already dilapidated. Based on a phase-specific construction traffic routing plan*

² <https://www.nysdot.gov/gisapps/posted-bridges/printable-listing-of-posted-bridges>

(discussed in Response 3.8-2), the Applicant will conduct a road inspection with the Town and County Highway Superintendents during the site plan review of each phase to ascertain the existing condition of proposed truck routes. The Applicant will be responsible, at the direction of the highway superintendents, to rectify any road damage caused by construction, and the Town will be able to monitor the status of such repairs with its reviews before each subsequent phase is approved. Also refer to Response 3.8-2.

Comment 3.8-4 (Letter 4, CT Male Associates, July 1, 2010): As a significant level of traffic is estimated to enter and leave the site from the Port Jervis/I-84 corridor to the south, the transportation analysis should further assess the suitability of intersections at State Route 42/Hartwood Road (CR 48) and Hartwood Road (CR 48)/ Cold Spring Road (CR 101)/ Oakland Valley Road (CR 49). These two intersections are along the preferred travel route from Port Jervis/I-84 to the project site. This preferred route is to take Route 42 north to Hartwood Road, then to Cold Spring Road. Based upon Figures 3.8-11 and 3.8-12 (site traffic distribution maps), 25% of the trips generated by this development will be from the Port Jervis/I-84 corridor.

Response 3.8-4: *The noted "preferred" route is about one minute shorter but over two miles longer to reach the site as compared to US Route 209 to CR 7 to CR 49. Thus it is expected the volume would likely use both routes based on driver preferences to and from the Port Jervis area. When there are problems on NYS Route 17, part of this route (CR 7 and CR 49) is part of an alternative route to points south and access to Interstate-84 and NYS Route 17. The distance is about the same (under 30 miles) however the travel time is about 10 minutes longer if NYS Route 17 has no delays.*

Additional traffic counts were taken at two locations on Hartwood Road (CR 48) and provided in FEIS Appendix H. The Cold Spring Road (CR 101), Hartwood Road (CR 48) and Oakland Valley Road (CR 49) intersection volumes are about 94 vehicles in the Friday peak and 74 on the Sunday peak hour. An analysis of this intersection even with the projected traffic will be under 300 vehicles and thus result in level of service B or better.

The Sunday traffic count at NYS Route 42, CR 43, and CR 48 shows an influx of traffic from 2 p.m. to 3 p.m. toward CR 43 and a reverse concentration of traffic from 5:15 p.m. to 5:30 p.m. This pattern corresponds to traffic related to a show held at Forestburgh Playhouse starting at 3 p.m. The peak hour traffic under existing conditions is 369 vehicles Friday and 401 vehicles on Sunday.

No improvements are proposed at these two intersections.

Comment 3.8-5 (Public Hearing, Mr. Bill Mullery, June 16, 2010): Has any consideration been given to the access of the people who live here onto the city roads, the county roads? Are we going to need to make Cold Spring Road a four-lane highway if we get all of the people that they propose to get in here? Are we going to have to put traffic lights at two or more intersections in town to get them out to Route 42? And is Route 42 going to be able to handle the traffic? It seems to me that this development does not have all of the access that you may need for that many people.

Response 3.8-5: *The DEIS traffic study, which was conducted in accordance with NYS DOT methodology, takes into consideration existing traffic on the road network in the*

study area, including projecting that traffic volume into the future to the "build year" of this project. The study conservatively projected the full build traffic volume to occur in ten years. No significant change in traffic conditions was projected to occur in the analysis, in large part due to the lengthy build-out anticipated.

Cold Spring Road will handle the projected traffic as a two lane road. The DEIS page 3.8-18 discusses the possible mitigation of adding turn lanes into the site from Cold Spring Road if future road conditions warrant at that location. The project design provides adequate area along the project frontage and along the main entrance road to allow future road widening for turn lanes if determined to be needed. No additional traffic signals are determined to be needed as a result of the project. The location of the main project access is designed to reduce demand on NYS Route 42 between St. Joseph's Road and the center of the Village of Monticello. Adequate capacity is projected where the site traffic meets NYS Route 42 at St. John Street in Monticello and at St. Joseph's Road near the site.

Comment 3.8-6 (Letter 5, Alan Kulchinsky, July 2, 2010): I have great concerns for the traffic that will be on our roads during construction and especially when it's in operation. I believe that most people accessing the project from Route 17 will get off the highway at exit 106 and then take the shortest route which is Rose Valley Road. Rose Valley Road is a hilly, curvy one lane road with multiple blind spots and the volume of traffic on that road would be a nightmare. The property truly does not have a good access point for a development, neither Cold Spring Road nor Route 42 are appropriate for the volumes that will occur.

Response 3.8-6: *The DEIS projected and evaluated the Rose Valley Road route to carry 25 to 40 percent of the site traffic depending on peak hour period and direction of travel. Parallel sections of Cold Spring Road and Rose Valley Road have smaller volumes (91 and 92 vehicles on Friday peak hour) than NYS Route 42 (253 vehicles in the Friday peak hour); all these roads are one lane in each direction. While Cold Spring Road will handle all the site traffic at the main access point, Rose Valley Road will provide a parallel route to effectively provide the site with four lanes on two separate roads. The northbound lane on Cold Spring Road approaching the project entrance, carrying traffic using Rose Valley Road even without a left turn lane into the site, will have a Build Condition volume-to-capacity ratio of 0.18 (e.g. Friday volume of 246 vehicles per hour to a capacity of 1402 vehicles per hour).*

Study Intersections

- 1- St. Joseph's Road (CR 108) and Cold Spring Road (CR 102)
Town of Forestburgh

- 2- Cold Spring Road (CR 102) and Rose Valley Road
Town of Forestburgh

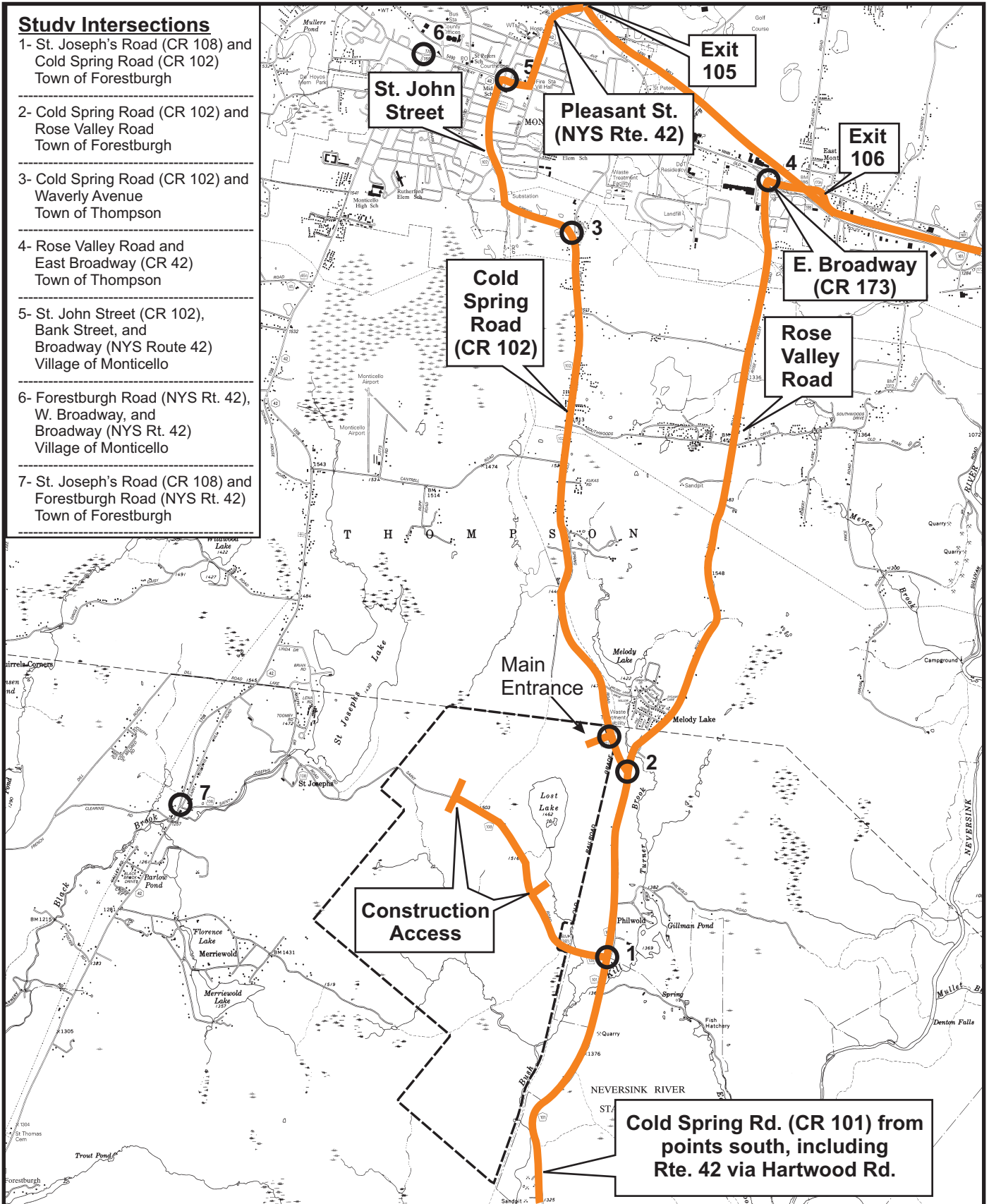
- 3- Cold Spring Road (CR 102) and Waverly Avenue
Town of Thompson

- 4- Rose Valley Road and East Broadway (CR 42)
Town of Thompson

- 5- St. John Street (CR 102), Bank Street, and Broadway (NYS Route 42)
Village of Monticello

- 6- Forestburgh Road (NYS Rt. 42), W. Broadway, and Broadway (NYS Rt. 42)
Village of Monticello

- 7- St. Joseph's Road (CR 108) and Forestburgh Road (NYS Rt. 42)
Town of Forestburgh



FEIS Figure 3.8-1: Conceptual Traffic Routing - Phase 1

Lost Lake Resort

Town of Forestburgh, Sullivan County, New York

Base: US DOT Planimetric Map, Hartwood & Monticello Quads

Scale: 1" = 4,300'



LEGEND

- Intersections Studied
- Site Property Boundary