Jane Samuelson

From: Sue Hadden <shadden@townofmontgomery.com>
Sent: Wednesday, December 17, 2025 9:40 AM
To: Jane Samuelson
Subject: FW: File Transfer: SEQRA 22-218 - Sheffield Gardens - Response to NYSDOT Comments 7/29/25 - Sheffield Gardens

From: Richard D'Andrea <richard.dandrea@collierseng.com>
Sent: Wednesday, December 17, 2025 9:33 AM
To: Sue Hadden <shadden@townofmontgomery.com>
Subject: File Transfer: SEQRA 22-218 - Sheffield Gardens - Response to NYSDOT Comments 7/29/25 - Sheffield Gardens

Colliers Engineering & Design

Project: 22012941A **Sheffield Gardens**

Notification about File Transfer **SEQRA 22-218 - Sheffield Gardens - Response to NYSDOT Comments 7/29/25**

Note: You have been CC'd on this notification.

A transfer (File Transfer) has arrived on the Colliers Engineering & Design, Inc. Info Exchange Site.

Remarks

Zakia –

Please find attached the below listed items which are in response to the July 29, 2025 comments.

- Comment – Response Excel File – 12/16/2025
- Revise Signal Warrant Analysis Study – 12/3/2025
- Overall Site Plan – 12/17/2025
- Updated Site Access Improvements Concept Plan – 8/28/2025
- Site SWPPP Report – December 2025

Note that many of the comments are related to the design of the improvements along Route 17K at the site access. These comments remain unaddressed until we proceed to detailed design of those improvements which has not yet commenced.

Thanks,
Rich.

Richard D'Andrea, PE, PTOE
Department Manager | Transportation/Traffic Planning
Valhalla, New York

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File Transfer Info

To: **Zakia.Alam@dot.ny.gov**
From: **Richard D'Andrea (Colliers Engineering & Design, Inc.)**
CC: **Jason Brenner (NYSDOT Region 8); Lee.Zimmer@dot.ny.gov; Casey Sawyer (Colliers Engineering & Design, Inc.); 22012941A@project.collierseng.com; shadden@townofmontgomery.com**
Expiration Date: **1/16/2026**

Transferred Files

103.0301 Sheffield Gardens SWPPP - December 2025.pdf	12/16/2025	3:27 PM	12,445 KB
2025-12-17 - 103.0301 - O-100.pdf	12/17/2025	8:39 AM	1,944 KB
250828_Concept_Bailey Road Access.pdf	10/7/2025	5:22 PM	1,201 KB
251203RGD_Alam_Signal Warrant Analysis_Bailey.pdf	12/3/2025	8:10 AM	10,866 KB
251216RGD_Response_2025 07 29 NYSDOT Comments 22-218.xlsx	12/16/2025	3:16 PM	105 KB

Additional Links

Reply to All

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TRAFFIC STUDY											
1	Sheffield Gardens_Traffic Impact Study_Table No. 1	Please provide multiple tables that show the unadjusted trip generation projection and the calculations of the trip generation credits used to adjust the volumes. The pass-by volumes presented in the volume figures should be presented in a trip generation table within the report. Provide documentation within the report of the internal trip capture rates and calculations utilized.	SR	Table No. 1 of the TIS has been revised to show the unadjusted Project generated traffic volume estimates, the internal traffic volumes, the pass-by traffic volumes and the net new trips separately. Table No. 1-I has been added to the TIS to identify the calculation of the internal capture rates.	CED	Upon review of Table 1-I, the internal trip credits from the calculations do not match Table No. 1. However, the credits in Table No. 1 are less than the estimates in Table 1-I, therefore the analysis is conservative. The report does not detail the source of the 15% pass-by credit for the retail land use codes. However, based on a review of *2021 Pass-By Tables for ITE Trip Gen* , it is believed this is a conservative estimate.					Closed
2	Sheffield Gardens_Traffic Impact Study_Table No. 1	It appears the fitted curve equation was used for the weekday morning peak hour for Land Use 822, whereas the average rate should have been utilized based on ITE guidance. The average rate would provide a more conservative projection of the trip generation volumes. Justify the use of the fitted curve equation or apply the more conservative trip generation projections to the report.	SR	Table No. 1 of the TIS has been revised to utilize the average rate for Land Use 822 and the analysis has been revised accordingly.	CED						Closed
3	Sheffield Gardens_Traffic Impact Study_Fig. 16-18	Provide two new volume figures for site-generated traffic - one for pass-by trips and one for new trips. In total, there should be three figures (Pass-by, new trips, total new trips).	SR	Figures No. 16 through 21 are now provided in the Appendix A of the TIS indicating the Project generated new trips and pass-by trips separately. Figures No. 22 through 24 indicate the total site generated trips.	CED	Per the *3rd Ed Trip Generation Handbook* , the entering and exiting pass-by volumes in each hour should be equal, in this case not to exceed 15% for either direction. Pass-by volumes at the site driveway intersection should be balanced so the entering and exiting volumes do not result in balancing differences to the volumes at downstream study intersections. If other assumptions are being made, an explanation should be provided.	This comment remains outstanding.	The pass-by volumes have been corrected in the attached updated signal warrant analysis letter.			Open
4	Sheffield Gardens_Traffic Impact Study_pg. 4	A review of the volumes figures and turning movement counts show discrepancies (specifically, the intersection of Route 17K and Route 208 during the weekday morning and weekday evening peak hours). Please review all turning movement counts to ensure data is accurately depicted within the figure and Synchro analysis. For example, the turning movement counts on page 274 suggest the southbound through movement should be 221, but Figure 3 reports 252.	SR	The PM southbound volume at the Route 17K/Route 208 intersection has actually been increased to 283 vehicles based on recently collected data along Route 208 south of Route 17K. All other volumes have been confirmed.	CED	Upon review of the count data and the volume figures, it appears that intersection peak hour volumes were utilized rather than the network peak hour volumes, especially in the evening peak hour. Although this is an inconsistency in the report, it does provide a more conservative analysis.					Closed
5	Sheffield Gardens_Traffic Impact Study_pg. 4	The report suggests that previous traffic studies in the site vicinity and NYSDOT count station data were reviewed to establish the volumes for each study peak hour. Please describe within the report any methodology utilized for adjusting the as-counted turning movement volumes. Please provide direct references to the sources of data used for any adjustments used to establish the existing traffic conditions.	SR	See additional discussion provided in Section II.B of the TIS.	CED						Closed
6	Sheffield Gardens_Traffic Impact Study_pg. 4	Confirm within the text of the report that Valley Central High and Middle Schools were operating on a typical school schedule (i.e. full capacity, typical bell schedule) on the date of the weekday turning movement counts. Please describe the typical school schedule within the report, especially as it relates to the study roadway network peak hours.	SR	See additional discussion provided in Section II.B of the TIS.	CED						Closed
7	Sheffield Gardens_Traffic Impact Study_pg. 8	Within the text of the report, provide the construction status, location, and reference material used for each potential adjacent development identified. For any projects without associated traffic studies or volume projections, trip generation tables should be prepared and presented within the report or appendix. For example, state "Project XX is located along XX road, approximately XX miles from the proposed development. Construction is (underway/anticipated to be completed by/pending approval). Volumes from XX report by XX firm were added to the network and are shown on Figure XX."	SR	See additional information provided in Section III.A of the TIS. Note that current Project status is provided where known. Information could not be obtained for all developments.	CED						Closed
8	Sheffield Gardens_Traffic Impact Study_Fig. 8-10	Provide individual volume figures for the adjacent development traffic volumes within the study network and indicate the location of the adjacent developments . The current Other Developments figures combine all projects together so its not easy to verify the process for determining these volumes assigned throughout the network. It is noted that figures from various reports are appended within Appendix H, but these figures do not include the study intersections from the Sheffield Gardens report.	SR	Table OD-1 has been added to Appendix H detailing the assignment of traffic for each of the other development Projects to the study area intersections.	CED						Closed
9	Sheffield Gardens_Traffic Impact Study_pg. 11	Provide a summary within the text of the report of all the proposed signal timing modifications. Specify the phases and timing modifications that are proposed in each peak hour.	SR	A summary of the recommended traffic signal timing modifications is provided in Section IV of the TIS.	CED						Closed
10	Sheffield Gardens_Traffic Impact Study_Table No. 2	The intersection of Route 17K and Route 211 is shown to operate with volume to capacity ratios that exceed 1.0 during the AM and PM peak hours in the build condition even with the proposed signal timing modifications. Queues are also shown to exceed available storage lengths. Additional mititgations measures should be explored at this location.	SR	Further improvement of the Route 17K/Route 211 intersection would require widening of the intersection approaches to provide additional lanes. This has been determined to not be feasible due to limited Right-of-Way and proximity of existing buildings to the intersection.	CED	The intersection of Route 17K and Route 211, during the PM peak hour, requires mitigation as the westbound approach is shown to operate above capacity (v/c ratio of 1.03). The applicant should consider signal timing changes to mitigate these capacity constraints if the Right-of-Way limits the potential to provide additional lanes. Also during the PM peak hour, the northbound left-turn movement at Route 208 and Route 17K shows extended queues beyond the available turn lane and operation near capacity. The report notes 400 feet of available queueing in this turn-lane, while the analysis shows a 95% queueing of 501 feet. Potential mitigation measures should be explored within the report to ensure queues do not restrict NB traffic flow along Route 208.	This comment remains outstanding.	Signal timing modifications have been identified that could be implented at each intersection during the PM Peak Hour. These signal timing modifications are detailed in the attached revised traffic signal warrant analysis letter.			Open
11	Sheffield Gardens_Traffic Impact Study_pg. 14	Currently, the report states that the site driveway will operate at Level of Service D during the weekday morning and Saturday peak hours and Level of Service E during the weekday evening peak hour. To improve operations, consider providing two lanes to create an exclusive right- and left-turn lane on to Route 17K.	SR	It is our understanding that it is the preference of NYSDOT for unsignalized intersections to only be provided one lane on the minor approach due to the potential for blocking of sightlines created by having separate left turn and right turn lanes. Based on this no additional analysis has been provided.	CED						Closed

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12	Sheffield Gardens_Traffic Impact Study_Exhibit No. 2	Stopping sight distance for the proposed site driveway should be measured along the driveway approach. The 50mph design speed is likely inaccurate for the driveway approach. Accurate stopping sight distance analysis should be provided for the driveway approach to Route 17K to ensure the driveway alignment is as safe as possible. Confirm if the proposed new median was accounted for in the intersection sight distance calculations.	SR	The stopping sight distance is provided in Exhibit No. 3 since as indicated by AASTHO this is the minimum required sight distance along Route 17K to ensure the safe operation of the intersection. The intersection sight distance has been adjusted to account for the new left turn lane/median for the left turn movement exiting the site. With respect to sight distance along the driveway approaching Route 17K, it is anticipated that the driveway will be a low speed roadway. Utilizing a design speed of 30 MPH a minimum stopping sight distance of 200 ft. is required, where a sight distance in excess of 250 ft. will be provided	CED					Closed
13	Sheffield Gardens_Traffic Impact Study_pg. 15	The text notes a "slight upgrade" along Route 17K. The grade of Route 17K proximate to the site driveway location should be verified and accounted for within the sight distance calculations, if necessary.	SR	Route 17K as a slight upgrade of approximately 1.0% from east to west along the sight frontage. This grade does not require adjustment of the sight distances at this location	CED					Closed
SYNCHRO ANALYSIS										
14	Sheffield Gardens_Traffic Impact Study_GENERAL	Please submit all relevant Synchro files (SYN FILE).	SR	The relevant Synchro Files were provided to the Department in our previous submission. The revised analysis files have also been included in the enclosed submission.	CED					Closed
15	Sheffield Gardens_Traffic Impact Study_pg. 273	Per Comment #3 above, ensure the volumes from the turning movement counts are accurately reflected in the Synchro analysis. For example, at the intersection of Route 17K and Route 208 during the weekday morning peak hour, the eastbound approach is shown to have 181 right turn movements and 93 left turn movements. In the Synchro output sheet, these volumes are switched resulting in an analysis of nearly double the left-turn movements than were collected in the field. (See Figure 2, page 273, and page 72). Confirm similar errors did not occur at other study locations.	SR	The traffic volume used in the analyses have been confirmed.	CED					Closed
16	Sheffield Gardens_Traffic Impact Study_Appendix D & F	Clarify the signal timing documents used for the intersection of Route 17K and Route 211. A review of the NYSDOT signal timing documents appended to the report suggests the wrong splits were used for the morning peak hour and the wrong sequenece was used for the evening peak hour. Indicate if field observations showed the signal operated differently then the NYSDOT timings pages show. An additional review of the signal timings will be conducted when the SYN files are provided.	SR	The traffic signal timings utilized in the revised analysis for the Route 17K at Route 211 intersection have been confirmed based on the NYSDOT timing plans contained in Appendix F of the report.	CED					Closed
17	Sheffield Gardens_Traffic Impact Study_Appendix D & F	Confirm the signal timing for the intersection of Route 17K and the Valley Central Driveway Entrance. A review of the NYSDOT signal timing documents appended to the report suggests Maximum 1 times should be used. Minimum recall appears to be set for the wrong phases. Indicate if field observations showed the signal operated differently then the NYSDOT timings pages show.	SR	Based on field investigation, the traffic signal is running Max 2 timings during the Weekday AM Peak Hour and Max 1 timings during the Weekday PM and Saturday Peak Hours. The analysis correctly reflects this. The minimum recalls have been confirmed per the NYSDOT timing data.	CED					Closed
18	Sheffield Gardens_Traffic Impact Study_Appendix D & F	Confirm the signal timing for the intersection of Route 17K and the Valley Central Driveway Exit. A review of the NYSDOT signal timing documents appended to the report suggests Maximum1 times should be used. Indicate if field observations showed the signal operated differently then the NYSDOT timings pages show.	SR	Based on field investigation, the traffic signal is running Max 2 timings during the Weekday AM Peak Hour and Max 1 timings during the Weekday PM and Saturday Peak Hours. The analysis correctly reflects this.	CED					Closed
19	Sheffield Gardens_Traffic Impact Study_Table No. 2	Clarify the Level of Service methodology used for the analysis results. Appendix D shows errors with HCM 6th Edition methodology for some intersections. For example, see page 122 and 142.	SR	As noted in Section III.E of the TIS, for all intersections the Highway Capacity Manual 7th Edition analysis results have been utilized with the exception of the NYS Route 17K/NYS Route 211 intersection for which the Highway Capacity Manual methodology is not permitted to be used due to the lack of a separate westbound left turn lane with the westbound protected left turn phase. Therefore, the Synchro analysis methodology results were utilized for the NYS Route 17K/NYS Route 211 intersection.	CED					Closed
CONCEPT PLANS										
20	Sheffield Gardens_Preliminary Concept Plan	Add sidewalk along the Route 17K site frontage per Town Comprehensive Plans. Indicate proposed sidewalk location in relation to right of way line.	SR	This will be incorporated in to the final design of the left turn lane widening along Route 17K as part of the Highway Work Permit Application. Note that there is in excess of 20 ft. of available right-of-way between the existing Route 17K EB edge of pavement and the Right-of-Way line where widening of Route 17K and a potential sidewalk could be incorporated.	CED	This comment remains outstanding.	This comment remains outstanding.	There is a walkway proposed from the project to the Valley Central School District parcel to the west of the site. There are no other sidewalks to connect to on NYS Route 17K which is a safety concern. The nearest existing sidewalks on NYS Route 17K are almost a mile to the west of the Project Site in the Village of Montgomery.		Open
21	Sheffield Gardens_Preliminary Concept Plan	Per AASHTO Table 9-20, the desirable lane change and deceleration distance at 40 mph is 265 feet. Queue analysis shows 95th percentile queue is 1 vehicle (25 feet). The current storage area on the concept plan is 100 feet with a 150 feet taper length (250 feet). 40 feet should be added to the taper or storage area to provide desirable lane change and deceleration distance (265 feet + 25 feet for 95th percentile queue).	SR	This will be incorporated in to the final design of the left turn lane widening along Route 17K as part of the Highway Work Permit Application.	CED	This comment remains outstanding.	This comment remains outstanding.	This will be addresed as part of the design plans to be prepared for improvements along Route 17K at the Site Access.		Open
22	Sheffield Gardens_Overall Subdivision Plan	Per the submitted Site and Concept Plans, access to the site along Montgomery Heights Road appears to be proposed. Provide details within the report in regard to the usage of this access and the volumes anticipated to use Montgomery Heights Road.	SR	Access to Montgomery Heights Road is proposed to be a gated emergency only access.	CED					Closed
23	Sheffield Gardens_Preliminary Concept Plan	Include signage plan (R3-7L, R1-1), truck turning templates for all access points, and NYSDOT Standard details on fully developed roadway plans, in future submissions.	SR	This will be incorporated in to the final design of the left turn lane widening along Route 17K as part of the Highway Work Permit Application.	CED	This comment remains outstanding.	This comment remains outstanding.	This will be addresed as part of the design plans to be prepared for improvements along Route 17K at the Site Access.		Open
24	Sheffield Gardens_Overall Subdivision Plan	Per the submitted Site Plans, a bus shelter and perpendicular parking spaces are proposed proximate to the site access point along Route 17K. Explain the purpose and use of these facilities in regard to potential impact on the operation of the site access. Consider relocating the perpendicular parking spaces as to not conflict with the internal T-instersection. Consider constructing a bus pull-off lane along the site access road.	SR	The parking spaces in this area serve two purposes. First they will be used by parents bringing their children to the school bus which is anticipated to stop along Route 17K in the vicinity of the site. Second these spaces will be utilized on an as needed basis for maintenance of the Wastewater Treatment Facility in this area. Due to the short duration of use of these spaces we believe the location is appropriate. It is not anticipated that a bus will enter the site since the driveway is planned as a private road and therefore an internal bus pull-off lane is not proposed.	CED	Consider relocating the bus shelter to be adjacent to Route 17K to provide refuge for pedestrians proximate to the bus pick-up location.	This comment remains outstanding.	The proposed school bus shelter is located within the Town's required property setbacks for the B-2 Zoning District.		Open

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25	Sheffield Gardens_Overall Subdivision Plan	Provide details regarding development on Lot 3 including highway boudary, stationing along roadway, profile and typical sections of highway and driveway, signage and striping plan, details for utility works, sidewalk and curb construction and pavement restoration.	WC	There are no plans for the development of Lot 3 due to the presence of wetlands in this area. The other requested details will be incorporated in to the final design of the left turn lane widening along Route 17K as part of the Highway Work Permit Application.	CED	It is noted that Lot 3 will not be developed as part of this application. The remainder of the comment remains outstanding.	This comment remains outstanding.	This will be addressed as part of the design plans to be prepared for improvements along Route 17K at the Site Access.		Open	
26	General	Please provide a Drainage Study Report including all the required calculations discussed in NYSDOT's Highway Design Manual Section 8.9 and demonstrate the runoff requirements are satisfied for both post-construction and during each construction phase for potential impacts to State highways..	WC	This will be provided as part of the final design of the left turn lane widening along Route 17K as part of the Highway Work Permit Application.	CED		This comment remains outstanding.	The Drainage Study will be provided upon further advancement of the detailed design of the improvements along NYS Route 17K.		Open	
CRASH ANALYSIS											
27	Sheffield Gardens_Traffic Impact Study_pg. 5	Within the text of the report, clarify the study time period for the crash analysis.	SR	The study time period for the crash analysis has been clarified in the text of the TIS.	CED					Closed	
28	Sheffield Gardens_Traffic Impact Study_Table A-1	Collision reports should be utilized to classify "Other" and "Unknown" collisions to better assess the collision types at the study intersections. Classifying these collisions may result in additional collision patterns exceeding the statewide rates. For instance, an "Other" collision containing three vehicles in a rear-end crash should be clasified as "Rear-End".	SR	The accident analysis has been updated to reclassify the previously listed "Other" and "Unknown" crashes. However, there was one collision that could not be reclassified due to limited information.	CED					Closed	
29	Sheffield Gardens_Traffic Impact Study_Table A-2	A review of the collision rates at the intersection of Route 17K and Route 208 suggests that the collision rate does not match the AADT and time period. Please verify and show the calculations of all collision rates.	SR	The collision rate calculation for all intersection has been verified as provided in Table A-3.	CED					Closed	
30	Sheffield Gardens_Traffic Impact Study_Table A-2	The formatting of Table A-2 results in collisions being counted multiple times due to the "wet road" calculations. It is suggested that the formatting be restructured to better present these collisions. Also, advise why the "snow/ice" roadway condition was not included in these calculations.	SR	Table A-3 (previously Table A-2) does not double count the "Wet Road" road condition collisions. The "Snow/Ice" roadway condition collisions are now included under the "Wet Road" calculations. Note the DOT Average Accident Rates which are utilized for comparison of the calculated accident rates do not provide a separate average accident rate for the "Snow/Ice" road condition.	CED					Closed	
31	Sheffield Gardens_Traffic Impact Study_Table A-2	A review of the reported collisions at the intersection of Route 17K and Route 211 suggests that 3 left-turn collisions occurred whereas Table A-2 reports only 2. The data in Table A-2 should be verified to match the collisions reported in Table A-1.	SR	Table A-2 is now a summary of the collision statistics for each of the study area intersections. Table A-3 provides the collision rate calculations based on the information in Table A-2. The data in Table A-3 has been verified.	CED					Closed	
32	Sheffield Gardens_Traffic Impact Study_Table A-1	It is noted that on numerous occasions, collisions occuring within 100 feet of a study intersection were omitted from the calculation of intersection collision rates. Please advise as to why these collisions were not included and update as necessary.	SR	The collision reports were reviewed in further detail to determine to the extent practicable whether collisions were accident related or note. Note that based on review of the collisions previously classified as "Other" many were determined to be result of Animal interaction and determined to not actually be intersection related.	CED					Closed	
33	Sheffield Gardens_Traffic Impact Study_pg. 5	Provide a further investigation into the crash analysis at the intersection of Route 17K and Route 208. Per the trip assignments for the proposed project, over 100 new vehicle trips through this intersection during each study peak hour. Provide a detailed analysis of the crash patterns (i.e. specific approaches, time of day, weather conditions). Describe the potential imapct to the safety of this intersection and potential improvements to reduce the crash rates. It is noted that rear end collisions are not the only accident type that exceeds statewide rates.	SR	See additional discussion of crash conditions at this intersection provided in Section II.C of the TIS.	CED					Closed	
34	Sheffield Gardens_Traffic Impact Study_Table A-1	Appendix provides crash data for the roadway segments between study intersections. An analysis and comparison to statewide rates for these segments was not completed. At a minimum, the segment where the new driveway is located should be included. As constructing a new intersection and adding additional volumes to the roadway may inherently increase collision rates, explain how the proposed improvements will mitigate potentially negative safety impacts. For instance, installing a WBL-turn lane will help to decrease the number of left-turn and rear-end crashes. Providing adequate sight distance at the driveways will also ensure improved safety.	SR	See additional discussion of segment crashes between Bailey Road and Walnut Avenue provided in Section II.C of the TIS.	CED					Closed	
SWPPP REPORT											
35	General	Per site plan, there is also roadway improvements/work proposed on State Route 17k. Please include any change on drainage area, landuse, drainage pattern, from the roadway improvements into the proposed hydrological model.	YD					The SWPPP prepared for the project is provided.		Open	
36	General	There is an existing swale along Route 17k between the site and roadway, conveying roadway runoff. Is the swale being maintained under proposed development? Please provide calculation and approporate design to demonstrate the roadway runoff can be conveyed in a safe manner without adverse hydraulic impact under proposed condition.	YD					The swale will be maintaned or relocated as necessary. The calculations and design will be provided upon further advancement fo the detailed design of the improvements along NYS Route 17K.		Open	
37	General	Please provide roadway drainage design and calculation in the next phase submission.	YD					This information will be provided upon further advancement fo the detailed design of the improvements along NYS Route 17K.		Open	
HIGHWAY WORK PERMITS											
38	General	Submit a copy of PERM33- COM, Commercial Access Highway Work Permit Application and Checklist. https://www.dot.ny.gov/divisions/operating/oom/transportation-systems/traffic-operations-section/highway-permits/commercial		Stage 1 of the PERM 33-COM along with a completed Perm 51 and associated permit fee are included as part of this submission.	CED					Closed	
39	General	Applicants for Highway Work Permits must complete Permit Applicant Certification Regarding Labor Law Section 224-f. To comply with the provisions of §224-f of the NYS Labor Law, NYSDOT must start requiring all permit applicants to complete and submit a certification form (enclosed) with all highway work permit applications. Please complete the Labor Law Section 224 Certification form and upload so that we may finalize the review of this proposed project.		This will be provided as part of the final Highway Work Permit Application.	CED					Closed	

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SIGNAL WARRANT ANALYSIS										
40	250610RGD_Alam_Signal Warrant Analysis_Bailey_Figures 16A-21A	Driveway turning movement volumes at the intersection of Route 17K and Bailey Road are missing from Figures 16A through 21A, making it difficult to follow the calculations for total site generated peak trips. Please revise the figures to show all relevant movements.	SR					The traffic volume figures have been revised in the attached revised traffic signal warrant analysis letter.		Open
41	250610RGD_Alam_Signal Warrant Analysis_Bailey_Appendix	The relevant 24 hour volume data should be appended to the warrant report. The report should detail the source of the hourly minor approach volumes and any assumptions used in their development.	SR					This information is now included along with the signal warrant analysis contained in the attached revised traffic signal warrant analysis letter.		Open
42	250610RGD_Alam_Signal Warrant Analysis_Bailey_pg. 2	It should be noted that per MUTCD Section 4C.04, Warrant 3 "Peak Hour" is intended to "be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time." However, it is noted that Warrants 1 and 2 are met and therefore, Warrant 3 does not change the overall findings of the report.	SR					We agree with this comment, however, the analysis of Warrant 3 was specifically provided based on comments from the Town of Montgomery Planning Board		Closed

Distribution: