



State of New York
Department of Transportation
Region 8
4 Burnett Boulevard
Poughkeepsie, New York 12603
www.dot.ny.gov

William J. Gorton, P.E.
Regional Director

Joan McDonald
Commissioner

October 17, 2014

Norm Fontaine
Town of Amenia Planning Board
Town of Amenia Town Hall
4988 Route 22
Amenia, NY 12501

Re: **AW08.05.70I; SEQR #07-0192**
Silo Ridge Resort Community
RTE's 22 & 44; SH #'s 537 & 5484
Town of Amenia; Dutchess County

Dear Chairman Fontaine:

The New York State Department of Transportation (NYSDOT) has received additional information from the subject project applicant in a submission dated August 12, 2014. It is assumed that the Town of Amenia Planning Board and project applicant seek conceptual approval from NYSDOT. However, before conceptual approval may be offered the comments (immediately below) must be satisfactorily addressed. Other comments following near the bottom are offered as guidance during the project development process.

Conceptual comments:

1. The project proposes a main entrance on RTE 22 employing a dual egress alignment. The applicant has submitted Synchro (traffic modeling software) files showing the projected level of service overall and for individual turning movements. Upon review, it is found that the operation of the proposed intersection is acceptable for all turning movements with the exception of the eastbound left turn out (northbound) from the development. This turning movement is shown in the model to operate at a level service, "F", which is generally found to be an unacceptable level of service because of the long delay. From a state highway perspective, the concern is that motorists may become impatient turning left when it not safe to do so. As such, the applicant is asked to consider alternate means of northbound egress, propose a restriction of this movement, or otherwise justify the movement from an operational and safety perspective.
2. It is our understanding that while at one time a right turn lane into the development was considered, it is no longer required or requested at the main entrance. This is acceptable and found to improve the projected operation of the left turn out (if justified) while not reducing the level of service on the RTE 22 main line.
3. At one time, it was understood that a fill operation was planned within the right-of-way at either side of the main entrance. This is not evident on the plans. A confirmation is requested.

4. In reference to Drawings 4 and 6A, steep slopes are shown. The Vineyard Cottage drainage along RTE 44 is a concern as compounded by additional traffic generation. Accordingly, the north side of RTE 44 will require cutting back the slope, installing drainage facilities (closed system or ditch lines), and creation of a shoulder. The segment of improvement should begin at the proposed entrance to the Vineyard Cottage and continue to below the proposed wastewater plant and beyond.
5. Show sight distance triangles on the plans for all turning movements at all entrances. Provide a matrix at each location detailing required sight distance for each type of movement and available sight distance.
6. The proposed emergency entrance must not be a "Boulevard Entrance". It should be simply planned accommodating the design vehicle. A locked and gated access must clearly be shown on the plans. This emergency entrance must not be available for daily use of development occupants.
7. The winery/residential/lookout entrance to RTE 44 must be detailed as a minor commercial entrance.
8. The existing RTE 44 pull-off area should be closed with guiderail.
9. All highway improvement drawings must show a labeled State Right-of-Way boundary.
10. Please offer confirmation that the gate shown on drawing GP-7 is on private lands.
11. For drainage submissions please provide more detailed plans showing the watershed boundaries (with contours) and flow paths. The 11" x 17" plans provided in the SWPPP will not suffice.
12. All design storms must be considered (not only the 100 yr).
13. Existing ponds or other features to be retained need to be described and included in the analysis.
14. Information on the culvert under RTE 22 at the southern end should be provided.
15. Explain/show the drainage overflow (GP-6x).

Project development guidance comments:

16. Define the utility permit request operation in a separate application. If crossings are needed for private utilities, a Use & Occupancy permit may be required. If public utility services are intended, it is expected that the utility will apply for the permit. Please telephone or email for additional guidance.
17. In reference to Drawing 3, there is concern about the proposed crossings under RTE 44 and depth relative to existing pipes. The ownership, depth, and condition of existing facilities must be confirmed.
18. Detailed entrance plans must be submitted for each proposed entrance as design development advances.
19. Specify guiderail end sections. It may not be appropriate to reuse existing.
20. Signage is required westbound in addition to that shown on Dwg 5A.
21. One of the proposed Sugar Maples appears to be located within the clear distance (w/in 30' of the travel way). This tree should be moved so that is a minimum 30' from the white line.
22. Align the detail for pavement thickness for work on State highways with standard details.
23. In reference to Drawing 2, the condition of the large cross culvert on RTE 22 must be confirmed. This culvert is located north of the proposed main entrance on RTE 22.
24. The applicant shall satisfactorily complete the Smart Growth Prescreening Tool required under the NYS Smart Growth Public Infrastructure Policy Act (SGPIPA).
25. This project is subject to the requirements of the State's Drivers First initiative. Delay to the traveling public must be minimized.
26. The applicant's resubmission should include enumerated comments noting sheet, date, detail no., etc. Each revision is to be clouded (or otherwise called out) with a revision number.

Furthermore, any substantive revisions not related to NYSDOT comments must be clouded (or otherwise called out) and noted in the re-submittal letter.

27. Future submissions shall be electronic (PDF) with two paper copies to the Poughkeepsie office and one paper copy to the Middletown office of the following:

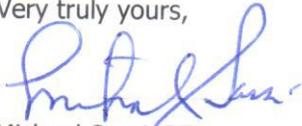
Regional Permit Coordinator
NYS Department of Transportation
4 Burnett Blvd.
Poughkeepsie, NY 12603

Permit Engineer, Residency 8-2
NYS Department of Transportation
334 Violet Avenue
Poughkeepsie, NY 12601

It is expected that additional detailed comments will be offered upon receipt of more advanced submissions.

A copy of this letter will be emailed and mailed to the applicant, Silo Ridge Ventures, LLC.

Very truly yours,



Michael Sassi, PE
Regional Highway Work Permit Coordinator

cc: Chuck Walter, Permit Engineer, Res 8-2
Dutchess County Planning Board
Mr. Pedro Torres, Silo Ridge Ventures, LLC