



Department of Transportation

ANDREW M. CUOMO
Governor

JOAN McDONALD
Commissioner

WILLIAM J. GORTON, P.E.
Regional Director

Project Submission Review Report
Submission dated February 19, 2015

Silo Ridge Resort Community

**NYSDOT PIN # AW08.05.70I
SEQR #07-0192
RTE's 22 & 44, SH #'s 537 & 5484
Town of Amenia, Dutchess County**

The New York State Department of Transportation (NYSDOT) has received a project submission dated February 19, 2015. Conceptual approval will follow resolution of the four comments included immediately below. Other following comments are offered as guidance for use during the project development process.

Conceptual comments:

1. A fill operation is proposed within the Right-of-Way at either side of the main entrance along the Route 22 frontage. The proposed fill as shown in the cross sections reverse sheet flow from the NYSDOT Right-of-Way back towards Route 22 therein creating a drainage swale where none existed prior. The proposed fill should be shown in elevation below the pavement, continue the sheet flow without introducing channel flow or point discharges, and be continuous in slope away from the Right-of-Way. Proposed fill is required to follow the appropriate NYSDOT standard specifications and testing protocols. This information will need to be included in the permitting plans. More information is provided within the project development comments section below.
2. Steep slopes are shown along Route 44 along the curve in the vicinity of the Vineyard Cottages entrance. The Vineyard Cottage drainage along Route 44 is a concern as compounded by additional traffic generation. Accordingly, the north side of Route 44 will require cutting back the slope, installing drainage facilities (closed system or ditch lines), and creation of a shoulder. The recent submission shows the removal of the waste water sewage plant and associated access to Route 44 which offers opportunity for simplification of this improvement. As such, the proposed improvement should begin at the proposed entrance to the Vineyard Cottage and will only need to continue just past the curve to the east.
3. Please clarify the meaning of the asterisks found on the sight distance matrices.
4. The emergency access gate should be located to allow emergency vehicles to completely exit the ROW. A possible location closer to the Cabana may better serve the purpose. This would allow emergency vehicles more opportunity to pull off the highway and prevent errant vehicles from approaching from the occupied side. The gate should be signed (both sides) to inform users of the property that the entrance is for emergency use only. Furthermore, it is not clear how the proposed card reader will function, why it is needed, or who will have access to this feature. The concern is that unauthorized users will access RTE 44 at this location which would create a hazard. It is better to include a locked emergency gate that may be unlocked or cut as the circumstance dictates.

Project development guidance comments:

1. The access driveways will need to be designed showing profiles.
2. The relocation of the water tank and sewage treatment plant simplifies utility work. However, the private utility crossings under RTE 44 require a Use & Occupancy permit. The ownership, depth, and condition of existing facilities must be confirmed.

3. Please note that while replacing the existing culvert pipe crossing Route 44, the minimum culvert size is 15 inches.
4. More clearly indicate the limits of Mill and Resurface.
5. GP-1 Sawcut Item 520.5014 – Sawcut Item 520.5014 is obsolete, replace with 627.50140008, Cutting Pavement, wherever shown.
6. GP-3 Swale and pipe at Waste Water Treatment Plant -
Revise site grading at the proposed Wastewater Treatment Plant to include a swale along the north side of Route 44 (within the limits of disturbance) and storm drain pipe beneath the proposed plant entrance drive.
7. GP-3 Water Treatment Plant entrance drive and parking area –
Clarify if curbing is planned for the proposed Wastewater Treatment Plant entrance drive and parking areas or if existing curb will remain or be modified.
8. GP-3 Water Treatment Plant entrance drive and parking area –
Proposed site contours indicate that curbing will concentrate and channel parking lot surface runoff onto Route 44. Provide mechanism to intercept surface runoff before reaching Route 44 if curbing will be installed (i.e., catch basins, drop curb, etc...).
9. GP-6A 48" Manhole -
Provide top of grate and outlet pipe invert elevations for proposed manhole. Also, manhole grates are significantly smaller than most catch basin grates. Consider using a rectangular basin with larger grate area at this location.
10. MD-1 Asphalt Pavement Reconstruction Detail -
 - Tack Coat Item 407.0101 is obsolete. Replace with Item 407.0103.
 - Granite Curb Item 609.0208 is obsolete. See NYSDOT Standard Specifications section 609 and Standard Sheet 609-01 for substitutions.
 - For clarity, this detail and the Typical Driveway Detail Section directly beneath should be orientated in the same direction (i.e., both viewed from either the north or south).
11. Superpave HMA Asphalt Pavement Detail –
Per the NYSDOT Region 8 Materials Engineer:
 - Replace Items 402.098102 & 402.098112 with Item 402.096102.
 - Replace 2-1/2" Items 402.198902 & 402.198912 with 2" Item 402.196902.
 - Replace 6" Items 402.378902 & 402.378912 with 8" 402.376902.
 - Increase subbase thickness from 6" to 12".
 - Item 407.0101, Tack Coat is obsolete. Replace with Item 407.0103.
12. South Entrance Apron -
 - Replace Item 402.06820118 with Item 402.096102.
 - Replace Item 402.197902 with Item 402.196902.
13. MD-1 Typical Driveway Detail Section -
New pavement within NYSDOT R.O.W. should be full depth per above Superpave HMA Asphalt Pavement Detail comments. Remove note to "Replace pavement in kind".
14. MD-1 Drainage Swale (where approved)
 - Specify seeding per Item 610.1601 Turf Establishment – Roadside
 - Specify erosion control blanket per Item 209.200101 TRM, Class III Type

A, Permanent

15. MD-2 Boring and Receiving Pit shoring -

Add the following note requiring the contractor to submit a P.E. stamped design for the boring and receiving pit shoring:

THE CONTRACTOR SHALL SUBMIT A P.E. STAMPED DESIGN (WITH CALCULATIONS) TO THE NYSDOT REGION 8 GEOTECHNICAL ENGINEER FOR REVIEW AND APPROVAL PRIOR TO EXCAVATING FOR THE JACKING AND RECEIVING PITS.

16. MD-2 Directional Bore Submittal note - Add the following note:

ALL UTILITY BORES ON STATE RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS SECTION 650, TRENCHLESS INSTALLATION OF CASING. THE CONTRACTOR SHALL PREPARE AND SUBMIT ALL PERTINENT DETAILS AND DOCUMENTATION AS REQUIRED UNDER SECTION 650 TO THE NYSDOT FOR APPROVAL PRIOR TO COMMENCEMENT OF THE BORES.

17. Typical Boring Section -

The typical section shows the top of utility pipe 5' below the roadway surface.

Revise to show the top of casing a minimum of 5' below the roadway surface.

18. MD-3 Fill Cross sections at Main Entrance -

Add note requiring proposed fill (per sections UP-1 thru 4) to be Suitable Material as defined under NYSDOT Standard Specifications Section 203-1.08, Suitable Material. All fill shall be placed in layers and compacted to a minimum of 90% Standard Proctor Density.

19. Sheet 45 of 1779 of the SWPPP states that unstabilized excavation should be stabilized within 14 days. This should be revised to have mulch/straw placed within 7 days maximum, or whenever heavy rainfall is expected.
20. The signature on the SWPPP application does not appear to be Pedro Torres, the typed name of the applicant.
21. All the hydrographs appear quite similar, with an unusual spike in runoff between 12 hours and 14 hours.
22. Excavation and embankments within NYSDOT ROW must follow Standard Specifications section 203-3.04 and 203-3.10 to ensure any runoff is properly maintained near NYSDOT roads. Provide slope protection following section 203-3.17 within NYSDOT ROW.
23. Any material stockpiles created during construction near or within NYSDOT ROW must follow Standard Specifications section 205-3.02 ensuring stockpiles are properly covered with polyethylene sheeting when stockpile are not in use.
24. Stockpiles and exposed soil inside NYSDOT ROW must follow Standard Specifications section 209 for soil erosion and sediment control.
25. Construction entrances and materials used for accessing state roads needs to follow Standard Specification section 209-2.13 and 209-3.13 ensuring at least six inches of approved material be used on an approved geotextile to build up any construction entrance connecting to a NYSDOT highway. An approved drainage pipe must be used if construction entrances cross a ditch.
26. Turf, sod, and topsoil establishment within NYSDOT ROW must follow Standard Specifications section 610, 612 and 613 respectively.

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27. Ensure NYSDOT ROW is protected at all times from soil erosion and runoff from the construction site, any spillage or seepage into NYSDOT ROW must be immediately addressed and corrected to ensure the protection of the traveling public.
 28. This project is subject to the requirements of the State's Drivers First initiative. Delay to the traveling public must be minimized.
 29. 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.
 30. 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

Thank you for the opportunity to comment.

- End of Report -