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March 14, 2016

**VIA EMAIL AND UPS**

Ms. Mary McCullough  
SEQRA/HWP Unit  
New York State Department of Transportation  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: Chappaqua Crossing  
PIN# AW08.02.700, SEQR #12-0161  
Route 117/Roaring Brook Road  
New Castle, Westchester County  
MC Project No. 15000046A

Dear Ms. McCullough:

The following is in response to your letter, dated March 8, 2016. The items are numbered according to the Project Submission Review Report comments.

Enclosed please find one (1) copy of the revised Design documents, dated March 11, 2016 (these supersede our submission of February 12, 2016), your comment letter of March 8, 2016, the Review Report, dated February 29, 2016 and our response letter to the report, dated March 14, 2016. I've also included your comment letter of January 8, 2016 and our response letter to it of February 12, 2016. Finally, I've also enclosed the completed Smart Growth Screening Tool. These materials are also provided on the enclosed CD.

**Vehicle Traffic**

1. The Traffic Impact Study and revised SYNCHRO combined with an internal look via SIDRA and VISSIM, does not currently support the capacity needs for a two lane roundabout. A single lane roundabout should be shown with land donated to support a future two lane roundabout.

***Response: Comment noted. The current design incorporates a second lane on the Route 117 southbound approach, striped out and provided with milled-in audible roadway delineators (MIARDS), that can be converted to a travel lane in the future should the need arise (see Sheet No's 7 and 8). Furthermore, the roundabout itself has been sized for future two-lane use with future area shown as stripped out (see Sheet No's 11 and 12).***



2. The recent SYNCHRO analysis was reviewed. Operationally, the proposed By-Pass Lane is not necessary and should therefore be removed.

***Response: Comment noted. The by-pass lane has been removed from the design (see Sheet No's 7 and 8).***

3. Please modify the approach angles similar to those proposed in the attached drawing.

***Response: The approach angles have been modified to conform with the provided drawing (see Sheet No 7).***

4. Also note that in the attached drawing the splitter islands are longer and more prominent. This enhances the operation as well as providing a safer pedestrian refuge.

***Response: We have incorporated longer and more prominent splitter island on each of the approach legs to the roundabout (see Sheet No 7).***

5. The construction period impact needs to be analyzed.

***Response: The construction is planned to commence this Spring. A significant portion of the future roundabout is to be located outside the right-of-way of Route 117 and Roaring Brook Road. The sequencing is outlined on the Work Zone Traffic Control plans that are part of the design document permit set. The sequencing of construction is shown on Sheets 14 through 18.***

### **Pedestrians**

1. By removing the by-pass lane, potential pedestrian paths also change and crosswalks can be located in more appropriate locations. This includes the crosswalk located near Annandale Drive. Please move that crosswalk into the roundabout approach with the splitter island used as a pedestrian refuge. The attached drawing provides guidance on proposed locations.

***Response: The crosswalk near Annandale Drive has been eliminated. All crossings (3) are located at the splitter islands that will provide refuge area for pedestrians (see Sheet No's 11 and 12).***



2. A sidewalk is now necessary from this relocated crosswalk to the bus-stop located at Annandale Drive.

**Response:** *A new sidewalk is provided along the east side of Route 117 from the roundabout at the splitter island north to Annandale Drive and the bus stop (see Sheet No 8).*

3. For enhanced pedestrian safety, crosswalks near the roundabout should be located within the splitter islands where applicable.

**Response:** *See response to Comment 1, under this section.*

4. It is noted that pedestrian traffic is not directed toward the southern leg of the roundabout. The roundabout crosswalk shown in the attached drawing in this location may be disregarded.

**Response:** *The crosswalk originally suggested for the Route 117 northbound approach to the roundabout has been eliminated.*

### **Traffic Signal**

1. Because of the proximity of the proposed signal on Roaring Brook Rd. to the Roundabout, we are concerned with vehicles backing up into the roundabout. A "force off" detector is necessary in this location.

**Response:** *A force off detector is being provided on the Roaring Brook Road westbound approach to the high school access. We've enclosed a copy of the signal plan as approved by the Town that identifies this detector. See enclosed Sheet 10 of the Town Plan set.*

### **Drainage**

1. Please ensure that Drainage Improvements are not just completed for the entire site, but also all roadway improvements.

**Response:** *The SWPPP document completed for the site also includes drainage associated with the road improvements. We have identified a "pocket wetland" in the southerly portion of the roundabout to address roadway runoff issues that conform to DEP requirements (see Sheet No 9). In addition,*



*drainage from the site access and a portion of the roundabout is proposed to be collected by a series of drainage structures in the area of the site access connection to the roundabout and directed to a similar “pocket wetland” on the site north of the roundabout (see Sheet No. 9).*

2. Significant pavement is being added. Although the SWPPP primarily addresses the proposed site, a Drainage Report addressed the NYS roadway pavement adjacent to the proposed site. The Drainage Report shell can be found at:  
<https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/chapter-8>

***Response:*** *The amount of additional impervious surface, including sidewalks, is less than 0.2 AC. This increase of impervious surface was considered as part of the SWPPP where in it is indicated that there would be a reduction in flow to the Route 117 system.*

3. NYSDOT does not maintain drainage infiltration ponds for proposed developments. Please ensure that all drainage infiltration ponds do not encroach within the proposed NYS Right Of Way.

***Response:*** *Adjustments to the pocket wetland have been made so as not to encroach within the proposed NYSDOT Right of Way.*

### **Land Donation**

1. To accommodate for future growth a two-lane roundabout may still be necessary. As with the original plan, please make appropriate accommodations. Where necessary, the footprint can accomplish this via striping or sub-base & grass.

***Response:*** *An accommodation for future growth has been made. See response to Item 1 under “Vehicle Traffic”.*

2. Please ensure that the land donation includes the approaches to the roundabout.

***Response:*** *Area of future Right of Way are identified. The future approaches to the roundabout have been included in areas to be donated (see Sheet No. 7).*



3. A Take Line Meeting needs to be scheduled.

***Response:*** *Comment noted. We will call to arrange a take line meeting within a week of your receipt of this response letter.*

### **General Notes**

1. There are many administrative items required as part of the permitting process. To meet the schedule, the applicant should be advised to initiate the administrative process concurrent with the review process. Additional guidance is available.

***Response:*** *Comment noted. We have commenced with the necessary administrative paperwork. We anticipate having an engineer's estimates to you before the end of the week for the purpose of setting a bond amount. All forms have been forwarded to the Applicant.*

2. 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.

***Response:*** *Comment noted. Please note, certain clouded items are related to the department comment letter of January 8, 2016. We included a copy of our response letter related to those items some of which are no longer applicable considering this latest design modification. In addition to those items clouded in association with a particular response in this or our previous response letter, we have also clouded all new and modified items as listed on the following page. Sheet No. 5 of the Plan Set also includes a revision cloud legend.*

3. This project is subject to the requirements of the State's Drivers First initiative. Delay to the traveling public must be minimized.

***Response:*** *Comment noted.*

4. The applicant is required to satisfactorily complete the Smart Growth Prescreening Tool required under the NYS Smart Growth Public Infrastructure Policy Act (SGPIPA).

***Response:*** *A completed Smart Growth Screening Tool is attached.*



In addition to responses to your comments above, we would like to make the Department aware of some additional changes that are represented on the plan as follows:

- Holiday Lane Closure Restrictions – Sheet 2
- Various Details (including latest sidewalk curb ramp details) – Sheets 3, 4, 5 and 6
- Splitter Island Details – Sheet 5
- Work Zone Traffic Control Plans – Sheets 14 through 18
- Signing and Striping Plans – Sheets 10 and 11
- Revised Typical Section (based on by-pass lane removal) – Sheet 3
- Modified Profiles (based on latest alignments) – Sheet 12
- Roaring Brook Road at Saw Mill River Parkway Signing and Striping Improvements – Sheet 19
- Pocket Wetland Landscape Plan and Details – Sheets 20 and 21

Also, for your information, as the roundabout's geometry has changed, the pocket wetland has been altered as well. All features of the original are repeated here but shifted slightly to stay outside of the Right of Way, as requested.

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in blue ink, appearing to read 'A. Peter Russillo', is written over a light blue horizontal line.

A. Peter Russillo, P.E., PTOE  
Associate/Senior Project Manager

APR/jr

Enclosures

cc: M. Sassi w/o encl. (via email)  
C. Lee w/plans (by hand)  
R. Greenstein w/o encl. (via email)  
M. Galante w/plans (via email)  
D. Walsh w/plans (via email)  
A. Tung w/plans (via email)  
F. Mullaney w/plans (via email)  
M. Gratz w/plans (via email)