



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION EIGHT
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ROBERT A. DENNISON III, P.E.
REGIONAL DIRECTOR

THOMAS J. MADISON, JR.
COMMISSIONER

August 30, 2006

Mr. Kenneth Wersted
Creighton Manning Engineering, LLP
17 Computer Drive West
Albany, NY 12205

RE: PROPOSED GREENPORT RETAIL
ROUTE 9; TOWN OF GREENPORT
COLUMBIA COUNTY

Dear Mr. Worsted:

The Department is in receipt of your July 26, 2006 letter to Marco Marzocchi that responds to concerns raised by the Department in our May 24, 2006 letter and at our June 15, 2006 meeting.

As numbered in your letter, the Department concurs with your responses for comments 3-6 and considers these issues resolved.

Regarding your response to comment 1:

As discussed at our meeting and stated in our previous correspondence, the Department would like the developer to continue to make every effort to align the proposed northern most access drive with Joslen Blvd. thereby giving vehicles exiting Joslen Blvd. the benefit of the proposed traffic signal.

Regarding your response to comment 2:

The Department agrees with the accuracy of your signal warrant analysis. The Department does not agree with the assertion that the level of service (LOS) of the Joslen Blvd. approach will improve from a LOS E to a LOS D under full build out, PM peak, conditions. Your assertion is based on the use of the proposed two-way left turn lane (TWLTL) as a refuge area for vehicles exiting Joslen Blvd. before merging with northbound traffic. As stated in our previous letter, the proposed center lane will need to be striped as a dedicated left turn lane northbound, and a flush median southbound at the intersection of Route 9 and Joslen Blvd. The Department understands that "Highway Capacity Software" calculates a TWLTL as an improvement. However, the New York State Manual of Uniform Traffic Control Devices (MUTCD) defines a TWLTL as "a lane in the center of the highway reserved for exclusive use by left turning vehicles." The MUTCD goes on to state, "It may not be used for overtaking and passing, or for travel except to make a left turn. The lane may be used by drivers making left turns in either direction." The Department will not consider, nor do we want to encourage, the use of the TWLTL as a refuge for traffic entering from a side road. Thus, without some other form of mitigation, under build conditions, the LOS of the Joslen Blvd. approach deteriorates to failure during the PM peak. This issue will need to be addressed as this project proceeds through the State Environmental Quality Review (SEQR) process.

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The Department will continue to work with the developer and the Lead agency throughout the SEQR process to develop mitigation measures that will adequately address the traffic impacts of the proposed project.

If you have any questions, please contact me at (845) 575-6054.

Very truly yours,



Glenn T. Boucher, P.E.
Regional Highway Work Permit Coordinator

GTB:kmb

cc : J. Visconti, Permit Inspector, Res. 8-1
A. Shareef, Planning & Program Management
Town of Greenport Planning Board
Marco Marzocchi, Widewaters Group