SUPERVISOR
Richard Williams Sr.
Tel. (845) 878-6500
Fax. (845) 878-6343
supervisor@pattersonny.org

TOWN BOARD
Charles W. Cook
Peter Dandreano
Shawn Rogan
Mary E. Smith

TOWN COUNSEL
Hogan & Rossi
Tel. (845) 279-2986
Fax (845) 278-6135

TOWN OF PATTERSON
1142 Route 311
P.O. Box 470
Patterson, New York 12563
www.pattersonny.org

TOWN CLERK
Antoinette Kopeck
Tel. (845) 878-6500
Fax (845 878-6343
townclerk@pattersonny.org

July 17, 2019

Mr. Thomas LaPerch, Chairman
Southeast Planning Board
1 Main Street
Brewster, NY 10509

Re: Commercial Campus at Fields Corners
a.k.a. Northeast Interstate Logistics Center

Dear Chairman LaPerch:

Please find enclosed a copy of the report prepared by Frederick P. Clark Associates, Inc. which examined the EIS for the above-mentioned project and the potential impact from increased vehicle use of Fields Corners Road. The Traffic Consultant's Report confirms what the Town of Patterson has maintained; that the EIS is deficient as it does not fully evaluate or acknowledge the impact on roads in the Town of Patterson caused by the increase in traffic generated by the project. These impacts caused by traffic generated by the Project need to be mitigated, and that mitigation needs to be identified in the environmental impact statement prepared for the project. Proposing an overhead bar to mitigate the increase in traffic caused by commuters using Fields Corners Road as a shortcut to avoid the traffic congestion at the Route 312 intersection is an absurd means of mitigating the potential increase in traffic and will have no effect on 90% of all the vehicles accessing the site. We look forward to reviewing a revised FEIS which demonstrates that the potential traffic impact will be avoided, or proposes substantial mitigation to address the impacts from the increase traffic on Fields Corners Road.

Sincerely yours,

Richard Williams Sr.
SUPERVISOR

cc: Town Board
Hogan & Rossi

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

A HARDESTY & HANOVER COMPANY – *www.HardestyHanover.com*

MICHAEL A. GALANTE
MANAGING PRINCIPAL

DAVID H. STOLMAN
AICP, PP, PRINCIPAL

350 THEO. FREMD AVE.
RYE, NEW YORK 10580
914 967-6540
FAX: 914 967-6615

CONNECTICUT
203 255-3100

HUDSON VALLEY
845 297-6056

LONG ISLAND
516 364-4544

www.fpclark.com

email@fpclark.com

July 1, 2019

Supervisor Richard Williams, Sr.
Town of Patterson
1142 Route 311
P.O. Box 470
Patterson, New York 12563

Subject: **Traffic Review – Commercial Campus at Fields Corner Road (Northeast Interstate Logistics Center) – NYS Route 312 at Pugsley Road, Southeast, New York**

Dear Supervisor Williams:

As requested, we have reviewed the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) Traffic Sections to understand the proposed development in the Town of Southeast and potential impacts and need for mitigation in the Town of Patterson and specifically along Fields Corner Road, Pugsley Road and Fair Street.

It is noted that between the DEIS and FEIS the development plan was reduced in size which also reduces the level of site traffic to be generated and added to area roadways.

The Applicant provided a sensitivity analysis at the following Patterson intersections:

- Fair Street at Fields Corner Road;
- Fair Street at Bullet Hole Road; and,
- Fair Street at NYS Route 311.

New counts and capacity analyses completed by our office confirm the Applicant's baseline traffic data and capacity analysis results on Fair Street at the Fields Corner Road intersection.

In the Traffic Study the Applicant estimated that this development will add approximately 25 vehicles to Fields Corner Road during peak hours. However, there is no estimate of traffic from this development on a daily basis. This is not considered a significant level of new traffic; however, almost the entire length of this roadway is narrow with a reduced pavement width, limited sightlines and poor pavement conditions to function at more than a local rural roadway serving local residents.

In the DEIS and FEIS the Applicant did not provide sufficient information to determine the anticipated level of site traffic to use Pugsley Road and Fields Corner Road during peak hours and throughout the day and specifically how potential traffic congestion along NYS Route 312 will impact the use of all local roads to the north of the planned development in the Town of Southeast.

It is anticipated that a significant number of employees and customers to the proposed facility will avoid NYS Route 312 and certainly avoid the U.S. Route 6 intersection with NYS Route 312 to reach Carmel and Patterson located to the northwest of the Subject Property and will likely use Pugsley Road and Fields Corner Road to access Fair Street.

The Traffic Studies did not appropriately address potential impacts in the Town of Patterson and in our opinion did not provide appropriate support information to indicate the estimated low levels of site traffic, which would drive on Pugsley Road and Fields Corner Road to the north of the Subject Property.

In the analyses prepared by the Applicant for the intersection of NYS Route 312 at Pugsley Road, with maintaining STOP sign control and two different alternatives of road improvements at this intersection did indicate that with a STOP sign control maintained at this intersection it will not function and will result in significant delays and congestion. Assuming a traffic signal is installed, with some level of road improvements, this intersection will operate potentially at Level of Service "D" or better. However, the analyses do not provide any specific details on vehicle queuing and impacts of traffic conditions along NYS Route 312 at this improved intersection at Pugsley Road and potential impacts related to the Interstate 84 signalized intersections or at the U.S. Route 6 intersection. These roads currently experience traffic delays and congestion during certain time periods and with the proposed development, which will include a significant level of truck traffic, these intersections along NYS Route 312 will experience more delay, which will force patrons and employees of the proposed development to use Pugsley Road and Fields Corner Road to either access the site or depart from the site.

Pugsley Road and Fields Corner Road, north of the site, simply cannot accommodate the level of traffic expected to be on these roads if this project is developed as planned. The Applicant has not offered any mitigation other than to improve Pugsley Road in the Town of Southeast and install a height barrier restriction to minimize the number of trucks traveling to the north of the Subject Property into the Town of Patterson.

We agree with the assessment that Fields Corner Road should be closed to any traffic from this development since the road, as in its current condition, cannot accommodate any additional traffic without significant improvements to the road to support two-lane, two-way traffic, improved pavement conditions, safety improvements, as well as drainage improvements. These improvements are

needed for the entire length of this roadway in Patterson if the roadway was not to be closed. However, these improvements should maintain the rural character of this roadway.

If the height restriction or closure of the roadway is not implemented by the Applicant then this Applicant should offer appropriate road improvements to support the expected increase in traffic into Patterson. Further, with the increase in traffic on Fields Corner Road the realistic impact to other intersections to the north along Fair Street and other key intersections with in the Town of Patterson should be provided.

The following sections provide a summary of roadway and traffic conditions, which should be addressed by the Applicant.

Sincerely,

Michael A. Galante
Managing Principal

Enclosure

g:\821.000 commercial campus at fields corners, southeast, ny\word\ccf19-000.mag.docx: cg: td

SUMMARY

In June 2018 a Draft Environmental Impact Statement (DEIS), prepared by JMC, was accepted by the Town of Southeast. It detailed the proposal to construct a 1,125,000 S.F. logistics center to be known as Northeast Interstate Logistics Center. Using the most conservative site traffic generation the Applicant completed a "Sensitivity Analysis," which included a weekday morning and weekday afternoon peak hour of site traffic at the same time as the peak hours of the nearby roadways. The Applicant estimated a total of 472, 506, and 146 employee/retail vehicle trips would be generated during the weekday morning and weekday afternoon and Saturday midday peak hours, respectively. To mitigate the impact of these vehicle trips the Applicant proposed to provide an emergency access gate on Pugsley Road and Fields Corners Road at the Town line, with gravel turnarounds to be provided.

After the acceptance of the DEIS the public made comments against the gate to be installed, since it will prohibit residents from using Fields Corner Road/Pugsley Road to reach NYS Route 312. The Applicant adjusted their proposal and released a draft Final Environmental Impact Statement, dated March 2019. In the FEIS it is noted that the Applicant drafted a Preferred Alternative Plan, down-sizing the proposed square footage to 933,100 S.F., an approximate reduction of 17 percent from the DEIS Plan.

With this new Preferred Alternative Plan, the Applicant estimated that this development would now generate 384, 445, and 120 employee/retail vehicle trips during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The Applicant no longer proposes to close off the site from Patterson with an emergency gate, but instead proposed to erect a height restrictive barrier to prevent trucks from departing to the north along Fields Corner Road/Pugsley Road. According to the Patterson Sensitivity Study performed by JMC, 6 percent of this traffic is now expected to arrive from and depart to the north along Fields Corner Road, generating 22, 26, and 7 vehicle trips at the intersection of Fair Street and Fields Corner Road during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

It is our understanding that the Town of Patterson's position is not to install a gate, which would restrict traffic for its residents and also the Town is not in favor of the overhead height restriction since it will only restrict a certain number of large trucks and continue to permit a significant number of passenger vehicles and potentially small trucks to use Pugsley Road and Fields Corner Road to the north of the proposed development in the Town of Southeast. Therefore, the Applicant should improve Fields Corner Road for its entire length in the Town of Patterson to accommodate the anticipated and site traffic, but maintain the rural character of this roadway.

After careful review of the traffic data provided in the DEIS and FEIS the Applicant has not provided sufficient information to identify the actual level of site traffic to be added to Pugsley Road and Fields Corner Road to the north of the Subject Property. This road is clearly a relief valve for motorists avoiding NYS Route 312, the Interstate 84 Interchange and certainly the U.S. Route 6 signalized intersection with NYS Route 312. NYS Route 312 to the west of Pugsley Road to the intersection with U.S. Route 6 and U.S. Route 6 to the north into Carmel and eventually the Town of Patterson via other roadways currently experiences significant traffic delays and will experience additional delays with this development in place. The Applicant has limited its mitigation to NYS Route 312 at Pugsley Road in the vicinity of this intersection. However, if the improvements at the Pugsley Road intersection are not approved by the New York State Department of Transportation (NYSDOT) this section of NYS Route 312 will experience significant delays and motorists from the proposed development will use Pugsley Road and Fields Corner Road to the north to access Fair Street to avoid the entire area within the Town of Southeast to access roads in Patterson and eventually NYS Route 311 to access Interstate 84 to travel in a northwest direction away from the site.

EXISTING CONDITIONS

In this section of this report it summarizes roadways serving the Subject Property specific to Patterson, existing and future traffic volumes on roads in Patterson.

Roadways

The site is located along both sides of Pugsley Road/Fields Corner Road in the Town of Southeast. Pugsley Road/Fields Corner Road will be improved by the Applicant within the Town of Southeast, which is discussed further in another section of this report.

Pugsley Road is a north-south, Town-maintained roadway beginning at a T-type intersection with NYS Route 312. It continues in a northerly direction intersecting with Barrett Road and continues north as at Fields Corner Road into the Town of Patterson. It continues in Patterson and terminates at a T-type intersection with Fair Street, which is also designated Putnam County Route 60.

In the Town of Southeast Pugsley Road is a narrow paved/unimproved local roadway with a pavement width of approximately 10 to 15 feet. This road has no pavement markings, curbing or shoulder areas.

Fields Corner Road is a continuation of Pugsley Road into the Town of Patterson. It is an unimproved/gravel roadway. It has a roadway width 17 to 24 feet and does not provide any pavement markings, curbing or shoulders areas. Both Pugsley Road and Fields Corner Road in Southeast are essentially one-lane, two-way, local roadways, which cannot accommodate any volumes higher than currently found on this roadway. It serves a limited number of residential homes; however, it generally passes through a heavily wooded area. This road does function as a through road between NYS Route 312 and Fair Street to the north. Motorists using this roadway can avoid traffic congestion found on NYS 312 at the intersection with U.S. Route 6, John Simpson Road, which is designated Putnam County Route 57 and other County and local roadways to the west of the Study Area.

Figure 1 provides a graphic illustration of the site location and its relation to area roadways in both Southeast and Patterson. Figure 2 provides a graphic illustration of the intersection of Fields Corner Road at Fair Street and includes Bullet Hole Road to the north. Photographs of the Fair Street/Fields Corner Road at the northerly section of Fields Corner Road are attached.

Traffic Volumes

Traffic counts were conducted by JMC during the following time periods in 2017 and 2018:

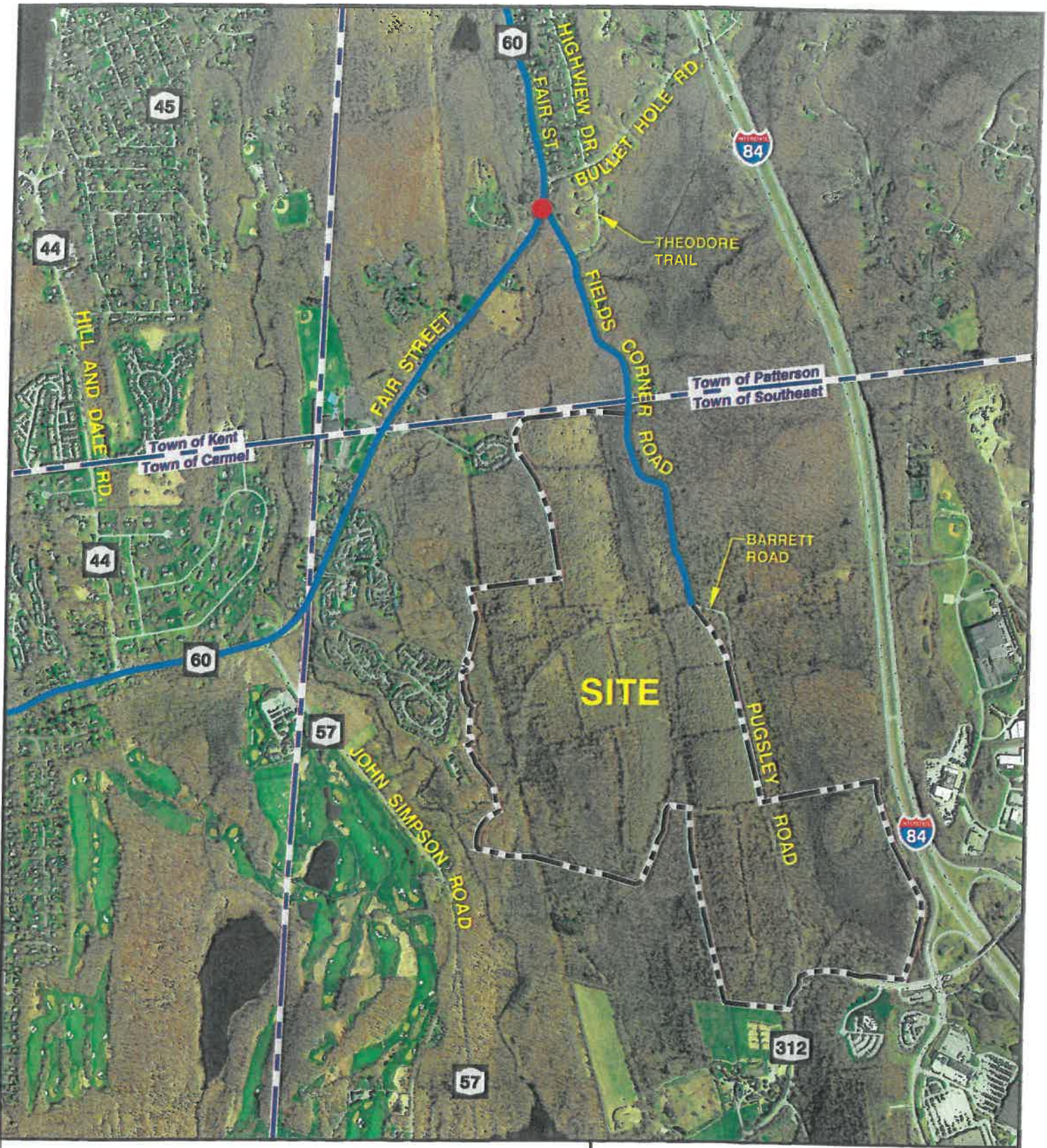
- Weekday morning – 7:00 to 9:00 A.M.;
- Weekday afternoon – 4:00 to 6:00 P.M.; and,
- Saturday midday – 11:00 A.M. to 2:00 P.M.

At the NYS Route 312/Pugsley Road intersection it was also counted during the following time periods:

- Weekday – 7:00 A.M. to 7:00 P.M.

Based on the results recorded in the FEIS, Fair Street, north of Fields Corner Road, had a two-way volume of 699, 676 and 449 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. South of Fields Corner Road, Fair Street had a two-way volume of 697, 671 and 450 vehicles during the three peak hours noted above. Fields Corner Road, east of Fair Street, had a two-way volume 14, 17 and 9 vehicles during the three peak hours noted above.

Fair Street, north of Bullet Hole Road, had a two-way volume of 626, 585 and 383 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. South of Bullet Hole Road, Fair Street, had a two-way volume of 699, 676 and 449 vehicles during the three peak hours noted above. Bullet Hole Road, east of Fair Street, had a two-way volume 149, 173 and 140 vehicles during the three peak hours noted above.



LEGEND:

- Study Area Intersection
- Key Roadways

SITE LOCATION MAP

COMMERCIAL CAMPUS AT FIELDS CORNER
(Northeast Interstate Logistics Center)
NYS Rt. 312 at Pugsley Rd. - Southeast, NY

N

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Scale in Feet
1,400 1,050 700 350 0 1,400

1

5/30/19

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LEGEND:

Traffic Lane

CURRENT STREET SYSTEM CHARACTERISTICS

COMMERCIAL CAMPUS AT FIELDS CORNER
(Northeast Interstate Logistics Center)
NYS Rt. 312 at Pugsley Rd. - Southeast, NY

N

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Scale in Feet
100 75 50 25 0 100

2

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NYS Route 311, north of Fair Street, had a two-way volume of 864, 969 and 790 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours. South of Fair Street, NYS Route 311 has a two-way volume of 724, 842 and 717 vehicles during the three peak hours noted above. Fair Street, east of NYS 311, had a two-way volume 420, 411 and 610 vehicles during the three peak hours noted above.

To verify the two-way volumes portrayed in the FEIS, Frederick P. Clark Associates conducted a turning movement count at Fair Street and Fields Corner Road. Fair Street, North of Fields Corner Road, had a two-way volume of 610, 660 and 473 during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. South of Fields Corner Road, Fair Street, had a two-way volume of 605, 663, and 475 vehicles during the three peak hours noted above. Fields Corner Road, east of Fair Street has a two-way volume of 9, 11 and 14 during the three peak hours noted above. These volumes are similar to those collected in 2018 by JMC and concludes that volumes portrayed in the FEIS capacity analysis are reliable. Table 1 provides a detailed summary of the recorded two-way volumes on area roadways near the subject property.

Figure 3 graphically illustrates the weekday peak hour volumes at the Fair Street/Fields Corner Road intersection counts conducted by Frederick P. Clark Associates. Photographs of this intersection and the Fields Corner Road/Theodore Trail intersection are included for reference.

Table 1
2018/2019 TWO-WAY TRAFFIC VOLUMES – PEAK HOURS
Commercial Campus at Fields Corner
(Northeast Interstate Logistics Center)
NYS Route 312 at Pugsley Road
Southeast, New York

LOCATION	VEHICLES		
	Weekday Morning	Weekday Afternoon	Saturday Midday
2018 Two-way Volumes from FEIS Patterson Sensitivity Study			
Fair Street, North of Fields Corner Road	699	676	449
Fair Street, South of Fields Corner Road	697	671	450
Fields Corner Road, East of Fair Street	14	17	9
Fair Street, North of Bullet Hole Road	626	585	383
Fair Street, South of Bullet Hole Road	699	676	449
Bullet Hole Road, East of Fair Street	149	173	140
NYS 311, North of Fair Street	864	969	790
NYS 311, South of Fair Street	724	842	717
Fair Street, East of NYS 311	420	411	610
2019 Two-way Volumes Collected by Frederick P. Clark Associates			
Fair Street, North of Fields Corner Road	610	660	473
Fair Street, South of Fields Corner Road	605	663	475
Fields Corner Road, East of Fair Street	9	11	14

Source: Manual turning movement counts conducted by JMC on Thursday, September 27, 2018 and Saturday, September 29, 2018.
Manual turning movement counts conducted by Frederick P. Clark Associates on Wednesday, May 15 and Saturday, May 28, 2019.

Frederick P. Clark Associates
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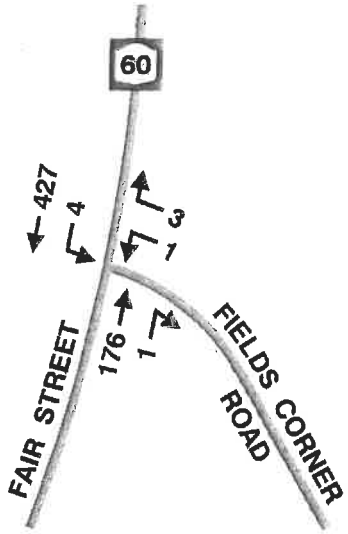
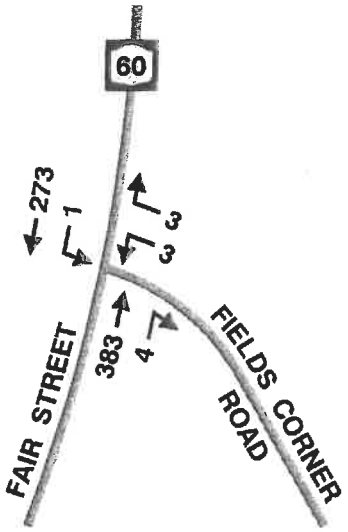
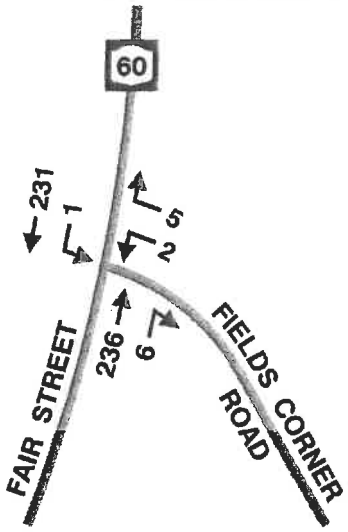
Weekday Morning Peak Hour
(7:00 to 8:00 A.M.)



Weekday Afternoon Peak Hour
(5:00 to 6:00 P.M.)



Saturday Midday Peak Hour
(11:45 A.M. to 12:45 P.M.)



NOTE:
Manual turning movement counts conducted by Frederick Clark Associates on Wednesday, May 15, 2019 from 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. and Saturday, May 18, 2019 from 10:00 A.M. to 2 P.M.

2019 EXISTING TRAFFIC VOLUMES

COMMERCIAL CAMPUS AT FIELDS CORNER
(Northeast Interstate Logistics Center)
NYS Rt. 312 at Pugsley Rd. - Southeast, NY

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FREDERICK P. CLARK ASSOCIATES
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Not to Scale

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5/22/19

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FUTURE TRAFFIC CONDITIONS

This section describes the future 2023 traffic conditions for the Patterson Study Area. It includes a description of the 2023 no-build traffic volumes, estimates for site traffic generation, distribution and assignment of the site traffic, future build traffic volumes, the results of capacity analyses and site access provisions and improvements. The capacity analyses are completed for a no-build and build condition, which provides a basis for determining potential impact, if any, to area roads and the need for mitigation.

Applicants Proposed Roadway Improvements

The Applicant only proposed to improve Pugsley Road and Fields Corner Road in the Town of Southeast, which would serve as direct access to the proposed development. The Applicant indicated that a majority of the site traffic and a majority of both truck traffic, visitor traffic and employee traffic would use NYS Route 312 to access the site. Originally, the Applicant proposed to install a gate at the Town line between Southeast and Patterson. Therefore, in the DEIS Traffic Report it did not project any use of Fields Corner Road for site traffic to access their street. However, the emergency gate proposal was eliminated and a height restriction bar was proposed to be installed to prohibit trucks from using Pugsley Road to the north of the development area in the Town of Southeast and prohibit access to Fields Corner Road to access Fair Street by all truck traffic destined from the proposed development.

With modifications to restrict access to the north of the Subject Property in Southeast the Applicant determined that the proposed development would shift 6 percent of the site traffic to the north on Pugsley Road to Fields Corner Road to access Fair Street. Based on the Applicant's sensitivity analysis and limiting site traffic to employees and retail trips, it is estimated that 22 and 26 vehicle trip ends (two-way) would be shifted to Fields Corner Road during the weekday morning and weekday afternoon peak hours, respectively. For a Saturday condition, it was estimated by the Applicant that 7 trips would be added to Fields Corner Road during the one hour period.

As part of the documentation prepared by the Applicant and submitted to the Town of Southeast for consideration in the DEIS and FEIS process it was proposed that the Applicant would need to reconstruct both Pugsley Road and Barrett Road to provide appropriate lane widths for two-lane travel and modify roadway grades and turning radii, as appropriate to bring these roads up to current design standards. The Applicant also noted that a portion of Fields Corner Road, which is immediately north of the Barrett Road intersection would be improved to eliminate the existing curves near the intersection of Pugsley Road, Barrett Road and Fields Corner Road; however, this section of road would be maintained as a gravel road.

In both the DEIS and FEIS the Applicant failed to acknowledge that Pugsley Road and Fields Corner Road need significant improvements to accommodate any additional traffic from this proposed development. These roads cannot accommodate any additional traffic in its current condition as rural local roads. The impacts would be significant and would require significant improvements by the Applicant to accommodate its traffic.

To eliminate this concern the Applicant should close the road at the Town line or near the Town line to prohibit any through traffic to continue to the north on Fields Corner Road to access Fair Street. The Applicant has limited its mitigation plan to roadways in Southeast and specifically Pugsley Road and Fields Corner Road and improvements at the NYS Route 312 intersection with Pugsley Road.

Capacity Analysis Results – Existing, No-Build and Build Conditions

The following is a summary of the results of analyses completed by the Applicant for an existing, no-build and build condition at the Patterson Study Area Intersections for each of the time periods included FEIS analysis.

1. *Fair Street and Fields Corner Road*

   Existing – Results of the analysis for this condition indicate that this intersection currently operates at a Level of Service "C," B," and "B" or better for the westbound lane during the weekday morning, weekday afternoon, and Saturday midday peak hours, respectively. The

southbound left-turn movement from Fair Street operates at a Level of Service of "A" during all three peak hours.

No-Build – The analysis for this condition indicate that this intersection will operate at a Level of Service "C," B," and "B" or better for the westbound lane during the weekday morning, weekday afternoon, and Saturday midday peak hours, respectively. The southbound left-turn movement from Fair Street will operate at a Level of Service of "A" during all three peak hours.

Build – Results of the analysis indicate Levels of Service for the westbound lane will remain the same as the no-build condition with little to no increase in vehicle delay for all three peak hours.

2. *Fair Street and Bullet Hole Road*

Existing – Results of the analysis for this condition indicate that this intersection currently operates at a Level of Service "B," B," and "B" or better for the westbound lane during the weekday morning, weekday afternoon, and Saturday midday peak hours, respectively. The southbound left-turn movement from Fair Street operates at a Level of Service of "A" during all three peak hours.

No-Build – The analysis for this condition indicate that this intersection will operate at a Level of Service "B," B," and "B" or better for the westbound lane during the weekday morning, weekday afternoon, and Saturday midday peak hours, respectively. The southbound left-turn movement from Fair Street will operate at a Level of Service of "A" during all three peak hours.

Build – Results of the analysis indicate Levels of Service for the westbound lane will remain the same as the no-build condition with little to no increase in vehicle delay for all three peak hours.

3. *Fair Street and NYS Route 311*

Existing – Results of the analysis for this condition indicate that this intersection currently operates at a Level of Service "F," F," and "D" or better for the westbound lane during the weekday morning, weekday afternoon, and Saturday midday peak hours, respectively. The southbound left-turn movement from Fair Street operates at a Level of Service of "A" during all three peak hours.

No-Build – The analysis for this condition indicate that this intersection will operate at a Level of Service "F," F," and "D" or better for the westbound lane during the weekday morning, weekday afternoon, and Saturday midday peak hours, respectively. The southbound left-turn movement from Fair Street will operate at a Level of Service of "A" during all three peak hours.
Build – Results of the analysis indicate Levels of Service for the westbound lane will remain the same as the no-build condition with little to no increase in vehicle delay for all three peak hours.

Table 2 provided by Clark Associates provides a more detailed summary of the results of the Applicant's capacity analyses for the Study Area Intersections, as described above. This table provides Level of Service, average vehicle delay and volume to capacity ratio for each lane group, approach, intersection overall, lane and movement during each of the peak hours for the existing, no-build and build conditions. It also provides a more detailed summary of the results of the Storage/Queue analyses for the Study Area Intersections for each lane and movement during each of the peak hours for the existing, no-build and build conditions and a project assessment between the no-build and build conditions, which identifies the potential impact.

The results of the analyses indicate that the proposed development, with their site traffic estimates, will have a minimal impact on operations of the three locations. However, the Fair Street/NYS Route 311 intersection is already operating with delays during peak hours and are unrelated to this development.

NYS Route 312 at Pugsley Road – Applicant's Proposed Improvement Plan

The Applicant has conducted a significant level of analyses to determine the appropriate mitigation for the intersection of NYS Route 312 at Pugsley Road. In its current condition the Pugsley Road approach is located at a dangerous location on NYS Route 312 due to the alignment of NYS Route 312 and the angle of the Pugsley Road intersection. Pugsley Road at this point is an unimproved roadway, with narrow pavement width, not a fully paved road and generally in poor condition. Signs indicate a seasonal use and maintenance of this road.

Table 2
CAPACITY AND STORAGE/QUEUE ANALYSIS RESULTS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
Commercial Campus at Fields Corner
(Northeast Interstate Logistics Center)
NYS Route 312 at Pugsley Road
Southeast, New York

				2018 EXISTING CONDITIONS (BASELINE)									2023 NO-BUILD CONDITIONS (BASE)									2023 BUILD CONDITIONS									PROJECT IMPACTS (NO-BUILD TO BUILD)					
				Weekday Morning			Weekday Afternoon			Saturday Midday			Weekday Morning			Weekday Afternoon			Saturday Midday			Weekday Morning			Weekday Afternoon			Saturday Midday			Weekday Morning		Weekday Afternoon		Saturday Midday	
INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	LOS/ Delay	V/C Ratio	Queue Length	Change in LOS	Project Delay (Seconds)	Change in LOS	Project Delay (Seconds)	Change in LOS	Project Delay (Seconds)
Fair Street at Fields Comers Road	TWSC	593 307	WB Ln1 SB LT	C/16.9 A/8.7	0.025 0.007	3 0	B/13.2 A/8.2	0.025 0.004	3 0	B/12.2 A/7.8	0.011 0.003	0 0	C/18.0 A/8.8	0.028 0.007	3 0	B/13.8 A/8.3	0.027 0.004	3 0	B/12.7 A/7.8	0.012 0.003	0 0	C/18.1 A/8.9	0.063 0.019	5 3	B/14.5 A/8.3	0.085 0.007	8 0	B/12.3 A/7.8	0.018 0.005	3 0	No No	0.1 0.1	No No	0.7 0.0	No No	-0.4 0.0
Fair Street at Bullet Hole Road	TWSC	622 - 1551	WB Ln1 Ln2 SB LT	B/13.4 A/9.5 A/8.0	0.189 0.033 0.016	18 3 0	B/12.6 B/10.4 A/8.7	0.113 0.031 0.027	10 3 3	B/10.8 A/9.6 A/7.9	0.085 0.034 0.013	8 3 0	B/14.1 A/9.6 A/8.1	0.209 0.035 0.017	20 3 3	B/13.1 B/10.6 A/8.8	0.125 0.033 0.029	10 3 3	B/11.1 A/9.7 A/8.0	0.095 0.036 0.015	8 3 0	B/14.2 A/9.7 A/8.1	0.212 0.035 0.018	20 3 3	B/13.3 B/10.7 A/8.9	0.128 0.034 0.030	10 3 3	B/11.1 A/9.7 A/8.0	0.095 0.036 0.015	8 3 0	No No No	0.1 0.1 0.2	No No No	0.2 0.1 0.1	No No No	0.0 0.0 0.0
NYS 311 at Fair Street	TWSC	470 476	WB Ln1 SB LT	E/38.0 A/8.6	0.651 0.155	105 12.5	E/44.0 A/8.9	0.745 0.125	140 10	C/22.1 A/8.6	0.459 0.097	58 8	F/53.4 A/8.7	0.774 0.172	145 15	F/69.5 A/9.1	0.893 0.143	200 13	D/26.8 A/8.7	0.548 0.115	78 10	F/58.5 A/8.7	0.805 0.179	155 15	F/73.0 A/9.1	0.915 0.145	213 13	D/27.3 A/8.7	0.556 0.117	80 10	No No	5.1 0.0	No No	3.5 0.0	No No	0.5 0.0

Notes:

- Synchro 10.0/HCM 6th Edition results are used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group, Movement and Lane. Any V/C ratio greater than or equal to one indicates that the Lane Group, Movement and Lane are operating at above capacity.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- Storage Link Length in feet for signalized intersections and in cars for TWSC and AWSC intersections.
- **Bolded** 95th percentile queue exceeds the storage available.
- TWSC = Two-Way STOP Control.
- Physical Units consist of the following:
  1. TWSC Intersections: Critical Lane and Critical Movement.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
L = Left Turn T = Through R = Right Turn APP. = Approach Ln = Lane

The Applicant has an improvement plan for Pugsley Road, which is needed to accommodate any additional traffic and specifically the proposed development. The Applicant has analyzed maintaining a STOP sign on the Pugsley Road approach to NYS Route 312 and the results of these analyses clearly indicate significant delay under existing conditions and more significant delay if site traffic was to be added to an improved Pugsley Road; however, with a STOP sign control at NYS Route 312. This option is not a choice for consideration. Other significant roadway improvements are needed. With and without these improvements, roadways to the north in Patterson will be impacted.

The Applicant also analyzed alternatives to the NYS Route 312/Pugsley Road intersection, which included signalization and additional approach lanes on both NYS Route 312 and Pugsley Road. To accommodate site traffic this intersection and NYS Route 312 and Pugsley Road will require roadway improvements.

With the additional lanes and signalization this intersection will operate at improved Levels of Service. However, the Applicant will need both Town and NYSDOT approvals to implement these improvements. It is unclear if these improvements have any conceptual approval by both the Town and NYSDOT.

Without these improvements a much higher level of site traffic will travel north on Pugsley Road into Patterson to avoid traffic congestion on NYS Route 312.

Findings

In June 2018 a Draft Environmental Impact Statement (DEIS), prepared by JMC, was accepted by the Town of Southeast. It detailed the proposal to construct a 1,125,000 S.F. logistics center to be known as Northeast Interstate Logistics Center. Using the most conservative site traffic generation the Applicant completed a "Sensitivity Analysis," which included a weekday morning and weekday afternoon peak hour of site traffic at the same time as the peak hours of the nearby roadways. The Applicant estimated a total of 472, 506, and 146 employee/retail vehicle trips would be generated during the weekday morning and weekday afternoon and Saturday midday peak hours, respectively. To mitigate the impact of these vehicle trips the Applicant proposed to provide an emergency access gate on Pugsley Road and Fields Corners Road at the Town line, with gravel turnarounds to be provided.

After the acceptance of the DEIS the public made comments against the gate to be installed, since it will prohibit residents from using Fields Corner Road/Pugsley Road to reach NYS Route 312. The Applicant adjusted their proposal and released a draft Final Environmental Impact Statement, dated March 2019. In the FEIS it is noted that the Applicant drafted a Preferred Alternative Plan, down-sizing the proposed square footage to 933,100 S.F., an approximate reduction of 17 percent from the DEIS Plan.

With this new Preferred Alternative Plan, the Applicant estimated that this development would now generate 384, 445, and 120 employee/retail vehicle trips during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The Applicant no longer proposes to close off the site from Patterson with an emergency gate, but instead proposed to erect a height restrictive barrier to prevent trucks from departing to the north along Fields Corner Road/Pugsley Road. According to the Patterson Sensitivity Study performed by JMC, 6 percent of this traffic is now expected to arrive from and depart to the north along Fields Corner Road, generating 22, 26, and 7 vehicle trips at the intersection of Fair Street and Fields Corner Road during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

Table 3

CAPACITY AND STORAGE/QUEUE ANALYSIS RESULTS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS – PUGSLEY ROAD AT NYS 312 BUILD ALTERNATIVES COMPARISON

Commercial Campus at Fields Corner

(Northeast Interstate Logistics Center)

NYS Route 312 at Pugsley Road

Southeast, New York

			2018 EXISTING CONDITIONS (BASELINE)						2023 NO–BUILD CONDITIONS (BASE)						2023 BUILD CONDITIONS						PROJECT IMPACTS (NO-BUILD TO BUILD)					
			Weekday Morning		Weekday Afternoon		Saturday Midday		Weekday Morning		Weekday Afternoon		Saturday Midday		Weekday Morning		Weekday Afternoon		Saturday Midday		Weekday Morning		Weekday Afternoon		Saturday Midday	
INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	LOS/ Delay	Queue Length	Change in LOS	Project Delay (Seconds)	Change in LOS	Project Delay (Seconds)	Change in LOS	Project Delay (Seconds)
NYS 312 at Pugsley Road - Stop Controlled	TWSC	EB LT	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	B/14.5	13	B/13.0	3	B/11.9	3	A to B	14.5	A to B	13.0	A to B	13.0
		SB Ln1	F/51.8	5	F/54.7	5	F/58.1	8	F/75.7	8	F/112.5	10	F/121.1	13	F/2448.1	146	F/6591.6	1260	F/458.7	138	No	2372.4	No	6479.1	No	6479.1
NYS 312 at Pugsley Road - TS Alternative A	TWSC to Traffic Signal A	EB LT/APP.	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/2.9	71	A/5.0	97	A/3.1	132	No	2.9	No	5.0	No	3.1
		SB Ln1/APP.	F/51.8	5	F/54.7	5	F/58.1	8	F/75.7	8	F/112.5	10	F/121.1	13	D/53.6	64	D/52.5	64	D/40.3	30	F to D	-22.1	F to D	-60.0	F to D	-60.0
		Overall	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	B/11.4	--	B/17.1	--	A/5.9	--	N/A	N/A	N/A	N/A	N/A	N/A
NYS 312 at Pugsley Road - TS Alternative B	TWSC to Traffic Signal B	EB LT/APP.	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/0.0	--	A/3.8	97	A/7.7	240	A/3.1	97	No	3.8	No	7.7	No	7.7
		SB Ln1/APP.	F/51.8	5	F/54.7	5	F/58.1	8	F/75.7	8	F/112.5	10	F/121.1	13	D/39.3	64	D/40.7	145	D/38.5	36	F to D	-36.4	F to D	-71.8	F to D	-82.6
		Overall	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A/7.7	--	B/11.6	--	A/3.8	--	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

Traffic Signal A Improvements include two eastbound through lanes and a eastbound left turn only bay, one westbound through lane and one westbound right turn only lane, and two southbound left turn bays and one southbound right turn bay.

Traffic Signal B Improvements include two eastbound through lanes and a eastbound left turn only bay, one westbound through lane and one westbound shared through/right turn lane, and one southbound left turn bay and one southbound shared left/right turn bay. This alternative would incorporate a protected eastbound left turn phase.

It is our understanding that the Town of Patterson's position is not to install a gate, which would restrict traffic for its residents and also the Town is not in favor of the overhead height restriction since it will only restrict a certain number of large trucks and continue to permit a significant number of passenger vehicles and potentially small trucks to use Pugsley Road and Fields Corner Road to the north of the proposed development in the Town of Southeast. Therefore, the Applicant should improve Fields Corner Road for its entire length in the Town of Patterson to accommodate the anticipated and site traffic, but maintain the rural character of this roadway.

After careful review of the traffic data provided in the DEIS and FEIS the Applicant has not provided sufficient information to identify the actual level of site traffic to be added to Pugsley Road and Fields Corner Road to the north of the Subject Property. This road is clearly a relief valve for motorists avoiding NYS Route 312, the Interstate 84 Interchange and certainly the U.S. Route 6 signalized intersection with NYS Route 312. NYS Route 312 to the west of Pugsley Road to the intersection with U.S. Route 6 and U.S. Route 6 to the north into Carmel and eventually the Town of Patterson via other roadways currently experiences significant traffic delays and will experience additional delays with this development in place. The Applicant has limited its mitigation to NYS Route 312 at Pugsley Road in the vicinity of this intersection. However, if the improvements at the Pugsley Road intersection are not approved by the New York State Department of Transportation (NYSDOT) this section of NYS Route 312 will experience significant delays and motorists from the proposed development will use Pugsley Road and Fields Corner Road to the north to access Fair Street to avoid the entire area within the Town of Southeast to access roads in Patterson and eventually NYS Route 311 to access Interstate 84 to travel in a northwest direction away from the site.

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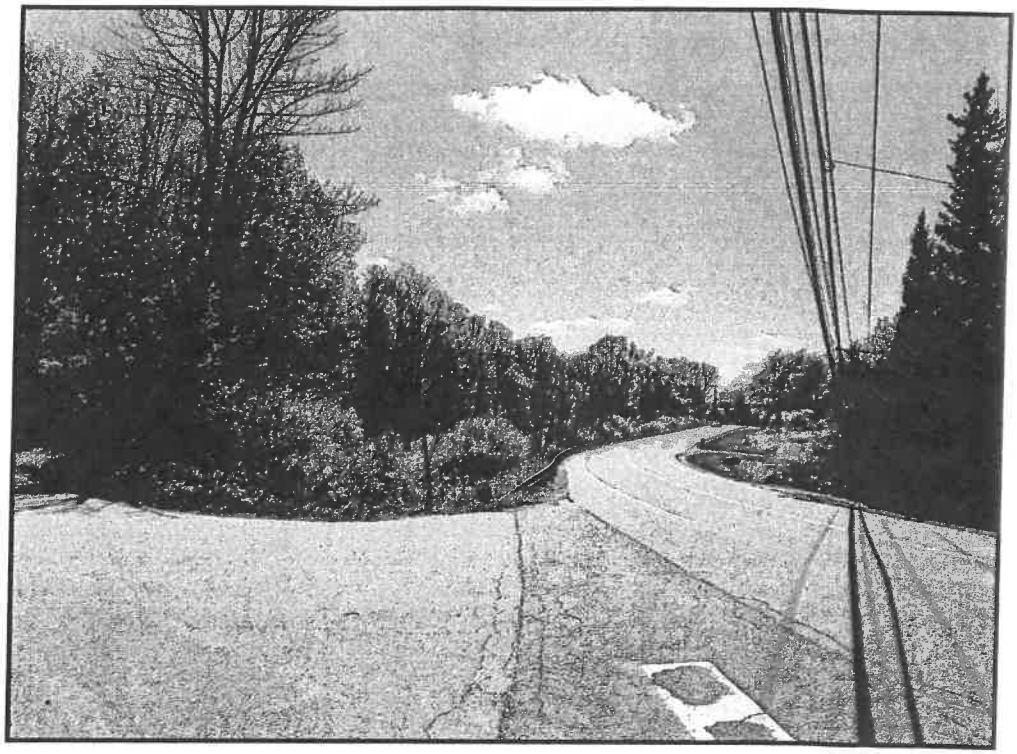
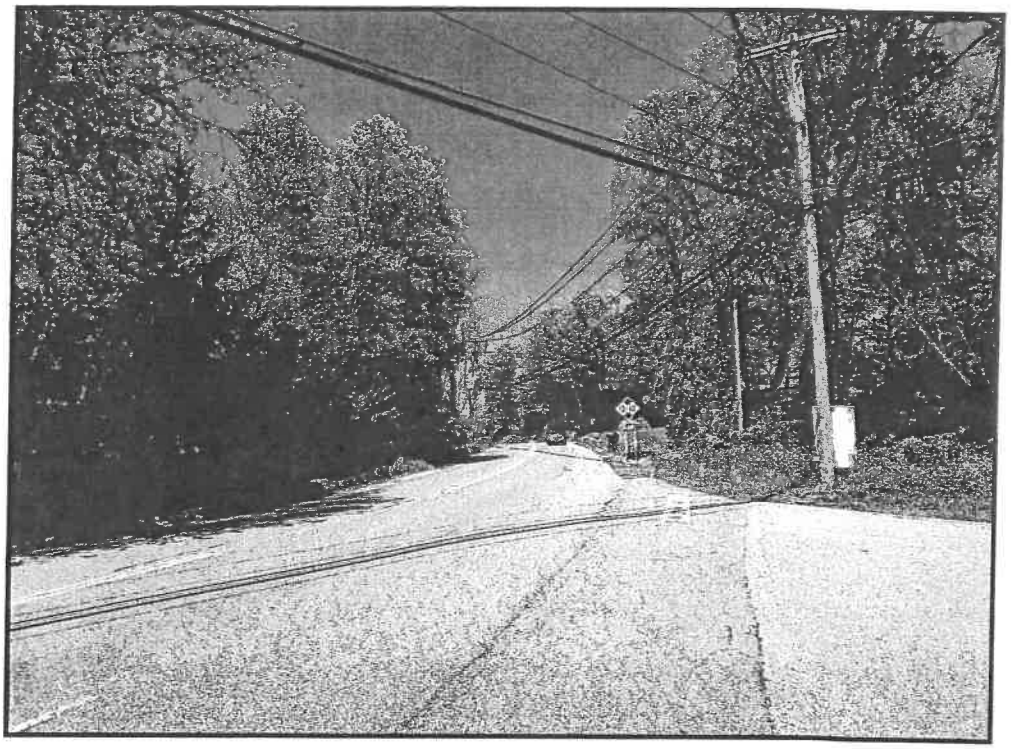
7/1/2019



Fair Street at Fields Corners Road, Looking West



Fair Street at Fields Corners Road, Looking East

May 22, 2019
Frederick P. Clark Associates, Inc.

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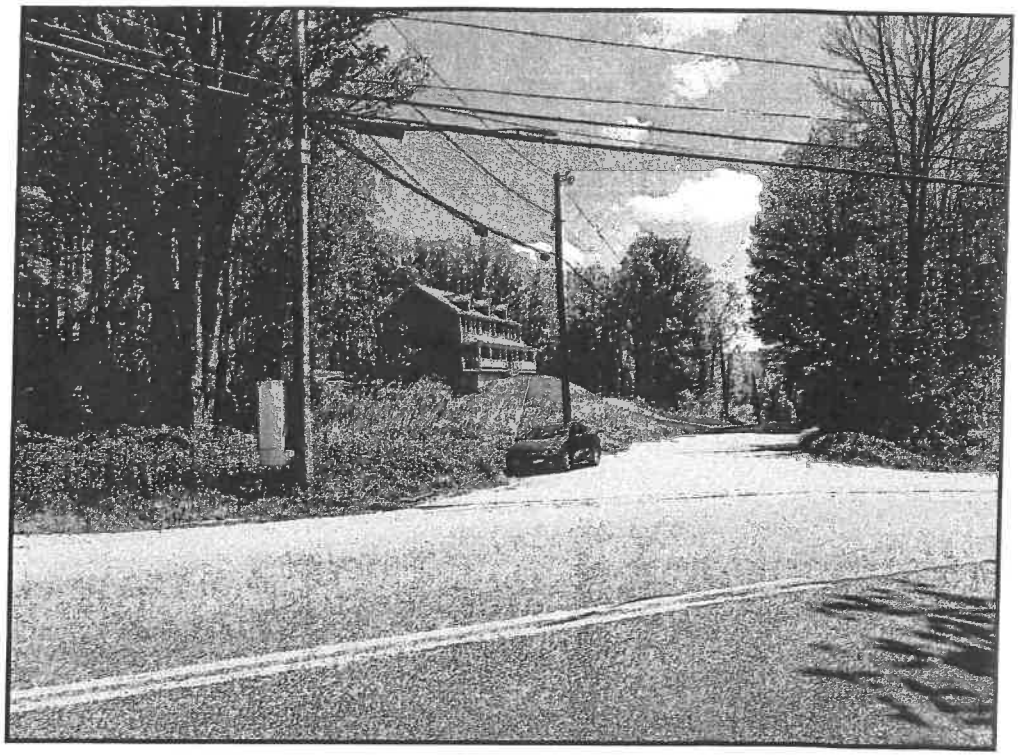
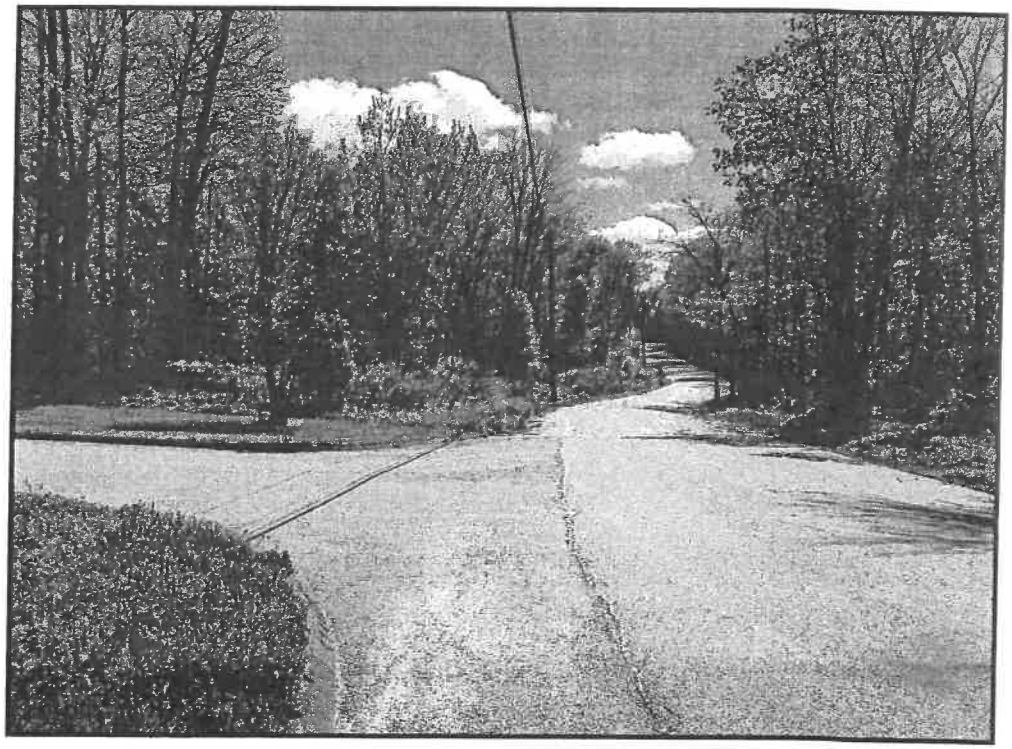
Exhibit 1



Fields Corners Road at Fair Street, Looking South



Fields Corners Road at Theodore Trail, Looking South

May 22, 2019
Frederick P. Clark Associates, Inc.

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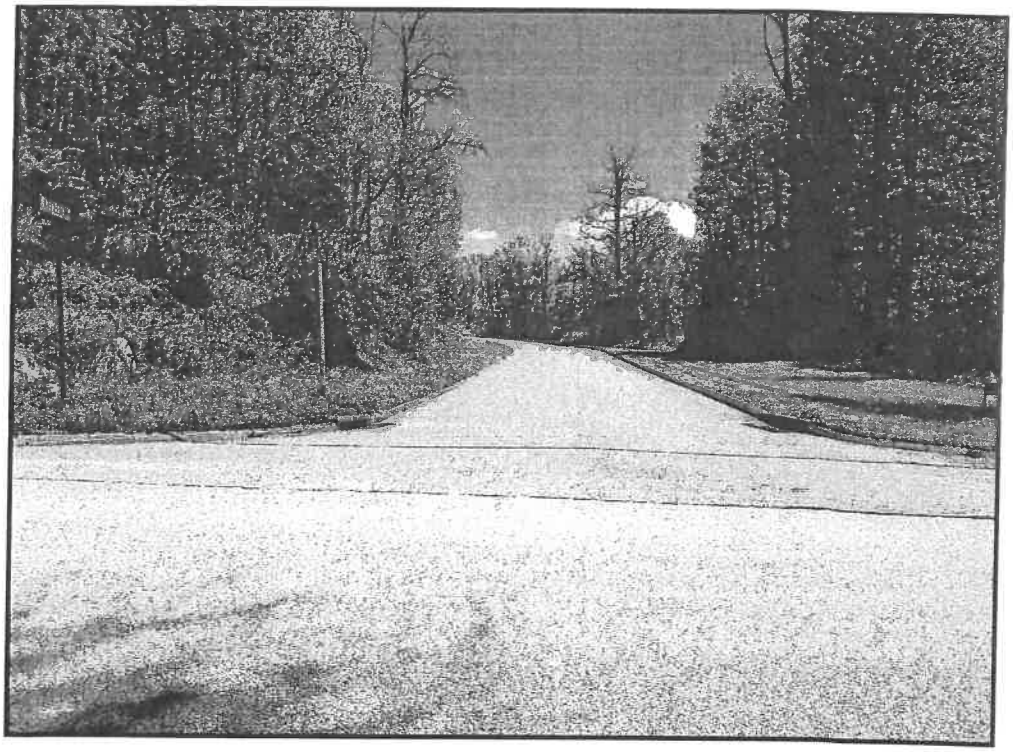
Exhibit 2

Fields Corners Road at Theodore Trail, Looking North



Theodore Trail at Fields Corners Road, Looking East

May 22, 2019
Frederick P. Clark Associates, Inc.

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Exhibit 3