

February 20, 2019

Mr. Donald M. Harner, P.E., LEED A.P., CPESC  
Project Manager  
T.G. Miller, P.C. Engineers and Surveyors  
203 N. Aurora Street  
Ithaca, NY 14850

RE: Proposed Townhomes at Dryden, Traffic Impact Study (September 2018),  
Town of Dryden, NY  
Response to T.G. Miller (Town's Consultant) Review Comments (12/17/18)

Dear Mr. Harner:

This letter was prepared to respond to the comments generated by T.G. Miller related to the Traffic Impact Study dated September 2018 prepared by our firm for the purpose of evaluating the potential traffic impacts of the referenced project. Each of the comments are reproduced below in *italics* followed by our responses.

**Comment J:** *Checkbox should be checked "yes"*

**Comment JA:** *Coordinate number of proposed parking spaces (424) within this section with the Zoning and Site Tabulation Charts (428).*

**Response:** We will defer to the site engineer for this comment.

**Comment JB:** *Traffic Impact Study should be expanded to incorporate intersection analysis for Mt. Pleasant Road/Turkey Hill Road, Turkey Hill Road/Stevenson Road and Stevenson Road/Game Farm Road.*

**Note:** *The intersection of NYS-366/Turkey Hill Road/Monkey Run Road/Forest Lane was requested at a later date.*

**Response:** The requested capacity analysis results for these additional intersections are shown in the following table.

**TABLE I: CAPACITY ANALYSIS RESULTS**

INTERSECTION	2018 EXISTING CONDITIONS		2020 BACKGROUND CONDITIONS		FULL DEVELOPMENT CONDITIONS	
	AM	PM	AM	PM	AM	PM
<b>Game Farm Road/ Stevenson Road</b>						
WB - Stevenson Road	A 3.6	A 2.9	A 3.5	A 3.5	A 3.5	A 3.3
NB - Game Farm Rd	A 1.1	A 0.8	A 1.0	A 0.8	A 1.0	A 0.7
SB - Game Farm Road	A 0.8	A 1.2	A 0.8	A 1.1	A 0.8	A 1.2

<b>Turkey Hill Road/ Stevenson Road</b>							
EB - Stevenson Road	A 2.9	A 4.2	A 2.6	A 4.0	A 3.1	A 3.9	
NB - Turkey Hill Road	A 1.8	A 0.9	A 1.7	A 0.9	A 1.9	A 0.8	
SB - Turkey Hill Road	A 0.8	A 1.4	A 0.8	A 1.2	A 0.8	A 1.2	
<b>Turkey Hill Road/Mt. Pleasant Road</b>							
EB - Mt. Pleasant Road	A 6.0	A 4.0	A 5.7	A 4.1	A 5.6	A 4.0	
WB - Mt. Pleasant Road	A 7.5	A 5.7	A 7.9	A 6.1	A 7.5	A 6.2	
NB - Turkey Hill Road	A 1.2	A 0.8	A 1.2	A 0.9	A 1.2	A 0.8	
SB - Turkey Hill Road	A 0.5	A 0.7	A 0.5	A 0.6	A 0.5	A 0.7	
<b>NYS-366/Turkey Hill Road/Monkey Run Road/Forest Lane</b>							
EB - NYS Route 366	A 1.3	A 2.6	A 1.3	A 2.5	A 1.2	A 2.5	
WB - NYS Route 366	A 1.8	A 3.8	A 1.6	A 3.4	A 1.9	A 3.7	
NB - Turkey Hill Road	A 3.2	A 6.9	A 4.5	A 7.0	A 4.0	A 6.1	
SB - Monkey Run Road	A 6.5	A 0.0	A 10.0	A 0.0	A 6.5	A 0.0	
SE - Forest Lane	B 13.0	A 0.0	B 10.6	A 0.0	C 19.1	A 0.0	

The results show that all approaches are projected to operate at an acceptable Level of Service (LOS) “C” or better during both peak hours of study under all conditions.

There is a projected change in LOS for the southeast movement at NYS-366/Turkey Hill Road/Monkey Run Road/Forest Lane during the AM peak hour between background and full development conditions. It should be noted that one vehicle was recorded exiting Forest Lane during the AM peak hour. Additionally, the projected increase in project-related traffic volumes during the AM peak hour is seven (7) vehicles (on average, one vehicle every 8.57 minutes). Based upon these conditions, the existing intersection can sufficiently accommodate the projected minor impacts; thus, no mitigation is warranted or recommended.

No other mitigation is warranted or recommended at the study intersections.

**Comment JC:** What will be the impacts to retail/coffee shop parking spaces access during the AM peak hour from vehicles queuing at the NYS Rte. 366 driveway?

**Response:** Using SimTraffic to develop projected future queuing conditions, it was determined that the average queue length for northbound exiting vehicles during the AM peak hour is approximately 99 feet. This equates to approximately four (4) vehicles using a vehicle spacing length of 25 feet (measured from the front of vehicle 1 to the front of vehicle 2; where vehicle 2 is queued behind vehicle 1). This can potentially impact up to seven parking spaces at any one time during the AM peak hour.

It is important to note, however, that student housing traffic generation can peak, according to data contained in the Institute of Transportation Engineers (ITE)

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Handbook, outside the general AM peak period (7:00-9:00 AM) for a typical coffee shop.

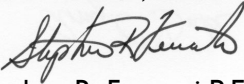
The 95<sup>th</sup> percentile queue length (queues that have a 5% chance of developing) is approximately 188 feet, or seven to eight vehicles.

**Comment JD:** *Town Engineer to discuss methodologies and computations with Applicant's traffic consultant and submit additional comments to Town, if warranted.*

**Response:** Our office is available to answer any additional questions.

If you have any comments or questions concerning these materials, or require any additional information, please contact our office.

Very truly yours,  
*SRF Associates, D.P.C.*



Stephen R. Ferranti P.E., PTOE  
Principal

Cc: Kimberly Hansen, Trinitas Ventures  
Michael Keith, P.E., HUNT

SRF/dk

S:\Projects\2018\38053 Townhomes at Dryden\38053.2 Additional Services\Correspondence\Townhomes at Dryden TIS Response Letter - 02-20-19.docx

# ATTACHMENT

February 20, 2019

Letter to

**Mr. Donald M. Harner, P.E., LEED A.P., CPESC**

T.G. Miller, P.C. Engineers and Surveyors

**Proposed Townhomes at Dryden  
Response to T.G. Miller (Town's Consultant) Review  
Comments (12/17/18)**

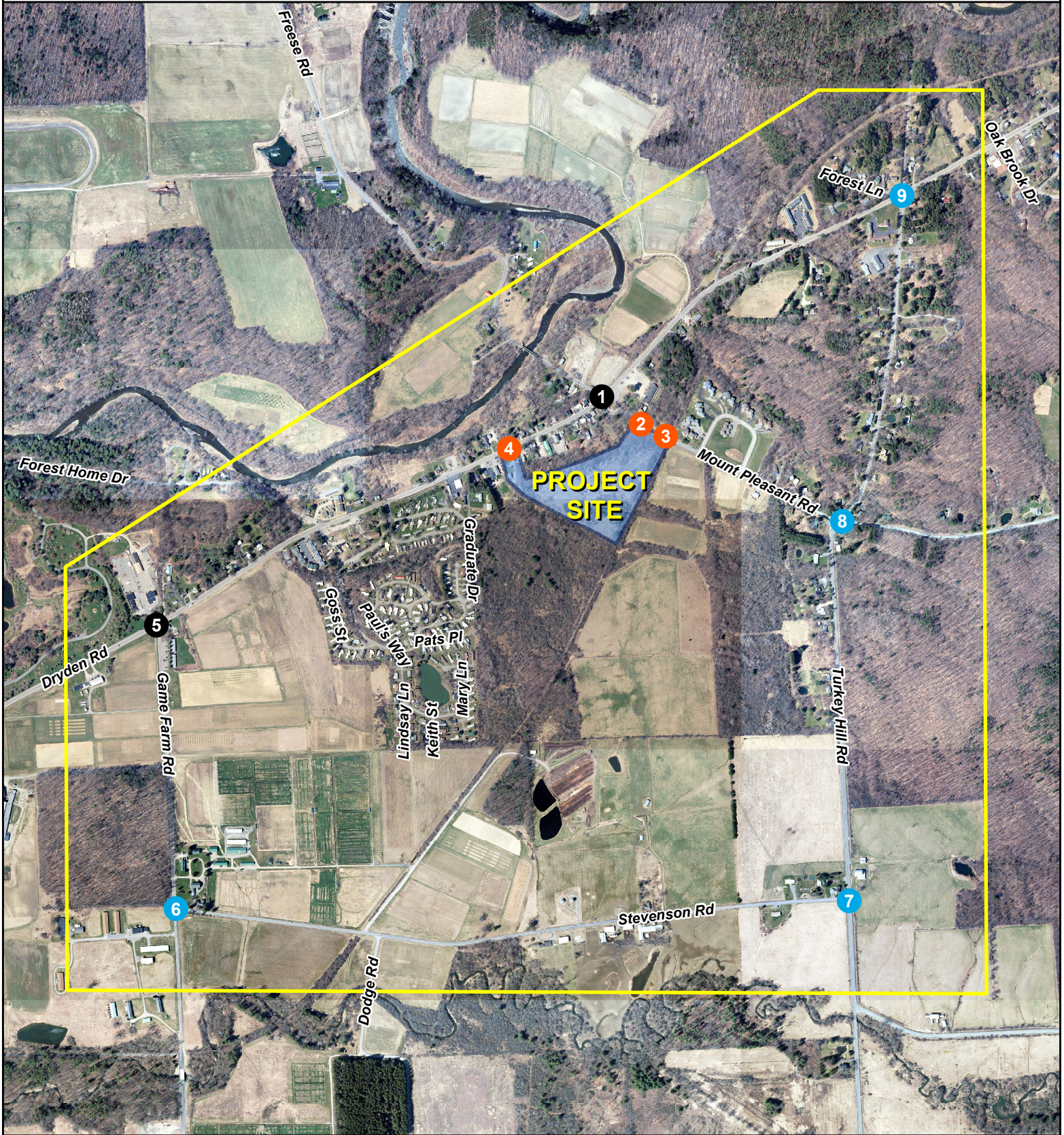
Town of Dryden

Tompkins County, New York



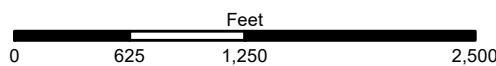
3495 Winton Place  
Building E, Suite 110  
Rochester, NY 14623

# FIGURE 1 - SITE LOCATION AND STUDY AREA



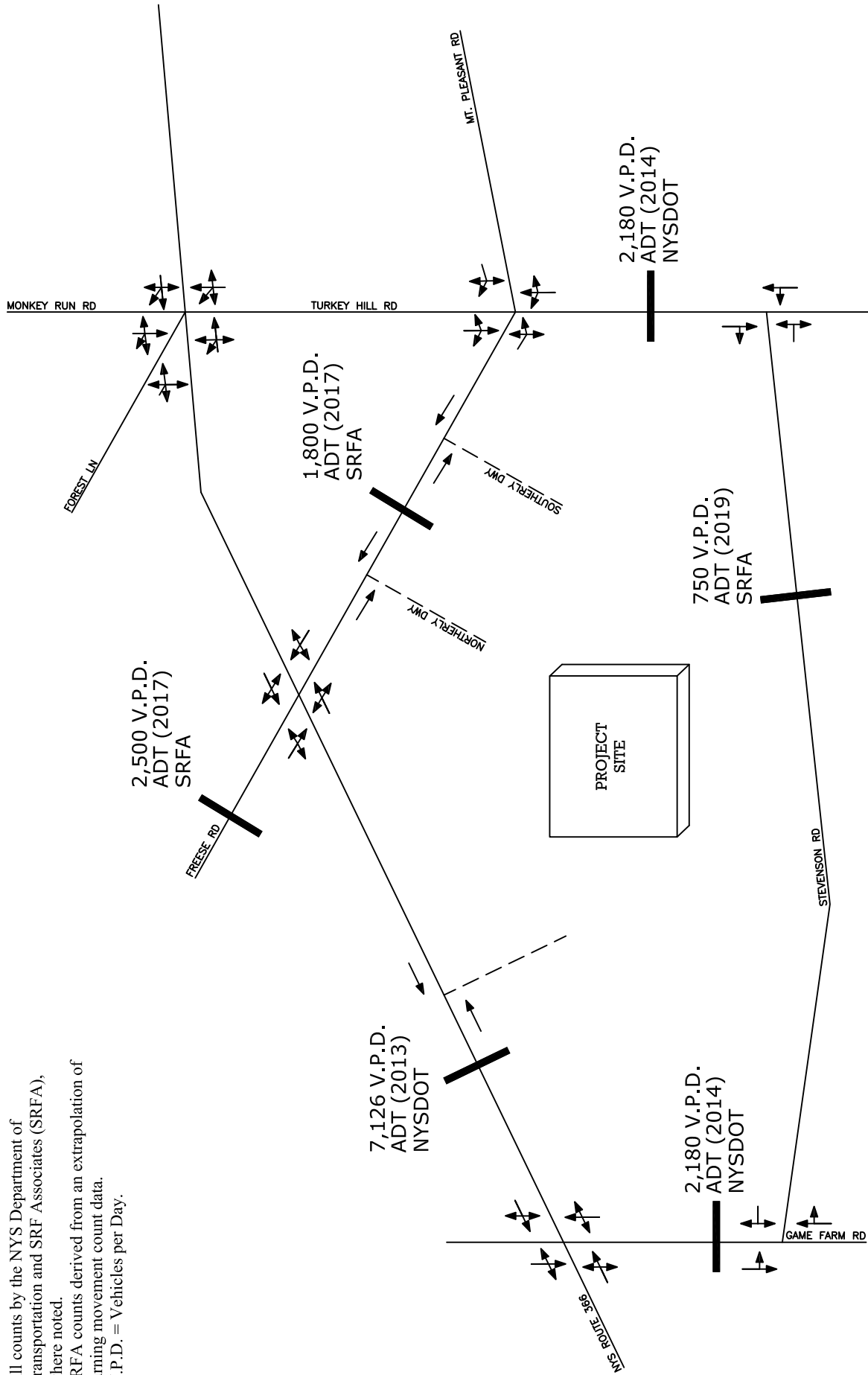
- Previous Study Intersection
- Proposed Intersection
- Town Requested Study Intersection
- Study Area
- Site Location

## PROPOSED TOWNHOMES AT DRYDEN TOWN OF DRYDEN, NY



**Notes:**

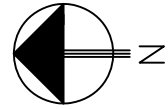
1. All counts by the NYS Department of Transportation and SRF Associates (SRFA), where noted.
2. SRFA counts derived from an extrapolation of turning movement count data.
3. V.P.D. = Vehicles per Day.



PROJECT NO: 38053



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NOT TO SCALE

**FIGURE 2**

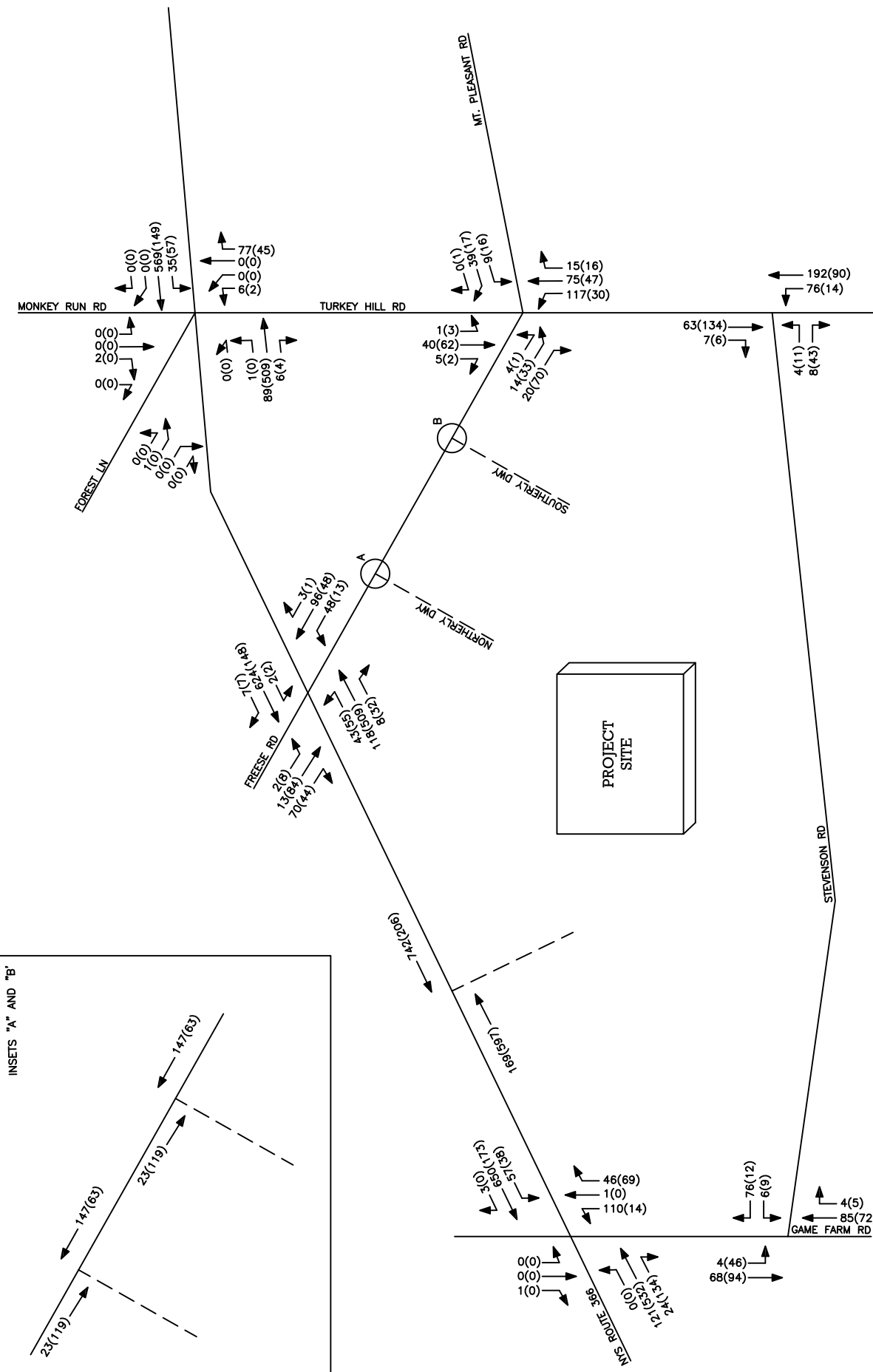
LANE GEOMETRY &  
AVERAGE DAILY TRAFFIC

PROPOSED TOWNHOMES AT DRYDEN,  
TOWN OF DRYDEN, NY

**KEY**

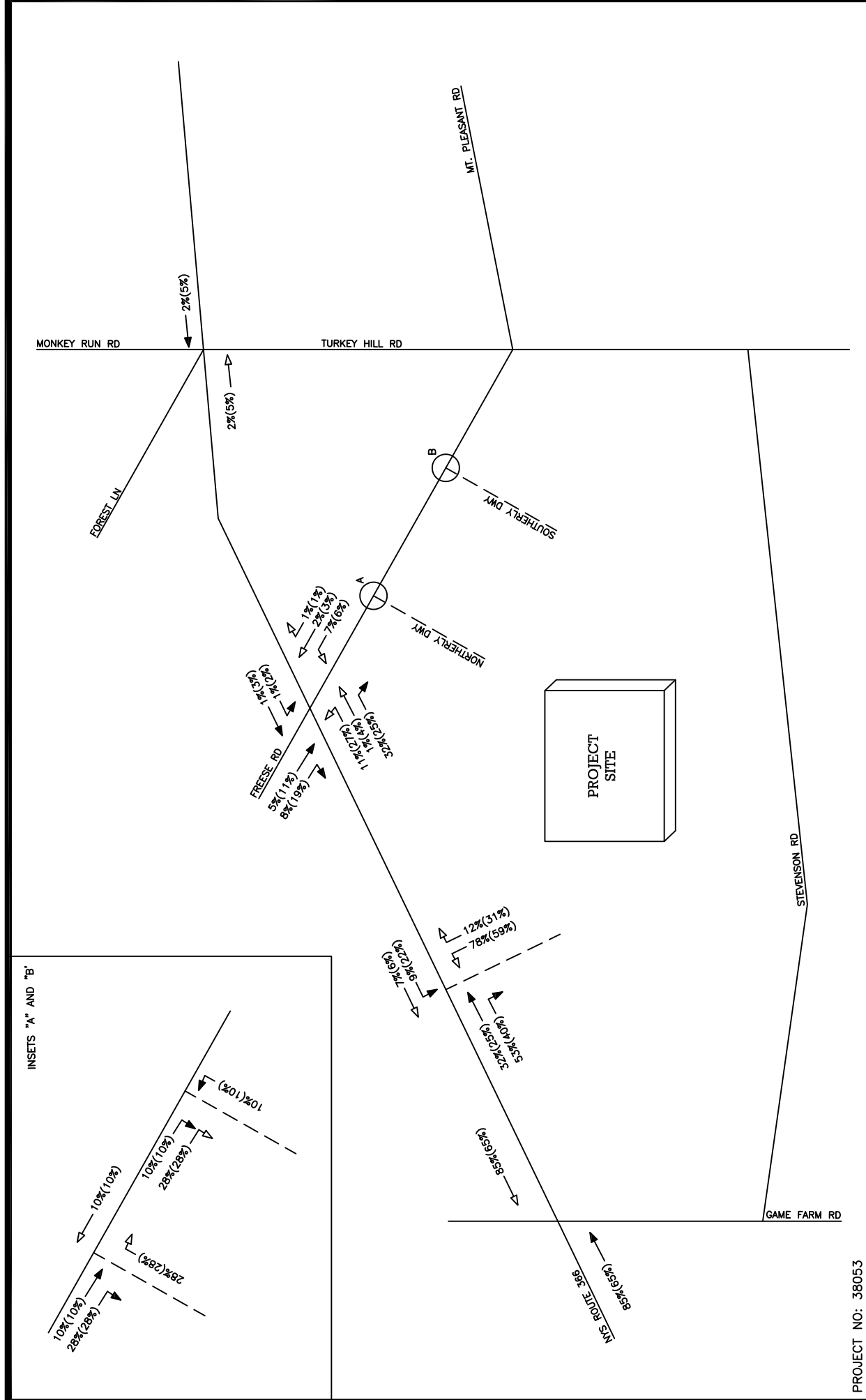
--- PROPOSED DWY



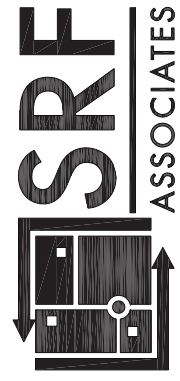




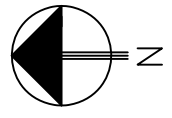




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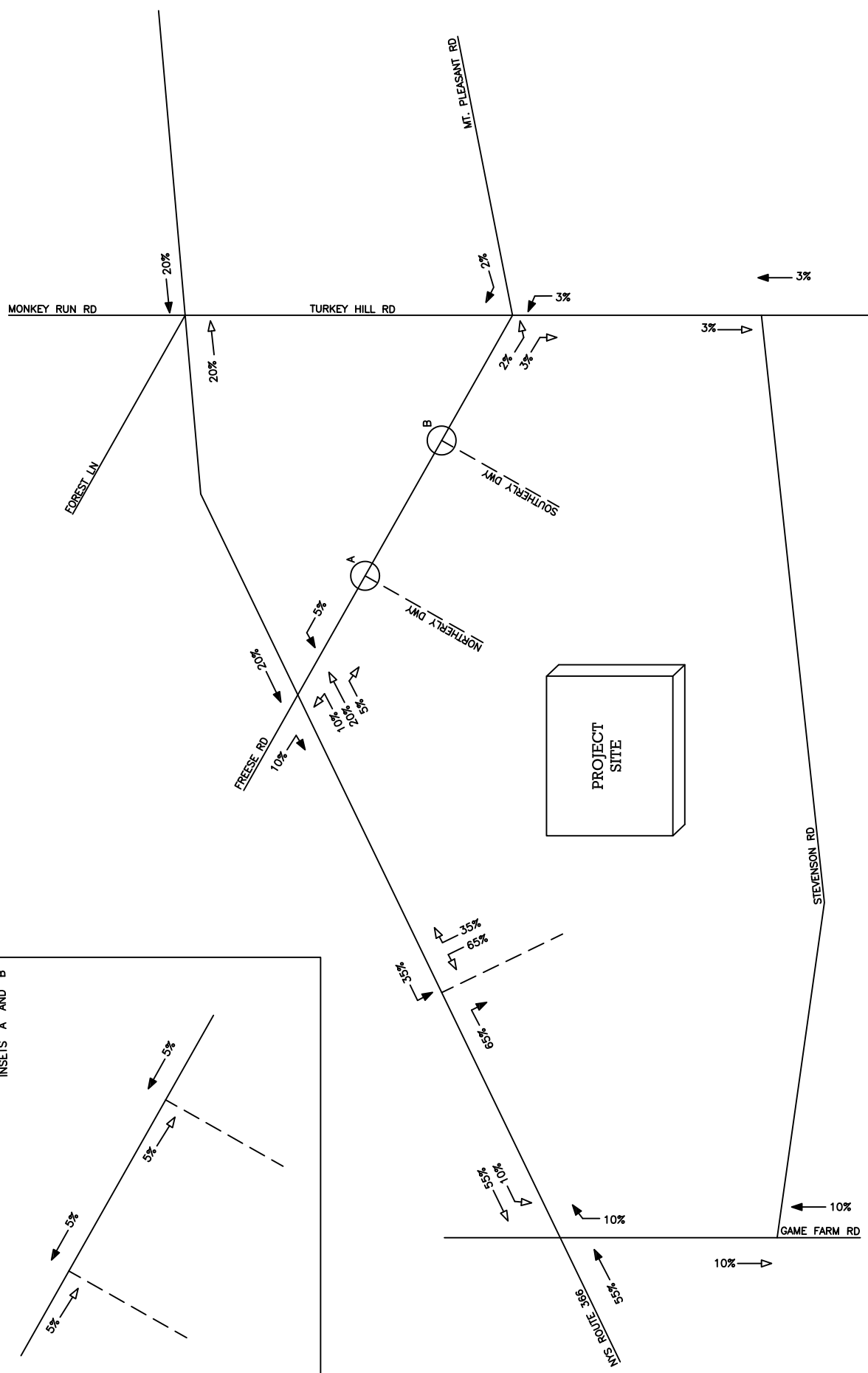
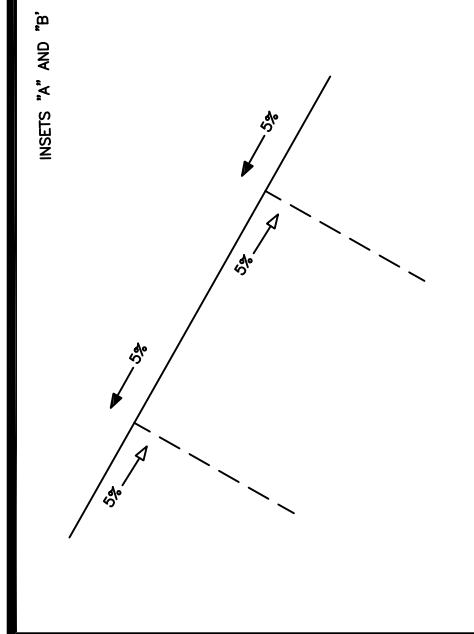
### FIGURE 6A

TRIP DISTRIBUTION  
RESIDENTIAL

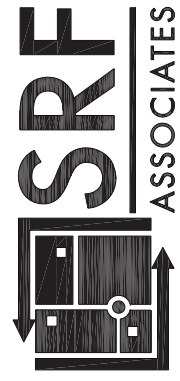
PROPOSED TOWNHOMES AT DRYDEN,  
TOWN OF DRYDEN, NY

#### KEY

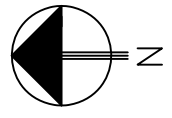
- - - - PROPOSED DWY
- 00(00) = AM(PM)
- = ENTERING TRIPS
- ← = EXITING TRIPS



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NOT TO SCALE

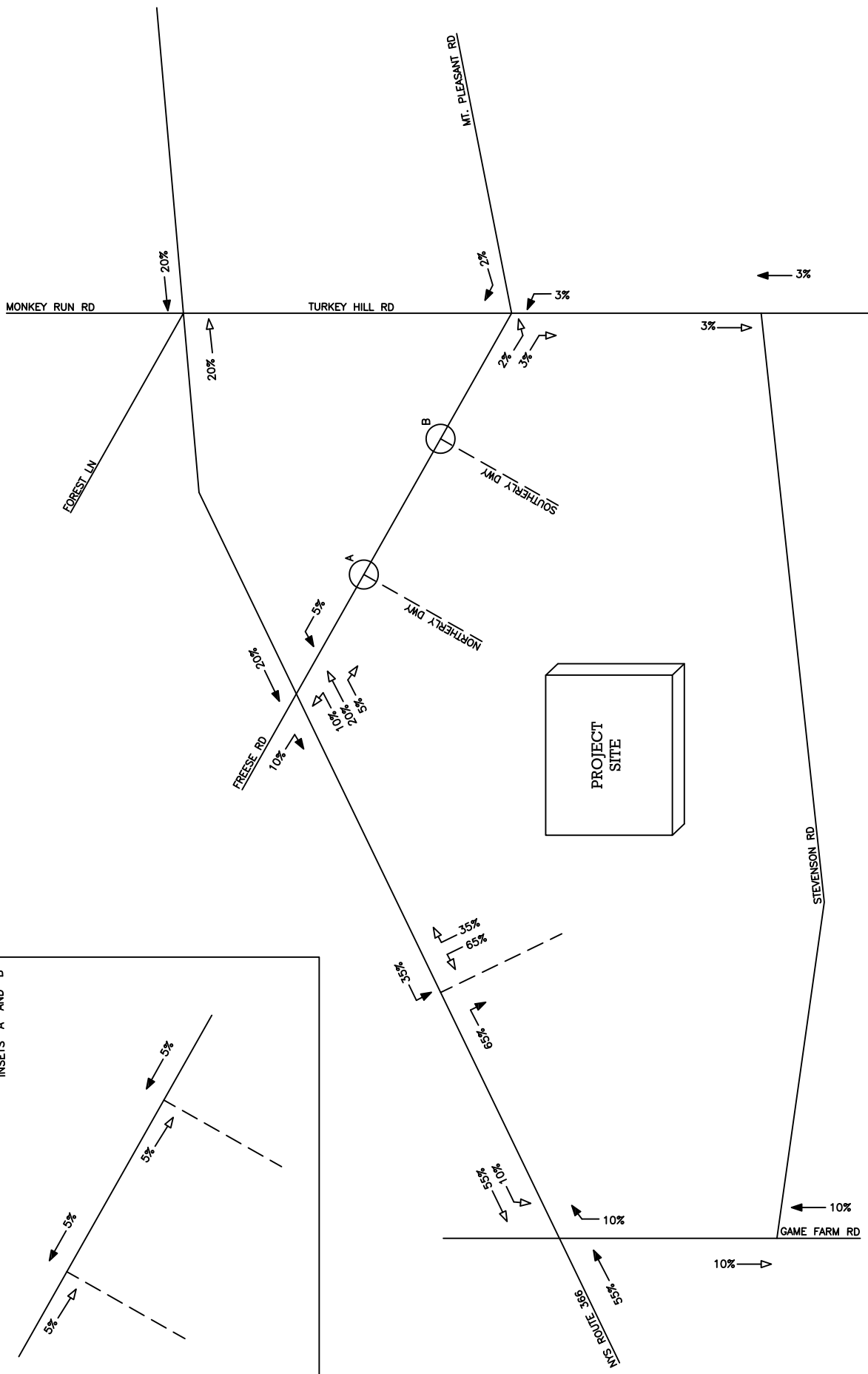
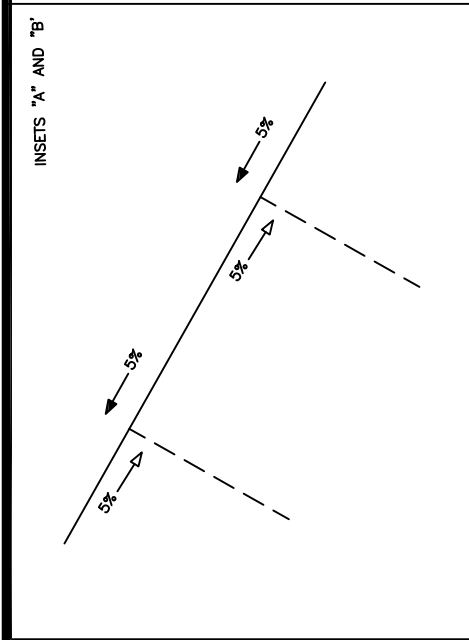
FIGURE 6B

TRIP DISTRIBUTION  
COFFEE/DONUT SHOP

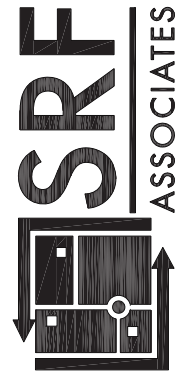
PROPOSED TOWNHOMES AT DRYDEN,  
TOWN OF DRYDEN, NY

KEY

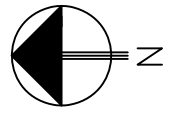
- - - - PROPOSED DWY
- 00(00) = AM(PM)
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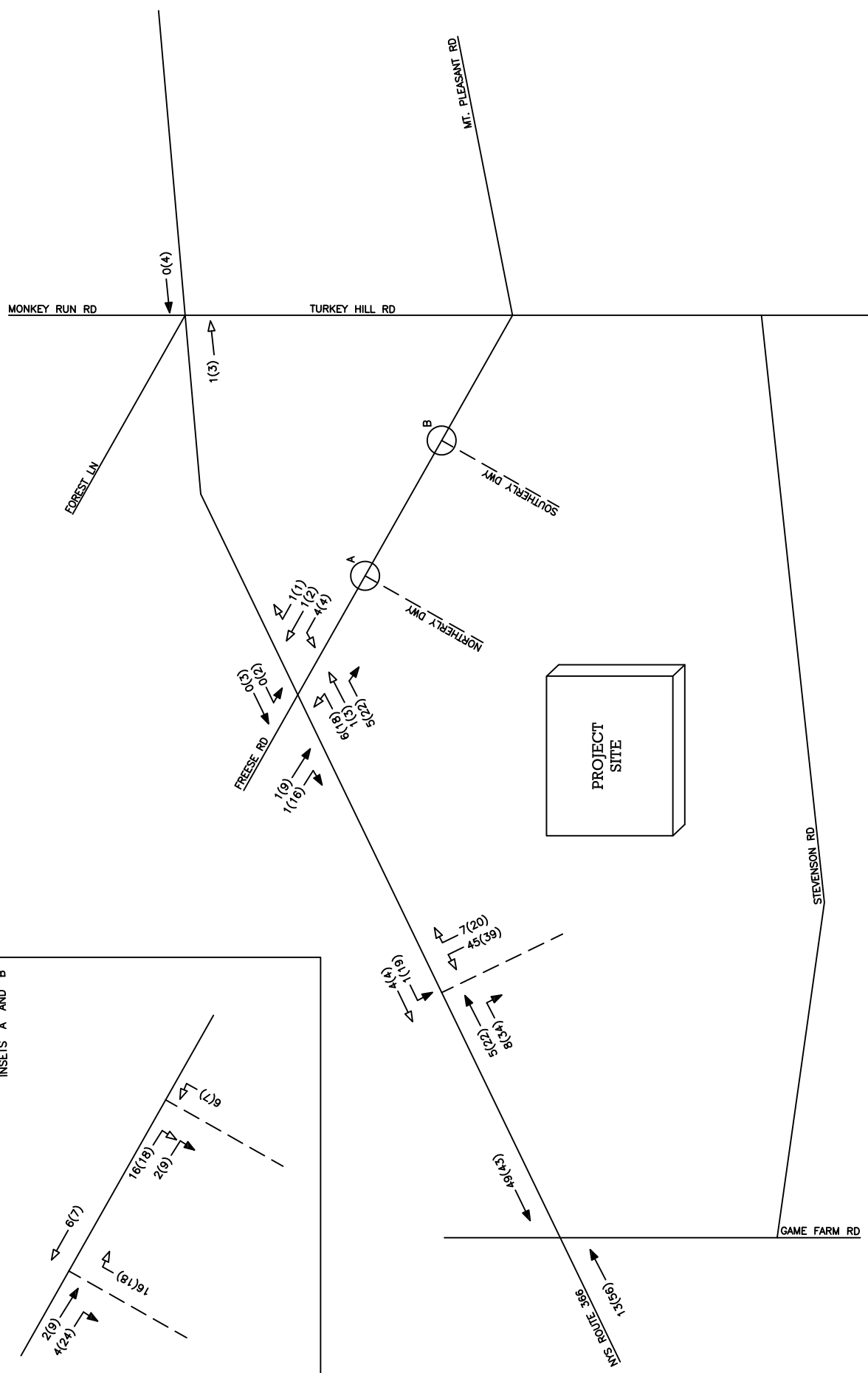
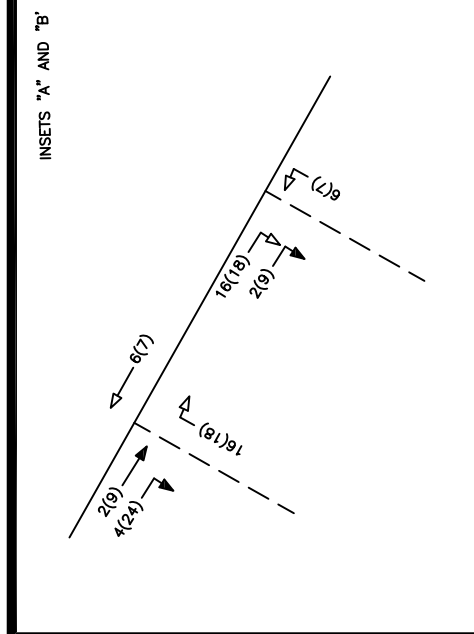
FIGURE 6C

TRIP DISTRIBUTION  
RETAIL

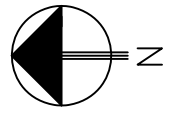
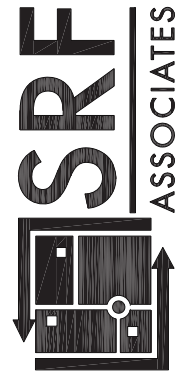
PROPOSED TOWNHOMES AT DRYDEN,  
TOWN OF DRYDEN, NY

KEY

- - - - PROPOSED DWY
- 00(00) = AM(PM)
- = ENTERING TRIPS
- ← = EXITING TRIPS



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NOT TO SCALE

**FIGURE 7A**

SITE GENERATED TRIPS  
 RESIDENTIAL

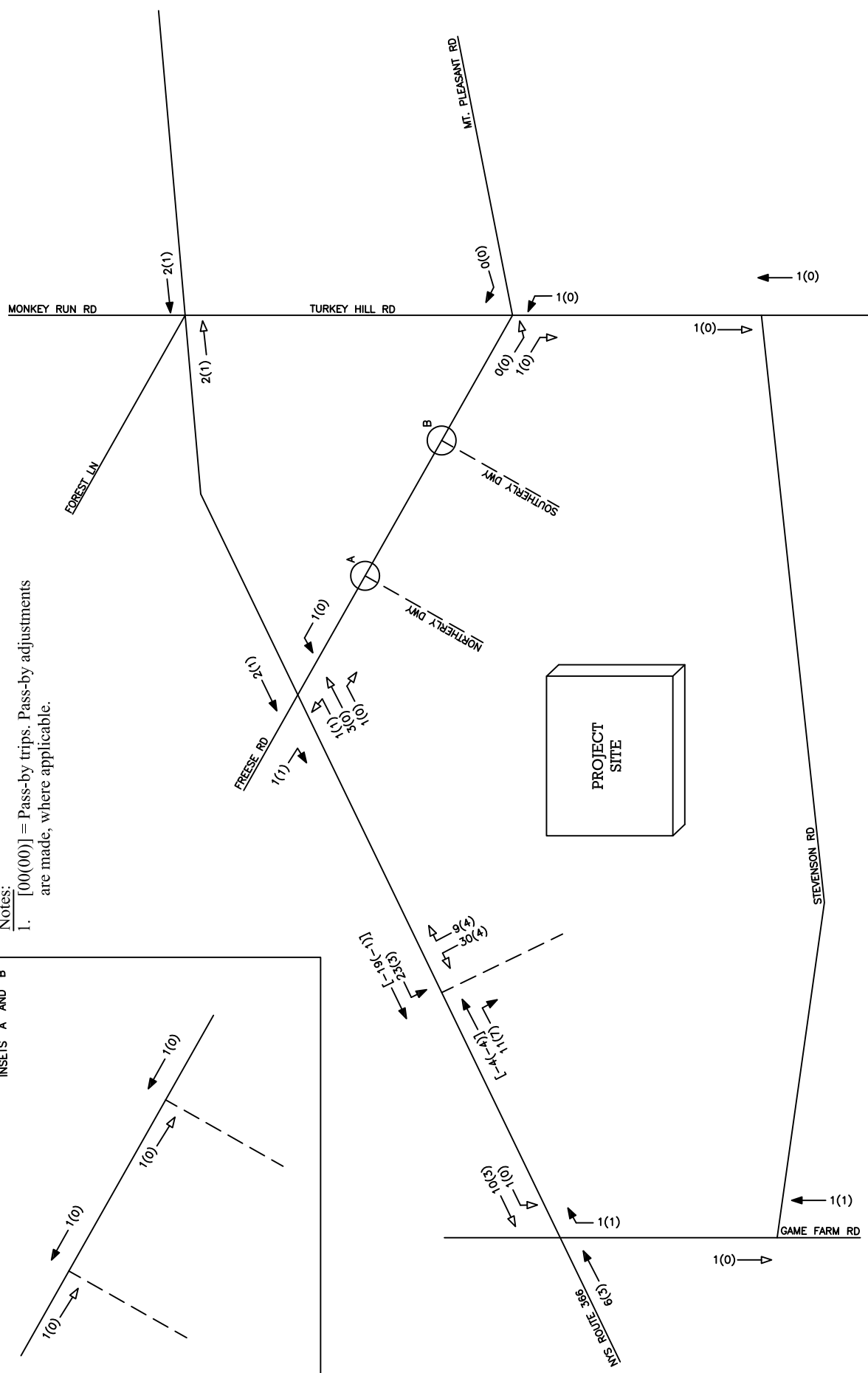
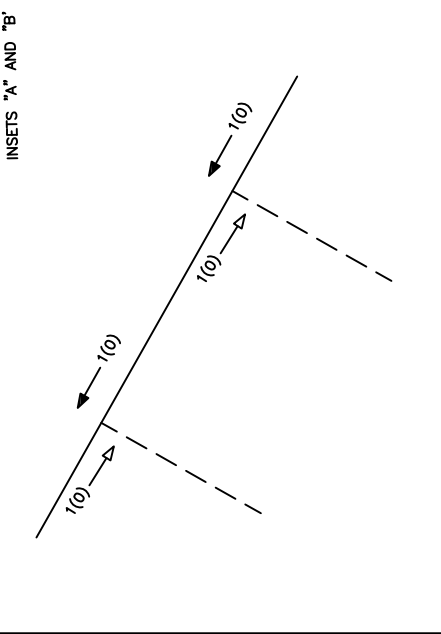
PROPOSED TOWNHOMES AT DRYDEN,  
 TOWN OF DRYDEN, NY

KEY

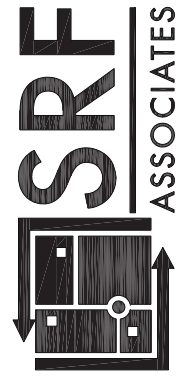
- - - - PROPOSED DWY
- 00(00) = AM(PM)
- = ENTERING TRIPS
- ← = EXITING TRIPS

**Notes:**

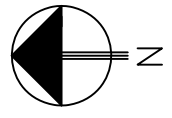
1. [00(00)] = Pass-by trips. Pass-by adjustments are made, where applicable.



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NOT TO SCALE



**FIGURE 7B**

SITE GENERATED TRIPS  
 COFFEE/DONUT SHOP

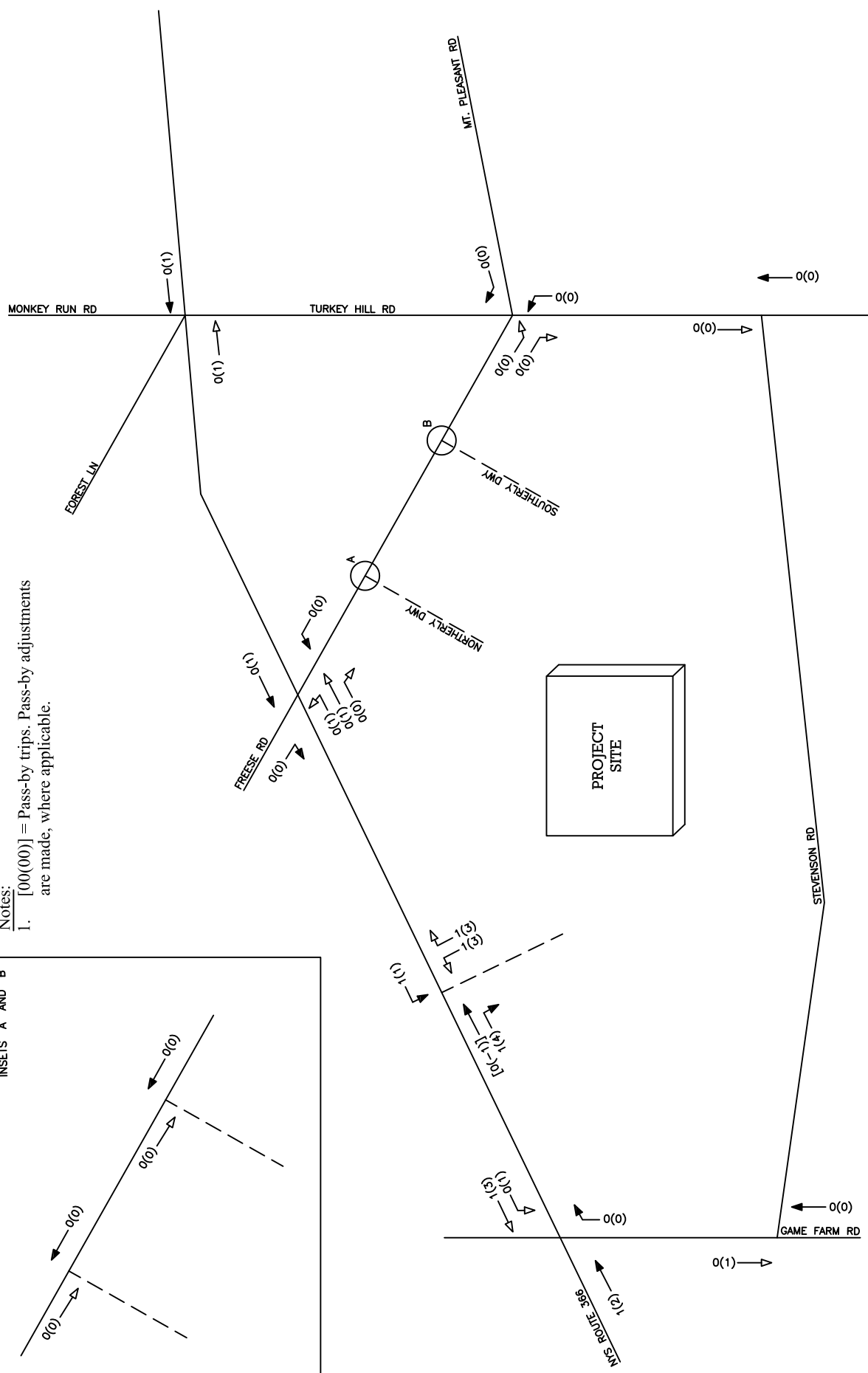
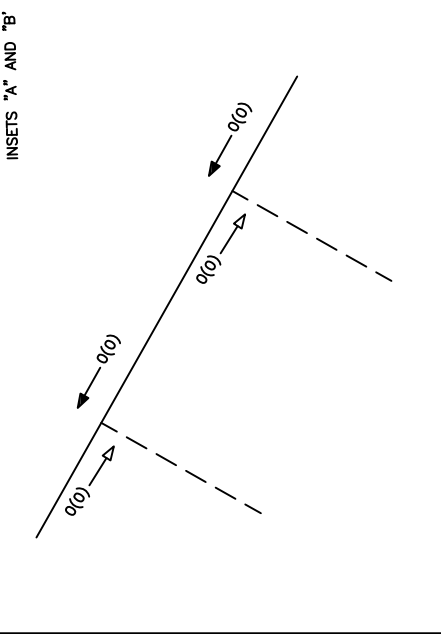
PROPOSED TOWNHOMES AT DRYDEN,  
 TOWN OF DRYDEN, NY

**KEY**

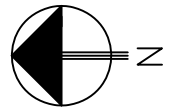
- - - - PROPOSED DWY
- 00(00) = AM(PM)
- = ENTERING TRIPS
- ← = EXITING TRIPS

**Notes:**

I. [00(00)] = Pass-by trips. Pass-by adjustments are made, where applicable.



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**FIGURE 7C**

SITE GENERATED TRIPS  
 RETAIL

PROPOSED TOWNHOMES AT DRYDEN,  
 TOWN OF DRYDEN, NY

**KEY**

- PROPOSED DWY
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- = ENTERING TRIPS
- ← = EXITING TRIPS

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