



**COUNTY OF ROCKLAND
DEPARTMENT OF HIGHWAYS**

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C. SCOTT VANDERHOEF
County Executive

CHARLES H. VEZZETTI
Superintendent of Highway

May 7, 2010

Town of Ramapo – Town Board
Ramapo Town Hall
237 Route 59
Suffern, New York 10901

**RE: Project Grand Slam Ball Field
Draft Environmental Impact Statement (DEIS) – Town of Ramapo**

This office acknowledges the receipt of

- A) Draft Environmental Impact Statement for Project Grand Slam Ball Field dated April 2010.
- B) Appendix A – Scope of Work.
- C) Appendix B – Traffic Access & Impact Study dated March 2010 prepared by Frederick P Clark Associates, Inc..
- D) Appendix C – Air Pollution Study dated April 5, 2010 prepared by Potenta Environmental Consultants, LLC..
- E) Appendix D - Noise Impact Assessment dated April 7, 2010 prepared by Potenta Environmental Consultants, LLC..
- F) Appendix E – An undated statement regarding SHPO requirements.
- G) Appendix F – Hydrologic Analysis dated April 7, 2010.
- H) Appendix G – Soil data prepared by Veritech Laboratories.
- I) Appendix H – Correspondence from United Water NY on March 4, 2010.
- J) A set of 14 Drawings prepared by Leonard Jackson Associates all dated April 21, 2010.

- Drawing 1 Title Sheet
- Drawing 2 Layout Plan
- Drawing 3 Grading, Drainage & Utility Plan
- Drawing 4 Landscaping & Lighting Plan
- Drawing 5 Erosion Control Plan
- Drawing 6 Off-site Improvement Plan
- Drawing 7 Construction Details (1 of 5)
- Drawing 8 Construction Details (2 of 5)
- Drawing 9 Construction Details (3 of 5)
- Drawing 10 Construction Details (4 of 5)
- Drawing 11 Construction Details (5 of 5)
- Drawing 12 Stormwater Pollution Prevention Plan
- Drawing 13 Cross Sections Location Plan
- Drawing 14 Cross Sections

Listed below is our response to the above-captioned project:

1. The Fire Training Center provides periodic training and support to the Rockland County fire service and emergency response when needed. A dedicated through lane should be available for the access of this facility at all times. Consider adding a separate lane on Firemen's Memorial Drive for this purpose.
2. The traffic impact study did not address the role and operation of the fire-training center. There is also a heliport at the fire-training center area. The new complex will need to include this facility with respect to aviation safety issues and rules.
3. The use of "over-flow" lot for the fire-training center needs to be discussed along with the associated pedestrian movement.
4. A number of the proposed mitigation measures are based on anticipated State Road projects and improvements. However there is no guarantee the proposed will be carried out as shown. Some of the traffic signal proposals also require the State Department of Transportation and Palisade Interstate Parkway's concurrence. The applicant should offer more in-depth discussion concerning this matter.
5. There needs to have more discussion of after-hour use and /or emergency operation mode situation.
6. The plan calls for two new actuated traffic lights to be installed northbound and southbound at exit 12 of the Palisade Interstate Parkway. The short-necked ramp available between the Parkway and Concklin Road may be insufficient to accommodate enough queuing distance for the efficient flow of traffic. This should be analyzed in further detail.

7. The entry radius from Pomona Road to Firemen's Memorial appears sharp for the proposed use. Consider modifying the geometric alignment to smoothen up the vehicular traffic flow.
8. The proposed 350 grass-paved overflow parking will be hard to be adequately delineated. Maintenance needs to be carried out frequently to prevent accumulation of water and tracking mud onto the county roads due to its proximity to the wetland and county roads. The applicant should also offer a discussion regarding the pathways for the patrons walking from the overflow parking area to the destination location.
9. A right turn lane should be provided for westbound Pomona Road traffic before Station Road intersection. Emergency fire access at Pomona Road shall be gated and lock-controlled.
10. The plans submitted should outline the construction sequence, improvements and maintenance responsibilities.
11. We are recommending no parking be allowed along county road at the proposed development area.
12. The applicant shall address the pedestrian access, bus shelters, sidewalks and walking path connections. Pedestrian crossing, sidewalks and push boxes with light heads will all be required for the existing sidewalk at the intersection in compliance with the ADA requirements.
13. A drainage and soil and erosion control plan showing zero net increase in peak rate of runoff together with water quality mitigation devices and temporary sediment basins shall be submitted to this office for additional review and approval. The interfacing scheme with the surrounding areas drainage system and other utility lines should also be shown.
14. The proposed site is at a lower level than the street grade except the light poles that are expected to rise above 100 feet or more from the play area base elevation. A lighting plan will be required. Normally light intensity over 150 watts will need to be shielded or recessed to prevent glare spilled over the street. For this case, lights are expected to exceed 400 watts. Special lighting types to minimize glare should be considered here.
15. All site and road works shall comply with the NYS DOT applicable standards as it pertains to county roads.
16. The available stop and decision site distance should be provided on the drawings together with available braking distance as needed. For the eastbound traffic on Pomona Road ahead of the Station Road intersection before the sharp bend, consider installing warning signs or using speed reduction to prevent rear end collisions.

17. A signal warrant study along with the new traffic signal plan shall be generated at the proposed signalized intersections.
18. The majority of events are expected to occur in the evening hours. Reflective road signs and reflectorized pavement marking material along the county roads shall be used along the county roads at the areas under consideration
19. The proposed 60-units Summit Carriage development at Summit Park Road opposite Oakwood Terrace in New Hempstead should be included as one of the impacted areas.
20. The new signal timing and phasing should coordinate the flashing yellow signal with emergency vehicle preemption and its similar matters.
21. A Temporary Traffic Signal Control Plan shall be provided and accepted by the Town of Ramapo and the Rockland County Highway Department.
22. A maintenance and protection of traffic plans should also be provided. Construction details for the proposed road widening and re-routing on the county roads need to be indicated.
23. Traffic Signal Design will require approval from the Town of Ramapo along with specifying Maintenance Responsibilities. Cumulative impact of the signals using "Synchro" or similar type of programs to optimize the signalized intersections should take into proper consideration of the different stages of the surrounding improvement conditions.
24. For traffic signal poles, manufacturer's shop drawings and calculations must be submitted to the Town of Ramapo and Rockland County Highway Department for review and approval.
25. A Rockland County Highway Department Work Permit will be required for the proposed construction and must be secured prior to the start of any construction or excavation on site.
26. Separate additional Rockland County Highway Department Road Opening Permits will be required for the improvements and/or upgrade, which involved disruption to the paved surface within any County Road. Please add this on the Approval, Reviews and Permit section on the DEIS description and on the drawings.

Please call this office at (845) 638-5060 if you have any questions for the above.

Very Truly Yours,

A handwritten signature in cursive script that reads "Sonny Lin". The signature is written in black ink and is positioned below the typed name.

Sonny Lin, P.E.

Cc: Leonard Jackson Associates
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Pomona, New York 10970

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