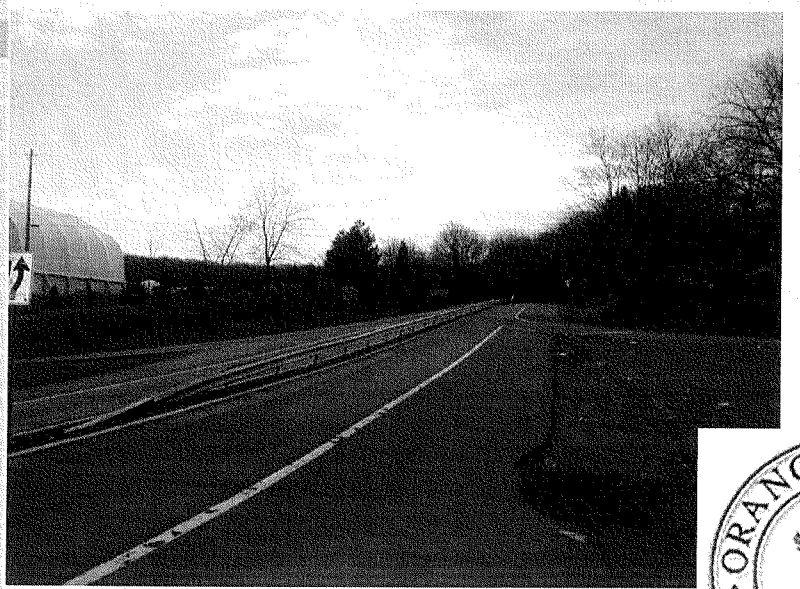
SEOC Traffic Task Force

Larkin Drive West (CR 105 to NYS Route 208)

PIN 8759.23

Establishing Right-of-Way and Preliminary Design

October 11, 2011



ORANGE COUNTY NEW YORK 1 NOVEMBER 1683

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Presentation Outline:

- Project Background
- Project Challenges
  - Traffic Demand
  - Traffic Operations
  - Right-of-way
  - Environmental Issues
- Alignments

Project Background

Prepared for:
Orange County Department of Planning

Prepared by:
AKRF

February 2005

- High Feasibility Projects
  - Route 32 loop ramp to Route 17
  - Additional capacity on Route 17
  - **Larkin Drive Extension**
  - Access management on Route 17M
  - Traffic calming on residential streets
  - Reduce speed limits on Route 17M south of Route 6
  - Clove Road realignment with Route 208
  - Park & Rides w/ improved scheduling
  - Expanded transit service
  - Expansion of private jitney services
  - Replace stop sign with yield at CR 105 SB and Spring Street
  - Transportation Improvement District

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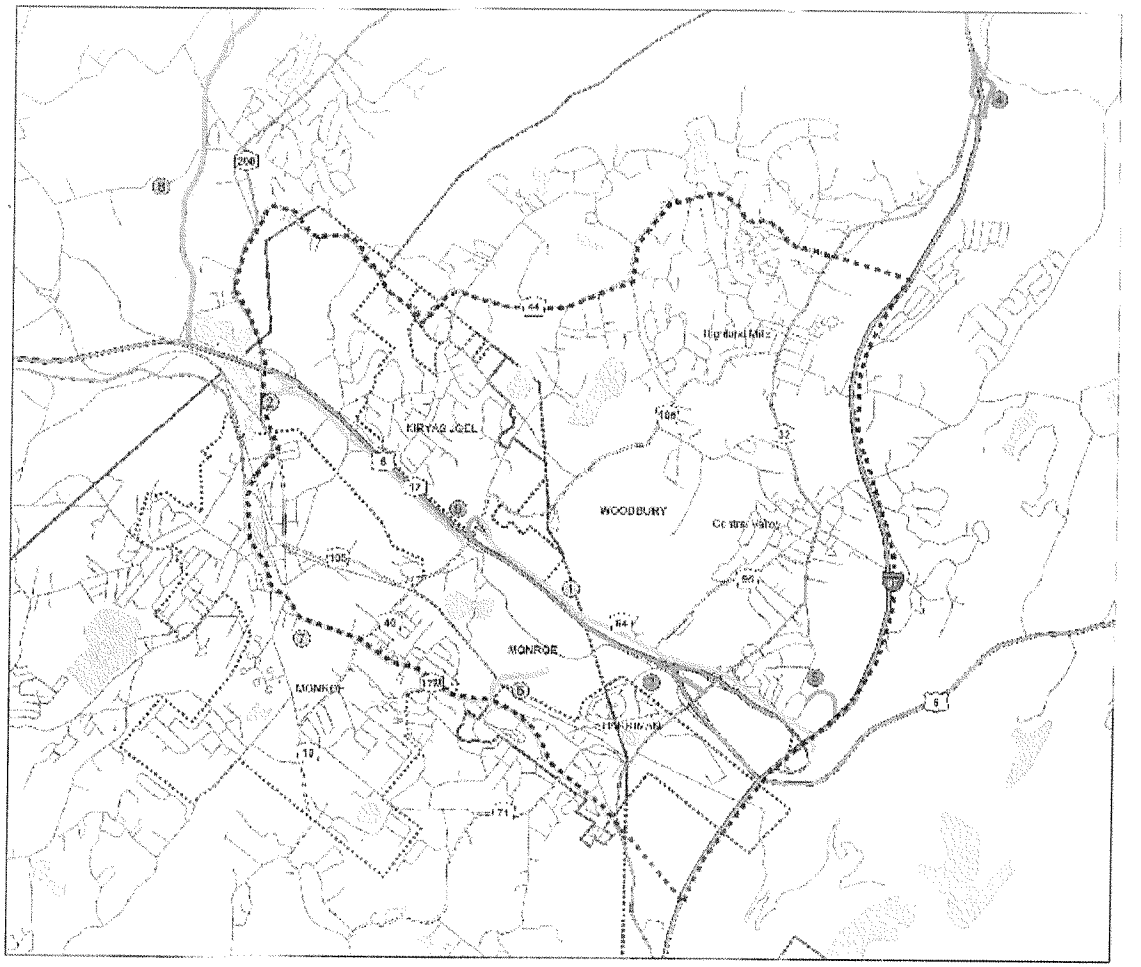
Project Background



SOUTHEASTERN ORANGE COUNTY
TRAFFIC AND LAND USE STUDY

TRANSPORTATION IMPROVEMENTS
Figure 5-18

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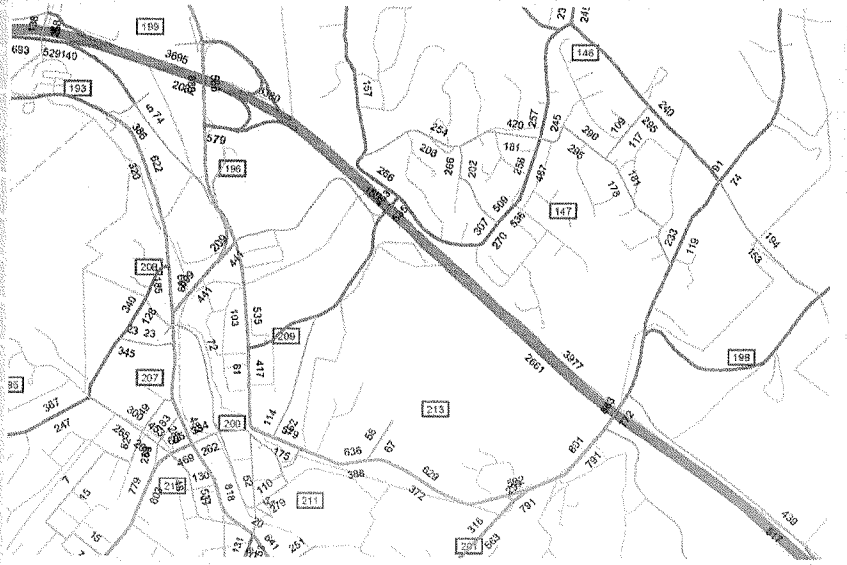
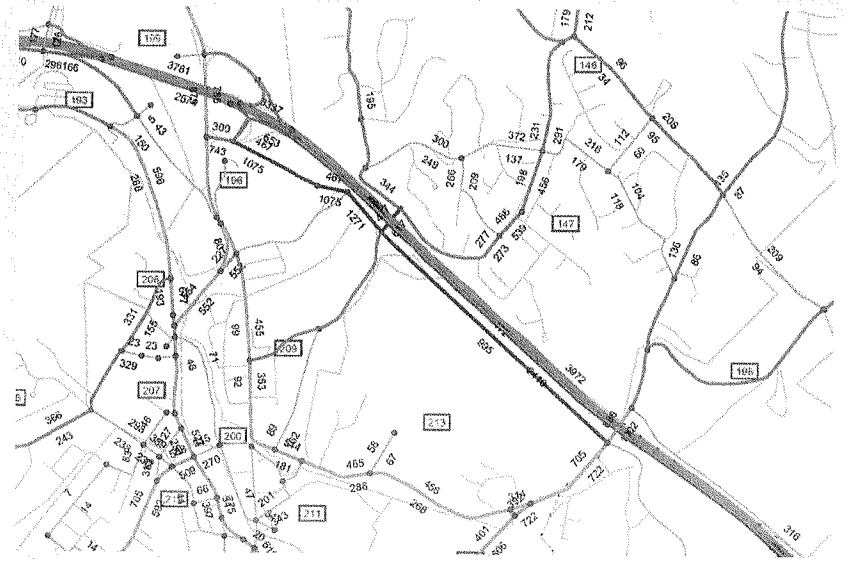
Existing and Projected Traffic Conditions

- High Feasibility Project Identified in Southeastern Orange County Traffic and Land Use Study
  - Diverts Traffic from Village of Monroe and County Route 105
  - County-wide model to estimate demand and new travel patterns
  - Include improvements from I-86 Conversion Project
  - Planned projects in Town and Village of Monroe and throughout Orange County



2030 No-Build Model



2030 Model with Larkin Drive West

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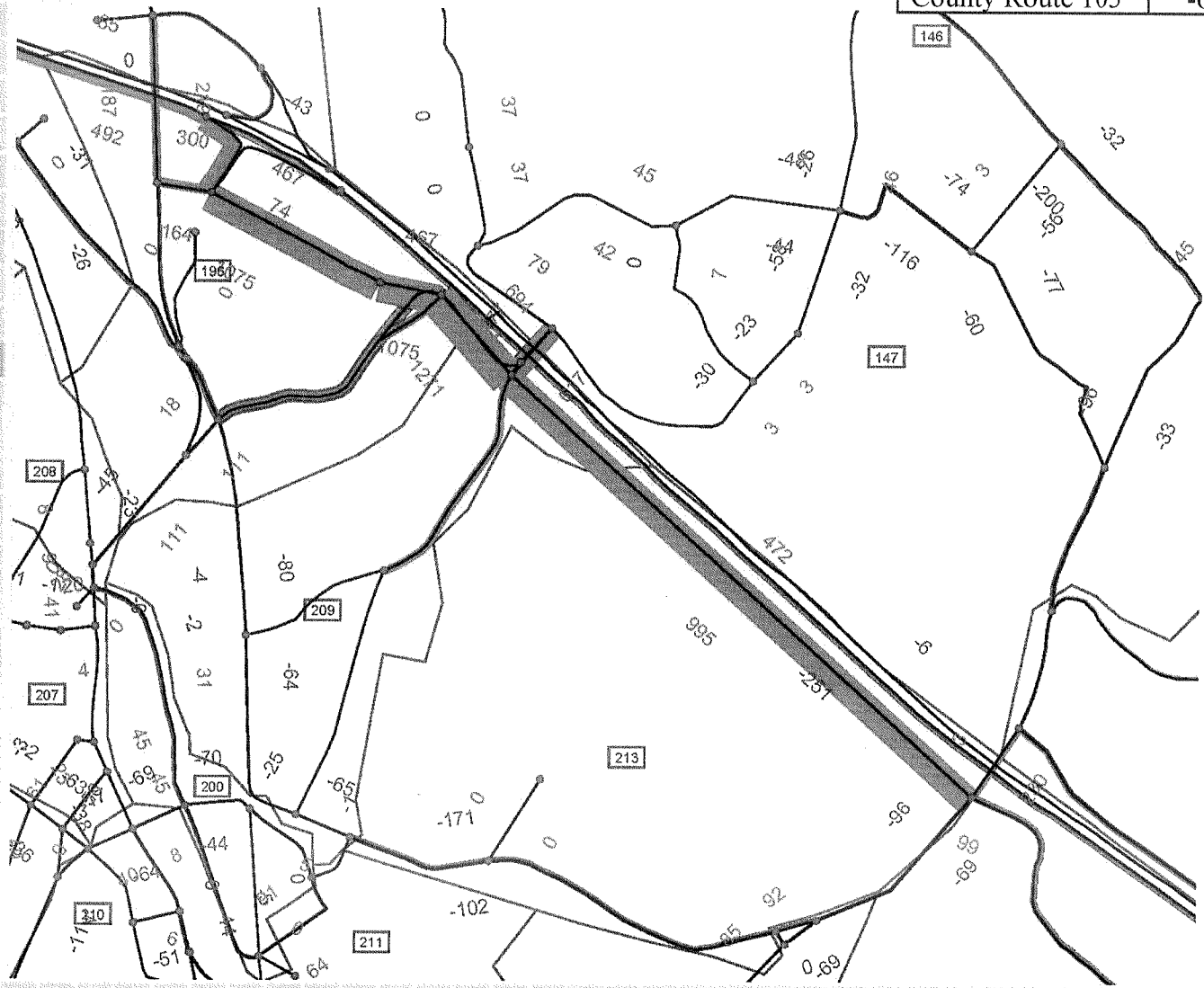
Travel Demand

Table of Diversions

Route 17	-251 EB	-6 WB
Spring Street	-102 EB	-171 WB
County Route 105	-69 NB	-96 SB



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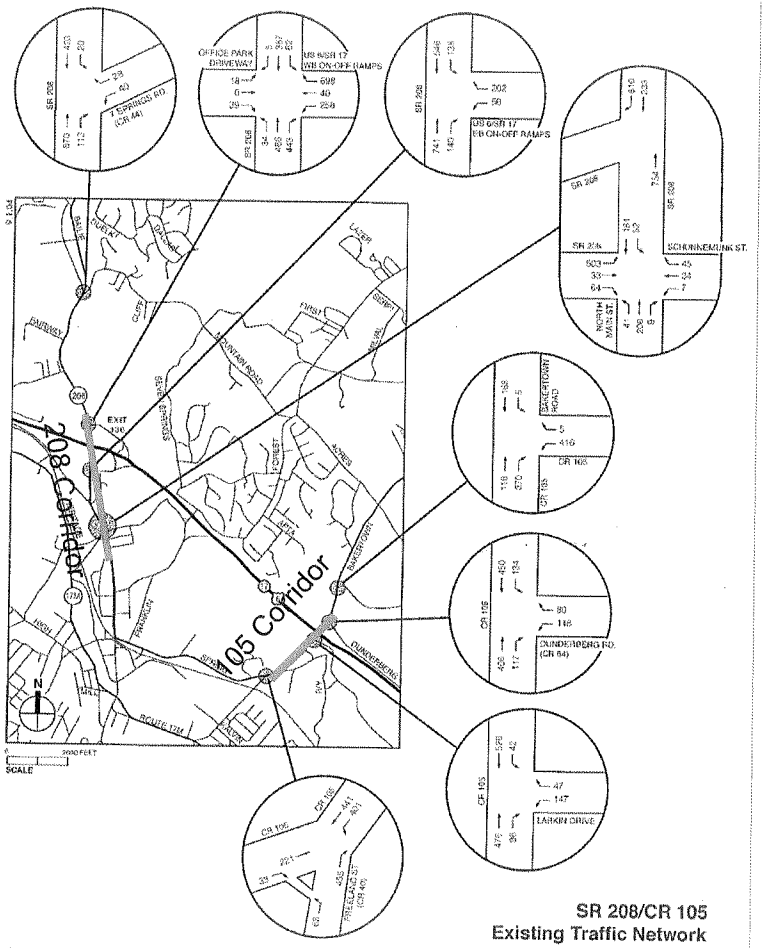
Traffic Operations



SOUTHEASTERN ORANGE COUNTY
TRAFFIC AND LAND USE STUDY

SR 208/CR 105
Existing Traffic Network
PM Peak Hour
Figure 2-23

- Traffic models
  - Impacts of diverted traffic
  - Turn-lane improvements at Larkin Drive approaches
  - Improvements at other impacted locations
  - Impacts of other developments
  - Potential improvements by outside developers

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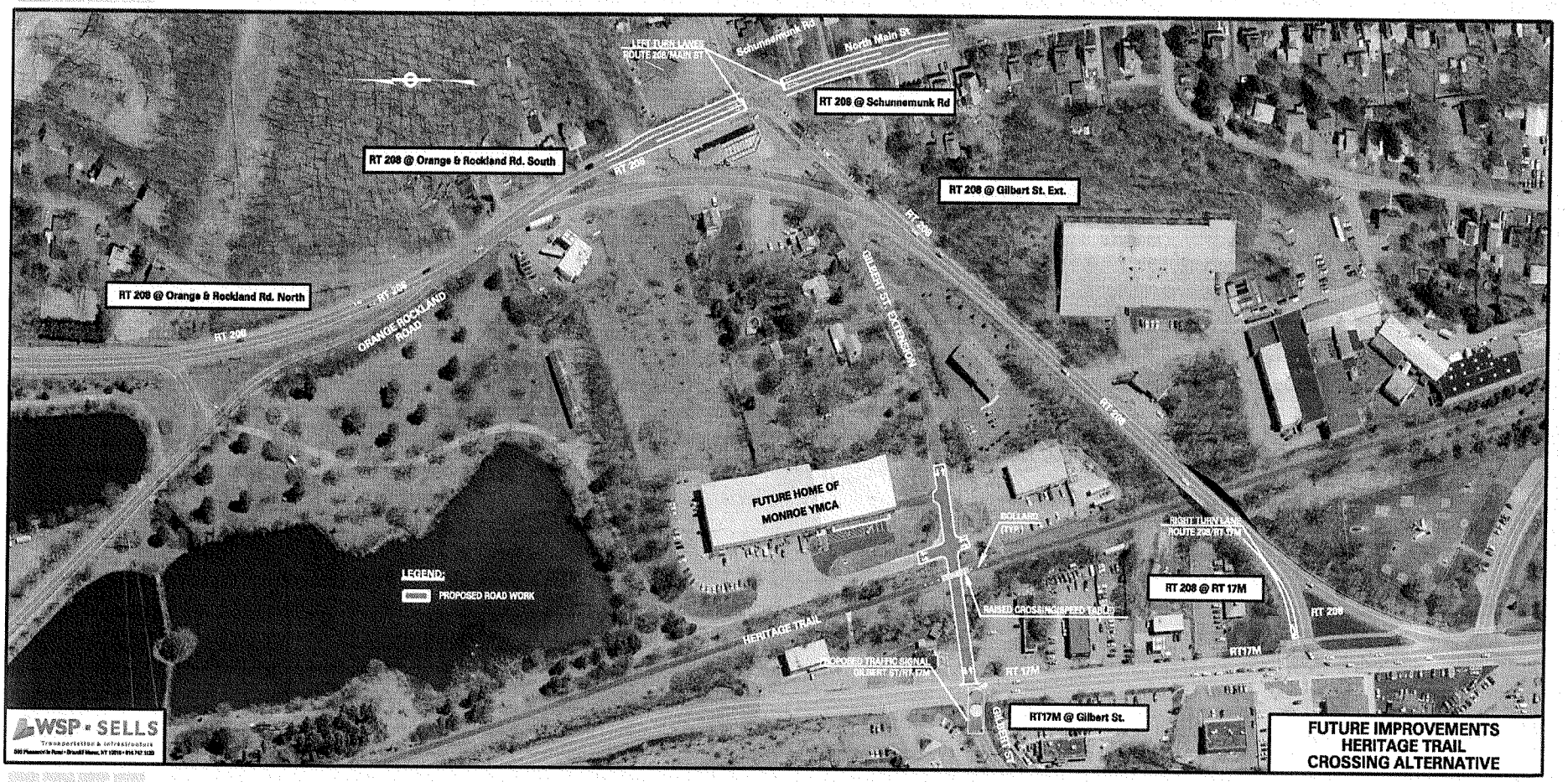
Traffic Operations – Potential Improvements



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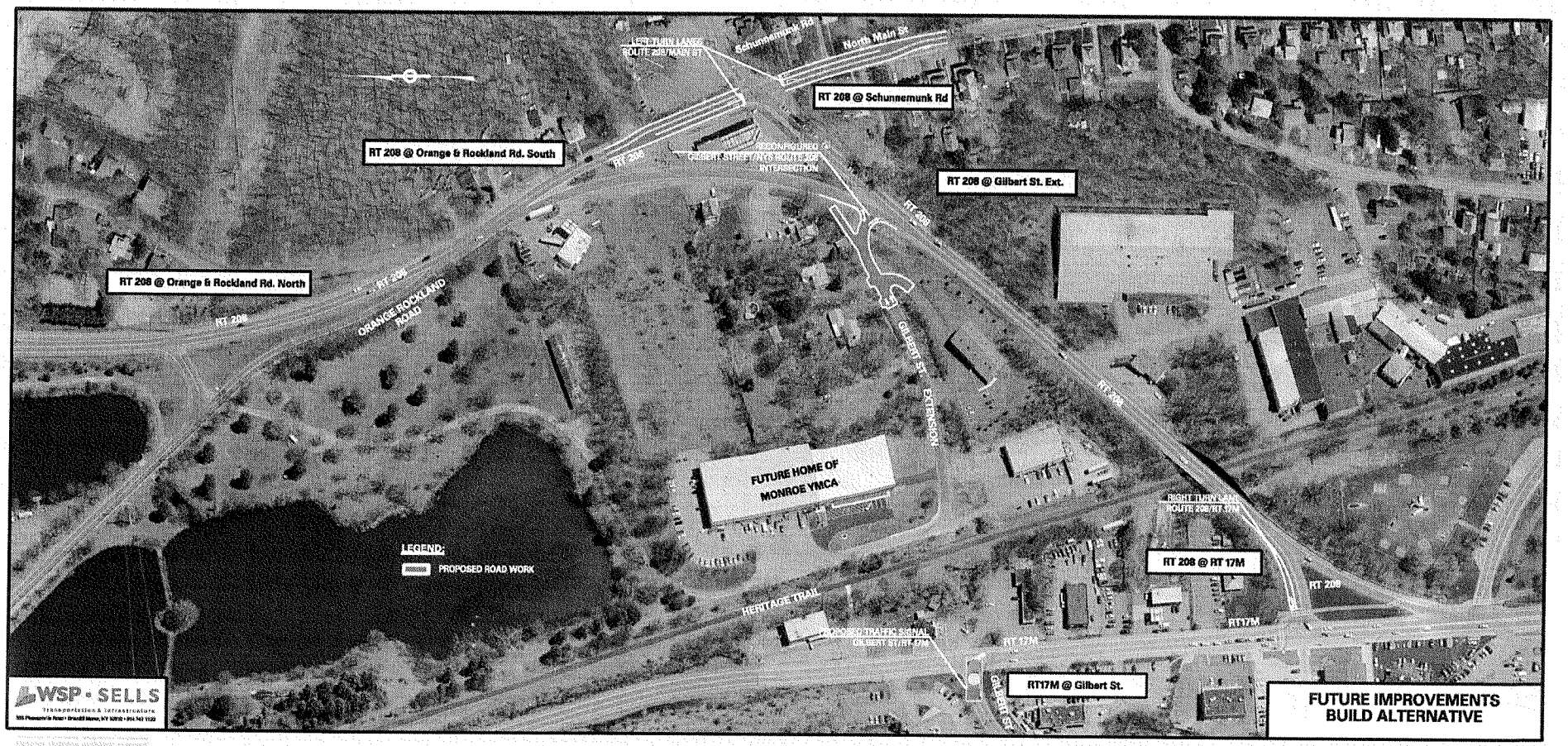
Traffic Operations – Potential Improvements



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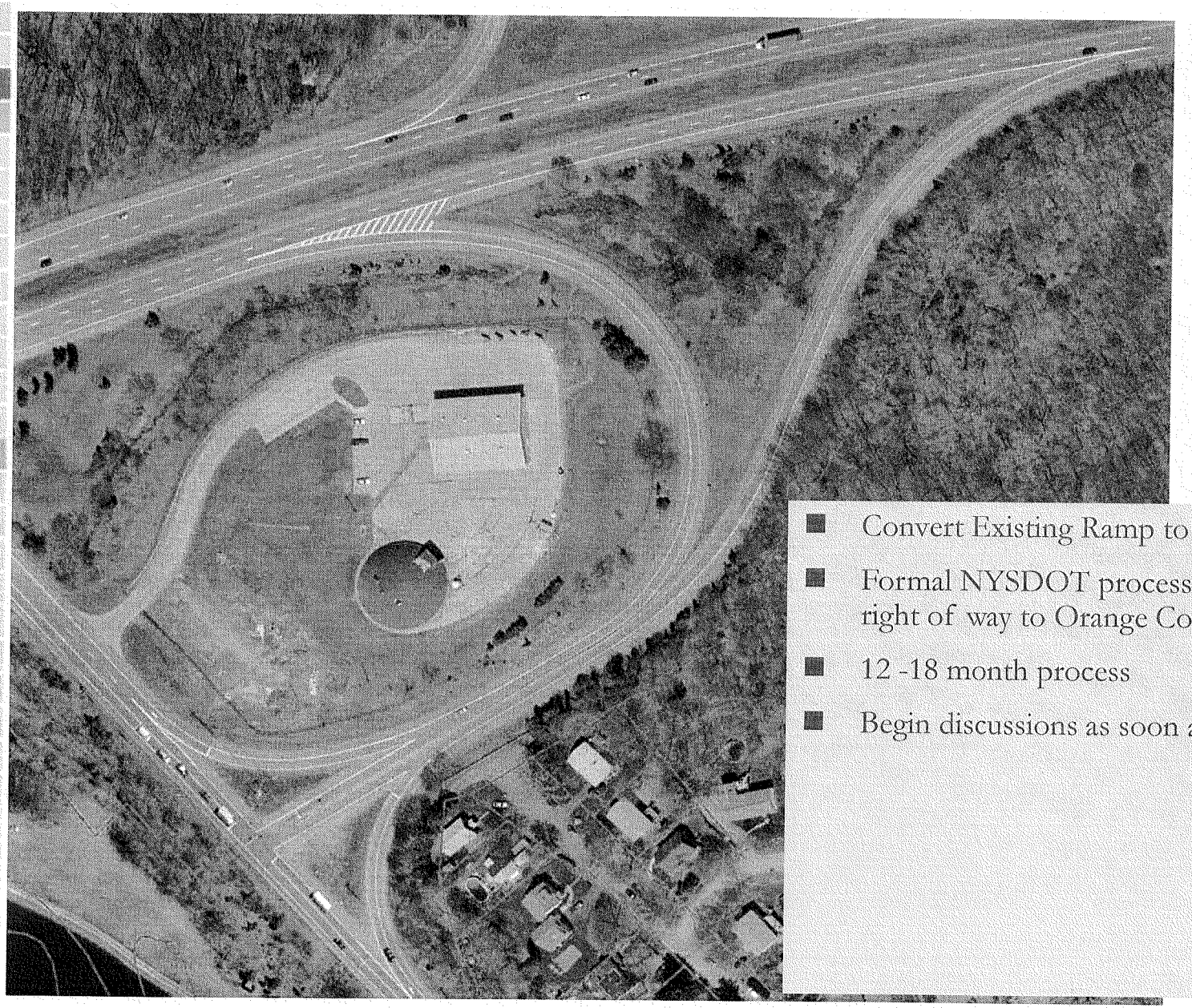
Right-of-Way Acquisition

- Coordinate all activity with DOT Local Projects Unit
- **Critical path** to approval and completion of Preliminary Design
- Preliminary Design Activities
  - NEPA and SEQR Classification
    - NEPA Class III EA
    - SEQR Non-Type II (EA)
  - Design report preparation
  - Environmental documentation
  - Public outreach
  - Preparation of Preliminary Plans
  - Right-of-way Acquisition Plan

Design Criteria – Urban Collector Design Speed: 45 mph	
Travel Lane Width	12 feet
Minimum Shoulder Width	8 feet (uncurbed) 5' to 6' (curbed)
Maximum Percent Grade	8%
Stopping Sight Distance	344 feet
Radius	660 feet
Superelevation Rate	4% max.



- Convert Existing Ramp to County Road
- Formal NYSDOT process to transfer right of way to Orange County
- 12 -18 month process
- Begin discussions as soon as possible

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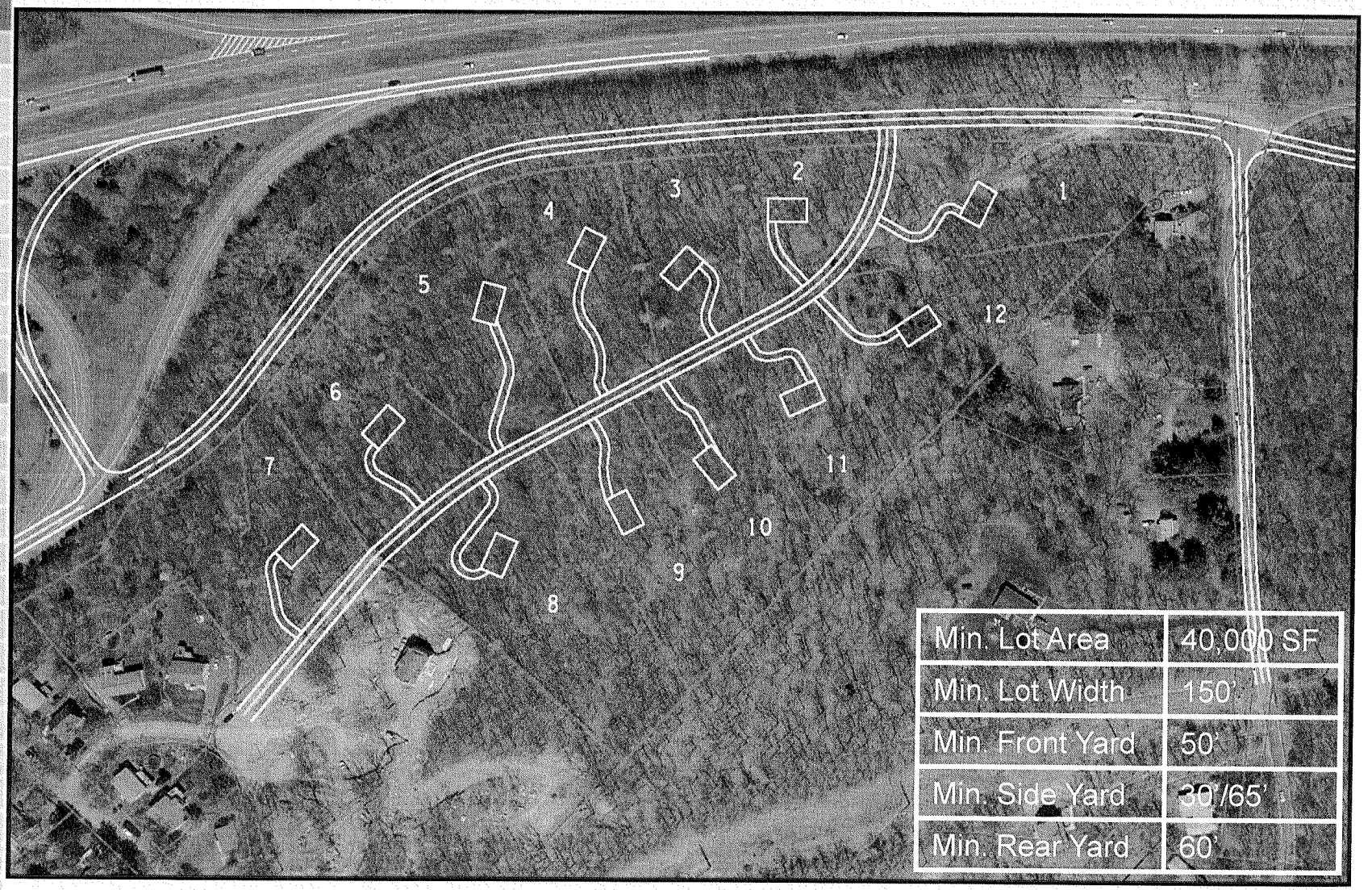

Min. Lot Area	40,000 SF
Min. Lot Width	150'
Min. Front Yard	50'
Min. Side Yard	30'/65'
Min. Rear Yard	60'

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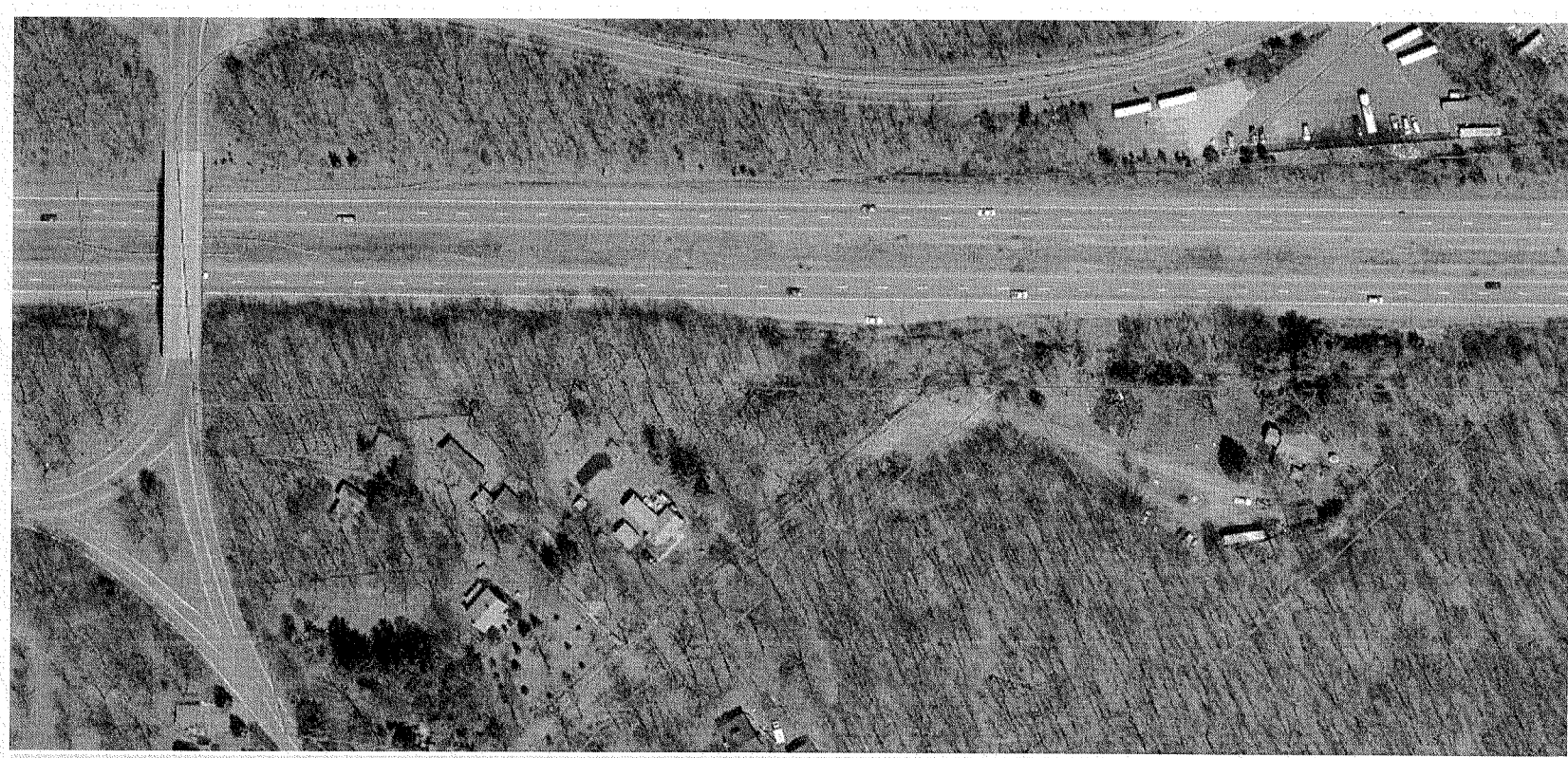

- Potential impacts to two residential parcels
- Minimize impacts to existing homes
- Formal process pursuant to Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
- Eligibility begins when offer to acquire property is made.
- Must provide at least 90 day notice to vacate premises

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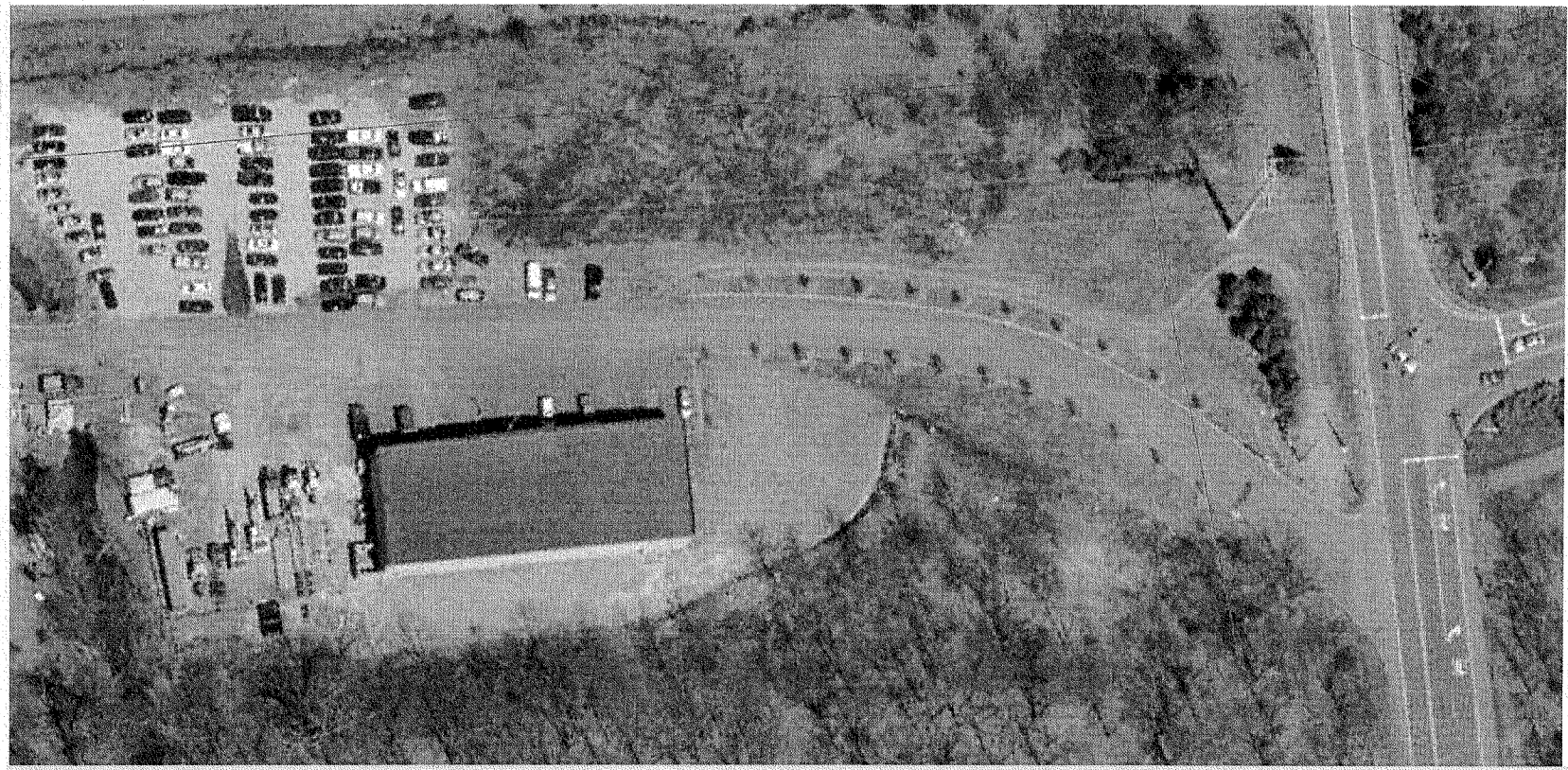
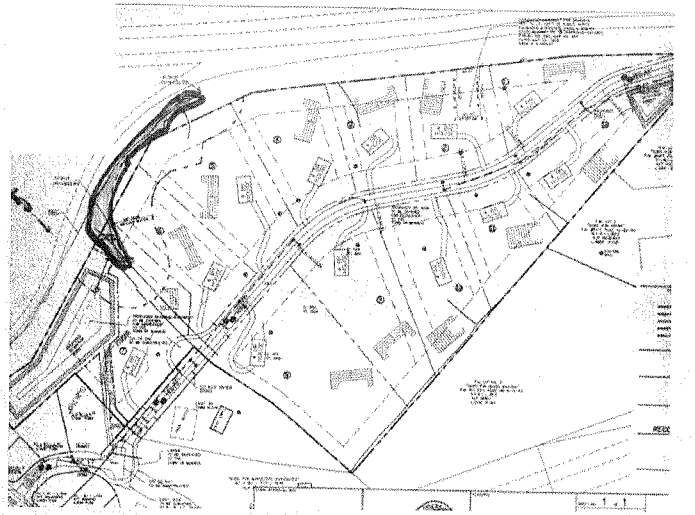
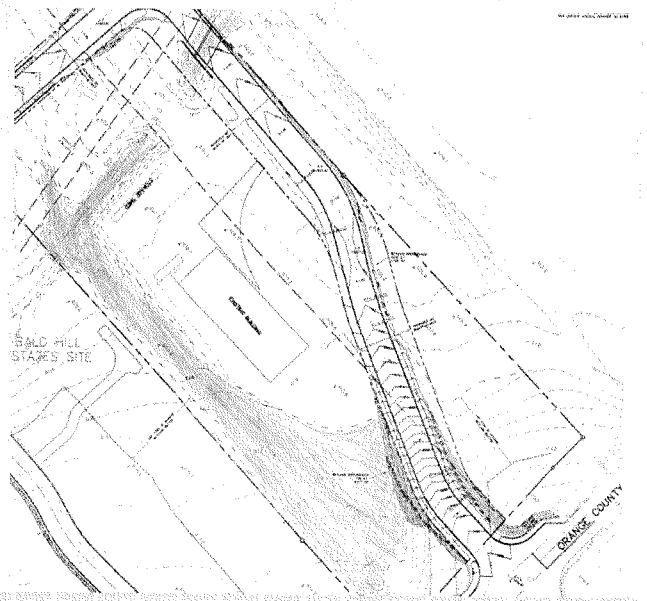


- Existing commercial use
- Owner has undeveloped adjoining parcel
- Bald Hill Project (adjacent parcel) considered Similar alignment
- Cost-to-cure for relocating the parking area to another location on the property, or on the adjacent parcel
- Option pursued during the valuation process with potential acceptance of concept by property owner prior to negotiations

Wetlands

- Town and federal wetlands
- Field delineation
- Jurisdictional determination
- Design studies & documentation
  - Avoid
  - Minimize
  - Mitigate
- Permit process
  - NYSDEC & ACOE Joint Permit
  - Town of Monroe Wetland Permit





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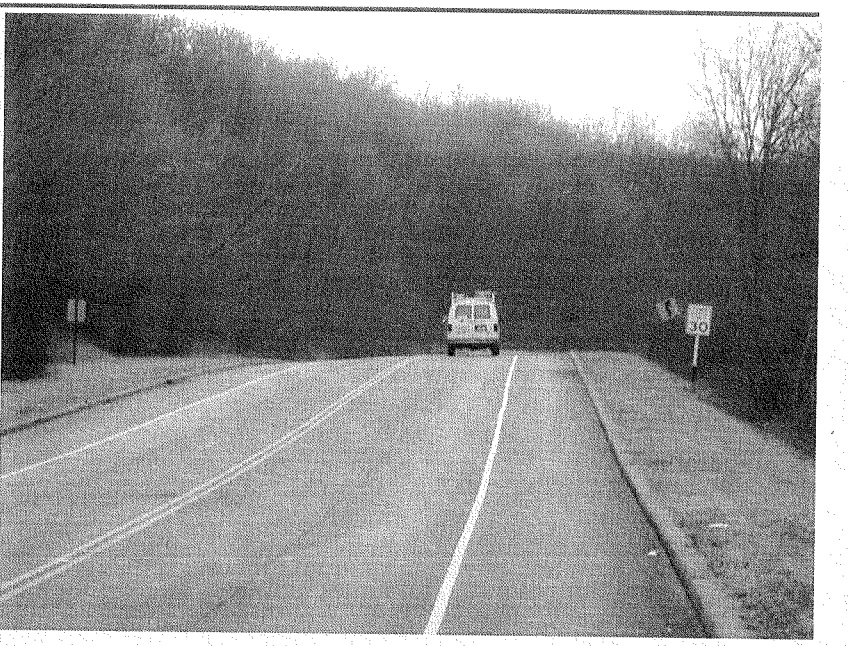
Stormwater Management Requirements

- NYSDEC Stormwater Management Guidelines
- Water quality and quantity
- Location of ponds dependent upon profile
- Drainage outlets to BMP's
- Size of ponds affects right-of-way corridor
- Preparation of SWPPP in preliminary design

Alignment and Geometry

- Speed Studies on Larkin Drive
  - Establish 85th percentile speed
  - Design Speed and Design Criteria
  - NYSDOT Concurrence
- Roadside treatments
  - Curbed vs. uncurbed section
  - Closed and open drainage systems
  - Steep slopes with guide rail
  - Retaining walls
- Roadway Profile
  - Balancing earthwork
  - Minimize cuts and fills



- Non-Standard Features
  - Horizontal radius at CR 105 approach
  - Alignment studies
    - Home acquisitions
    - Wetland areas
  - Justification in Design Report

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Straight Alignment Alternative

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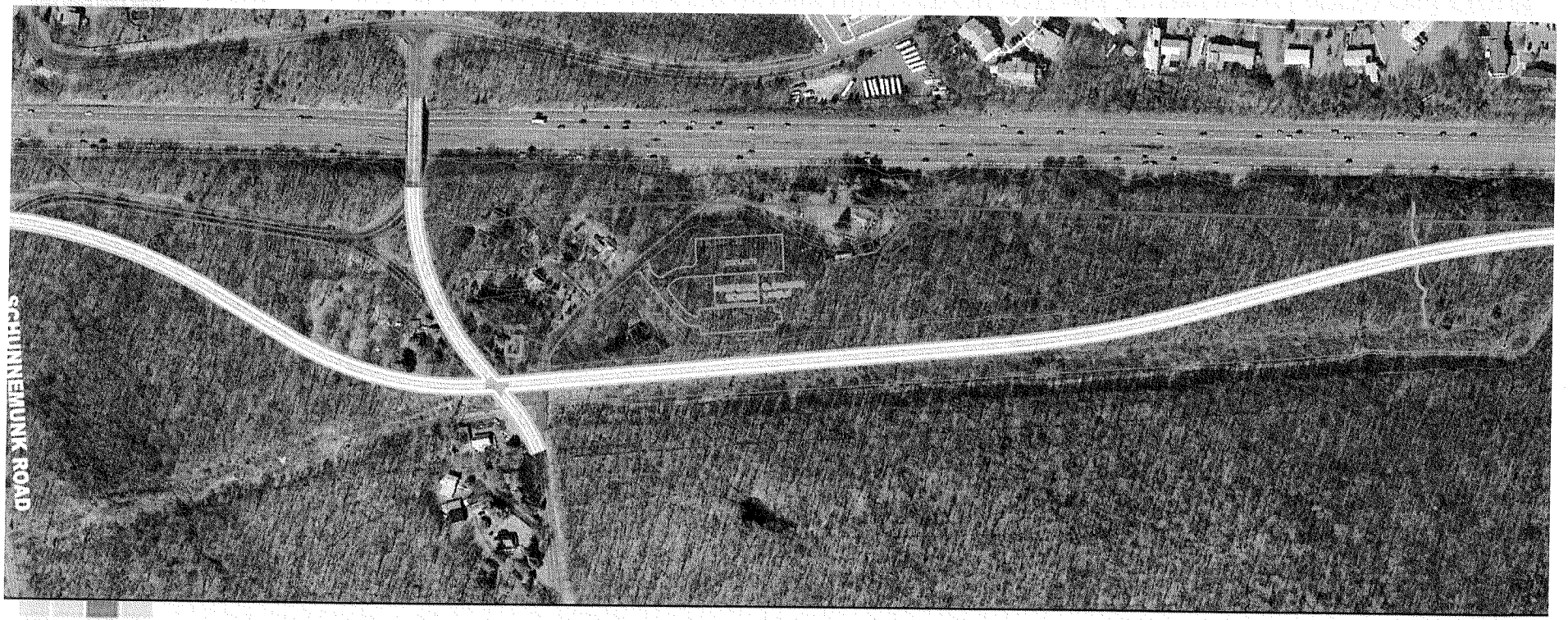
ROW Avoidance Alternative



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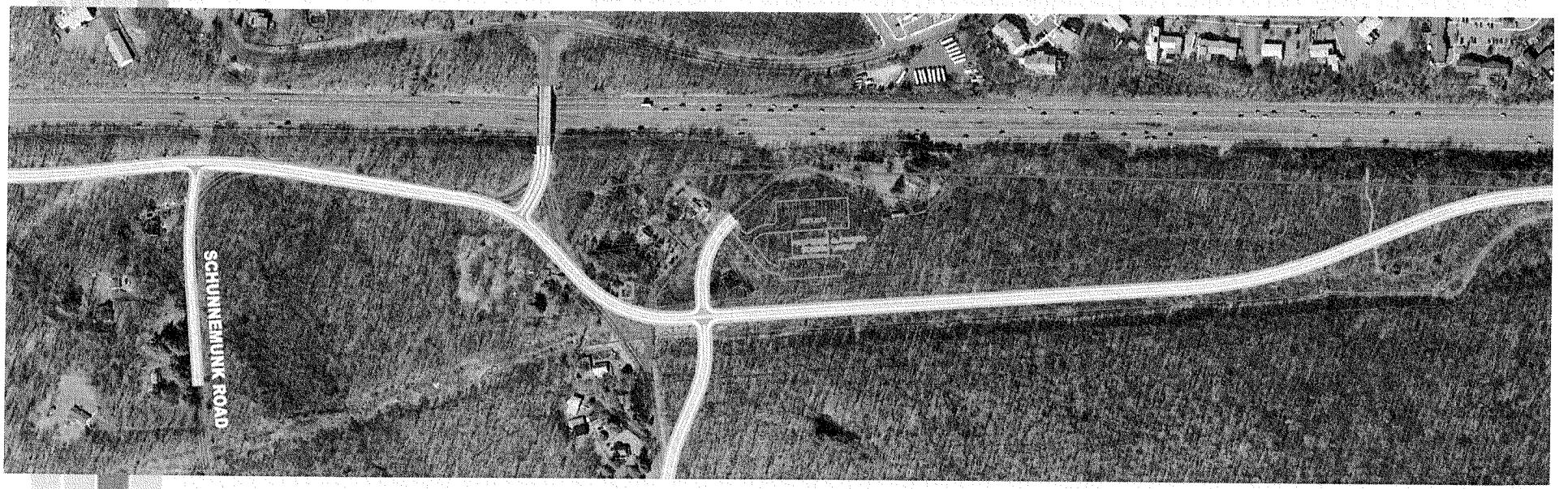
ROW Avoidance Alternative



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Community & Agency Outreach

- Public informational meeting and EDPL Public Hearing
  - Public outreach meetings and Public (EDPL) Hearing
  - Receive public comment and incorporate into the design approval document
  - Follow-up meetings with smaller groups
- Reach out to agencies and stakeholders early on
  - Orange and Rockland
    - Alignment within O&R Easement
  - Potential Utility Services
    - Municipal
    - Private
  - NYSDOT Highway Work Permit
    - Work within NYS Route 208
    - Impacts to NYS Route 17 ramps
    - I-86 impacts
  - Town and Village of Monroe
    - Impacts to local roads
    - Provisions for Emergency Service providers

Questions?

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