

TOWN OF GOSHEN PLANNING BOARD MEETING

PROCEEDINGS

May 18, 2017



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1 **A P P E A R A N C E S: 2**

3 **TOWN OF GOSHEN PLANNING BOARD:**

4 **LEE BERGUS, Chairman**

5 **PHIL DROPKIN, Deputy Chairman**

6 **GIOVANNI PIRRAGLIA**

7 **REYNELL ANDREWS**

8 **KRISTOPHER BAKER**

9 **DAVID GAWRONSKI**

10 **DAVE CRAWFORD**

11 **DIANA LUPINSKI**

12 **CYNTHIA HAND, Alternate**

13 **FRANK LEVA, Alternate 14**

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15 **ON BEHALF OF TOWN OF GOSHEN:**

16 **SEAN HOFFMAN, P.E., Riddick Associates 17**

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19 **ON BEHALF OF MERLIN ENTERTAINMENTS:**

20 **JOHN O'ROURKE, Lanc & Tully Engineering**

21 **and Survey, PC**

22 **PHILIP GREALY, PE, Maser Consulting,PA**

23 **PHILIP ROYLE, Merlin Entertainments 24**

25

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CHAIRMAN BERGUS: I'd like to call this meeting of the Planning Board to order. If everyone would please rise for the Pledge of Allegiance.

(Whereupon, the Pledge of Allegiance was recited.)

CHAIRMAN BERGUS: Thank you.

First item on the agenda is the approval of minutes, May 4th, 2017. The minutes are not yet available for review, so we'll hold that off to a subsequent meeting.

Next item on the agenda is the possible extension of abandonment of applications pursuant to Town code.

(Whereupon, Town business unrelated to LEGOLAND was conducted.)

CHAIRMAN BERGUS: The next item on the agenda is Merlin Entertainments group, LEGOLAND New York, 11-145, 46, 47, 49.2, 58, 60, 62 through 69 and 15-1-59. It's an application for a site plan, special permit, clearing and grading permit, subdivision for a

PROCEEDINGS

1
2 **commercial recreational facility on 523**
3 **plus or minus acres, this is for the**
4 **holdings along Heron Drive, Arcadia**
5 **Road and Conklingtown Road in the RU**
6 **and HR districts with a Q3 scenic road**
7 **floodplain finding stream corridor and**
8 **reservoir overlay districts. Tonight,**
9 **we received the submission of the final**
10 **environmental impact statement, that**
11 **will be posted online on the Town**
12 **website in the next day or two.**

13 **MS. NAUGHTON: No later than**
14 **Monday.**

15 **CHAIRMAN BERGUS: No later than**
16 **Monday, coming for your review.**

17 **Meanwhile, we have it for our**
18 **review.**

19 **At this point, I'd like to bring up**
20 **Dominick.**

21 **MR. CORDISCO: Yes, thank you,**
22 **Mr. Chairman.**

23 **BOARD MEMBER LUPINSKI:**
24 **Mr. Chairman, I'd like to recuse myself**
25 **from this project.**

PROCEEDINGS

CHAIRMAN BERGUS: For the record,
Diana is going to step down and Cynthia
is going to step up.

MR. CORDISCO: Perhaps before she
steps up, if I could ask that you
actually move down to the reserved
section, because we would like to show
you the plans.

CHAIRMAN BERGUS: You're going to
start right off with the plans.

MR. CORDISCO: Correct, thank you.

CHAIRMAN BERGUS: Okay.

MR. GREALY: Good evening, Philip
Grealy, Maser Consulting, we're going
to start our presentation off with the
description of how the access plan
improvements has evolved from the DEIS.

As a result of input from the
public, from Town officials, Town
consultants, New York State DOT,
Federal Highway Administration, we have
modified the access improvement plans
to serve LEGOLAND and other uses along
Harriman Drive. In the original DEIS,

PROCEEDINGS

1
2 there was an alternative referred to as
3 the flyover alternative. We were asked
4 to study that, initial feedback from
5 New York State DOT and Federal Highway
6 Administration was that it wasn't
7 adequate, it didn't meet their
8 standards, so on and so forth. So in
9 follow-up, further discussions and in
10 an effort to respond to public concerns
11 about traffic on local roads, such as
12 South Street, 17M and others, a
13 revisiting of that was done with the
14 help of your consultants, the DOT and
15 FHWA.

16 As a result of that, a plan, which
17 you see schematically here, was
18 developed, which involves the
19 relocation and reconstruction of
20 Exit 125 and the reason for that
21 reconstruction is to address existing
22 shortcomings, in terms of the design of
23 the current 125 to allow the federal
24 standards and state current standards
25 to be satisfied and to provide full

PROCEEDINGS

1
2 access to Route 17. The previous plan
3 was a directional improvement, which
4 provided access to and from the east.
5 Under this plan, which I'll describe in
6 more detail, provides access both
7 eastbound and westbound on Route 17, it
8 involves a new bridge over Route 17, on
9 and off-ramps directly to Route 17 and
10 other requirements of New York State
11 DOT and FHWA.

12 In terms of the actual specifics,
13 they're spelled out in the FEIS
14 document. The location of this and the
15 improvements are within the State right
16 of way and/or lands under the control
17 of LEGOLAND.

18 The plan that you see on the board
19 here is on an overlay of an aerial, and
20 just for orientation purposes, Route
21 17M, Duck Farm Road, Harriman Drive,
22 which currently terminates in this
23 vicinity, the existing residents on
24 Harriman Drive, the last two residents
25 are in this area, this is the terminus

PROCEEDINGS

**of Harriman Drive today, Route 17
eastbound, Route 17 westbound.**

**So on the plan, and it's in two
pieces because it's a rather long
stretch, involves the construction of a
new Exit 125 off-ramp, deceleration
lane up to a new bridge crossing over
17. Tying into what's the Harriman
Drive extension, there will be a
roundabout through which traffic will
move, so traffic arriving from the east
would come across the bridge and the
access would be provided to the
existing uses on Harriman drive, BOCES,
Elant, Glen Arden, as well as LEGOLAND.**

**In terms of traffic from Harriman
Drive returning to the east would
proceed through the roundabout and back
on to Route 17 via a new on-ramp,
traffic coming from the west arriving
to Harriman Drive would exit from the
highway, new loop ramp, through the
roundabout and continue west on to
Harriman Drive and traffic leaving to**

PROCEEDINGS

1
2 on-ramp connects to Route 17, the third
3 lane westbound would be added to match
4 into the existing three-lane section on
5 Route 17 westbound.

6 This set of improvements is in
7 addition to some other items that were
8 spelled out in the DEIS, including
9 improvements at Route 17M and South
10 Street and also some improvements at
11 the rail crossings.

12 The improvements are proposed to be
13 financed by Merlin. They have
14 requested some participation from the
15 State because of the nature of what
16 this allows.

17 By doing this improvement, they
18 will allow the future conversion of
19 Route 17 to I-86 because it is removing
20 the existing substandard conditions at
21 that location and it also is consistent
22 with the long-term planning of New York
23 State DOT.

24 Can we go to the next slide,
25 please.

PROCEEDINGS

1
2 **This is just an enlargement of the**
3 **interchange, the new interchange area.**
4 **As I indicated, the work will be done**
5 **on lands that are under control of**
6 **Merlin. There actually has to be a**
7 **dedication of that land to the State of**
8 **New York, so that it remains within**
9 **their right of way, for the interchange**
10 **area only.**

11 **Again, at a larger scale, the**
12 **westbound off-ramp, which would come up**
13 **to a bridge, this is an overpass, new**
14 **bridge over Route 17, traffic would**
15 **exit, come up over the ramp and through**
16 **the roundabout and proceed west on**
17 **Harriman Drive to the entrance to the**
18 **park. This area here is what's**
19 **referred to as the back-of-house**
20 **operations, employees, et cetera.**

21 **Again, getting back on to Route 17**
22 **westbound, traffic would come across**
23 **the bridge on to the new on-ramp and**
24 **the new lane added westbound.**

25 **Traffic coming from the west would**

PROCEEDINGS

1
2 exit at this ramp, through the
3 roundabout and proceed to the west on
4 Harriman Drive. And lastly, getting
5 back on to Route 17 eastbound would
6 occur at that location.

7 Can we go to the next slide,
8 please.

9 As part of the closure of 125,
10 which is just off the edge of this
11 slide, the edge of the slide here,
12 traffic using Exit 124, there will be
13 some upgrades to the existing traffic
14 signal at the intersection of 124 and
15 the connector road, but right now, at
16 this intersection, there are no turning
17 lanes, if you're making a left turn
18 today, you -- traffic will bypass you
19 on the shoulder. So as part of our
20 improvements, this intersection will be
21 upgraded to provide separate left-turn
22 lanes so that if I'm coming into the
23 village, if I'm going up South Street
24 and I decide I want to get off at 124,
25 I would come off, make a right turn,

PROCEEDINGS

1
2 proceed into my left-turn storage lane
3 and then have a protected movement to
4 turn left on to South Street.

5 Similarly, traffic on 17M would
6 have a left-turn lane to turn on to the
7 South Street Bridge for this area.

8 And then as part of the
9 improvement, the northbound approach,
10 as you come across the bridge, would
11 actually be widened to have an
12 additional lane, pedestrian
13 improvements would be upgraded here, in
14 terms of the crossings, new ped
15 signals, et cetera.

16 So those are the key components of
17 the traffic plan. As I indicated, the
18 work on Route 17 and the relocation is
19 consistent with the DOT long-term
20 plans. It will also allow -- the
21 design will allow the addition of a
22 third lane on Route 17, so the bridge
23 structure, the placement of the piers,
24 the placement of the ramps, the design
25 of the ramps would allow that

PROCEEDINGS

1
2 additional lane to be added in the
3 future.

4 One other item of importance
5 relative to traffic in the corridor in
6 the area, the governor had announced
7 earlier this year, major improvements
8 to Exit 131 in Woodbury. That project,
9 which is advancing, is \$150 million
10 project, which calls for the
11 reconstruction of the interchange area
12 and also, it includes the provision of
13 cashless tolls at the Thruway, which
14 will help alleviate that long-term
15 bottleneck that we've dealt with. So
16 together these two improvements will
17 enhance traffic flow through the
18 corridor.

19 In round numbers, the improvements
20 that we described tonight, including
21 some of the other off-site
22 improvements, are starting to approach
23 about \$40 million is the order of
24 magnitude.

25 Lastly, in terms of process, we

PROCEEDINGS

1
2 have been working with New York State
3 DOT, in order to advance this, we've
4 submitted preliminary design plans to
5 make sure that we could satisfy all
6 their criteria and we will continue
7 through that process with them as we
8 continue the process with the Town.

9 So I think that's pretty much an
10 overview, there's a lot more details
11 that are going into in the FEIS, but we
12 wanted to provide that type of an
13 overview for the Board and the public.

14 Thank you very much.

15 **MR. O'ROURKE:** Good evening, John
16 O'Rourke, Lanc & Tully Engineering, a
17 little bit blurry, based upon Phil's
18 modifications to the traffic, in
19 addition to comments raised both by the
20 Board and the public and the Board's
21 consultants, the site has been modified
22 from the original submission.

23 With Phil's new traffic improvement
24 here, rather than the entrance over
25 here, although the main entrance has

PROCEEDINGS

1
2 stayed the same, the entrance to the
3 back of the house and this portion of
4 the property has been modified. In
5 addition, we've taken major changes to
6 the park itself, we've now basically
7 balanced the site, reduced the amount
8 of grading we're doing on the site in
9 through here.

10 Dominick, maybe you could flip to
11 the next one.

12 You're not going to see much from
13 this.

14 How about one more. All right, a
15 little bit better scale here.

16 So here's the new off-ramp that
17 Phil had talked about, I'll point now,
18 again, with this location here, we
19 originally had hoped, I had hoped for
20 design purposes we could bring access
21 into the back of house, right off the
22 traffic circle, unfortunately, that is
23 not permitted by either the DOT or the
24 Federal Highway, so we come down here,
25 we have an off-ramp in through here

**PROCEEDIN
GS**

1
2
3 that goes to the back of house, which, again, helps
4 because it does provide more of a distance from this
5 area here and traffic from the existing houses on
6 Arcadia Road. The main entrance,
7 again, is where it was originally
8 proposed, we've modified the grading to
9 reduce the wall height and we've
10 modified the loop road to the back of
11 house into the park and have an
12 emergency connection at this location
13 right here, so we have actually now two
14 locations to access the loop road, in
15 addition to the emergency access
16 previously we have had, we have
17 coordinated that with the fire company,
18 as well, and emergency services and
19 provided those with AutoTURNs and
20 demonstrated the fire trucks and all
21 maneuverability around the site. As I
22 briefly mentioned, we did reduce quite
23 a bit of the wall height, probably in
24 half, and, again, we have balanced the
25 site.

PROCEEDINGS

1
2 **We have modified the grading on the**
3 **site as well to preserve as many trees**
4 **as possible. In the section in through**
5 **the middle and along that outside**
6 **boundary, we have coordinated with**
7 **wetlands and we have a major planting**
8 **of wetland specie hardwood trees at**
9 **this location as well, in addition to**
10 **over 5,000 trees in the park itself.**
11 **Those are just the trees, that doesn't**
12 **count the bushes, it doesn't count the**
13 **shrubs, 5,000 trees, over 5,000 in the**
14 **park itself.**

15 **Again, we've reduced the grading**
16 **through here and the cut and fill has**
17 **been balanced.**

18 **The parking has been modified, we**
19 **have a parking deck that we're**
20 **proposing here, to further reduce the**
21 **disturbance in this area, to kind of**
22 **pull this back. The hotel, because of**
23 **some concerns and comments, have been**
24 **relocated from this area, again,**
25 **further away from any residents in**

PROCEEDINGS

Arcadia hills over to this area here.

As you recall, the entrance has been modified, that we're paying on the way out, but we still have over 500 cars that we can feed on that entrance road, but, again, they're all paying on the way out.

The hotel entrance now has been relocated to go directly from here closer, so this parking would be used only on those heavy occasions, which, again, is even -- even that is over a thousand feet from the nearest residence and the loop road itself, the nearest one is still over 1200 feet, so we've kept the distances -- actually, increased them from those of Arcadia Hills into this area. And, again, we've tried to address all the other comments both from your consultants, relating to water, sewer and to the general layout, and, again, the wall heights have been reduced to about half.

**PROCEEDIN
GS**

Thank you.

**We have one last slide, I believe one last slide
this is a conservation easements area that we've
proposed, so
everything in red would be basically
dedicated to remain green forever, both
in this area here, and, again, there's
more parcels off this second piece,
basically a buffer around the Arcadia
development, this area in through here,
the wetlands, and this front area as
well. Actually, it comes up here, too,
and these are the two wells that we've
proposed to dedicate to the town of
Goshen for any additional water supply
that they may need in and around the
area.**

**Again, here in blue is the traffic
circle, which will have, honestly,
storm water management ponds probably
right in these centers and in this area
in through here, I believe the over
150 acres, 152 acres are being
dedicated forever in the conservation**

PROCEEDINGS

1
2 **buffer, again, the entire site is 577**
3 **acres, we're disturbing 149 acres, so**
4 **when all said is done, not only this**
5 **152, but there's an additional over**
6 **200 acres of untouched woods and**
7 **natural environment in this back area**
8 **in through here and all the way to**
9 **Conklingtown Road.**

10 **MR. CORDISCO: We have that slide**
11 **as well, it's this one.**

12 **MR. O'ROURKE: Next one. Again,**
13 **Conklingtown Road here, and, again,**
14 **these are basically dedicated to be**
15 **preserved in their natural state, so**
16 **there will never be any entrance on to**
17 **Conklingtown Road, and, again, this is**
18 **below the -- the village of Goshen has**
19 **a reservoir, their dam is right here**
20 **and all of this Town area would also be**
21 **preserved.**

22 **Thank you very much.**

23 **(Whereupon, a pause was taken in**
24 **the proceedings.)**

25 **CHAIRMAN BERGUS: I'd like to thank**

PROCEEDINGS

Phil and John for the very informative update on the plans for LEGOLAND park.

As I indicated, these changes are reflected as well in the FEIS in much greater detail, which you'll all get the opportunity to review, as well as our Board and our consultants.

At this point, I'm just going to ask the Board if you have any questions based on what we saw this evening on the presentation.

BOARD MEMBER PIRRAGLIA: I have a couple questions. I just jotted down some notes quickly.

Without taking a closer look at your new traffic plan, could you answer how many lanes will be existing and state between the roundabout and the park entrance route?

MR. GREALY: Yes, Harriman Drive -- Harriman Drive will be widened to four lanes, two lanes each direction, and in the area of what John was referring to as the access to the back of house,

PROCEEDINGS

1
2 **there will also be a separate left-turn**
3 **lane there, so at that point, it will**
4 **actually be five lanes so that we have**
5 **two moving lanes.**

6 **And then when you get to the park**
7 **entrance, it would basically allow two**
8 **turn lanes left into the park.**

9 **BOARD MEMBER PIRRAGLIA: So two**
10 **left-turn lanes into the park, one**
11 **dedicated left-turn lane for the**
12 **back-of-house entrance road before you**
13 **get there?**

14 **MR. GREALY: Before you get there,**
15 **correct, as you come away from the**
16 **roundabout area.**

17 **BOARD MEMBER PIRRAGLIA: Okay,**
18 **thanks. And then will there be, in**
19 **your plan for improvements, a left -- a**
20 **dedicated left-turn lane from the**
21 **southbound South Street Bridge on to**
22 **the existing Harriman Drive?**

23 **MR. GREALY: At the intersection of**
24 **South Street and Harriman Drive, the**
25 **geometry that exists today would**

PROCEEDINGS

1
2 **remain.**

3 **BOARD MEMBER PIRRAGLIA: Okay.**

4 **MR. GREALY: So the left-turn lane**
5 **that's there would stay, there would be**
6 **no other improvements. It's spelled**
7 **out in the document.**

8 **The only thing that we would --**
9 **going forward, there would be some**
10 **monitoring of locations and that's the**
11 **location we've spelled out for**
12 **monitoring for potential future signal,**
13 **but, again, these are...**

14 **BOARD MEMBER PIRRAGLIA: And then**
15 **one final question for me at least.**

16 **MR. GREALY: Yes, sir.**

17 **BOARD MEMBER PIRRAGLIA: Will there**
18 **be any signaling upgrades or signage to**
19 **the Heritage Trail crossing at the**
20 **South Street crossing at Heritage**
21 **Trail?**

22 **MR. GREALY: Yes, I didn't get into**
23 **those tonight, there are three upgrades**
24 **of the Heritage Trail that are**
25 **proposed, one is South Street, which**

PROCEEDINGS

**I'll describe, one at Duck Farm Road
and one at Old Chester Road.**

**At South Street, the improvements
that were in the DEIS have been
actually upgraded, we have proposed to
put in full signalization of that
crossing, beyond just the flashing
beacons that were there before.**

**At Duck Farm Road and at Old
Chester Road, there will be beacons
installed and upgrades to the striping
and signage at both locations. They
are in the FEIS, there are revised
versions of those.**

**BOARD MEMBER PIRRAGLIA: Are they
all in there?**

**MR. GREALY: Yes, so all three of
those crossings are being upgraded.**

**BOARD MEMBER PIRRAGLIA: Those are
my questions, thanks.**

CHAIRMAN BERGUS: Phil.

BOARD MEMBER DROPKIN: Yup.

Phil, how far east of Duck Farm

Road more or less do you anticipate the

PROCEEDINGS

1
2 permit process, but we're looking at an
3 18-month start to finish time frame,
4 pretty much.

5 One of the advantages of this plan
6 is that the disruption to Route 17 will
7 be minimal because the upgraded
8 Harriman Drive can be done, the
9 building of the roundabout can be done
10 without effecting anything, the
11 construction of the piers and even a
12 good portion of the ramps can be done
13 with working off of shoulders, there
14 may be temporary lane closures, which
15 were required by DOT to do at certain
16 times, some nighttime work, not an
17 awful lot, but it doesn't require major
18 closings of anything to do these
19 improvements, which is really good from
20 our standpoint because it cuts down on
21 the maintenance of traffic.

22 BOARD MEMBER DROPKIN: So as
23 apparently contemplated, your bridge
24 will be open day one of the --

25 MR. GREALY: Correct, that's

PROCEEDINGS

1
2 correct. All of the improvements would
3 be in place at opening.

4 BOARD MEMBER DROPKIN: And I guess
5 this is to you, John, how much acreage
6 is currently contemplated to be put
7 under the conservation easements?

8 MR. O'ROURKE: Approximately
9 149 acres and the entire -- the site is
10 525 acres, I was incorrect when I said
11 577, I gave myself some extra acreage,
12 it's 525.

13 BOARD MEMBER DROPKIN: And the park
14 itself is taking up more or less about
15 140, 150 acres?

16 MR. O'ROURKE: Yeah, the total
17 disturbance is about 149 acres.

18 CHAIRMAN BERGUS: I've got a couple
19 for you, John.

20 You had mentioned that there was
21 going to be another lane on the South
22 Street Bridge?

23 MR. GREALY: Not another lane on
24 the South Street Bridge, on the South

25 Street approach to Route 17M and the

PROCEEDINGS

1
2 **connector road.**

3 **CHAIRMAN BERGUS: Okay. We're not**
4 **adding or taking away from the**
5 **shoulders or --**

6 **MR. GREALY: No, no, we're not, no,**
7 **we're keeping the shoulders and**
8 **everything on the bridge itself.**

9 **As you approach 17M and the**
10 **connector road, as you come across the**
11 **bridge, the road widens out there,**
12 **there's a shoulder area there and a**
13 **sidewalk, so we're maintaining the**
14 **sidewalk, but we're actually making it**
15 **into a formal lane, so that there will**
16 **be a two-lane approach approaching the**
17 **traffic signal.**

18 **CHAIRMAN BERGUS: Okay.**

19 **MR. GREALY: And the traffic signal**
20 **is being replaced and upgraded, of**
21 **course, with the current standards.**

22 **CHAIRMAN BERGUS: And on the new**
23 **proposed flyover and overpass?**

24 **MR. GREALY: Yes.**

25 **CHAIRMAN BERGUS: It's going to be**

PROCEEDINGS

1
2 **how many lanes?**

3 **MR. GREALY: It's 60 feet wide,**
4 **four lanes, plus shoulders.**

5 **CHAIRMAN BERGUS: Well, are the**
6 **shoulders going to be designed to**
7 **accommodate pedestrians, bikes?**

8 **MR. GREALY: Right now, it is**
9 **designed for a dual-use shoulder area,**
10 **we're waiting for feedback from DOT as**
11 **to how that would function, the reason**
12 **is, the way that it's tying directly**
13 **into the main line, right now, there's**
14 **no connection for pedestrians on the**
15 **other side, so we've tried to keep**
16 **those separate at this point, but there**
17 **is an accommodation, we're building the**
18 **bridge wide enough to have that lane.**

19 **CHAIRMAN BERGUS: Okay. And then**
20 **the last question, you had mentioned**
21 **that coming off the roundabout.**

22 **MR. GREALY: Yes.**

23 **CHAIRMAN BERGUS: Toward Harriman**
24 **Drive heading towards Glen Arden.**

25 **MR. GREALY: Yes.**

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PROCEEDINGS

CHAIRMAN BERGUS: You know, heading towards that, are there going to be signs directing people when they first come on to those lanes coming towards Harriman, towards your entrance to ensure that they get into the proper outside right lane so they --

MR. GREALY: Correct, yes, the way that the roundabout is actually designed, when you come across the bridge heading south, there will be two lanes coming south, you can actually use either lane. We're having a channelized lane, which is the main flow, in heavy times, however, both lanes can be used and then by carrying the two lanes westbound on to Harriman Drive, that allows traffic to move, separate going into the park, versus going into BOCES or Glen Arden or any of the other uses.

CHAIRMAN BERGUS: Thank you.

Other comments at this time?

Chris.

PROCEEDINGS

1
2 **BOARD MEMBER BAKER: Yeah, two**
3 **quick questions and I'm sure they're in**
4 **the FEIS, did you plan on making an**
5 **improvement, a right lane on to South**
6 **Street on what would be westbound 17M**
7 **of South Street, I think you mentioned**
8 **the left lane, but were you adding a**
9 **right lane where cars are currently in**
10 **the shoulder as well?**

11 **MR. GREALY: Yeah, well, that is**
12 **not proposed, one of the things that**
13 **we're doing there is reconstructing the**
14 **shoulder, so there will be some width**
15 **there, but the improvement that we're**
16 **designing is we found there were**
17 **rear-end accidents, left-turn movement**
18 **accidents, and also because of the**
19 **reassignment, some people will now**
20 **decide to get off at 124, make the**
21 **right turn, they have a -- and if they**
22 **wanted to make a left turn to go up to**
23 **South Street, they would be in a**
24 **protected lane.**

25 **BOARD MEMBER BAKER: The second**

PROCEEDINGS

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2 comment was about the realignment of
3 the exit and you're moving the on-ramp,
4 the acceleration ramp about a quarter
5 mile to the east, it looks like?

6 MR. GREALY: It was a little bit
7 more than that, but, yeah, we're ending
8 up with almost 4,000 feet of additional
9 lane heading westbound, so if you were
10 leaving -- where the new bridge is.

11 BOARD MEMBER BAKER: Right.

12 MR. GREALY: And you come across
13 the bridge, you get back on to 17, you
14 have the on-ramp, an acceleration lane,
15 but then we're carrying the third lane
16 to match into the geometry that you
17 have at 125 and 124 today.

18 BOARD MEMBER BAKER: Well, the
19 concern was really the eastbound lane,
20 and that is moving the acceleration
21 lane that much closer to a residential
22 area.

23 MR. GREALY: Yes.

24 BOARD MEMBER BAKER: And was there
25 a proposed sound deadening or anything

PROCEEDINGS

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2 of the like with the increased noise?

3 **MR. GREALY:** Yes. As part of the
4 **FEIS**, there were additional sound
5 studies that were done, the distance
6 separation and the grades there work
7 well to protect that neighborhood from
8 increased noise levels, but as we get
9 into final design with **DOT**, there may
10 be other things get added, but
11 basically, the way that the grade is
12 and how we're tying that in would
13 minimize any impact in terms of noise
14 level.

15 **BOARD MEMBER BAKER:** As part of
16 your additional noise study, has that
17 been done, the current levels now?

18 **MR. GREALY:** Yes, that's correct.

19 **BOARD MEMBER PIRRAGLIA:** John, as
20 I'm looking at your plan here, I'm
21 coming up with a couple more questions
22 in my head. Can you speak to me -- you
23 mentioned generically that the
24 retaining walls have been reduced by
25 50 percent.

PROCEEDINGS

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2 parking lots, against the Orange and
3 Rockland Utility.

4 **BOARD MEMBER PIRRAGLIA: Right.**

5 **MR. O'ROURKE: Yeah, that's the**
6 **highest wall we have, and, again,**
7 **because we have to keep minimum grade**
8 **for road slope and the hill up there**
9 **drops significantly.**

10 **BOARD MEMBER PIRRAGLIA: So now,**
11 **with the displacement of the parking**
12 **lot to the west, is that still going to**
13 **be that high?**

14 **MR. O'ROURKE: The wall is -- the**
15 **wall is about 40 feet high there, I**
16 **think, total.**

17 **BOARD MEMBER PIRRAGLIA: It's about**
18 **40 feet.**

19 **MR. O'ROURKE: Yeah.**

20 **BOARD MEMBER BAKER: So**
21 **effectively, that will be seen as 90**
22 **feet, then, 80 feet from the**
23 **neighborhood with the grade?**

24 **MR. O'ROURKE: No, no, no, if you**
25 **were --**

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PROCEEDINGS

BOARD MEMBER PIRRAGLIA: Let me be a little more specific, talk to me about the difference in elevation between the neighboring subdivision, being Arcadia, and the top of that retaining wall.

MR. O'ROURKE: Well, the top of that retaining wall doesn't face Arcadia Hills, it faces 17, because it runs parallel to the Orange and Rockland utility line, so it's not actually facing -- the tallest one does not face Arcadia Hills.

BOARD MEMBER PIRRAGLIA: You don't have, there's no retaining wall, oriented north, south on the eastern side of the parking lot?

MR. O'ROURKE: Yeah, if you look at that, that's heavily graded now.

BOARD MEMBER PIRRAGLIA: It is?

MR. O'ROURKE: Yes. So that's graded in that whole area.

BOARD MEMBER PIRRAGLIA: There's no retaining wall there?

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PROCEEDINGS

MR. O'ROURKE: If I could take a look at your map.

BOARD MEMBER PIRRAGLIA:
Absolutely, please, please do, it looks like 70-foot grade, yeah, the grade looks substantial, this right here, is that the retaining wall?

MR. O'ROURKE: Let's look at the larger scale.

BOARD MEMBER PIRRAGLIA: You mean, there's a bigger scale?

MR. O'ROURKE: Oh, yeah, most definitely.

BOARD MEMBER PIRRAGLIA: See what happens when you don't look at stuff. And I was kind of figuring that it would be in here somewhere, but --

Here we go.

MR. O'ROURKE: We have broken these off at the request of the chairman, yeah, there's two walls, so this is mostly graded, before, this was one giant wall and this area was originally

90.

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PROCEEDINGS

BOARD MEMBER PIRRAGLIA: Right, you're right, it was one giant wall; right?

MR. O'ROURKE: Yeah, so what we've done is we've -- so by pulling this back, originally, this was one giant wall, what we've done now is we've graded it out, and we have two smaller walls here.

BOARD MEMBER PIRRAGLIA: Yeah, okay.

MR. O'ROURKE: So these are 12 feet and 15 feet, so we went from 90, two sloped and two terrace walls and much shorter area here, but the taller walls are back and through this area.

BOARD MEMBER PIRRAGLIA: The taller walls, right, I wasn't even thinking, I was thinking of the wall that -- the substantial wall that was facing the Arcadia Hills subdivision.

MR. O'ROURKE: Yes, so that has been reduced greatly, and this is all landscaped, sloped areas.

PROCEEDINGS

BOARD MEMBER PIRRAGLIA: Okay. All right. Thank you.

MR. O'ROURKE: You're very welcome.

BOARD MEMBER PIRRAGLIA: It's the grading and utility plan, Sheet 6 of 7.

CHAIRMAN BERGUS: Other comments?

BOARD MEMBER DROPKIN: I have a question.

CHAIRMAN BERGUS: Phil.

BOARD MEMBER DROPKIN: Phil, maybe you said this, but maybe I wasn't paying attention, so I'll pay attention this time, going east to west, what is the length of the access road or the access to the bridge?

MR. GREALY: Okay.

BOARD MEMBER DROPKIN: If you're going up to the Catskills?

MR. GREALY: Yes.

BOARD MEMBER DROPKIN: And you're getting off mainline 17, what is the length of that?

MR. GREALY: Approximately 25

1500 feet.

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PROCEEDINGS

BOARD MEMBER DROPKIN: Okay. And then going --

MR. GREALY: Including the decel lane, and then when you come across the bridge, and from the roundabout to the entrance to the park is in excess of 1500 feet, so you have that distance.

BOARD MEMBER DROPKIN: And when you're going from west to east when you're leaving the park?

MR. GREALY: From the west to east, the acceleration lane and ramp, again, in that order, 1500 feet plus, from the roundabout, it's another 1500 feet to the parking lots.

BOARD MEMBER DROPKIN: Okay.

CHAIRMAN BERGUS: All the construction on the improvements in the right of way --

MR. GREALY: Yes.

CHAIRMAN BERGUS: -- are those all being done by the State and their bid process or is that being done privately?

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PROCEEDINGS

MR. GREALY: No, all of the improvements that are being proposed here are being financed by Merlin.

Merlin has reached out to and petitioned the State to help in that process, but all of these improvements are being done under a highway work permit, so that they would be constructed by Merlin.

CHAIRMAN BERGUS: By Merlin.

MR. GOLD: And the design is being done by you?

MR. GREALY: By Merlin.

MR. GOLD: But overseen by the DOT and the work for that would be bid out by the DOT?

MR. GREALY: No. The plan right now is we're designing the bridge, the ramps, the widening, everything. DOT is reviewing that and they issue a highway work permit.

Right now, they are requiring us to also get the contractor to build those improvements.

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PROCEEDINGS

MR. GOLD: So you are constructing it?

MR. GREALY: We would be constructing them.

BOARD MEMBER GAWRONSKI: Does that include the County and the Town roads that are --

MR. GREALY: The improvements on the rail trail and the Town roads, yes, those are all being done by us.

BOARD MEMBER CRAWFORD: The elevation change from the bridge to 17M, so if I were standing at the end of the bridge looking down onto 17M, what's the approximate change in height there?

MR. GREALY: Well, we have about a 20-foot clearance from the top of the bridge to the mainline of 17, at that point, 17M is actually lower, also, it's about another ten feet, so I'm going to say, if you were on the east side of the bridge, you're about 30 feet above where 17M would be.

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PROCEEDINGS

BOARD MEMBER CRAWFORD: So is that going to be a retaining wall?

MR. GREALY: Yes, yeah.

BOARD MEMBER CRAWFORD: Okay, thank you.

CHAIRMAN BERGUS: Any other comments?

(No affirmative response.)

CHAIRMAN BERGUS: Sean, anything at this time?

SEAN HOFFMAN: Not at this time, Mr. Chairman.

CHAIRMAN BERGUS: At this time, I'd like to thank you, I'd like to thank the public and we'll all be doing our due diligence as well as you, I'm sure. So if there's nothing else on the Board, could I have a motion to close this meeting.

BOARD MEMBER GAWRONSKI: Make the motion.

CHAIRMAN BERGUS: Dave, second by?

BOARD MEMBER BAKER: I'll second.

CHAIRMAN BERGUS: Chris.

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PROCEEDINGS

All in favor say aye.

(Chorus of ayes.)

CHAIRMAN BERGUS: Against.

(No affirmative response.)

CHAIRMAN BERGUS: Thank you.

(Time noted: 8:38 p.m.) 8

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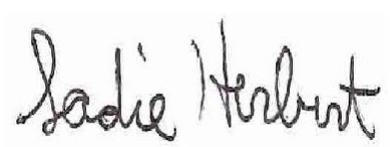
C E R T I F I C A T E 2

**I, SADIE L. HERBERT, a Registered
Professional Reporter and Notary Public,
do hereby certify:**

**That the within transcription is a
true and accurate record of the
stenographic notes taken by me.**

**I further certify that I am not
related to any of the parties by blood or
marriage, and that I am in no way
interested in the outcome of this matter.**

**IN WITNESS WHEREOF, I have hereunto
set my hand this 25th day of May 2017.**



SADIE L. HERBERT, RPR

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