

Appendix E

Public Involvement

Public Involvement and Communication Activities Plan

Scoping Meeting Minutes & Attendance Sheet

Public Hearing Information

Public Involvement Plan					
PIN	1236.29	Description	NY Route 29 at Rowland St. (CR 47) Intersection Safety Enhancements		
Preparer	Joe Felice	Date	6/23/2023	Revision Number	1
Route Number(s)	29	BIN(s)	N/A		
Funding Source	90% HSIP 10% SDF	Current Phase	Preliminary Design		
County		Saratoga	Municipality	Town of Milton, City of Saratoga Springs	
Public Involvement Plan Summary: The Department will provide information regarding the proposed project and seek input from the Town regarding project development and proposals through stakeholder meetings.					
Schedule (Future Dates are Anticipated & Subject to Change)					
PFAD Approved	02/2021	Design Approval	01/19/2024		
PS&E	03/21/2024	Letting	6/06/2024		
Construction Start	8/2024	Construction End	12/2025		
Project Description					
This project will replace the existing 4-way signalized intersection with a modern single lane roundabout. Construction will occur with a closure and detour of Petrified Sea Gardens Road, as well as a weekend closure and detour of Rowland Street to complete side road tie-in work.					
Is there an MPO?	Yes ☒ No ☐	Public Involvement prior to PFAD	Yes ☐ No ☒		
CRTC or AGFTC	CRTC	If Yes Describe:			
Preliminary Design Phase					
Internal Stakeholders:	Regional Groups: Planning, Design, Landscape/Environmental, Traffic and Safety Operations, Construction, Maintenance				
External Stakeholders:	Review Agencies, Town of Milton, City of Saratoga Springs, Saratoga County, local residents, emergency responders, school district, businesses, and the traveling public.				
Potential community concerns	Minor disruption to traffic				
Additional Information:	Coordination with the Town of Milton and Saratoga County is ongoing.				

Final Design Phase	
PI objective during design:	Inform Public as well as internal and external stakeholders of the project. Coordination with Review agencies
Internal Stakeholders:	Regional Groups: Planning, Design, Structures, Landscape/Environmental, Traffic and Safety Operations, Construction, Maintenance
External Stakeholders:	Review Agencies, Town of Milton, City of Saratoga Springs, Saratoga County, local residents, emergency responders, school district, businesses, and the traveling public.
Potential community concerns	Traffic disruption – minimal
Additional Information:	Coordination with the Town of Milton and Saratoga County is ongoing.

PROJECT CONSTRUCTION PHASE	
PI objective during construction:	Inform and maintain contact with affected residents, businesses, and other affected stakeholders regarding construction activities, schedule and impacts.
Issues requiring public outreach:	Project Schedule, Traffic Control Plan

Public Involvement and Communication Activities Plan

Action	Scoping	I-IV	V-VI	Award	Construction
Press Release					X
Media Event					
Letters to Public Officials		X			X
Meetings with Public Officials		X	X		
Coordinate with School Districts		X			X
Open House					
Public Meeting with Presentation		X			
Formal Public Hearing		X			
Establish/Convene Advisory Group					
511NY.org					X
Newsletter					
Mailings to Residents					X ²
Mailings to Businesses					X ²
Emergency Services Contacts		X			X
Emergency Services Meeting					X ¹
Review Agencies		X			
Informational Brochure/Flyer					
E-mail Hot List					
Highway Message Signs					X
No Public Outreach Planned	X			X	

¹ – if requested

² - possibly (if detour or other element significantly impacting circulation is part of the final plan)

SCOPING MEETING MINUTES

PIN: 1236.29
NY Route 29 at Rowland St. Intersection Safety Enhancements
Saratoga County

Date: 03/28/2022			
Date of Meeting	Start	End	Minutes Prepared By:
03-24-2022	10:00 a.m.	11:15 a.m.	Joe Felice
Location:	Project Manager:		
WebEx	Joe Felice		
Attended By: See attached attendance sheet			
General Information:			
Preliminary Scoping information was distributed on 03/01/2022, three weeks prior to the scoping meeting.			
Project Schedule:			
Design Approval Date: December 2022 Letting: September 2023			
Meeting Description:			
This is an intersection safety improvement project with the objective to reduce the crash rate of the intersection. A PowerPoint scoping presentation was given by the Project Manager, Joe Felice, and the Project Designer, David Ferris.			
Discussion Items:			
<p>Operations:</p> <ul style="list-style-type: none">Steve Clinton asked design to verify with the Residency that there are no drainage issues. <p>Environmental:</p> <ul style="list-style-type: none">Chris Sobik had no cultural resources concerns at this time.Loretta McNamee stated that because this is a federal funded project, anything over 0.1 acre of wetland disturbance is a federal permit. <p>Design QA/AC:</p> <ul style="list-style-type: none">Mary McNeill mentioned that HSIP funding is federal. She mentioned that a public hearing may be necessary if taking a house but that may be up to the real estate officer. Mary said design should request borings and to use a PSR/FDR for the design report format. <p>Materials:</p> <ul style="list-style-type: none">Kris Miller likes the roundabout option from materials view because it would help alleviate the pavement rutting issue. <p>Design/WZTC:</p> <ul style="list-style-type: none">Rich Filkins stated there is no good detour for roundabout option. Be aware there may be drainage/slope/utility issues. <p>Planning:</p> <ul style="list-style-type: none">Kelley Kircher stated that if a roundabout is the option, planning may need to do more for a cost/benefit analysis <p>Traffic/WZTC:</p> <ul style="list-style-type: none">Jon Golon mentioned that night work would be needed. Volumes are high enough that we cannot take lanes on Route 29 during the day.			

SCOPING MEETING MINUTES

Discussion Items Continued:

Real Estate:

- Tom Szack confirmed that Pompa Brothers Inc. owns the house on the corner. He also believes it is likely the house may be vacant, but we would need to confirm this information. See if we can take the house (if needed) and minimal property.

Utilities:

- Yan Babichenko said utilities will help to identify other utilities on the poles. If roundabout option is chosen, make sure utilities go outside of roundabout and purchase any ROW that may be needed to fit utility relocation.

Required Follow-up:

- Design to speak with the Saratoga Residency to confirm if there are any drainage issues in the vicinity of the intersection
- Design to select alternative to progress for design and work with Real Estate and Environmental to determine impacts and ROW needed.



MEETING ATTENDANCE SHEET

NY Route 29 at Rowland St. Intersection Safety Enhancements

PIN 1236.29 March 24, 2022 TIME 10:00 AM

NAME	REPRESENTING	PHONE #
1. Joe Felice	R1 Design	518-485-9110
2. David Ferris	R1 Design	518-457-7728
3. Jerome Hoffert	R1 Design	518-457-0223
4. Jessica Kobus	R1 Design	518-457-1656
5. Mike Cukrovany	R1 Design	518-457-9584
6. Mary McNeill	R1 Design QA/QC	518-485-9634
7. Alia Moore	R1 Design QA/QC	518-457-9782
8. Rich Filkins	R1 Design WZTC	518-457-9756
9. Tanya Thorne	R1 Environmental	518-485-5356
10. Loretta McNamee	R1 Environmental	518-457-7818
11. Chris Sobik	R1 Environmental	
12. Brian Sleasman	R1 Environmental	518-485-0446
13. Andrea Becker	R1 Cultural Resources	518-457-9937
14. Kris Miller	R1 Materials	518-782-7293
15. Steve Clinton	R1 Operations	518-457-9878
16. Kelley Kircher	R1 Planning	518-457-2067
17. Steve Alloco	R1 RD Office	518-485-9207
18. Tom Szack	R1 Real Estate	518-457-9139
19. Cairenn Miller	R1 Real Estate	518-417-6124
20. Katherine Ophardt	R1 Real Estate	

21. Edward DerGurahian	R1 Real Estate	
22. Mike Fenley	R1 Traffic	518-457-4745
23. Jon Golon	R1 Traffic	518-457-4202
24. Yan Babichenko	R1 Utilities	518-457-3372
25. Caroline Kruzansky	R1 Utilities	518-457-7496

NOTICE OF PUBLIC HEARING AND OPEN HOUSE INFORMATION MEETING
NOTICE OF AVAILABILITY OF DRAFT DESIGN REPORT
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
PROJECT IDENTIFICATION NO. 1236.29

NY ROUTE 29 AT ROWLAND STREET INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS, SARATOGA COUNTY

In accordance with the provisions of Title 23, U.S. Code, Section 128 and Title 40, Code of Federal Regulations, Parts 1500 to 1508; a design public hearing will be conducted by the Department at the Town of Milton Community Center, 310 Northline Road, Ballston Spa, NY at 6:30 p.m. on December 18, 2023 on the proposed NY Route 29 at Rowland Street and Petrified Sea Gardens Road Intersection Safety Enhancements project. The total length of the project is approximately 0.35 miles, in the Town of Milton, and City of Saratoga Springs, Saratoga County.

Design plans for the project have been developed by the Department after coordination with Federal, State and local agencies.

Department engineers will be on hand one hour prior to the start of the hearing to discuss the project and answer any questions.

As an additional feature to this meeting, NYSDOT has scheduled a virtual meeting via WebEx to supplement this proceeding. This virtual meeting will be held on December 19, 2023, between 7:30 p.m. and 9:00 p.m. where the project's public hearing presentation will be displayed, and participants may also submit comments via the WebEx comment box. Access to the virtual component will be posted to the project's website at www.dot.ny.gov/NY29andRowlandStreet. For additional information on the project, please visit the project website at www.dot.ny.gov/NY29andRowlandStreet.

Tentative schedules for right-of-way acquisition and construction will be discussed.

The Draft Design Report (DDR) and all supporting documentation for this project will also be available for review. The DDR has been prepared which assesses the project's effect on the quality of the human environment. Details of the design are included in the DDR.

Copies of the DDR are available for review on the project's website at www.dot.ny.gov/NY29andRowlandStreet and during business hours at the Office of the Regional Director, New York State Department of Transportation, Region 01, 50 Wolf Road, Albany, NY 12232.

All interested persons will be given the opportunity to express their views concerning the economic and social effects of the design plans, their impact on the environment and their consistency with the goals and objectives of such planning as has been promulgated by the community. The proceedings will be recorded. Persons may file written statements and other exhibits in place of or in addition to oral statements made at the public hearing. Written statements submitted at the hearing or mailed and received before December 29, 2023 at the Regional Director's Office will be made part of the record.

Please mail written statements to the New York State Department of Transportation - Region 01, NY Route 29 at Rowland Street Intersection Safety Enhancements Project Team, PIN 1236.29, located at 50 Wolf Road, POD 2-3, Albany, NY 12232. Please email written comments to

joseph.felice@dot.ny.gov with the subject titled “NY29andRowland Project Team, PIN 1236.29.”

Those property owners who may subsequently wish to challenge condemnation of their property via judicial review under the Eminent Domain Procedure Law (EDPL) may do so only on the basis of issues, facts, and objections raised at the hearing.

Further information on this project may be obtained from:

Joseph Felice, P.E., Project Manager
New York State Department of Transportation – Region 1
50 Wolf Road, POD 2-3
Albany, New York 12232
Telephone: (518) 485-9110
Email: joseph.felice@dot.ny.gov

Please advise this office if a sign language interpreter, assistive listening system or any other accommodation will be required to facilitate your participation in this public hearing. Our contact person is the Project Manager, Joseph Felice Jr., whose phone number is (518) 485-9110.

TDD (Telecommunications Device for the Deaf) Relay Service:

New York Relay Operator - Translates calls between TDD & non-TDD users.
For In-State Calls Only.

Non-TDD User to TDD User: 1-800-421-1220

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AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK,

Saratoga County, ss:
City of Saratoga Springs.

Michele Sisco-Martin residing in Kingston, New York, being duly sworn, deposes and says that she is the Regional Legal Clerk of **Media News Group**, a Corporation duly organized under the laws of the State of New York; that said Corporation is the publisher of **The Saratogian**, a daily newspaper published in the City of Saratoga Springs, County of Saratoga and State of New York, and that the notice of which the annexed is a printed copy, has been regularly published in **The Saratogian**.

Once Daily for Five Days

To wit: 11/28, 11/29, 11/30, 12/01, 12/02, 2023

NOTICE OF PUBLIC HEARING AND OPEN HOUSE
INFORMATION MEETING
NOTICE OF AVAILABILITY OF DRAFT DESIGN
REPORT
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
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11/27/2023 to 12/01/2023
#NY0099022



Sworn to before me this

12/04/23



Notary Public

Affidavit Mailing Address

2542480 - EM: joseph.felice@dot.ny.gov

KATHI L. DAVIS
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01DA6410130
Qualified in Ulster County
Commission Expires OCTOBER 19, 2024

State of New York
City and County of Saratoga
ss.;

Randall W. Lewis of the City of Saratoga, being duly sworn, says that he is Principal Clerk in the office of The Daily Gazette, Co. Inc. published in the City of Schenectady and that the notice/ advertisement, of which the annexed is a printed copy, has been regularly published in Daily Gazette as follows:
5 insertion(s):

11/28/2023 11/29/2023
11/30/2023 12/01/2023
12/02/2023



(signature)

Randall W. Lewis (printed name)

NOTARY PUBLIC

Sworn to me on this 02 day of December 2023

Heather E Walker NOTARY PUBLIC STATE OF NEW YORK Registration No. 01WA6422732 Qualified in Schenectady County Commission Expires 09/27/2025



NOTICE OF PUBLIC
HEARING AND OPEN
HOUSE INFORMATION
MEETING NOTICE OF
AVAILABILITY OF DRAFT
DESIGN REPORT NEW
YORK STATE DEPART-
MENT OF TRANSPORTA-
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CATION NO. 1236.29

NY ROUTE 29 AT ROW-
LAND STREET INTER-
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HANCEMENTS
TOWN OF MILTON AND
CITY OF SARATOGA
SPRINGS, SARATOGA
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Project Manager
New York State

Department of
Transportation - Region

1

50 Wolf Road, POD 2-3

Albany, New York 12232

Telephone:

(518) 485-9110

Email: joseph.felice
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11/28,29,30;12/1,2

2876

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11/28,29,30;12/1,2

2876

Felice, Joseph R. (DOT)

From: Viggiani, Bryan (DOT)
Sent: Monday, December 4, 2023 12:15 PM
To: Viggiani, Bryan (DOT)
Cc: Viggiani, Bryan (DOT)
Subject: NYSDOT Press Release -- NYSDOT to Host Open House and Public Hearing on Proposed Saratoga County Roundabout

Good afternoon, please see below. Thank you.



For Immediate Release: Monday, Dec. 4, 2023

Contact:
Bryan Viggiani | bryan.viggiani@dot.ny.gov | (518) 485-7768 | (518) 569-5088

NEW YORK STATE DEPARTMENT OF TRANSPORTATION TO HOST OPEN HOUSE AND PUBLIC HEARING ON PROPOSED SARATOGA COUNTY ROUNDABOUT

State Route 29 Intersection Enhancements to be Presented In-Person on December 18, Online on December 19

The New York State Department of Transportation is scheduled to host an open house and public hearing on Monday, Dec. 18 regarding a proposed roundabout to enhance safety and mobility at the intersection of State Route 29 (Washington Street), Rowland Street (Saratoga County Route 47) and Petrified Sea Gardens Road in the Town of Milton, Saratoga County.

Department engineers will be on hand at the Town of Milton Community Center at 310 Northline Road in Ballston Spa from 5:30 p.m. to 6:30 p.m. to answer any questions in an open house format about the proposed project. A formal public hearing will follow the open house at 6:30 p.m.

The Department is also hosting an online public hearing on Tuesday, Dec. 19, from 7:30 p.m. to 9 p.m. The link to this public hearing is available on the website for this project, at www.dot.ny.gov/NY29andRowlandStreet.

The Department is proposing a single-lane roundabout to enhance safety and boost mobility for all users at this location, just west of the border with the City of Saratoga Springs. The intersection provides important access to and from the Spa City for residents and visitors alike.

Roundabouts are engineered to maximize safety and minimize congestion. Compared to traditional intersections, traffic flows more freely through roundabouts, cutting congestion and commute times. Crashes at roundabouts tend to be less severe because they typically occur at slower speeds. Roundabouts eliminate the need for electric-powered traffic signals. They also contribute to aesthetically pleasing landscapes.

For tips on how to safely navigate a roundabout, check out this helpful instructional video:

<https://youtu.be/xcxnCngm7E4?si=3H2IG9-vYq3wXzxr>

To submit written comments please contact Joseph Felice Jr., P.E., Project Manager, New York State Department of Transportation, Region 1 Design, 50 Wolf Road, Albany, NY 12232; or email: joseph.felice@dot.ny.gov; or call (518) 485-9110.

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For more information about study and its purpose and need, please visit

<https://www.dot.ny.gov/NY29andRowlandStreet>.

Follow New York State DOT on Twitter: [@NYS DOT](https://twitter.com/NYS DOT). Find us on Facebook at facebook.com/NYS DOT. For tweets from New York State DOT Region 1 (covering the Capital Region), follow [@NYS DOT Albany](https://twitter.com/NYS DOT Albany).

###

Bryan Viggiani

Public Information Officer, Region 1 (Capital Region)

NYS Department of Transportation

50 Wolf Road, Albany, NY 12232

518-485-7768 | 518-569-5088 (mobile) | bryan.viggiani@dot.ny.gov

www.dot.ny.gov

[@NYS DOT Albany](https://twitter.com/NYS DOT Albany)

Project Schedule

Construction is anticipated to begin in 2024 and be complete by the end of 2025.

Community Outreach

An open house and formal public hearing regarding this project is scheduled for Monday, Dec. 18, 2023 at the Town of Milton Community Center at 310 Northline Road in Ballston Spa.

Department engineers will be on hand from 5:30 p.m. to 6:30 p.m. to answer questions about the project. The formal public hearing will begin at 6:30 p.m.

The Department will also host an online public hearing on Tuesday, Dec. 19, from 7:30 p.m. to 9 p.m. The link is available on the project website at www.dot.ny.gov/NY29andRowlandStreet



**Department of
Transportation**

Comments and questions should
reference PIN 1236.29
and can be sent to:

Joseph Felice Jr., P.E.,
Project Manager
New York State Department of Transportation,
Region 1 Design
50 Wolf Road
Albany, NY 12232

(518) 485-9110
joseph.felice@dot.ny.gov

NY Route 29 at Rowland Street Intersection Safety Enhancements



**Town of Milton and City of Saratoga Springs,
Saratoga County**



**Department of
Transportation**

Project Overview

A single-lane roundabout will be built at the intersection of NY Route 29, Rowland Street, and Petrified Sea Gardens Road to replace the existing signalized intersection.

The work will improve overall traffic conditions, reduce travel delays and accommodate future traffic growth. Currently, during peak travel times, drivers experience delays due to congestion and traffic signal timing. A roundabout will reduce time spent idling and allow drivers to get through the intersection in less time.

What Will the Project Accomplish?

The project was initiated to enhance safety and improve traffic flow at the intersection using cost-effective measures. Roundabouts are proven to be safer and more efficient than traditional signalized intersections.

A single-lane roundabout will reduce the number and severity of crashes. While a traditional signalized intersection has 32 potential points of conflict between vehicles and 24 with pedestrians, roundabouts have just eight of each. There are fewer opportunities

for crashes to occur and the type of crashes that do occur – typically sideswipe or rear-end as opposed to head on or T-bone – are much less severe and cause fewer major injuries and fatalities.



Minimizing Construction Impacts

To minimize construction impacts, one lane of traffic in each direction will be maintained on NY Route 29. It is anticipated that a closure and long-term detour of Petrified Sea Gardens Road will be necessary, as well as a weekend closure of Rowland Street at the intersection with a short-term detour.

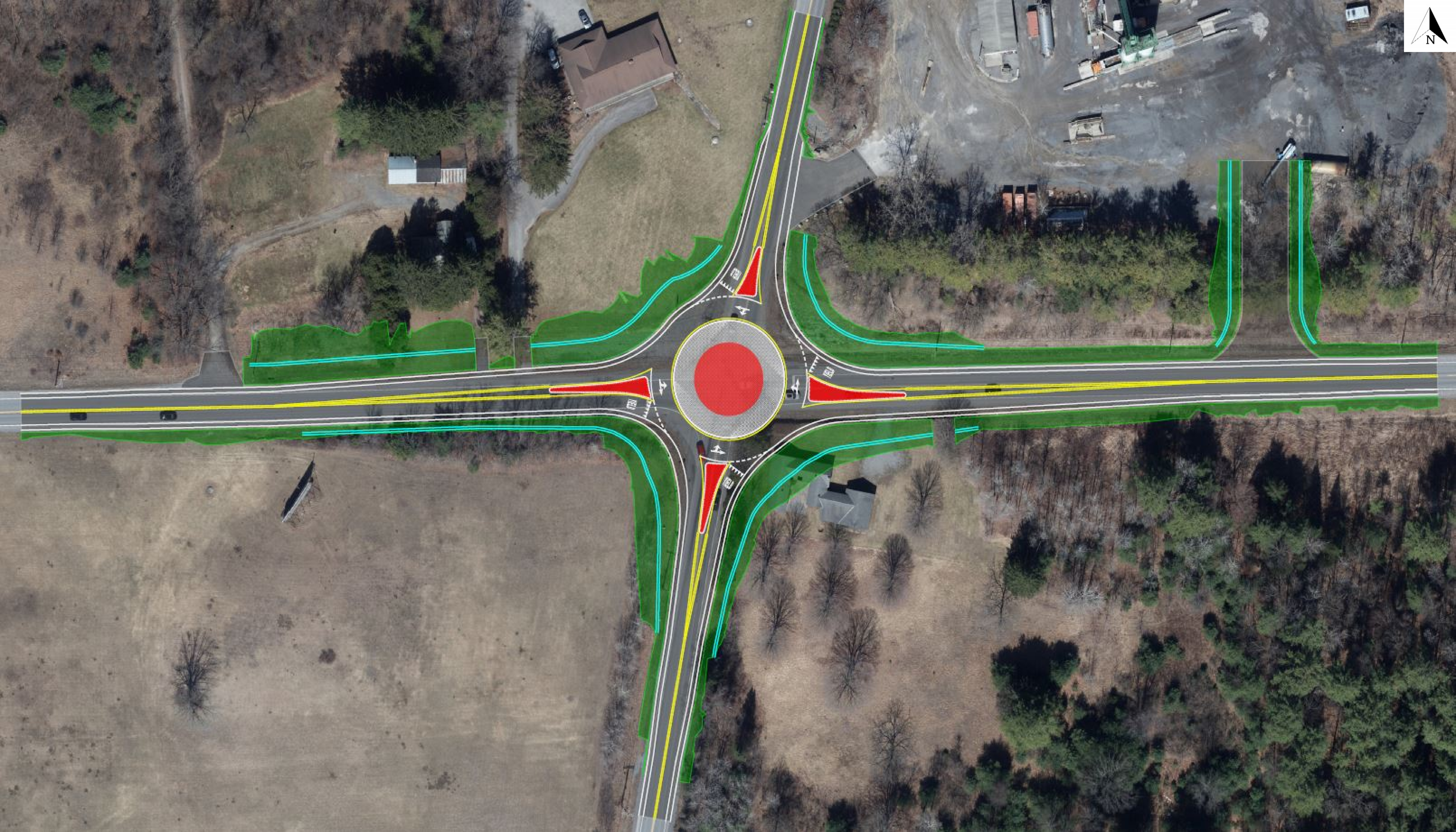
Businesses near the intersection will remain accessible throughout the duration of construction.



**Learn more about
roundabouts:**

<https://qrco.de/beWx5t>







Department of
Transportation

PUBLIC HEARING NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS

December 18, 2023





NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

PROJECT TEAM REPRESENTATIVES

Joe Felice, P.E. – Project Manager

E-mail: joseph.felice@dot.ny.gov

Tel: (518) 485-9110

Sandra Whitaker – Real Estate Project Liaison

E-mail: Sandra.Whitaker@dot.ny.gov

Tel: (518) 457-4260





NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

- **Purpose of Meeting and Hearing**
- **Existing Conditions & Needs**
- **Public Involvement**
- **Project Objectives**
- **Alternatives Considered**
- **Project Impacts**
- **Right-of-Way Acquisition Process**
- **Project Status / Schedule**
- **Public Comment**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

→ Purpose of Meeting and Hearing

- Existing Conditions & Needs
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NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

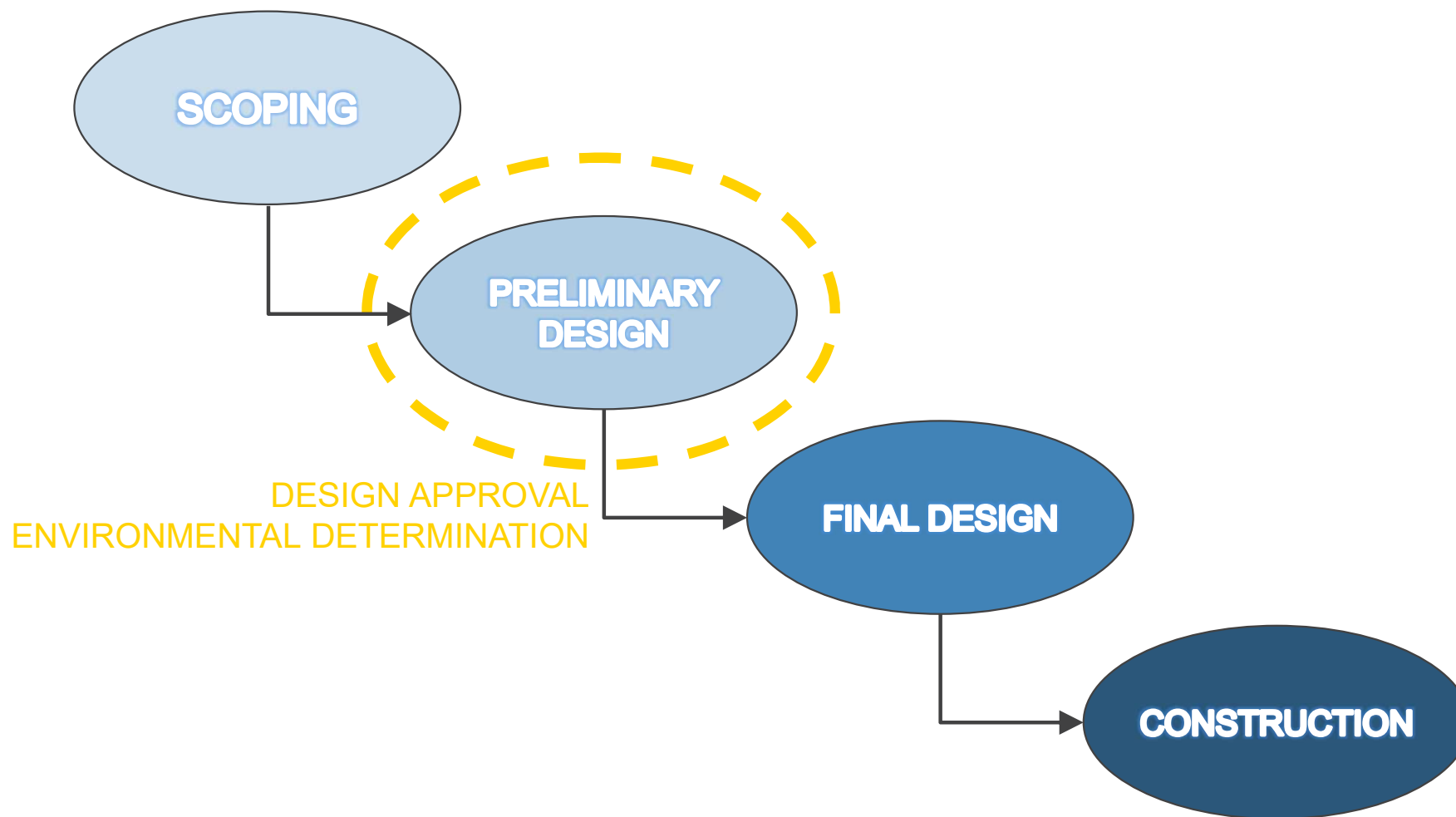
PURPOSE OF MEETING AND HEARING

- Present an overview of the project to date.
- Provide information on the potential impacts of the proposed alternative.
- Solicit the public for an opportunity to comment on the project.



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

WHERE ARE WE NOW?





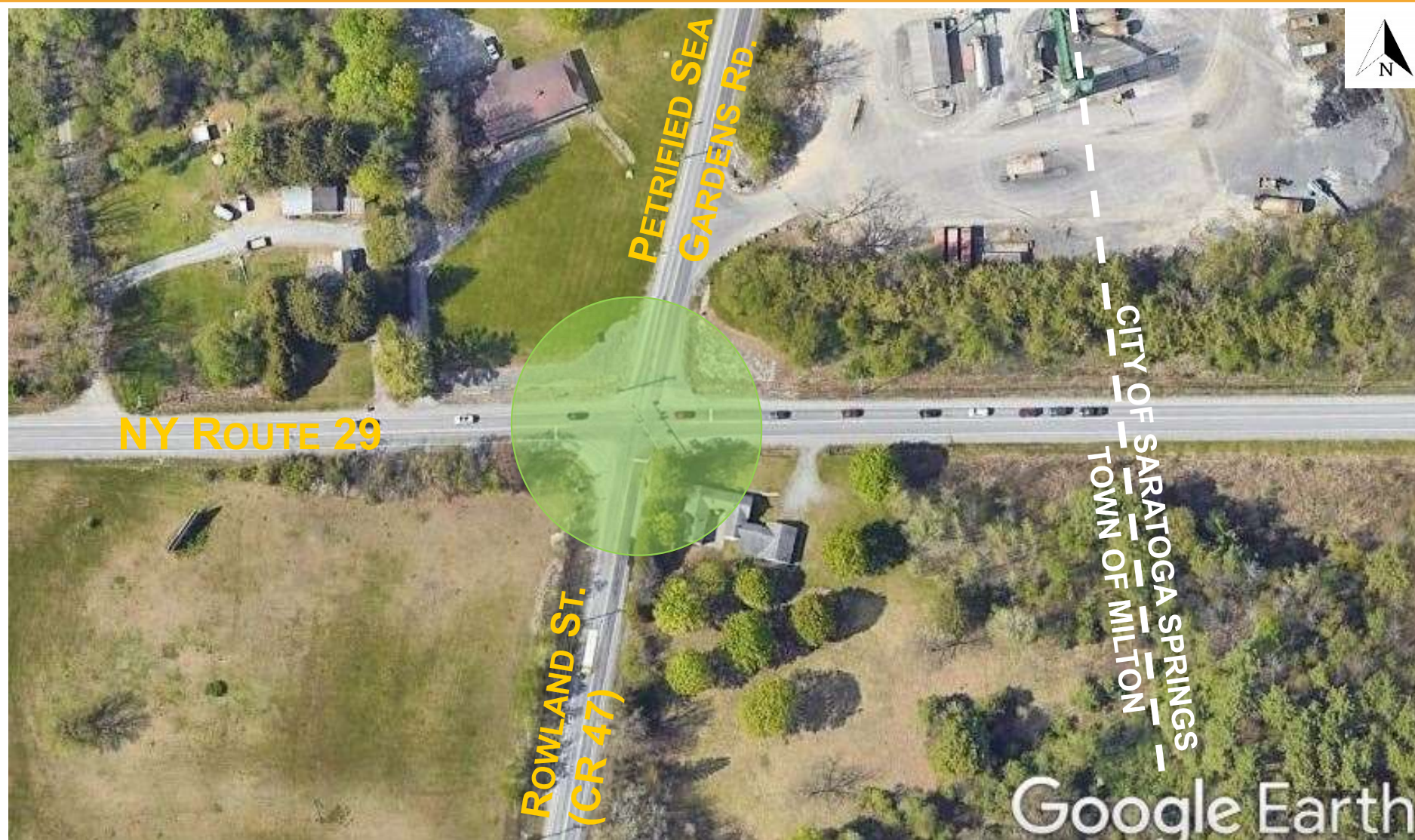
NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

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NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY



PROJECT LOCATION



**Department of
Transportation**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS

TOWN OF MILTON AND CITY OF SARATOGA SPRINGS

SARATOGA COUNTY

INTERSECTION APPROACHES



NY Route 29 looking east



NY Route 29 looking west



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS

TOWN OF MILTON AND CITY OF SARATOGA SPRINGS

SARATOGA COUNTY

INTERSECTION APPROACHES



Rowland Street (CR 47) looking north



Petrified Sea Gardens Rd looking south



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

CRASH ANALYSIS

- Existing crash rate – 1.55 C/MEV
 - Statewide average for similar facility – 0.56 C/MEV
- Predominant crash types
 - Rear End – 40%
 - Left Turn Movement – 28%
 - Miscellaneous – 32%

 68% of all crashes



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

INTERSECTION LEVEL OF SERVICE & DELAY

<u>Existing</u>		
	4-way signalized intersection	Intersection Control
NY Route 29 (westbound approach)	B / C	Level of Service
	16.0 / 34.2	Intersection Delay (sec)
NY Route 29 (eastbound approach)	C / C	Level of Service
	25.3 / 28.3	Intersection Delay (sec)
Rowland St. (CR 47) (northbound approach)	B / C	Level of Service
	19.6 / 25.7	Intersection Delay (sec)
Petrified Sea Gardens Rd. (southbound approach)	C / B	Level of Service
	22.7 / 18.5	Intersection Delay (sec)

- **(X/X) represents AM/PM Peak Times.**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

- Purpose of Meeting and Hearing
- Existing Conditions & Needs

—→ **Public Involvement**

- Project Objectives
- Alternatives Considered
- Project Impacts
- Right-of-Way Acquisition Process
- Project Status / Schedule
- Public Comment



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

PUBLIC INVOLVEMENT

- **Mailings to Public Officials, Emergency Services, and Residents**
- **Meetings with Public Officials**





NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

- Purpose of Meeting and Hearing
- Existing Conditions & Needs
- Public Involvement

—→ **Project Objectives**

- Alternatives Considered
- Project Impacts
- Right-of-Way Acquisition Process
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NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

PROJECT OBJECTIVES

- A. Enhance safety using cost-effective measures to reduce the severity of crashes and the number of conflict points between vehicles.**
- B. Improve overall traffic conditions using cost-effective methods to reduce delay and to provide an acceptable level of service, for a design period of 20 years.**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

- Federal Highway Administration (FHWA) is the NEPA lead agency.
- Following the FHWA regulations outlined in 23 Code of Federal Regulations (CFR) 771.117.
- Progressing the project as a NEPA Class II Action (Categorical Exclusion or CE)
 - NEPA Concurrence has been granted



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

- **NYSDOT is the SEQRA lead agency.**
- **Following the procedures outlined in 17 NYCRR Part 15.**
- **Progressing the project as a SEQRA Type II Action**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

- Purpose of Meeting and Hearing
- Existing Conditions & Needs
- Public Involvement
- Project Objectives

—→ **Alternatives Considered**

- Project Impacts
- Right-of-Way Acquisition Process
- Project Status / Schedule
- Public Comment



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

ALTERNATIVES CONSIDERED

Project Objectives

	A Crashes	B Delay
• No Build Alternative		
• Roadway Widening/Left Turn Lane Installation Alternative		
• Single-Lane Roundabout Alternative		



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

ALTERNATIVES CONSIDERED

Project Objectives

A
Crashes

B
Delay

- **No Build Alternative**
- **Roadway Widening/Left Turn Lane Installation Alternative**
- **Single-Lane Roundabout Alternative**

DISMISSED

DISMISSED

RETAINED



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS

TOWN OF MILTON AND CITY OF SARATOGA SPRINGS

SARATOGA COUNTY



AERIAL IMAGE



Department of
Transportation



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

CRASH ANALYSIS

- **Statistically, roundabouts reduce the severity of crashes.**
 - **Crashes are less severe and typically result in less injuries and fewer fatalities.**
 - **Crashes typically occur at slower speeds and consist of side-swipes or fender-benders**
 - **Reduction in the chance of deadly head-on collisions**
- **Engineered to maximize safety and minimize congestion**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

INTERSECTION LEVEL OF SERVICE & DELAY

	<u>Existing</u>	<u>Proposed</u>	
	4-way signalized intersection	Single-lane Roundabout	Intersection Control
NY Route 29 (westbound approach)	B / C	A / C	Level of Service
	16.0 / 34.2	4.4 / 19.3	Intersection Delay (sec)
NY Route 29 (eastbound approach)	C / C	A / A	Level of Service
	25.3 / 28.3	3.7 / 5.4	Intersection Delay (sec)
Rowland St. (CR 47) (northbound approach)	B / C	B / B	Level of Service
	19.6 / 25.7	11.2 / 10.6	Intersection Delay (sec)
Petrified Sea Gardens Rd. (southbound approach)	C / B	A / A	Level of Service
	22.7 / 18.5	4.9 / 8.8	Intersection Delay (sec)

- **(X/X) represents AM/PM Peak Times.**





NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

- Purpose of Meeting and Hearing
- Existing Conditions & Needs
- Public Involvement
- Project Objectives
- Alternatives Considered

→ **Project Impacts**

- Right-of-Way Acquisition Process
- Project Status / Schedule
- Public Comment



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

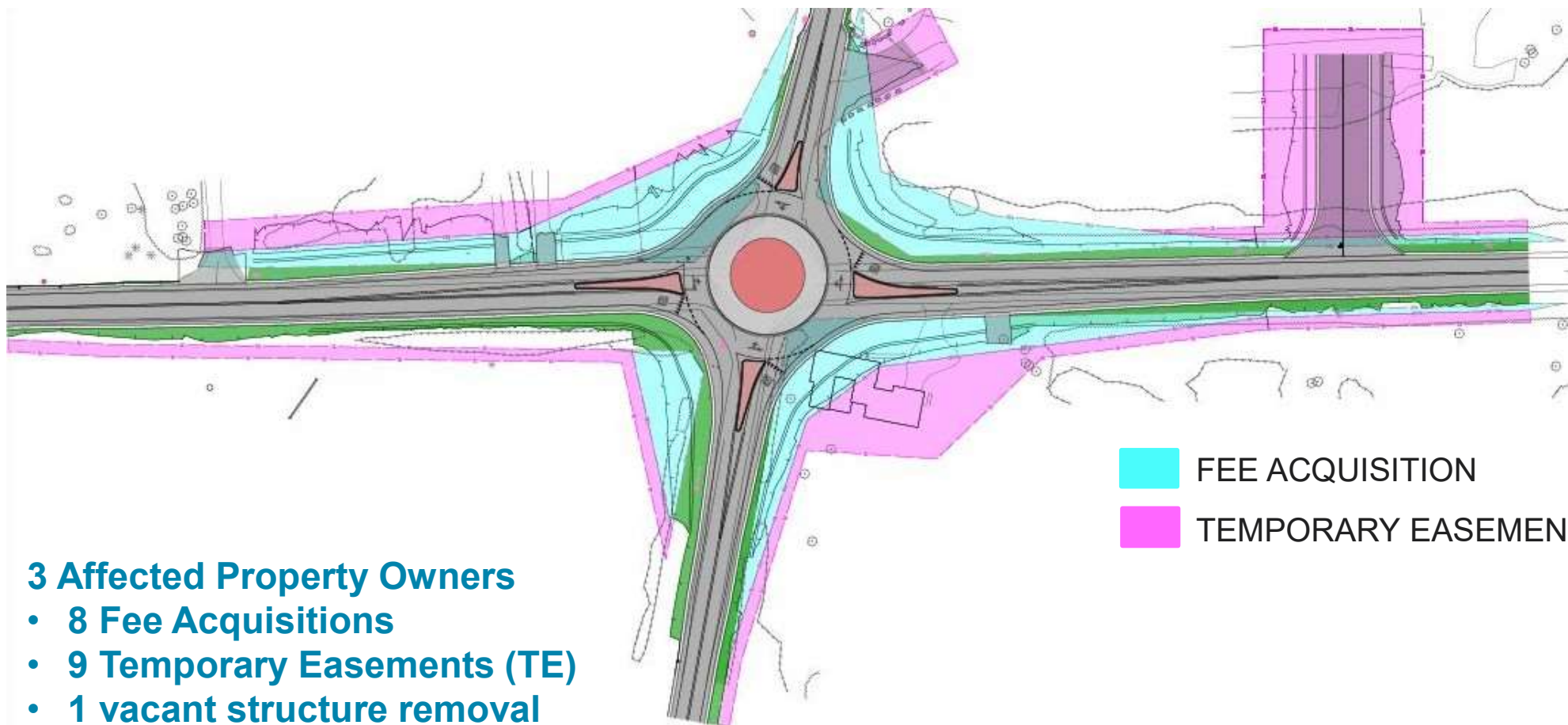
PROJECT IMPACTS

- **Right-of-Way Acquisitions**
 - **8 Properties to be affected**
 - **Permanent Property Impacts**
 - **8 require Fee Acquisitions**
 - **1 vacant structure removal**
 - **Temporary Property Impacts**
 - **9 Temporary Easements (TE) for construction**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

PROJECT IMPACTS



- **3 Affected Property Owners**
 - **8 Fee Acquisitions**
 - **9 Temporary Easements (TE)**
 - **1 vacant structure removal**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

MEETING AGENDA

- Purpose of Meeting and Hearing
- Existing Conditions & Needs
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- **Right-of-Way Acquisition Process**
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NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

RIGHT-OF-WAY ACQUISITION PROCESS

- 1. Owner Contact & Property Inspection**
 - **Introductory letter with preliminary map**
 - **Owner involvement – in-person or by telephone**
 - **Detailed explanation of acquisition & effects of project**
- 2. Determine Compensation**
 - **Staff or Consultant appraiser**
 - **Owner may accompany appraiser**
 - **Fair Market Value established – Highest approved appraisal**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

RIGHT-OF-WAY ACQUISITION PROCESS

3. Offer is made

- **By certified mail or in person**
- **Agreement of Advanced Payment or Agreement of Adjustment**
- **Second contact within 2 weeks – Answer questions, address concerns**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

RIGHT-OF-WAY ACQUISITION PROCESS

4. Acquire Property

- Map filed with County Clerk – title transferred to State
- Owner notified by certified mail – 3 years to file a claim
- Detailed explanation of acquisition & effects of project

5. Process Payment

- Signed agreement and fully executed closing papers required
- Approved by Attorney General and DOT Office of Right-of-Way
- Payment mailed from State Comptroller





NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

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NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

PROJECT STATUS / SCHEDULE

- **Public Hearing**
- **Design Approval**
 - **January 2024**
- **Construction**
 - **Begin in Summer of 2024**
 - **End in 2025**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

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- Project Status / Schedule

→ **Public Comment**



NY ROUTE 29 AT ROWLAND ST. INTERSECTION SAFETY ENHANCEMENTS
TOWN OF MILTON AND CITY OF SARATOGA SPRINGS
SARATOGA COUNTY

PUBLIC COMMENT

10 Minute Intermission

Formal Oral Public Comments



NY Route 29 at Rowland Street Intersection Safety Enhancements

Town of Milton and City of Saratoga Springs, Saratoga County

Project ID. No. 1236.29

Open House and NEPA Public Hearing - December 18, 2023, 5:30 p.m. to 8:00 p.m.

ATTENDANCE SIGN-IN SHEET

Name (please print)	Organization / Address	Telephone No. / E-Mail (optional)
Chris Mack		
Laurie Simmons		
Shirley Ann Ebert		
Arleen Ebert		
Marianne Ampe	Pompeo Bros	
Jack Bullard	Pelletti Stone	
Keicie Lakerhe		
Tom Bortoscin		
Darlene Costanzo	Milton Fire Dist. No. 1	
RAYAN AGUAM	NYS Sen. Tedisco	
Douglas Klein	self	



NY Route 29 at Rowland Street Intersection Safety Enhancements

Town of Milton and City of Saratoga Springs, Saratoga County

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ATTENDANCE SIGN-IN SHEET

Name (please print)	Organization / Address	Telephone No. / E-Mail (optional)
Sherandeah Briere	The Daily Gazette	
Syrn Farenell		
DAVID W. SANTOS	JOINTA LIME COMPANY	
Eric LaRoche	Polar Management	
Martha & Mike Iacolucci		
John Bartow	Town of Milton	
Lex Swick	ALLERDICE A&E	
ED POMPA	POMPA BROS, INC	
Joe Martinez	RCFFD	
Theodore Chmielewski	Town of Milton	
Kim Lambert	Saratoga County / Town of Milton	



NY Route 29 at Rowland Street Intersection Safety Enhancements

Town of Milton and City of Saratoga Springs, Saratoga County

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ATTENDANCE SIGN-IN SHEET

Name (please print)	Organization / Address	Telephone No. / E-Mail (optional)
Bill Van Bunschoten		
Diane McGarry		
Don Somma		
Rudy Vieira		



NY Route 29 at Rowland Street Intersection Safety Enhancements

Town of Milton and City of Saratoga Springs, Saratoga County

Project ID. No. 1236.29

Open House and NEPA Public Hearing - December 18, 2023, 5:30 p.m. to 8:00 p.m.

ATTENDANCE SIGN-IN SHEET

Name (please print)	Organization / Address	Telephone No. / E-Mail (optional)
Daniel Gahm (Galvin)	[REDACTED]	
Julia Trivers	FHWA	
Ann Burke	[REDACTED]	
John Frolich	Town of Milton	
Ruby Wynn	Town of Milton	



NY Route 29 at Rowland Street Intersection Safety Enhancements

Town of Milton and City of Saratoga Springs, Saratoga County

Project ID. No. 1236.29

Open House and NEPA Public Hearing - December 18, 2023, 5:30 p.m. to 8:00 p.m. ATTENDANCE SIGN-IN SHEET

Name (please print)	Organization / Address	Telephone No. / E-Mail (optional)
Stephen Griffer	D.A. COLLINS CONSTRUCTION	
Zuzanna Slater		
John OLENIK		
Dan Karkotsky		
Jeff Koppi		
BRIAN MAGEE		
Delia Wagner		
Lisa Warits		

STATE OF NEW YORK
SARATOGA COUNTY
BALLSTON SPA

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

THE PUBLIC HEARING REGARDING THE PROPOSED
PROJECT LOCATED AT ROUTE 29 AND ROWLAND
STREET INTERSECTION REGARDING SAFETY
ENHANCEMENTS IN THE TOWN OF MILTON AND
CITY OF SARATOGA SPRINGS,
SARATOGA COUNTY

THE STENOGRAPHIC MINUTES of the above
entitled matter by Nancy L. Strang, a
Shorthand Reporter, commencing on
December 18, 2023 6:30 P.M. at the
Town of Milton Community Center, 310
Northline Road, Ballston Spa, NY

APPEARANCES:

JOSEPH FELICE, MODERATOR, PROJECT MANAGER,
NEW YORK STATE DEPARTMENT OF TRANSPORTATION

DAVID FERRIS, THE PROJECT DESIGNER, NEW YORK
STATE DEPARTMENT OF TRANSPORTATION

SANDRA WHITAKER, REAL ESTATE PROJECT LIAISON

ALSO PRESENT:

JOHN OLENIK
MARIANNE POMPA
DAVE SANTOS
DIANE MCGARRY
DANIEL GALVIN
ZUZANNA SLATER

1 MODERATOR FELICE: Good
2 evening. I want to welcome you to this
3 public hearing by the New York State
4 Department of Transportation to review
5 the design alternative prepared for the
6 Route 29 at Rowland Street Intersection
7 Safety Enhancements Project in the Town
8 of Milton, Saratoga County. This project
9 is on the transportation improvement
10 program as project identification number
11 1236.29.

12 My name is Joe Felice. I am
13 the Project Manager for The New York
14 State Department of Transportation and I
15 will also be the moderator for tonight's
16 public hearing.

17 Before we begin the hearing, I
18 have several housekeeping tasks.

19 First, fire exits are located
20 to the right of the meeting room and to
21 the left of the, meeting room. In case
22 of an emergency, please remain calm and
23 exit in an orderly fashion.

24 Second, rest rooms are located
25 at the right of the meeting room.

1 The hearing tonight will be
2 presented in two parts. The
3 Department's presentation and then the
4 comment period. During the first part,
5 a presentation prepared by the
6 Department that will explain the project
7 purpose and background, and discuss
8 design alternatives and real estate
9 acquisition procedures. This will take
10 approximately 15 minutes.

11 We will then take a 10-minute
12 break. You will then be given an
13 opportunity to state, for the record,
14 your comments about the project.

15 The Department wants to know
16 your views about the project, but this
17 hearing is not intended to be a
18 question-and-answer session. You may ask
19 questions for the record, but they will
20 not be answered this evening.

21 After the Department has
22 reviewed the public comments and reaches
23 a final decision on how to proceed with
24 the project, a final design report will
25 be made available for public inspection

1 which will contain a summary of comments
2 made at this public hearing and the
3 Department's recommended design
4 alternative for the project.

5 David Ferris, the Project
6 Designer, will be calling on speakers
7 using the speaker cards that were
8 available when you entered the building.
9 If you have not filled out a card and
10 wish to speak, please do so. We need the
11 cards to document the speakers tonight.

12 Also, we request that you
13 limit your statements to 5 minutes, so
14 that all who desire to speak can do so.
15 If you decide you do not want to speak
16 tonight, you can give us written
17 comments using the comment forms that
18 were available when you entered the
19 building.

20 Completed comment forms can be
21 placed in the comment box by the
22 registration table or returned by mail.
23 Written comments received by December
24 29, 2023 will become part of the record.
25 the mailing address is provided in the

1 brochure and on the comment form. Let me
2 assure you that all written comments
3 carry the same weight as any comments
4 made here tonight.

5 I would also ask all person's
6 sign-in at the registration table
7 located at the entrance to the room to
8 provide us with a record of all those
9 who participated in this hearing.

10 This hearing is being held in
11 accordance with the provisions of the
12 National Environmental Protection Act,
13 or NEPA, Title 23 Code of Federal
14 Regulations 771.111. This NEPA hearing
15 also satisfies the requirements of
16 Article 2 of the Eminent Domain
17 Procedures Law of New York State.

18 The intent of this hearing is
19 to afford an opportunity for public
20 participation in the consideration of
21 the proposed project and to express your
22 views at a stage of the project's
23 development. That is why you are here
24 tonight. We want your information, and
25 your concerns so that we can design and

1 build this intersection to accommodate
2 your concerns to the best of our
3 ability.

4 All interested persons will be
5 given an opportunity to express their
6 views concerning the economic and social
7 factors of the design plans, their
8 impact of the environment and their
9 consistency with the planning that has
10 been developed by the community.

11 These proceedings will be
12 recorded by a court stenographer. A
13 legal notice concerning the hearing was
14 published in the Saratogian and in the
15 Daily Gazette on November 28th through
16 December 2nd of 2023. A copy of the
17 notice has been provided to the
18 stenographer to have it entered into the
19 record.

20 The notice of NEPA hearing was
21 also distributed by certified mail to
22 all property owners with right-of-way
23 impacts resulting from the project.
24 Copies of the notice were also provided
25 to local, state, and federal advisory

1 agencies. Approximately 250 copies of
2 the information brochure were mailed to
3 local area residents. In addition,
4 individuals unable to participate
5 in-person during this proceeding will
6 have the opportunity to participate and
7 submit comments virtually by Webex
8 tomorrow night from 7:30 p.m. to 9:00
9 p.m. A link for the Webex has been
10 posted on the project's website.
11 Website information can be found on the
12 information brochure, as well as the
13 comment form. All materials will be
14 posted to the project website.

15 Before we call on speakers
16 from the floor, the technical
17 presentation for this project prepared
18 by the Department will now be displayed
19 for public viewing.

20 (The PowerPoint Presentation
21 was shown.)

22 MODERATOR FELICE: *Good*
23 *evening, everyone. My name is Joe Felice.*
24 *I am the Project Manager for the NY Route*
25 *29 at Rowland Street Intersection Safety*

1 *Enhancements project. This is the*
2 *National Environmental Policy Act or NEPA*
3 *Public Hearing for the project which is*
4 *being developed and built by the New York*
5 *State Department of Transportation. Work*
6 *will be performed in the Town of Milton,*
7 *and City of Saratoga Springs, Saratoga*
8 *County.*

9 *Thank you for taking the time*
10 *and being here with us this evening. In*
11 *addition to myself, later in the*
12 *presentation you will hear from Sandra*
13 *Whitaker, our Real Estate Project*
14 *Liaison from the Department's Regional*
15 *Office of Right-of-Way in Albany. She*
16 *will talk about property impacts and the*
17 *Right-of-Way acquisition process.*

18 *This presentation will cover*
19 *the following. The purpose of the*
20 *meeting and hearing, existing conditions*
21 *and needs, public involvement, the*
22 *project objectives, the alternatives*
23 *considered, the project impacts, the*
24 *right-of-way acquisition process, and*
25 *the project status and schedule. At the*

1 end of the presentation, we will take
2 public statements.

3 Up first, the purpose of this
4 meeting and hearing.

5 The purpose of the meeting and
6 hearing is to present an overview of the
7 project to date, to provide information
8 on the potential impacts of the proposed
9 alternative, as well as to solicit the
10 public for an opportunity to comment on
11 the project.

12 All New York State Department
13 of Transportation projects progress
14 through the following four phases;
15 scoping, preliminary design, final
16 design, and construction.

17 Currently we are near the end
18 of the preliminary design phase. Upon
19 completion of this hearing public
20 comments will be considered and
21 incorporated into the design report, and
22 design approval will be granted. This
23 will then begin the final design
24 process, which prepares the project
25 plans specifications, and estimate for

1 competitive bidding.

2 Up next, the existing
3 conditions and needs.

4 As discussed before, the
5 project is located in the Town of Milton
6 and City of Saratoga Springs in Saratoga
7 County. At the intersection of Route 29
8 with Rowland Street and Petrified Sea
9 Gardens Road; Route 29 runs east/west,
10 Rowland Street extends to the south and
11 Petrified Sea Gardens Road extends to
12 the north.

13 The next two slides will show
14 you still images from the four
15 approaches to the intersection. The
16 intersection is signaled with a mast
17 arm signal pole located in the southeast
18 quadrant. There are overhead utilities
19 that run along the north side of Route
20 29 and along the west side of Rowland
21 Street and Petrified Sea Gardens Road.
22 The first slide here you can see the
23 intersection approaches on Route 29 from
24 both the east and the west.

25 And on this slide you can see

1 the intersection approaches from Rowland
2 Street and from Petrified Sea Gardens
3 Road.

4 The existing crash rate of the
5 intersection is 1.55 crashes per million
6 entering vehicles. The statewide average
7 for a similar facility is 0.56 crashes
8 per million entering vehicles, making
9 the crash rate of this intersection
10 approximately three times greater than
11 expected.

12 Sixty-eight percent of the
13 total number of crashes are comprised of
14 two types of crashes. Rear-end crashes
15 and left-turn movement crashes.

16 The intersection of Route 29
17 with Rowland Street experiences a level
18 of service ranging from B to C along
19 with increased vehicle delay during peak
20 traffic volumes.

21 Level of service is a scale
22 which defines the operating conditions
23 on a highway. It is a measure of the
24 restricted effects of the increased
25 volume and ranges from A to F, with A

1 *being the ideal level, and F being the*
2 *worst level of service. Using department*
3 *software, existing signal timing, and*
4 *existing traffic data, the current*
5 *signalized intersection was modeled. The*
6 *results are seen in this table and will*
7 *be used as a comparison for the selected*
8 *alternative.*

9 *Up next, Public Involvement.*

10 *This project was initiated in*
11 *February of 2021. Over the last few*
12 *months, the New York State Department of*
13 *Transportation, the Town of Milton, and*
14 *Saratoga County have had several*
15 *meetings and discussions about the*
16 *project. These meetings will continue to*
17 *occur, as necessary, throughout the*
18 *duration of the project.*

19 *Up next, the Project*
20 *Objectives.*

21 *This project has two*
22 *objectives. Objectives provide*
23 *evaluation criteria for comparing how*
24 *well the project alternatives fulfill*
25 *the identified needs of the project.*

1 *The objectives of the project*
2 *are A - enhance safety using cost*
3 *effective measures to reduce the*
4 *severity of crashes and the number of*
5 *conflict points between vehicles, and B*
6 *- improve overall traffic conditions*
7 *using cost effective methods to reduce*
8 *delay and to provide an acceptable level*
9 *of service, for a design period of 20*
10 *years.*

11 *This project is subject to*
12 *federal review under the National*
13 *Environmental Policy Act, or NEPA. The*
14 *project is a class II Action,*
15 *categorical exclusion, which means it*
16 *will not have a significant impact to*
17 *planned growth or land use. NEPA*
18 *concurrence by the Federal Highway*
19 *Administration has been granted.*

20 *The New York State Department*
21 *of Transportation is the lead SEQRA*
22 *agency and will be progressing the*
23 *project as a Type II Action under the*
24 *State Environmental Quality Review Act*
25 *known as SEQRA. This is outlined in the*

1 draft design report that is located on
2 the project's website. Hard copies of
3 the draft design report are also
4 available at the New York State
5 Department of Transportation Albany
6 Regional Office at 50 Wolf Road.

7 Up next the alternatives that
8 were considered.

9 Here you can see a list of the
10 three alternatives that were considered
11 for the project and whether they would
12 meet the project objectives. The first
13 alternative was the no build
14 alternative. This alternative provides
15 only for the continued maintenance of
16 existing features and offers no safety
17 or operational improvements to the
18 intersection. The crash rate would
19 remain above the statewide average and
20 travel delays would remain during peak
21 traffic volumes. This alternative does
22 not meet any of the project objectives
23 and was therefore dismissed from
24 consideration. The no-build alternative
25 is carried forward as a baseline for

1 *comparison purposes to the feasible*
2 *alternatives.*

3 *The second alternative is the*
4 *roadway widening with left-turn lane*
5 *installation alternative. This*
6 *alternative would widen Route 29 to the*
7 *east and west of the intersection to*
8 *allow for the installation of left turn*
9 *lanes on Route 29 in the eastbound and*
10 *westbound directions. This alternative*
11 *does not meet objective A due to the*
12 *number of vehicular conflict points*
13 *remaining the same. Also, this*
14 *alternative does not meet Objective B.*
15 *The addition of the left-turn lanes*
16 *would introduce more signal phases, and*
17 *more delay, thus worsening the level of*
18 *service of the intersection. Therefore,*
19 *this alternative was dismissed from*
20 *consideration.*

21 *The third and last alternative*
22 *was the single-lane roundabout*
23 *alternative. This alternative would*
24 *replace the existing signalized*
25 *intersection of Route 29 and Rowland*

1 *Street with a single-lane roundabout.*
2 *This alternative meets both of the*
3 *project objectives and was therefore*
4 *classified as the preferred alternative*
5 *moving forward.*

6 *Here is an aerial view of what*
7 *the proposed roundabout would look like*
8 *additional visualizations can be found*
9 *on the Department's website for the*
10 *project, under the photos and*
11 *visualizations tab.*

12 *Roundabouts are safer, more*
13 *sustainable, and more efficient than*
14 *traditional signalized intersections.*
15 *While a standard signalized intersection*
16 *has 32 potential vehicular conflict*
17 *points, or spots where vehicles could*
18 *collide, modern roundabouts reduce that*
19 *number to 8. Statistically, in*
20 *roundabouts, crash severity decreases*
21 *due to several factors. Crashes are less*
22 *severe, typically occurring at slower*
23 *speeds, and generally consist of side*
24 *swipe or fender bender types of crashes.*
25 *Along with slower speeds, the geometry*

1 of a roundabout reduces the chance of a
2 deadly head on collision. Roundabouts
3 are engineered to maximize safety and
4 minimize congestion.

5 Here is the same table that
6 was shown earlier in the presentation,
7 but has been expanded to show the
8 proposed roundabout alternative. The
9 level of service and intersection delay
10 for the proposed alternative is depicted
11 for 20 years from the completion of
12 construction. The proposed alternative
13 greatly improves the level of service
14 and vehicle delay for each intersection
15 approach as well as the overall
16 intersection. This satisfies Objective
17 number 2.

18 Next, the real estate liaison
19 for the project, Sandra Whitaker will
20 describe the effects on property and
21 talk about the right-of-way acquisition
22 process.

23 MS. WHITAKER: Thank you, Joe.

24 Up first I will discuss the
25 project impacts.

1 Moving Forward with the
2 single-lane roundabout, there are going
3 to be a total of 8 properties affected
4 by Right-of-way acquisitions. There will
5 be a total of 8 partial fee
6 acquisitions, 9 temporary easement
7 acquisitions and 1 vacant structure
8 removal. Typically, when there is a fee
9 acquisition there is also a temporary
10 easement acquisition which allows for
11 additional work area and grading during
12 the project. A fee acquisition is when
13 all property rights are acquired by the
14 People of the State of New York, and a
15 temporary easement allows for limited
16 access for the duration of the project
17 and is extinguished when the project is
18 complete.

19 The New York State Department
20 of Transportation acquires property and
21 easements in the name of the People of
22 the State of NY through eminent domain.

23 Around the intersection of
24 Route 29 and Rowland Street are 8
25 partial fee acquisitions shaded in blue.

1 *This is to widen the right-of-way to*
2 *ensure the roundabout drainage ditches,*
3 *and pipes conveying water are on state*
4 *property. The 9 TE acquisitions shaded*
5 *in pink and accompanying the fee*
6 *acquisitions are for drainage ditch*
7 *installation and driveway installation,*
8 *work areas and grading.*

9 *The structure removal is in*
10 *the southeast quadrant of the roundabout*
11 *outlined by a bold black line.*

12 *Up next the right-of-way*
13 *acquisition process*

14 *Our first step in the*
15 *right-of-way acquisition process is*
16 *sending out an introductory letter with*
17 *a preliminary copy of the acquisition*
18 *maps, an informational packet, a facts*
19 *sheet, and contact information. A DOT*
20 *right-of-way representative will*
21 *schedule appointments to meet with the*
22 *property owners in person or by*
23 *telephone to explain the effects of the*
24 *proposed project and to go through a*
25 *more detailed explanation of the*

1 acquisition process. Our appraisal unit
2 will also be sending out letters
3 affording property owners the
4 opportunity to accompany the appraisal
5 staff on the inspection of the property.
6 The appraisal unit will establish fair
7 market value for the acquisitions which
8 will be offered as just compensation.

9 Slide 30, Right-of-Way

10 Acquisition Process. Each affected
11 property owner will receive by mail, or
12 in person, an offer of just compensation
13 based on the highest approved appraisal.
14 Property owners will have the option of
15 signing an agreement for advanced
16 payment which allows the owners to be
17 compensated while still retaining the
18 right to continue settlement discussions
19 or file a formal claim in the New York
20 State Court of Claims.

21 The other agreement option is
22 an agreement of adjustment which fully
23 settles the claim, and no recourse can
24 be taken against the state. A right-
25 of-way agent will confirm receipt of the

1 offer with the property owner, answer
2 any questions, and address any concerns.
3 After contact has been made with the
4 property owner, the State proceeds to
5 acquire title of the area depicted on
6 the acquisition map by filing a copy of
7 the map at the County Clerk's office. In
8 the absence of a signed agreement with
9 the property owner, the State
10 Comptroller deposits the offer amount
11 into an interest-bearing account.

12 Once the map has been filed
13 with the County Clerk and the funds have
14 been deposited, or paid, the acquisition
15 is complete. At this point, contractors
16 are allowed on the property for
17 construction within the acquired area.
18 Property owners will receive a certified
19 letter informing them of the official
20 acquisition. It is the date of this
21 letter from which a property owner has
22 three years to file a claim with the New
23 York State court of claims if they are
24 not satisfied with their offer of just
25 compensation. Once an agreement and all

1 *closing papers have been signed by the*
2 *property owner and passed through legal*
3 *review, payment will be issued by the*
4 *State Comptroller.*

5 *I will now turn it back to Joe*
6 *to discuss the project status and*
7 *schedule, and to begin the public*
8 *comment portion of the hearing.*

9 *MODERATOR FELICE: Thank you,*
10 *Sandra.*

11 *I will now discuss the project*
12 *status and The project schedule. Upon*
13 *completion of this hearing, all*
14 *statements will be collected and*
15 *Addressed in the design approval*
16 *document. Design approval is anticipated*
17 *to occur in January 2024. After that,*
18 *our Engineer's will develop the final*
19 *plans for the project, and the Regional*
20 *Right-Of-Way group will finalize all*
21 *transactions. Construction is*
22 *anticipated to begin in the summer of*
23 *2024 and be completed by the end of*
24 *2025.*

25 *That is the conclusion of our*

1 *technical presentation.*

2 *(Whereas the above PowerPoint*
3 *was concluded.)*

4 MODERATOR FELICE: We will now
5 take a 10-minute break after which we
6 will begin the public comment portion of
7 the hearing. If you desire to speak,
8 please fill out a speaker card, which is
9 on the registration table. The order of
10 speakers will be elected officials first,
11 followed by appointed officials and then
12 others wishing to comment. Let's now take
13 a 10-minute break. Thank you.

14 (Whereas there was a brief
15 break in the proceedings and
16 recommencement immediately following.)

17 MR. FERRIS: All right, we are
18 now ready to begin the public
19 participation portion of the public
20 hearing. If you desire to speak and have
21 not filled in a speaker card, please do
22 so.

23 Also, as a reminder, please
24 limit your comments to five minutes so
25 we can accommodate all who wish to

1 comment tonight. I have cards from six
2 people wishing to make comments which
3 will require about 30 minutes, max to
4 accommodate their comments. Please be
5 considerate and limit your comments so
6 that all can present their views. When
7 your name is called, please come forward
8 and use the microphone in the front. I
9 will call speakers forward two at a
10 time. The first will please come to the
11 microphone, while the second should wait
12 in the seat behind the microphone.
13 Kindly state your name, association, and
14 or address for the record.

15 I will now call the first two
16 speakers.

17 John Olenik and Marianne
18 Pompa.

19 John from the Town of Milton.

20 MR. OLENIK: I am the Director
21 of Economic Planning for the Town of
22 Milton and I would just like to make the
23 comment that I am very pleased to see
24 this project going forward. I think it's
25 going to be a great benefit to our Town.

1 In particular, going into the future, we
2 have a lot of great things planned for
3 our Town and it's growing very rapidly.
4 Because we are growing very rapidly, my
5 one concern - I know I talked to some of
6 your design engineers about this - I
7 would just ask that you maybe take a
8 second look as to whether or not we are
9 utilizing a one-lane roundabout, or a
10 two-lane roundabout moving into a 20-year
11 plan because of the fact we are growing
12 so much.

13 Overall, I like the idea and I
14 like the plan. I think it's working and
15 I am very pleased with it. Thank you.

16 MS. POMPA: Marianne Pompa.
17 President of Pompa Brothers Stone Quarry,
18 owner of the four corners of the
19 roundabout that are being taken.

20 We agree that this
21 intersection needs remediation, by all
22 means. We know that two lanes of a
23 roundabout are happening, but as our
24 business and property falls squarely in
25 the project's property, being the most

1 heavily impacted financially, feel like
2 we were on the defense from the start
3 because it hasn't been very transparent.

4 I actually got a Google alert
5 and started finding out information
6 about it and started inquiring. So, we
7 would like the communication to be a
8 little bit better because I think some
9 of the things we got tonight could
10 eliminate all my comments, but I'm going
11 to say them anyway because some are just
12 still kind of in question.

13 We found out that Petrified
14 Gardens Road is going to be closed
15 completely and that you detoured our
16 customers to both the quarry and the
17 blacktop through the blacktop plant and
18 you are in agreement that we are going
19 to discuss that because it's a line and
20 safety issue. So, we need to move it a
21 little bit from where you have it right
22 now in the purple area.

23 It also showed the purple area
24 being a temporary easement and you told
25 us it would be a permanent entrance

1 going into there. So, I just want to
2 make sure of that.

3 I also addressed the fact
4 that, only because previous experience -
5 our asphalt driveway, existing, has been
6 there for 50 years. These yellow lines
7 that are on there - I understand that
8 they are not raised, but they are
9 different lines and I just want to make
10 sure that if one of our customers is
11 coming out over that line and they get
12 into an accident, they could not be
13 cited as a reason for it because they
14 are not in a driving lane. Coming out of
15 that entranceway for the intersection
16 much closer might be tougher for a
17 tractor trailer coming in and out. I
18 just really want to confirm that one.

19 We asked for a permanent
20 entrance off of Route 29 and that's what
21 I was talking about. So, we can go back
22 to that. That will keep traffic safer.
23 It will help us detour because they're
24 going to have to go back over to the
25 other side to the west side of Petrified

1 Gardens Road in order to get to our
2 quarry and our scale for the stone
3 quarry.

4 The blacktop plant is the
5 entrance - on our southeast corner
6 parcel where you're taking a house, we
7 would like to request that the driveway
8 be considered further east because I
9 think where you show it coming out that
10 close to a roundabout -- I don't know
11 how we would ever head west on 29 that
12 close to it. You can let me know if
13 that works.

14 That parcel also right now has
15 no environmental constraints and it is
16 eligible to have four homes on it. There
17 is no environmental constraints, as is,
18 but with a roundabout, the signage,
19 setbacks and center medians, will any of
20 those create an environmental restraint
21 from me still building four homes there
22 -- if anybody wants to live that close
23 to a roundabout. I just would like to
24 know if I would be able to get four
25 driveways.

1 I have said this so many
2 times, but I'm going to say it again.
3 Anybody traveling east/west, whether you
4 are a truck driver or a car east/west on
5 29, you come from the winery and you
6 come down the hill and up the hill and
7 there's a knoll and we own both sides of
8 the property there and it's a blind
9 hill. You come up and that's why half of
10 the accidents were happening. Trucks
11 come up there, whether they are tractor
12 trailers, or trucks, or cars and you get
13 complacent knowing there is a traffic
14 light and all the sudden there is
15 stopped traffic. I understand you said
16 it's outside of the scope of the work,
17 but if we're the only property owner and
18 we own that property as well, I don't
19 understand why we are not looking for
20 safety. This roundabout is for safety?
21 Why are we not talking about all the
22 issues? That's an issue. We own both
23 sides of the road, so I think it could
24 be handled, or it should be looked at
25 anyway.

1 Given the scope and severity
2 of the project that you are saying, why
3 are the traffic studies referenced in
4 this project outdated and limited? They
5 seem like they went back a long time and
6 they are not in the peak traffic hours,
7 from what I was reading in the documents
8 that were enclosed.

9 I was telling you earlier that
10 on a peak day we have 400 to 450 truck
11 trips, meaning empty and then loaded,
12 coming out of our quarry per day. We're
13 figuring it out basically on the hours,
14 that's one truck in the circle per
15 minute. And the simulation - I wasn't
16 sure in looking at that if that's
17 supposed to depict actual traffic from
18 your studies, or it's just random, but
19 it didn't seem to show the peak traffic
20 and it didn't seem to show -- and it
21 showed minimal truck traffic and
22 absolutely no traffic coming out of our
23 entranceways at all. So, we would have
24 liked to have seen that to understand it
25 better.

1 What was just said about the
2 fee easement -- you said that DOT gets
3 all the property rights during that. Is
4 that for the entire parcel, or is that
5 just for the easement section?

6 Then, where are we in the
7 appraisal process because we haven't
8 heard from anybody. That's it. Thank
9 you.

10 MR. FERRIS: Okay, next two;
11 Dave Santos and Diane McGarry.

12 MR. SANTOS: It's going to be
13 hard to follow Marianne, because she
14 touched on a lot of the points that we
15 were going to bring up.

16 My name is Dave Santos with
17 Jointa Lime Company. We are on the
18 adjacent quarry, down from the Pompa
19 Brothers.

20 A couple of the big ones that
21 I see of things - operating an asphalt
22 plant and a stone quarry - trying to get
23 the traffic in and out. It's never going
24 to work with one entrance trying to
25 shuffle traffic through their asphalt

1 plant entrance to get to the quarry
2 during the middle of the summer.
3 Something has to be done there.

4 On the subject of that
5 entrance, that entrance probably should
6 be moved down 29 and it should be a
7 permanent entrance. I talked to some of
8 the designers before and hopefully
9 they're going to come and talk to
10 Pompa's and ourselves about some of the
11 things.

12 Also, working on 29 - the
13 speed limit - I'm not currently sure
14 what it is. I think that it goes from 45
15 down in the city to about 55 and back
16 down, coming into the roundabout. I'm
17 not a traffic engineer by any means, but
18 you really want to look at possibly
19 reducing that down to 45 because coming
20 over that knoll that Marianne was
21 talking about - if you're in a tractor
22 trailer, you're flying. I think 55
23 coming into the roundabout, you're going
24 to have a heck of a problem.

25 I'm not sure where you are

1 with the piping. You might need some
2 under the roads right now with the
3 property adjacent. We've noticed that
4 the ditches back up. There's probably
5 some undersized piping there. That
6 should be addressed, while you are
7 there, parallel to 29.

8 The last thing is just looking
9 at your schedule, it's a pretty tight
10 time frame. In my personal opinion -
11 conversations with the property owners,
12 such as the Pompas, should have taken
13 place six months ago because there is a
14 lot of unanswered questions that you
15 want to be sure that you've addressed by
16 the final design by January. That's a
17 little tight, but I'm hoping that you
18 will come down and sit with Ben and
19 ourselves in the next couple of weeks
20 and get into a little more detail, if
21 that's at all possible. I appreciate
22 everyone's time.

23 MS. MCGARRY: My name is Diane
24 McGarry and I live at 467 Route 29,
25 adjacent to the North Milton cemetery.

1 I've lived at this address for 39 years.
2 These are my concerns.

3 Three of the four directions
4 are downhill. The worst would be coming
5 from the west, which includes another
6 hill, as Marinanne pointed out. The skid
7 marks over the years and the cars and
8 the trucks in the right-hand ditch are
9 proof that individuals may travel at a
10 higher than posted speed and are unable
11 to stop at the traffic light. What will
12 happen into the traffic circle?

13 Route 9 is an alternate truck
14 route from the west, going north to the
15 Northway. Some of these trucks are
16 doubles. To make it through a roundabout
17 would take space and dexterity. Since
18 the proposed is a single roundabout, how
19 large would the circle need to be to
20 accommodate the larger trucks? For
21 example, trucks carrying new cars to the
22 area dealerships. The smaller the
23 circle, the less easy it is to navigate.

24 As I was watching the film,
25 the tractor trailer went over the inside

1 circle and did not stay in the single
2 lane.

3 What proposed route has been
4 planned to detour cars and trucks while
5 construction is taking place; Hoffman
6 Road, Stone Church Road, Geyser Road,
7 Grand Avenue? We have all seen what
8 replacing the culvert on Rowland Street
9 caused for traffic in these affected
10 areas.

11 Will the roads entering the
12 roundabout have to be built higher,
13 since three of the four all go downhill?
14 Or will the roundabout have to be built
15 higher to accommodate these?

16 The roundabouts in the Town of
17 Malta are huge and still there are
18 accidents that have occurred. I've read
19 the statistics as to their safety, but
20 did they take into consideration such
21 things as weather conditions in our
22 great northeast, or driver
23 accountability?

24 Years ago there was only a
25 stop sign north and south at the

1 intersection that we are discussing.
2 With the required number of accidents
3 occurring there by New York State, a
4 traffic light was installed. Accidents
5 still occur, as will happen on any road.

6 My question: will the traffic
7 flow proposed by the roundabout make any
8 significant difference for the time or
9 accidents during the peak time of
10 weekdays between 3:00 and 6:00, when the
11 traffic flow seems to be the highest? I
12 have waited at the traffic lights there
13 at these times and - three minutes,
14 maybe - and the traffic is flowing
15 again.

16 Another consideration is for
17 the emergency vehicles. Where are the
18 cars and trucks supposed to move over in
19 a single roundabout? Ambulance and fire
20 trucks use Route 29 to reach accidents
21 on adjoining roads. I should know. I
22 have heard accidents happen right in
23 front of my own home.

24 With all of my negativity
25 here, I would like to propose the

1 left-hand turning lane, although I saw
2 that it was negated in the proposal. I
3 have watched trucks pass on the right
4 hand side when people are trying to make
5 a left-hand turn with a left-hand turn
6 lane and these trucks go almost in the
7 ditch. The only wheels that are on the
8 road are the left side of the truck. The
9 right sides are hanging off. It's lucky
10 that we haven't had things like big
11 accidents happen. Although, if you look
12 going west, you'll see the ditch on the
13 right-hand side totally dug up where
14 there was an accident.

15 Thank you very much for
16 listening me and my concerns.

17 MR. FERRIS: All right; two
18 more.

19 Daniel Galvin and Zuzanna
20 Slater.

21 MR. GALVIN: Good evening.
22 Daniel Galvin, 31 Ichabod Lane. I am a
23 member of the Milton Citizens for
24 Responsible Development Group, here in
25 the Town of Milton. We formed our group

1 primarily for other development that has
2 been going on - scheduled in our Town.

3 As Marianne Pompa has brought
4 up, there is zero communication from the
5 Town about any of the development that
6 goes on. I don't see any elected
7 officials from the Town of Milton this
8 evening.

9 Our main concern so far has
10 been the development of several
11 apartment complexes and businesses, and
12 we throw in a roundabout.

13 One of our major concerns with
14 all development is the traffic. I
15 haven't lived here for probably more
16 than 10 years, but I can say that
17 Northline and 50 is far more busy than
18 29. So, why are we not addressing that?

19 I spoke with one of your
20 engineers tonight. He said that has been
21 brought up to him numerous times. We
22 understand the safety factor in every
23 intersection in our Town, but the more
24 development that we have in this Town,
25 there will be more traffic and more cars

1 that we'll have and the more chance for
2 accidents.

3 So, if we're really going to
4 get down to brass tacks, where is the
5 Town headed?

6 I was born and raised in
7 Loudonville, New York. One of the first
8 roundabouts in Latham in the capital
9 District, and I can safely say that
10 there have been roundabouts put there
11 and then in Clifton Park, then Malta and
12 now we are bringing them here. At the
13 end of the day, how big is our Town
14 planning to get? The State of New York
15 is coming in and putting in a roundabout
16 just because of accidents, then we add
17 on anywhere from 500 to 2,000 more
18 vehicles per day. To me, that just
19 seemed that we are adding insult to
20 injury.

21 We talked about truck traffic,
22 and all of those vehicles on top of more
23 truck traffic; not to mention the impact
24 it will have on Pompa's or Palette.

25 We talk about a hard closure

1 of Petrified and soft closure of origin
2 is Rowland. There are many residents in
3 my neighborhood, myself included, that
4 rent our home during the summer to make
5 extra money, during track season. You
6 are proposing to have soft closures in
7 the middle of the summer. How is that
8 going to impact not just our travel, but
9 visitors' travel? We're talking about
10 having Belmont up here in the next two
11 years.

12 I work heavy highway
13 construction, and have for close to a
14 decade. I can tell you that your
15 timeframe for building is not going to
16 happen. You can put as much language in
17 your contract document about having the
18 timeline, but what will happen is the
19 contractor will ask for an extension and
20 the state, nine times out of 10, gives
21 it to them. So, you can say you're going
22 to have a closure for a week on weekends
23 and you're going to get a certain lane
24 put in a week's time - at least in my
25 experience, is not to happen.

1 I think we need to look more
2 broadly about what the impact is going
3 to be, not just for those traveling on
4 the road, but the citizens who live here
5 and the people who live here year-round
6 and probably plan to, at least for me -
7 I have a mortgage for 30 years. I'm
8 going to be here for little bit. At the
9 end of the day and as our group has
10 stated, not just with the development of
11 the high-rises that they are planning on
12 putting in -- as many of you are aware,
13 there are at least three new
14 developments they are putting in
15 anywhere from 500 to 1,000 rental
16 properties. So again, you are adding
17 hundreds of thousands of more vehicles
18 per day on top of the businesses that
19 will draw more vehicles per day.

20 Where does all of that traffic
21 come from? it comes from right there
22 (Indicating).

23 Anybody here that drives down
24 Northline or 50 every single day will
25 tell you that you can sit at a light

1 from anywhere - I sat yesterday at 4
2 o'clock in the afternoon for 16 minutes.
3 I timed it. There were five light
4 cycles. We are talking about doing a
5 roundabout over here.

6 Again, at the end of the day,
7 what is the impact and what is the
8 benefit to the citizens that live here?
9 I hate to be crass, but I don't really
10 care what the state wants or doesn't
11 want. I care about what my neighbors
12 want and how this is going to impact my
13 children when they grow up and have to
14 live here, as well. Thank you for your
15 time.

16 MS. SLATER: My name is Zuzanna
17 Slater and I'm not very well prepared. I
18 am one of the citizens of the Town of
19 Milton and I live in the opposite
20 direction on Hoffman and Grant Avenue.
21 So, it is the opposite of that
22 intersection.

23 I drive on Route 29 and I have
24 a young driver who is 18-years old who
25 drives there a lot for college and to

1 work.

2 So, roundabout safety - I am
3 all for it. I'm from Europe so
4 roundabouts are everywhere and people
5 are used to them. People love them and
6 they also teach them how to drive on
7 roundabouts. I think is important that
8 people are taught how to drive on them.
9 So, safety - I am all for that project
10 and I actually went to DOT's web site to
11 see if there was something coming up.
12 So, I am very happy to hear that
13 something was proposed that is really
14 going to solve many problems.

15 Congestion and also like I
16 said, I'm at Hoffman and Grant Avenue
17 and many of the employees who work in
18 the industrial park - they cut through.
19 They travel by my house every single
20 day, instead of using that intersection.
21 So, the people who should be driving on
22 that road, drive right through my
23 neighborhood. By our house there is a
24 three way stop and they don't stop. They
25 just go through it because they see the

1 condition of the intersection. It is a
2 disaster. So, that also has a big
3 impact. If that intersection was
4 improved with smooth traffic and smooth
5 flow, all of the cars would try - really
6 - there is a 45 speed limit and we have
7 kids playing and kids riding bikes. I
8 would prefer not to see those cars or
9 those strangers, because these are
10 people who do not live in the
11 neighborhood, who care about the kids.
12 These are strangers who drive by. That
13 would solve that problem. I wasn't sure
14 whether DOT was aware that so many
15 people used that shortcut.

16 Someone mentions the speed
17 limit. Again between us, there is the
18 Saratoga Winery in the future
19 roundabout. So, 45 - they would have -
20 because with the speed limit of 55 and
21 that having the winery - is very busy
22 there on weekends. Cars slow down
23 immediately. People are traveling from
24 different towns just to visit and it's
25 very dangerous. So, the 45 is definitely

1 a good idea as well.

2 I think that's all. Thank you.

3 MODERATOR FELICE: All right.

4 Are there any more speakers?

5 (There was no response.)

6 If there are no more speakers,
7 this concludes the public hearing.

8 Again, written comments can be submitted
9 to Joe Felice, Project Manager, New York
10 State Department of Transportation, 50
11 Wolf Road, 2-3 Albany, new York, 12232.
12 or by email to Joseph.felice@dot.ny.gov.
13 Comments received by December 29, 2023
14 will be part of the record.

15 Again, thank you for coming
16 out tonight and expressing your views.
17 please be assured that all comments will
18 be carefully and thoughtfully considered
19 before any decision is made.

20 Thank you.

21
22 (Whereas the above entitled
23 proceeding was concluded at 7:08 P.M.)
24
25

CERTIFICATION

I, NANCY L. STRANG, Shorthand
Reporter and Notary Public in and for
the State of New York, hereby CERTIFIES
that the record taken by me at the time
and place noted in the heading hereof is
a true and accurate transcript of same,
to the best of my ability and belief.

Dated: January 4, 2024

Nancy L. Strang

Nancy L. Strang

2420 Troy Schenectady Road

Niskayuna, NY 12309

	6	45/8 45/15 against [1] 20/24 agencies [1] 7/1 agency [1] 13/22 agent [1] 20/25 ago [2] 33/13 35/24 agree [1] 25/20 agreement [6] 20/15 20/21 20/22 21/8 21/25 26/18 Albany [3] 8/15 14/5 45/11 alert [1] 26/4 all [35] 4/14 5/2 5/5 5/8 6/4 6/22 7/13 9/12 18/13 21/25 22/13 22/20 23/17 23/25 24/6 25/21 26/10 29/14 29/21 30/23 31/3 33/21 35/7 35/13 36/24 37/17 38/14 39/22 41/20 43/3 43/9 44/5 45/2 45/3 45/17 allow [1] 15/8 allowed [1] 21/16 allows [3] 18/10 18/15 20/16 almost [1] 37/6 along [4] 10/19 10/20 11/18 16/25 also [19] 1/20 2/15 4/12 5/5 5/15 6/21 6/24 14/3 15/13 18/9 20/2 23/23 26/23 27/3 28/14 32/12 43/6 43/15 44/2 alternate [1] 34/13 alternative [23] 2/5 4/4 9/9 12/8 14/13 14/14 14/14 14/21 14/24 15/3 15/5 15/6 15/10 15/14 15/19 15/21 15/23 15/23 16/2 16/4 17/8 17/10 17/12 alternatives [6] 3/8 8/22 12/24 14/7 14/10 15/2 although [2] 37/1 37/11 am [10] 2/12 7/24 24/20 24/23 25/15 37/22 42/18 43/2 43/9 43/12 Ambulance [1] 36/19 amount [1] 21/10 another [2] 34/5 36/16 answer [2] 3/18 21/1 answered [1] 3/20 anticipated [2] 22/16 22/22 any [12] 5/3 14/22 21/2 21/2 28/19 32/17 36/5 36/7 38/5 38/6 45/4 45/19 anybody [4] 28/22 29/3 31/8 41/23 anyway [2] 26/11 29/25 anywhere [3] 39/17 41/15 42/1 apartment [1] 38/11 APPEARANCES [1] 1/13 appointed [1] 23/11 appointments [1] 19/21 appraisal [5] 20/1 20/4 20/6 20/13 31/7 appreciate [1] 33/21 approach [1] 17/15 approaches [3] 10/15 10/23 11/1 approval [3] 9/22 22/15 22/16 approved [1] 20/13 approximately [3] 3/10 7/1 11/10 are [75] area [7] 7/3 18/11 21/5 21/17 26/22 26/23 34/22 areas [2] 19/8 35/10 arm [1] 10/17 Around [1] 18/23 Article [1] 5/16 as [34] 2/10 5/3 7/12 7/12 9/9 9/9 10/4 12/7 12/17 13/23 13/25 14/25 16/4 17/15 17/15 20/8 23/23 25/8 25/23 27/13 28/17
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December 19, 2023
for the record.

7:32 PM

from scott to everyone:

Test comment

**PIN 1236.29 – Route 29 at Rowland Street Intersection Safety Enhancements
Summary and Analysis of Public Hearing Comments**

No.	Submitted By:	Summary of Comment(s)	Resolution(s)
1	John Olenik (Director of Economic Planning for the of Town of Milton)	<p>ORAL COMMENT:</p> <p>I am the Director of Economic Planning for the Town of Milton and I would just like to make the comment that I am very pleased to see this project going forward. I think it's going to be a great benefit to our Town. In particular, going into the future, we have a lot of great things planned for our Town and it's growing very rapidly. Because we are growing very rapidly, my one concern – I know I talked to some of your design engineers about this – I would just ask that you maybe take a second look as to whether or not we are utilizing a one-lane roundabout, or a two-lane roundabout moving into a 20-year plan because of the fact we are growing so much.</p> <p>Overall, I like the idea and I like the plan. I think it's working and I am very pleased with it. Thank you.</p>	
		<p>ORAL COMMENT:</p> <p>Marianne Pompa. President of Pompa Brothers Stone Quarry, owner of the four corners of the roundabout that are being taken.</p> <p>We agree that this intersection needs remediation, by all means. We know that two lanes of a roundabout are happening, but as our business and property falls squarely in the project's property, being the most heavily impacted financially, feel like we were on the defense from the start because it hasn't been very transparent.</p> <p>I actually got a Google alert and started finding out information about it and started inquiring. So , we would like the communication to be a little bit better because I think some of the things we got tonight could eliminate all my comments, but I'm going to say them anyway because some are just still kind of in question.</p> <p>We found out that Petrified Gardens Road is going to be closed completely and that you detoured our customers to both the</p>	

2	Marianne LaRoche (President of Pompa Brothers, Inc.)	<p>quarry and the blacktop through the blacktop plant and you are in agreement that we are going to discuss that because it's a line and safety issue. So, we need to move it a little bit from where you have it right now in the purple area.</p> <p>It also showed the purple area being a temporary easement and you told us it would be a permanent entrance going into there. So, I just want to make sure of that.</p> <p>I also addressed the fact that, only because previous experience – our asphalt driveway, existing, has been there for 50 years. These yellow lines that are on there – I understand that they are not raised, but they are different lines and I just want to make sure that if one of our customers is coming out over that line and they get into an accident, they could not be cited as a reason for it because they are not in a driving lane. Coming out of that entranceway for the intersection much closer might be tougher for a tractor trailer coming in and out. I just really want to confirm that one.</p> <p>We asked for a permanent entrance off of Route 29 and that's what I was talking about. So, we can go back to that. That will keep traffic safer. It will help us detour because they're going to have to go back over to the other side to the west side of Petrified Gardens Road in order to get to our quarry and our scale for the stone quarry.</p> <p>The blacktop plant is the entrance – on our southeast corner parcel where you're taking a house, we would like to request that the driveway be considered further east because I think where you show it coming out that close to a roundabout — I don't know how we would ever head west on 29 that close to it. You can let me know if that works.</p> <p>That parcel also right now has no environmental constraints and it is eligible to have four homes on it. There is no environmental constraints, as is, but with a roundabout, the signage, setbacks and center medians, will any of those create an environmental restraint from me still building four homes there — if anybody wants to live that close to a roundabout. I just would like to know if I would be able to get four driveways.</p> <p>I have said this so many times, but I'm going to say it again. Anybody traveling east/west, whether you are a truck driver or a car east/west on 29, you come from the winery and you come down the hill and up the hill and there's a knoll and we own both sides of the property there and it's a blind hill. You come up and that's why half of the accidents were happening. Trucks come up there, whether they are tractor trailers, or trucks, or cars and</p>	<p>NYSDOT Design Team met with Pompa Bros. at Pompa Bros. Quarry on 12/21/23 after the hearing to coordinate new driveway location and answer any questions remaining about the project.</p>
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you get complacent knowing there is a traffic light and all the sudden there is stopped traffic. I understand you said it's outside of the scope of the work, but if we're the only property owner and we own that property as well, I don't understand why we are not looking for safety. This roundabout is for safety? Why are we not talking about all the issues? That's an issue. We own both sides of the road, so I think it could be handled, or it should be looked at anyway.

Given the scope and severity of the project that you are saying, why are the traffic studies referenced in this project outdated and limited? They seem like they went back along time and they are not in the peak traffic hours, from what I was reading in the documents that were enclosed.

I was telling you earlier that on a peak day we have 400 to 450 truck trips, meaning empty and then loaded, coming out of our quarry per day. We're figuring it out basically on the hours, that's one truck in the circle per minute. And the simulation – I wasn't sure in looking at that if that's supposed to depict actual traffic from your studies, or it's just random, but it didn't seem to show the peak traffic and it didn't seem to show — and it showed minimal truck traffic and absolutely no traffic coming out of our entranceways at all. So, we would have liked to have seen that to understand it better.

What was just said about the fee easement — you said that DOT gets all the property rights during that. Is that for the entire parcel, or is that just for the easement section?

Then, where are we in the appraisal process because we haven't heard from anybody. That's it. Thank you.

ORAL COMMENT:

It's going to be hard to follow Marianne, because she touched on a lot of the points that we were going to bring up.

My name is Dave Santos with Jointa Lime Company. We are on the adjacent quarry, down from the Pompa Brothers.

A couple of the big ones that I see of things – operating an asphalt plant and a stone quarry – trying to get the traffic in and

3	Dave Santos (Jointa Lime Company)	<p>asphalt plant and a stone quarry – trying to get the traffic in and out. It's never going to work with one entrance trying to shuffle traffic through their asphalt plant entrance to get to the quarry during the middle of the summer. Something has to be done there.</p> <p>On the subject of that entrance, that entrance probably should be moved down 29 and it should be a permanent entrance. I talked to some of the designers before and hopefully they're going to come and talk to Pompa's and ourselves about some of the things.</p> <p>Also, working on 29 – the speed limit – I'm not currently sure what it is. I think that it goes from 45 down in the city to about 55 and back down, coming into the roundabout. I'm not a traffic engineer by any means, but you really want to look at possibly reducing that down to 45 because coming over that knoll that Marianne was talking about – if you're in a tractor trailer, you're flying. I think 55 coming into the roundabout, you're going to have a heck of a problem.</p> <p>I'm not sure where you are with the piping. You might need some under the roads right now with the property adjacent. We've noticed that the ditches back up. There's probably some undersized piping there. That should be addressed, while you are there, parallel to 29.</p> <p>The last thing is just looking at your schedule, it's a pretty tight time frame. In my personal opinion – conversations with the property owners, such as the Pompas, should have taken place six months ago because there is a lot of unanswered questions that you want to be sure that you've addressed by the final design by January. That's a little tight, but I'm hoping that you will come down and sit with Ben and ourselves in the next couple of weeks and get into a little more detail, if that's at all possible. I appreciate everyone's time.</p>	
		<p>ORAL COMMENT:</p> <p>My name is Diane McGarry and I live at 467 Route 29, adjacent to the North Milton cemetery. I've lived at this address for 39 years. These are my concerns.</p> <p>Three of the four directions are downhill. The worst would be coming from the west, which includes another hill, as Marianne</p>	

<p>4</p>	<p>Diane McGarry (Resident of Town of Milton)</p>	<p>coming from the west, which includes another film, as I mentioned pointed out. The skid marks over the years and the cars and the trucks in the right-hand ditch are proof that individuals may travel at a higher than posted speed and are unable to stop at the traffic light. What will happen into the traffic circle?</p> <p>Route 9 is an alternate truck route from the west, going north to the Northway. Some of these trucks are doubles. To make it through a roundabout would take space and dexterity. Since the proposed is a single roundabout, how large would the circle need to be to accommodate the larger trucks? For example, trucks carrying new cars to the area dealerships. The smaller the circle, the less easy it is to navigate.</p> <p>As I was watching the film, the tractor trailer went over the inside circle and did not stay in the single lane.</p> <p>What proposed route has been planned to detour cars and trucks while construction is taking place; Hoffman Road, Stone Church Road, Geyser Road, Grand Avenue? We have all seen what replacing the culvert on Rowland Street caused for traffic in these affected areas.</p> <p>Will the roads entering the roundabout have to be built higher, since three of the four all go downhill? Or will the roundabout have to be built higher to accommodate these?</p> <p>The roundabouts in the Town of Malta are huge and still there are accidents that have occurred. I've read the statistics as to their safety, but did they take into consideration such things as weather conditions in our great northeast, or driver accountability?</p> <p>Years ago there was only a stop sign north and south at the intersection that we are discussing. With the required number of accidents occurring there by New York State, a traffic light was installed. Accidents still occur, as will happen on any road.</p> <p>My question: will the traffic flow proposed by the roundabout make any significant difference for the time or accidents during the peak time of weekdays between 3:00 and 6:00, when the traffic flow seems to be the highest? I have waited at the traffic lights there at these times and – three minutes, maybe – and the traffic is flowing again.</p> <p>Another consideration is for the emergency vehicles. Where are the cars and trucks supposed to move over in a single roundabout? Ambulance and firetrucks use Route 29 to reach accidents on adjoining roads. I should know. I have heard accidents happen right in front of my own home</p>	
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accidents happen right in front of my own home.

With all of my negativity here, I would like to propose the left-hand turning lane, although I saw that it was negated in the proposal. I have watched trucks pass on the right hand side when people are trying to make a left-hand turn with a left-hand turn lane and these trucks go most in the ditch. The only wheels that are on the road are the left side of the truck. The right sides are hanging off. It's lucky that we haven't had things like big accidents happen. Although, if you look going west, you'll see the ditch on the right-hand side totally dug up where there was an accident.

Thank you very much for listening me and my concerns.

ORAL COMMENT:

Good evening. Daniel Galvin, 31 Ichabod Lane. I am a member of the Milton Citizens for Responsible Development Group, here in the Town of Milton. We formed our group primarily for other development that has been going on – scheduled in our Town.

As Marianne Pompa has brought up, there is zero communication from the Town about any of the development that goes on. I don't see any elected officials from the Town of Milton this evening.

Our main concern so far has been the development of several apartment complexes and businesses, and we throw in a roundabout.

One of our major concerns with all development is the traffic. I haven't lived here for probably more than 10 years, but I can say that Northline and 50 is far more busy than 29. So, why are we not addressing that?

I spoke with one of your engineers tonight. He said that has been brought up to him numerous times. We understand the safety factor in every intersection in our Town, but the more development that we have in this Town, there will be more traffic and more cars that we'll have and the more chance for accidents.

So, if we're really going to get down to brass tacks, where is the Town headed?

Daniel Galvin
(Resident of Town of
Milton and Member
of the Milton Citizens
for Responsible
Development Group)

Town meeting:

I was born and raised in Loudonville, New York. One of the first roundabouts in Latham in the capital District, and I can safely say that there have been roundabouts put there and then in Clifton Park, then Malta and now we are bringing them here. At the end of the day, how big is our Town planning to get? The State of New York is coming in and putting in a roundabout just because of accidents, then we add on anywhere from 500 to 2,000 more vehicles per day. To me, that just seemed that we are adding insult to injury.

We talked about truck traffic, and all of those vehicles on top of more truck traffic; not to mention the impact it will have on Pompa's or Palette.

We talk about a hard closure of Petrified and soft closure of origin is Rowland. There are many residents in my neighborhood, myself included, that rent our home during the summer to make extra money, during track season. You are proposing to have soft closures in the middle of the summer. How is that going to impact not just our travel, but visitors' travel? We're talking about having Belmont up here in the next two years.

I work heavy highway construction, and have for close to a decade. I can tell you that your timeframe for building is not going to happen. You can put as much language in your contract document about having the timeline, but what will happen is the contractor will ask for an extension and the state, nine times out of 10, gives it to them. So, you can say you're going to have a closure for a week on weekends and you're going to get a certain lane put in a week's time – at least in my experience, is not to happen.

I think we need to look more broadly about what the impact is going to be, not just for those traveling on the road, but the citizens who live here and the people who live here year – round and probably plan to, at least for me – I have a mortgage for 30 years. I'm going to be here for little bit. At the end of the day and as our group has stated, not just with the development of the high-rises that they are planning on putting in — as many of you are aware, there are at least three new developments they are putting in anywhere from 500 to 1,000 rental properties. So again, you are adding hundreds of thousands of more vehicles per day on top of the businesses that will draw more vehicles per day.

Where does all of that traffic come from? It comes from right there (Indicating).

		<p>Anybody here that drives down Northline or 50 every single day will tell you that you can sit at a light from anywhere – I sat yesterday at 4 o'clock in the afternoon for 16 minutes. I timed it. There were five light cycles. We are talking about doing a roundabout over here.</p> <p>Again, at the end of the day, what is the impact and what is the benefit to the citizens that live here? I hate to be crass, but I don't really care what the state wants or doesn't want. I care about what my neighbors want and how this is going to impact my children when they grow up and have to live here, as well. Thank you for your time.</p>	
6	<p>Zuzanna Slater (Resident of Town of Milton)</p>	<p>ORAL COMMENT:</p> <p>My name is Zuzanna Slater and I'm not very well prepared. I am one of the citizens of the Town of Milton and I live in the opposite direction on Hoffman and Grant Avenue. So, it is the opposite of that intersection.</p> <p>I drive on Route 29 and I have a young driver who is 18-years old who drives there a lot for college and to work.</p> <p>So, roundabout safety – I am all for it. I'm from Europe so roundabouts are everywhere and people are used to them. People love them and they also teach them how to drive on roundabouts. I think is important that people are taught how to drive on them. So, safety – I am all for that project and I actually went to DOT's web site to see if there was something coming up. So, I am very happy to hear that something was proposed that is really going to solve many problems.</p> <p>Congestion and also like I said, I'm at Hoffman and Grant Avenue and many of the employees who work in the industrial park – they cut through. They travel by my house every single day, instead of using that intersection. So, the people who should be driving on that road, drive right through my neighborhood. By our house there is a three way stop and they don't stop. They just go through it because they see the condition of the intersection. It is a disaster. So, that also has a big impact. If that intersection was improved with smooth traffic and smooth flow, all of the cars would try – really – there is a 45 speed limit and we have kids playing and kids riding bikes. I would prefer not to see those cars or those strangers, because these are people who do not live in the neighborhood, who care about the kids. These are strangers who drive by. That would solve that problem. I</p>	

		<p>are strangers who drive by. That would solve that problem. I wasn't sure whether DOT was aware that so many people used that shortcut.</p> <p>Someone mentions the speed limit. Again between us, there is the Saratoga Winery in the future roundabout. So, 45 – they would have – because with the speed limit of 55 and that having the winery – is very busy there on weekends. Cars slow down immediately. People are traveling from different towns just to visit and it's very dangerous. So, the 45 is definitely a good idea as well.</p> <p>I think that's all. Thank you.</p>	
7	Louis & Lillian Somma	<p>WRITTEN COMMENT:</p> <p>A roundabout at this location will cause more accidents and confusion than anticipated – there are two hills approaching this area + trucks will not be able to enter the circle safely. Not all (very few) people yield to traffic entering the roundabouts. Observe the one at RT 9 & Dunning Rd. It's a nightmare. This plan is a disaster.</p> <p>*Make the sign for "Right Lane Ends" by the golf course past spac on RT 50 more visible! One sign before West Ave is not enough.</p>	
8	Mike Iacolucci (Resident of Town of Milton)	<p>WRITTEN COMMENT:</p> <p>The aerial concept drawing and the simulated video of traffic moving through the roundabout were very helpful.</p> <p>Question: Will there be curves along the entrances to the roundabout to help manage speeds?</p> <p>Will the roundabout be designed to allow vehicles' wheels to go out of the travel lane itself (e.g., onto an apron)?</p>	
9	Shieleyan Ebert	<p>WRITTEN COMMENT:</p> <p>We do not need this. They have not been proven to be safe. This is a rural area + we want to keep it that way. Left turn lane would be better</p>	

EMAILED COMMENT:

- Everyone has opinion on Roundabouts pro/con and we agree, this intersection needs remediation and we understand either turn lanes or a roundabout are happening. Being the single most heavily impacted landowner affected, we feel there was minimal transparency in the planning and as a business owner contributing to heavy truck traffic in the intersection, we have concerns.
- We had 2 meetings w/DOT, both initiated by myself, and to date received no answers to our concerns related to impacts to our business and safety of customers or traveling public. The whole project is 1 landowner and yet we don't know how much of our land is being taken and from where and how it impacts our business for the project duration and after, which from the certified mailing states 1-2 years project. We have to assume worst case scenario of full project term impact in protecting our business. We don't know what impact this will have on our business during construction; what compensation receiving, and had to hire appraiser for some of this.
- Note that my comments are due to lack of information and not wanting to speculate or assume anything: Rt. 29 will remain open, Petrified Garden Rd closed but our BUSINESS won't be impacted?
 - o How will our customers get to us?
 - o Will the southern end of PG Rd stay open for business/employees?
 - o How will the Rt. 29 work be done without shutting down E/W to alternating lanes?
 - o Could this be night work and that's how there's no impact? We don't know.
- Our Asphalt Driveway of 50 yrs will now be even closer to the intersection/circle: If a tanker / tractor trailer is exiting and is over the Roundabout's YELLOW lines and is hit, will that trucker/Customer be the one ticketed because they are not in a DRIVING LANE? A hardship and safety issue you created by placing roundabout/ markings so close to the entrance. (This is a serious question as one of our trucks has been ticketed for being 'not in the driving lane'. The roundabout may alleviate DOT's issues but will you be creating one for our business that didn't exist before?
- We requested a new permanent entrance off Rt. 29 to alleviate all roundabout created issues, and outside of the construction zone. We showed where it would best serve our business w/ least hardship on us and the least impact on the project and

10	Marianne LaRoche (President of Pompa Brothers, Inc.)	<p>least hardship on us and the least impact on the project and even told you we'd do work ourselves so it wouldn't affect project funding. This access we assumed was for our Asphalt customer traffic on the NE side of Petrified Gardens Rd where most customers are coming from Rt. 29 / Rowland St.</p> <ul style="list-style-type: none"> • In the public notice you gave us a 'temporary access', not where we requested but right into the center of our asphalt plant traffic and totally unacceptable from a safety standpoint we must deal with and one that your agency does not have the studies on. We know this part of our business and the agencies we must answer to. • If you would consider the new permanent entrance we proposed, it does not impact our mine permit or safety issues, it moves the truck traffic further away from or completely out of the roundabout and your construction zone...we would be happy to show you this again. • SE Corner House Parcel Rt 29-You show a new driveway after you take our house but again, placed it where we do not feel we could safely exit to the West that close to roundabout. We requested an entrance further East. Can this be done? • This SE parcel currently has No Environmental Constraints with the Town of Milton; can have 4 single family homes; Can DOT confirm the Roundabout, signage, setbacks, center medians or loss of frontage will not create any hardship by reducing/ limiting 4 driveway access points to this 9ac parcel? What compensation if it does? • SAFETY: Anyone traveling E-W on Rt. 29 knows that the blind hill West of the traffic light is the root cause of many accidents: Vehicles travel 55mph or greater, crest the blind hill heading East and find traffic stopped or slowed and have nowhere to go. I personally took the Southern ditch 2 weeks ago because a tractor trailer could not stop coming up behind me. Yet DOT has told us the blind hill is outside of the scope of work. If this roundabout is really about Safety- Why not address all the issues at once? Especially since again =same landowners. Someone will be killed because of this lack of line of sight to an intersection whether it be a roundabout, turn lanes or stop sign. • Given the scope and severity of the project as stated, why are the studies in the project so outdated and narrow in scope with none facilitated during peak traffic season and peak construction season (heavy truck traffic from 2 quarries) to give a more wholistic snapshot of the problem. • The video animation implies that the roundabout is relatively 	<p>NYSDOT Design Team met with Pompa Bros. at Pompa Bros. Quarry on 12/21/23 after the hearing to coordinate new driveway location and answer any questions remaining about the project.</p>
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• The video animation implies that the roundabout is relatively flat. Have you cut the N/S Elevation on Rowland and Petrified Gardens Rd and if so, how does this impact our entrance/exit for trucks? Are you changing our entrance? If the elevation has been raised has a speed reduction been considered on the Northern end of Rowland St. Currently the existing dip in elevation on the N/S side of the intersection has a slowing effect on N/S traffic otherwise they would be airborne.

• TRAFFIC IMPACT: We avg 400 truck trips per day in peak season (April-November) on Petrified Gardens Rd from our Stone quarry, and 100 truck trips / day from our Asphalt plant which equates to 1 truck in the circle/minute just from us, not Palette Stone or the other industrial trucks servicing the Saratoga, Milton, Ballston Spa areas. The simulation does not seem to show peak traffic and shows minimal truck traffic at best, considering the actual amount in this region. Has the speed been reduced on Rt. 29 since it's still a straight shot into the roundabout?

• Traffic counts, speed and turning counts in your proposal were done during Feb & Nov, Dec -2014-2017, 2019, 2021, outside of the scope of peak traffic season and hours even though we told you in 2022 when these were.

• Although the video animation does depict the actual intersection, it does not seem realistic for the actual traffic volume and we want to make sure that the actual amount of ALL truck traffic entering the roundabout, from us, Palette Stone, Grande Industrial Park, Stewarts, all E-W supply trailers etc was taken into consideration in addition to the amount of cars, which has significantly increased since your last study. Roundabouts were designed for safety but there a lot of other mitigating factors to be considered.

• Regarding acquisition easements -most notably the permanent takings...I would like confirmation that I will receive a copy of the new maps that will be filed at the county PRIOR to their filing to make sure there are no surprises. Should any survey have been done by DOT and any discrepancies found, I would like to know about them in advance as well, rather than post filing. (This comes from past experience-better to find issues the first time prior to filing).

• I hope this meeting will shed some light on all of our unanswered questions and we can resolve the open issues.

11	Marianne LaRoche (President of Pompa Brothers, Inc.)	<p>EMAILED COMMENT:</p> <p>My name is Marianne Pompa LaRoche and I am the President of Pompa Brothers, Inc. Pompa Brothers, Inc. owns and operates the aggregate materials and asphalt production facility at the northern corners of the proposed roundabout and owns additional property to be taken and impacted by the project. I also personally have ownership interest in additional property being taken and impacted by the project.</p> <p>Pompa Brothers supports improving the Roland Street/ Route 29 intersection. However, in reviewing the Draft Project Scoping Report/ Final Design Report ("FER") made available for this hearing we have several concerns with the report, the selection of the preferred alternative, and the impacts both during construction and post construction on our business and properties.</p> <p>I attended the Public Hearing held on 18 December 2023 and expressed my initial concerns during the public comment portion for the record which are also attached.</p> <p>On 21 December 2023, Pompa Brothers Inc. leadership met with NYSDOT staff working on PIN: 1236.29 to discuss specific concerns with the project. The following items and resolutions were discussed:</p> <ul style="list-style-type: none"> • A new driveway into the asphalt plant/quarry access East of the roundabout on Route 29. The agreed upon access location further East, meets Pompa Brothers truck traffic needs, would become permanent following the construction, would fall outside of the footprint of the roundabout construction, would require no easement from the state as Pompa Bros will do all internal work. Permitting is still required. • Pompa Bros Asphalt Plant Rock sign is now ok as is and are outside of the fee taking area. • Rt. 29 driveway West of Intersection into Pompa Bros Brick office building should remain accessible. <p>The following items require further discussion and/or follow up actions:</p> <ul style="list-style-type: none"> • The placement of any new business signs within the highway 	<p>NYSDOT Design Team met with Pompa Bros. at Pompa Bros. Quarry on 12/21/23 after the hearing to coordinate new driveway location</p>

	<p>boundary will require use and occupancy permits.</p> <ul style="list-style-type: none">• Traffic signage and barriers within the asphalt plant/quarry to assist with traffic diversion would require Temporary Easement or Pompa will bare the burden.• The placement of a new driveway and access to the residential lot in the southeast quadrant was discussed. The location proposed by NYSDOT was not agreed upon and requires further discussion.• The location for the staging of contractor construction equipment within the temporary easements was not discussed in detail and needs to be finalized.• Liability for Asphalt traffic exiting on Petrified Gardens Rd, if vehicle is involved in an accident while crossing over the painted Roundabout lines during exiting -caused by roundabout construction was discussed, but not resolved (i.e. example of highway vehicle rolling over due to driving on the shoulder –‘not considered a driving lane’ by NYS, and the collapsing shoulder). <p>Finally, the following concerns were not discussed during the 18 December Public Hearing or the 21 December meeting and need to be addressed for the record.</p> <ul style="list-style-type: none">• While detours and barriers were discussed for the shutdown of non-local or business traffic on Petrified Sea Gardens Road, enforcement of the quarry and asphalt plant traffic diversion was not discussed beyond this (i.e. how to ensure non-quarry or asphalt plant traffic drives into an active mine to avoid the main construction detour).• Changes to developmental rights for the vacant home parcel on the southeast quadrant have not been discussed.• Appraisal portion of project for land taking has not been discussed. <p>The meeting minutes provided by NYSDOT for the 21 December meeting outline required follow up and action items in greater depth.</p>	<p>and answer any questions remaining about the project.</p>
	<p>EMAILED COMMENT:</p> <ul style="list-style-type: none">• When projecting closures, error on the side of longer. Better to plan for 30days and it be 10days verse the other way. Provide at least a weeks notice prior to closures	

12	<p>Darren Costanzo (Chairman of Milton Fire District No. 1 Board of Fire Commissioners)</p>	<p>least a weeks notice prior to closures.</p> <ul style="list-style-type: none"> • As mentioned by Mary Ann Pompa and others, this would be perfect time to address the sight distance issue when headed east coming over the rise just before the intersection being improved. This is most certainly a contributing factor to the accidents. Safety being a reason for this improvement, this should be addressed. • Provide updates on project every 2 weeks, via project web site. People like information 	
		<p>EMAILED COMMENT:</p> <ul style="list-style-type: none"> • I do not believe the proposed roundabout is the best remediation for the intersection of Rt 29/Rowland St. • I didn't see anywhere in the presentation of 12/18/23 where a reduced speed limit for Rt 29 was addressed to help alleviate the supposed high accident rate. Before we spend millions of dollars (that we don't have) on reconstructing the intersection, drop the speed limit approaching the traffic light to 45mph, and install 'red light cameras in use' signs on all 4 approaches. Whether or not the cameras actually get installed is another issue. People WILL slow down if they believe they are being watched. Having a business on the corner, we see people running the red light DAILY on all 4 sides. • Looking at your included accident statistics from the intersection: not paying attention (rear end, 10 times), failure to yield (7 times), hit a deer, (3 times) passing on the shoulder, running a red light, hit debris, fell asleep, mechanical failure, sun in eyes (2 times). Other than the deer strikes and the mechanical failure, these are all driver error. These accidents were not caused by any design faults of the current intersection. A RA is NOT going to eliminate driver error. • The DOT presentation given 12/18/23 spoke of a turn lane option being considered and ultimately discarded. However the presentation only mentioned that turn lanes were considered for Rt 29 E/W, none for Rowland St or Petrified Gardens Rd. • Turn lanes for all 4 corners would have a much greater impact on traffic than just Rt 29 turn lanes. Look at Geyser Rd/Rowland St. What is the accident rate for this intersection vs. Rt 29/Rowland St? Slower speed limit approaching from all 4 sides 	

13	Ed Pompa (Pompa Bros. Inc. & Infinity Aggregates, LLC.)	<p>29/Rowland St.: slower speed limit approaching from all 4 sides at Geyser/Rowland.</p> <ul style="list-style-type: none"> • All the required road widening could take place without major traffic disruption (off to the South side of Rt 29 and E/W side of Rowland St & Petrified Gardens Rd). Once turn lanes are constructed, install new lane striping and shift traffic accordingly. Only 1 National Grid pole would need to be moved (NW corner) plus the traffic signal pole/signal box. • Much of the truck traffic on 29 E/W turns onto Rowland St, either going to Grande Park or elsewhere. They travel through the Geyser Rd Intersection, unless they are stopping at Hannaford or Ace Hardware. I don't have truck traffic counts, but I understand neither do you, from spring/summer. • IF the RA winds up being the ultimate decision, which I think is a foregone conclusion, the proposed design at the 12/18 meeting needs some safety changes. <ol style="list-style-type: none"> 1. Speed limit needs to be reduced to 45MPH approaching the RA. If the knoll to the west of the RA is not being removed, the 45 limit should start at Buff Rd, and continuing through the RA to N. Milton Rd, if you're looking at long term solutions. 2. This will allow existing truck traffic easier entrance from Brook Rd, Palette Stone, and Pompa Bros Inc., while also allowing The Winery customers easier access entering and exiting Rt 29. Rowland St is 45mph, Petrified Gardens Rd is 30mph. As it is, few obey the posted speed limits on 29 and Petrified Gardens Rd. We see cars running red lights on all 4 sides DAILY. 3. The approaches to the RA from ALL sides needs to be skewed to FORCE traffic to slow down below 45mph entering the RA. Something like the RA at Stonebreak Rd in Malta and Rt 67/Rt 9 at the exit 11 bypass. 4. The RA needs to be raised. This will allow easier access from the side roads and easier on the snowplows. 5. Will the contractor be allowed to work through the Saratoga track season? That's 8 weeks of PRIME construction season that could be thrown out the window, prolonging the project even more. 6. Will there be any contract bonus incentives given to the contractor for early completion? 7. The entrance to Pompa Bros Inc on the NE side of the RA and the moved driveway of 128 Washington St need to be the first 	<p>NYS DOT Design Team met with Pompa Bros. at Pompa Bros. Quarry on 12/21/23 after the hearing to coordinate new driveway location and answer any questions remaining about the project.</p>
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		<p>the moved driveway of 428 Washington St need to be the first things done when this project starts. It will help keep some of the truck traffic out of the RA construction area and allow the contractor access to the SE property as a staging area.</p>	
14	Diane McGarry	<p>EMAILED COMMENT:</p> <p>I was at the community meeting in Milton on 12/18. Of the 3 suggestions that were nixed, I would like to know the reasoning behind the left turning lane proposal. It has been in effect for sometime moving the peak traffic quite nicely. As I stated, the only current problem is that cars/trucks can't get around those waiting to turn left causing a back up in West traffic flow.</p> <p>On the way out of the meeting, I overheard the reason for a no left turning lane and expanding the road to the right was because of the Sun! If this is, in fact, the reason, do you not think it will also be a factor for a roundabout? In both situations car/trucks are equipped with visors and individuals with sunglasses, driver usage is encouraged, but left up to the individual. I realize the sun is a factor during the time of high traffic for both left turning and roundabout. Since, there are more cars traveling West at peak times, and with the quarry trucks returning to their respective businesses during this time also, what is going to prevent a back up for Pompa's trucks getting into the proposed new opening by having to make a left turn? With just three trucks trying to make a left turn, West to East traffic will be severely halted.</p> <p>Statistics have their place to help make safe choices for new situations. It is my opinion that rural situations that have been working for many years, and the drivers who use this road on a continual basis, are accustomed to the traffic flow and will not be beneficially impacted by a roundabout. Should more apartments/homes be built, there will be more impacts on adjoining roadways than just Route 29.</p> <p>I will await your comment on the "sun" factor.</p>	
		<p>EMAILED COMMENT:</p> <p>I strongly support enhancements to be made at the intersection</p>	

15	Theodore Chmielewski (Local Homeowner)	<p>of route 29 and Rowland Street. I consider a traffic circle to be optimal and the clear best choice for this intersection. I recommend the project be done in a manner to minimize disruption to local traffic during race track season and for the local businesses on nearby properties. Additional planning is recommended to ensure this goes as smoothly as possible for all stakeholders in this project. We are looking forward to work being performed in 2024/2025. I also strongly recommend the intersection at Route 50 and Northline Road in the town of Milton be considered for a 2-lane traffic circle due to severe delays and hardships at that intersection. We appreciate DOT's assistance in improving the roads and traffic flow in the Town of Milton.</p>	
16	Chris Stewart (Resident of the Town of Milton & member of the Saratoga Springs Fire Department)	<p>EMAILED COMMENT:</p> <p>As someone who lives in Milton, New York and travels Rowland Street/Route 29 daily the proposed round about is a horrible idea. I drive firetrucks full time for the Saratoga Springs Fire Dept. Driving a firetruck on a call through a round about is more dangerous for myself and others on the road compared to regular intersections. I believe the state is under estimating how much truck traffic is on that road and the flow of construction vehicles from both stone locations. The correct decision is not to add a round about in this location. A move forward will cause increased car accidents, increase in traffic issues and greater difficulty for first responders and truckers. This is a very poorly thought decision and needs to be scrapped. Again driving a firetruck through a round a bout or tractor trailer is a unneeded very dangerous situation that needs to be prevented.</p>	
		<p>EMAILED COMMENT:</p> <p>As a resident of Milton () I have several concerns regarding the above mentioned project. During the public meeting on Monday December 18th, a simulation was shown for potential traffic through the proposed traffic circle. This simulation did not accurately account for the heavy truck traffic to/from Petrified Sea Gardens Rd and Route 29 adjacent businesses. There were also no phased plans presented. Timing of the proposed traffic circle construction is "best-case" and during peak track season.</p> <p>The traffic circle also does not account for the high speeds (55mph) leading to the intersection. It is naive to think traffic will</p>	

17	Christopher Mack (Resident of the Town of Milton and Geologist)	<p>(Simply) leading to the intersection. It is naive to think traffic will not continue back up at certain times of the day, especially with slow commercial truck traffic making the turn. I believe that a mix of proper signage and reduced speeds leading up to the intersection would be a safer and more economic alternative to the traffic circle. The intersections at 50/Northline and Northline/Old post have proper speeds and signage and would be a better fit for a traffic circle; given how congested those intersections get.</p> <p>It is also clear that no local and regional economics were looked at while making this decision. Value of property immediately adjacent to the proposed traffic circle will decrease. Construction of this circle will also be very detrimental to local businesses (Pompa and Pallette) during construction. Compensation for loss of business, added haulage costs, and rerouting traffic through their properties should be considered. These are two of the only local aggregate producers currently available in the area with permitting quarry operations becoming very difficult in NYS. Several local and state jobs could be at risk should either of these producers struggle. Permanent secondary access should be considered for commercial truck traffic at an appropriate distance to the traffic circle should this project move forward.</p> <p>My lasting concern is that this project has been accelerated due to grant funding but seems to have skipped over several integral considerations throughout the process. This traffic circle will affect local businesses and residents in the immediate term during construction and could have lasting effects on traffic patterns and travel to/from Saratoga during peak season. Congestion at that intersection may improve slightly once completed, but more cost and time effective measures can be taken first. If safety is a sole driver, this traffic circle will still get backed up at certain times of the day just as a light would. (Examples in Glens Falls and Malta)</p>	
		<p>EMAILED COMMENT:</p> <p>I recently received a pamphlet on a traffic circle being installed at the intersection of Rowland Street and NY Route 29, and you were listed as the point of contact (PIN 1236.29). I attached a picture, but Grand Avenue and Hoffman Road connect Route 29 and Rowland, and they see a lot of through traffic from people wanting to avoid the intersection where you are building the traffic circle. The pamphlet talked a lot about improving safety so I want to know if there are any plans to make Grand Avenue and</p>	

18	John Ceccolini	<p>Hoffman Road safe?</p> <p>In the attached picture, red highlighted roads have a speed limit of 55 MPH, yellow 45 MPH, and green 30 MPH. The grey dots represent 8 houses recently built on the stretch of Grand Avenue that is 45 MPH. All of the families who live in the houses have children—my wife and I have a 5 year old and a 1 year old, our neighbors have two kids who are around 7 and 10, the family next to them have two kids ages 5 and 3, their neighbor has two kids, their neighbor has at least one, and the one grey dot that is north of Grand Avenue has a child in a wheelchair. The mailboxes are also placed on the north side of Grand Avenue, so in the winter most of us get to cross a 45 MPH road in the dark in order to pick up our mail.</p> <p>You'll also notice that every street that branches off of Grand Avenue and Hoffman Road is 30 MPH, and Grand Avenue itself drops down to 30 MPH as soon as you cross over Rowland on the east side. In fact, a bunch of stop signs were just installed on that stretch of Grand Avenue, while our stretch is still sitting at 45 MPH and no stop signs.</p> <p>While you're in the area installing a traffic circle, could you please reduce the speed of this stretch of Grand Avenue and Hoffman Road? There's no reason for the speed limit to be 45 MPH, and with all the through traffic we see from people wanted to shave 5 seconds off their 20 minute commute by avoiding the intersection, it is putting our kids at unnecessary risk.</p>	
19	Chris Hart	<p>EMAILED COMMENT:</p> <p>Morning. This project would be a good time to consolidate truck traffic from the north/west on 2 State Rtes (29 and 9N) down to one. Instead of trucks using Rte 29 Washington Ave. to get into Broadway (Rte 9) they should be rerouted a block north to 9N at West St. intersection. Then have Rte 29 take Van Dam St cross Broadway onto Rte 50 (Whitney Blvd.) to exit 15; head south to exit 14, then take Hennig Rd. to Lake ave and proceed out Rte 29 per usual. Additionally, all Northway truck traffic headed to and from Grande Industrial Park should be directed by signage to exit 13S to Rte 9 South to Malta Ave. to Northline Rd. to Rte 50 north to Geyser Rd. Then no trucks would have to take Rte 9 north into South Broadway to Finley St. to Rte 50 South to Geyser and vice versa. The city does not traffic and engineering studies to improve truck flow thru the city, just a little common sense.</p>	



COMMENT SHEET

NEPA Public Hearing

Project ID. No. 1236.29

NY Route 29 at Rowland Street Intersection Safety Enhancements

Name: LOUIS & LILLIAN SOMMA

Address: [REDACTED]

Phone #: [REDACTED]

E-mail: [REDACTED]

Affiliation (if applicable): N/A

Thank you for your interest in the project. Your input is very important to us. We welcome your comments / concerns, so please take a moment to complete this comment sheet. If you need more space, feel free to attach additional pages.

COMMENTS: A ROUNDABOUT AT THIS LOCATION WILL
CAUSE MORE ACCIDENTS AND CONFUSION THAN
ANTICIPATED - THERE ARE TWO HILLS APPROACHING
THIS AREA & TRUCKS WILL NOT BE ABLE TO
ENTER THE CIRCLE SAFELY.
NOT ALL (VERY FEW) PEOPLE YIELD TO TRAFFIC
ENTERING THE ROUNDABOUTS. OBSERVE THE
ONE AT RT 9 & DUNNING RD. IT'S A NIGHTMARE.
THIS PLAN IS A DISASTER.

* MAKE THE SIGN FOR "RIGHT LANE ENDS" BY THE
GOLF COURSE PAST SPAC ON RT 60 MORE VISIBLE.
ONE SIGN BEFORE WEST AVE
IS NOT ENOUGH.

Comments are requested by December 29, 2023.

You may complete this comment sheet and leave it in the comment box, or you can mail (see reverse) or e-mail your comments to: Joseph.Felice@DOT.NY.GOV



COMMENT SHEET

NEPA Public Hearing

Project ID. No. 1236.29

NY Route 29 at Rowland Street Intersection Safety Enhancements

Name: Mike Iaculucci

Address: [REDACTED]

Phone #: [REDACTED]

E-mail: [REDACTED]

Affiliation (if applicable): Resident of Town of Milton

Thank you for your interest in the project. Your input is very important to us. We welcome your comments / concerns, so please take a moment to complete this comment sheet. If you need more space, feel free to attach additional pages.

COMMENTS: The aerial concept drawing and the simulated
video of traffic moving through the roundabout were
very helpful.

Question: Will there be curves along the entrances to the
roundabout to help manage speeds?

Will the roundabout be designed to allow
vehicles' wheels to go out of the travel lane itself
(e.g., onto an apron)?

Comments are requested by December 29, 2023.

You may complete this comment sheet and leave it in the comment box, or you can mail (see reverse) or e-mail your comments to: Joseph.Felice@DOT.NY.GOV



COMMENT SHEET

NEPA Public Hearing

Project ID. No. 1236.29

NY Route 29 at Rowland Street Intersection Safety Enhancements

Name: Shirley Ebert

Address: [REDACTED]

Phone #: [REDACTED]

E-mail: [REDACTED]

Affiliation (if applicable):

Thank you for your interest in the project. Your input is very important to us. We welcome your comments / concerns, so please take a moment to complete this comment sheet. If you need more space, feel free to attach additional pages.

COMMENTS: We do not need this. They have not been proven to
be safe. This is a rural area & we want to keep it that way.
Left turn lane would be better

Comments are requested by December 29, 2023.

You may complete this comment sheet and leave it in the comment box, or you can mail (see reverse) or e-mail your comments to: Joseph.Felice@DOT.NY.GOV

Marianne Pompa -Co Owner Pompa Bros Stone Quarry/Polar Mgmt

(owner of the 4 corners being taken for Roundabout)

PIN: 1236.29 Rowland St Roundabout, Town of Milton, NY

Attn: Mr. Joseph Felice Jr., P.E.
NYSDOT Project Manager

Via: Email: joseph.felice@dot.ny.gov

12/18/2023

- Everyone has opinion on Roundabouts pro/con and we agree, this intersection needs remediation and we understand either turn lanes or a roundabout are happening. Being the single most heavily impacted landowner affected, we feel there was minimal transparency in the planning and as a business owner contributing to heavy truck traffic in the intersection, we have concerns.
- We had 2 meetings w/DOT, both initiated by myself, and to date received no answers to our concerns related to impacts to our business and safety of customers or traveling public. The whole project is 1 landowner and yet we don't know how much of our land is being taken and from where and how it impacts our business for the project duration and after, which from the certified mailing states 1-2 years project. We have to assume worst case scenario of full project term impact in protecting our business. We don't know what impact this will have on our business during construction; what compensation receiving, and had to hire appraiser for some of this.
- Note that my comments are due to lack of information and not wanting to speculate or assume anything: RT. 29 will remain open, Petrified Garden Rd closed but our BUSINESS won't be impacted?
 - How will our customers get to us?
 - Will the southern end of PG Rd stay open for business/employees?
 - How will the Rt. 29 work be done without shutting down E/W to alternating lanes?
 - Could this be night work and that's how there's no impact? We don't know.
- Our Asphalt Driveway of 50 yrs will now be even closer to the intersection/circle: If a tanker / tractor trailer is exiting and is over the Roundabout's YELLOW lines and is hit, will that trucker/Customer be the one ticketed because they are not in a DRIVING LANE? A hardship and safety issue you created by placing roundabout/ markings so close to the entrance. (This is a serious question as one of our trucks has been ticketed for being 'not in the driving lane'. The roundabout may alleviate DOT's issues but will you be creating one for our business that didn't exist before?
- We requested a new permanent entrance off Rt. 29 to alleviate all roundabout created issues, and outside of the construction zone. We showed where it would best serve our business w/ least hardship on us and the least impact on the project and even told you we'd do work ourselves so it wouldn't affect project funding. This access we assumed was for our Asphalt customer traffic on the NE side of Petrified Gardens Rd where most customers are coming from Rt. 29 / Rowland St.
- In the public notice you gave us a 'temporary access', not where we requested but right into the center of our asphalt plant traffic and totally unacceptable from a safety standpoint we must deal with and one that your agency does not have the studies on. We know this part of our business and the agencies we must answer to.
- If you would consider the new permanent entrance we proposed, it does not impact our mine permit or safety issues, it moves the truck traffic further away from or completely out of the roundabout and your construction zone...we would be happy to show you this again.

- SE Corner House Parcel Rt 29-You show a new driveway after you take our house but again, placed it where we do not feel we could safely exit to the West that close to roundabout. We requested an entrance further East. Can this be done?
- This SE parcel currently has No Environmental Constraints with the Town of Milton; can have 4 single family homes; Can DOT confirm the Roundabout, signage, setbacks, center medians or loss of frontage will not create any hardship by reducing/ limiting 4 driveway access points to this 9ac parcel? What compensation if it does?
- **SAFETY:** Anyone traveling E-W on Rt. 29 knows that the blind hill West of the traffic light is the root cause of many accidents: Vehicles travel 55mph or greater, crest the blind hill heading East and find traffic stopped or slowed and have nowhere to go. I personally took the Southern ditch 2 weeks ago because a tractor trailer could not stop coming up behind me. Yet DOT has told us the blind hill is outside of the scope of work. If this roundabout is really about Safety- Why not address all the issues at once? Especially since again =same landowners. Someone will be killed because of this lack of line of sight to an intersection whether it be a roundabout, turn lanes or stop sign.
- Given the scope and severity of the project as stated, why are the studies in the project so outdated and narrow in scope with none facilitated during peak traffic season and peak construction season (heavy truck traffic from 2 quarries) to give a more wholistic snapshot of the problem.
- The video animation implies that the roundabout is relatively flat. Have you cut the N/S Elevation on Rowland and Petrified Gardens Rd and if so, how does this impact our entrance/exit for trucks? Are you changing our entrance? If the elevation has been raised has a speed reduction been considered on the Northern end of Rowland St. Currently the existing dip in elevation on the N/S side of the intersection has a slowing effect on N/S traffic otherwise they would be airborne.
- **TRAFFIC IMPACT:** We avg 400 truck trips per day in peak season (April-November) on Petrified Gardens Rd from our Stone quarry, and 100 truck trips / day from our Asphalt plant which equates to 1 truck in the circle/minute just from us, not Palette Stone or the other industrial trucks servicing the Saratoga, Milton, Ballston Spa areas. The simulation does not seem to show peak traffic and shows minimal truck traffic at best, considering the actual amount in this region. Has the speed been reduced on Rt. 29 since it's still a straight shot into the roundabout?
- Traffic counts, speed and turning counts in your proposal were done during Feb & Nov, Dec -2014-2017, 2019, 2021, outside of the scope of peak traffic season and hours even though we told you in 2022 when these were.
- Although the video animation does depict the actual intersection, it does not seem realistic for the actual traffic volume and we want to make sure that the actual amount of ALL truck traffic entering the roundabout, from us, Palette Stone, Grande Industrial Park, Stewarts, all E-W supply trailers etc was taken into consideration in addition to the amount of cars, which has significantly increased since your last study. Roundabouts were designed for safety but there a lot of other mitigating factors to be considered.
- Regarding acquisition easements -most notably the permanent takings...I would like confirmation that I will receive a copy of the new maps that will be filed at the county PRIOR to their filing to make sure there are no surprises. Should any survey have been done by DOT and any discrepancies found, I would like to know about them in advance as well, rather than post filing. (This comes from past experience-better to find issues the first time prior to filing).
- I hope this meeting will shed some light on all of our unanswered questions and we can resolve the open issues.

Marianne Pompa LaRoche
Pompa Bros Inc.



Attn: Mr. Joseph Felice, Jr., P.E.
NYSDOT Project Manager
PIN 1236.29 Rowland St Roundabout, Milton NY

Via: Email: joseph.felice@dot.ny.gov

12/28/2023

My name is Marianne Pompa LaRoche and I am the President of Pompa Brothers, Inc. Pompa Brothers, Inc. owns and operates the aggregate materials and asphalt production facility at the northern corners of the proposed roundabout and owns additional property to be taken and impacted by the project. I also personally have ownership interest in additional property being taken and impacted by the project.

Pompa Brothers supports improving the Roland Street/ Route 29 intersection. However, in reviewing the Draft Project Scoping Report/ Final Design Report ("FER") made available for this hearing we have several concerns with the report, the selection of the preferred alternative, and the impacts both during construction and post construction on our business and properties.

I attended the Public Hearing held on 18 December 2023 and expressed my initial concerns during the public comment portion for the record which are also attached.

On 21 December 2023, Pompa Brothers Inc. leadership met with NYSDOT staff working on PIN: 1236.29 to discuss specific concerns with the project. The following items and resolutions were discussed:

- A new driveway into the asphalt plant/quarry access East of the roundabout on Route 29. The agreed upon access location further East, meets Pompa Brothers truck traffic needs, would become permanent following the construction, would fall outside of the footprint of the roundabout construction, would require no easement from the state as Pompa Bros will do all internal work. Permitting is still required.
- Pompa Bros Asphalt Plant Rock sign is now ok as is and are outside of the fee taking area.
- Rt. 29 driveway West of Intersection into Pompa Bros Brick office building should remain accessible.

The following items require further discussion and/or follow up actions:

- The placement of any new business signs within the highway boundary will require use and occupancy permits.
- Traffic signage and barriers within the asphalt plant/quarry to assist with traffic diversion would require Temporary Easement or Pompa will bare the burden.

- The placement of a new driveway and access to the residential lot in the southeast quadrant was discussed. The location proposed by NYSDOT was not agreed upon and requires further discussion.
- The location for the staging of contractor construction equipment within the temporary easements was not discussed in detail and needs to be finalized.
- Liability for Asphalt traffic exiting on Petrified Gardens Rd, if vehicle is involved in an accident while crossing over the painted Roundabout lines during exiting -caused by roundabout construction was discussed, but not resolved (i.e. example of highway vehicle rolling over due to driving on the shoulder –‘not considered a driving lane’ by NYS, and the collapsing shoulder).

Finally, the following concerns were not discussed during the 18 December Public Hearing or the 21 December meeting and need to be addressed for the record.

- While detours and barriers were discussed for the shutdown of non-local or business traffic on Petrified Sea Gardens Road, enforcement of the quarry and asphalt plant traffic diversion was not discussed beyond this (i.e. how to ensure non-quarry or asphalt plant traffic drives into an active mine to avoid the main construction detour).
- Changes to developmental rights for the vacant home parcel on the southeast quadrant have not been discussed.
- Appraisal portion of project for land taking has not been discussed.

The meeting minutes provided by NYSDOT for the 21 December meeting outline required follow up and action items in greater depth.

From: [Darren Costanzo](#)
To: [Felice, Joseph R. \(DOT\)](#)
Subject: Project 1236.29 Comment
Date: Monday, December 18, 2023 9:01:58 PM

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Name: Darren Costanzo, chairman
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Affiliation: Milton Fire District No.1 Board of Fire Commissioners

Comments:

- When projecting closures, error on the side of longer. Better to plan for 30days and it be 10days verse the other way. Provide at least a weeks notice prior to closures.
- As mentioned by Mary Ann Pompa and others, this would be perfect time to address the sight distance issue when headed east coming over the rise just before the intersection being improved. This is most certainly a contributing factor to the accidents. Safety being a reason for this improvement, this should be addressed.
- Provide updates on project every 2 weeks, via project web site. People like information

Thank you.
Regards,

Darren J. Costanzo, chairman
Milton Fire District No.1

[REDACTED]



COMMENT SHEET

NEPA Public Hearing

Project ID. No. 1236.29

NY Route 29 at Rowland Street Intersection Safety Enhancements

Name : ED POMPA

Address: [REDACTED]

Phone #: [REDACTED]

E-mail: [REDACTED]

Affiliation (if applicable): POMPA BROS INC / INFINITY AGGREGATES, LLC

Thank you for your interest in the project. Your input is very important to us. We welcome your comments / concerns, so please take a moment to complete this comment sheet. If you need more space, feel free to attach additional pages.

COMMENTS: PAGES ATTACHED

Comments are requested by December 29, 2023.

You may complete this comment sheet and leave it in the comment box, or you can mail (see reverse) or e-mail your comments to: Joseph.Felice@DOT.NY.GOV

DOT ROUNABOUT PROJECT 1236.29

Comments submitted for the record 12/26/23

- **I do not believe the proposed roundabout is the best remediation for the intersection of Rt 29/Rowland St.**
- **I didn't see anywhere in the presentation of 12/18/23 where a reduced speed limit for Rt 29 was addressed to help alleviate the supposed high accident rate. Before we spend millions of dollars (that we don't have) on reconstructing the intersection, drop the speed limit approaching the traffic light to 45mph, and install 'red light cameras in use' signs on all 4 approaches. Whether or not the cameras actually get installed is another issue. People WILL slow down if they believe they are being watched. Having a business on the corner, we see people running the red light DAILY on all 4 sides.**
- **Looking at your included accident statistics from the intersection: not paying attention (rear end, 10 times), failure to yield (7 times), hit a deer, (3 times) passing on the shoulder, running a red light, hit debris, fell asleep, mechanical failure, sun in eyes (2 times). Other than the deer strikes and the mechanical failure, these are all driver error. These accidents were not caused by any design faults of the current intersection. A RA is NOT going to eliminate driver error.**
- **The DOT presentation given 12/18/23 spoke of a turn lane option being considered and ultimately discarded. However the presentation only mentioned that turn lanes**

were considered for Rt 29 E/W, none for Rowland St or Petrified Gardens Rd.

- Turn lanes for all 4 corners would have a much greater impact on traffic than just Rt 29 turn lanes. Look at Geyser Rd/Rowland St. What is the accident rate for this intersection vs. Rt 29/Rowland St.? Slower speed limit approaching from all 4 sides at Geyser/Rowland.
- All the required road widening could take place without major traffic disruption (off to the South side of Rt 29 and E/W side of Rowland St & Petrified Gardens Rd). Once turn lanes are constructed, install new lane striping and shift traffic accordingly. Only 1 National Grid pole would need to be moved (NW corner) plus the traffic signal pole/signal box.
- Much of the truck traffic on 29 E/W turns onto Rowland St, either going to Grande Park or elsewhere. They travel through the Geyser Rd Intersection, unless they are stopping at Hannaford or Ace Hardware. I don't have truck traffic counts, but I understand neither do you, from spring/summer.
- IF the RA winds up being the ultimate decision, which I think is a foregone conclusion, the proposed design at the 12/18 meeting needs some safety changes.
 1. Speed limit needs to be reduced to 45MPH approaching the RA. If the knoll to the west of the RA is not being removed, the 45 limit should start at Buff

Rd, and continuing through the RA to N. Milton Rd, if you're looking at long term solutions.

- 2. This will allow existing truck traffic easier entrance from Brook Rd, Palette Stone, and Pompa Bros Inc., while also allowing The Winery customers easier access entering and exiting Rt 29. Rowland St is 45mph, Petrified Gardens Rd is 30mph. As it is, few obey the posted speed limits on 29 and Petrified Gardens Rd. We see cars running red lights on all 4 sides DAILY.**
- 3. The approaches to the RA from ALL sides needs to be skewed to FORCE traffic to slow down below 45mph entering the RA. Something like the RA at Stonebreak Rd in Malta and Rt 67/Rt 9 at the exit 11 bypass.**
- 4. The RA needs to be raised. This will allow easier access from the side roads and easier on the snowplows.**
- 5. Will the contractor be allowed to work through the Saratoga track season? That's 8 weeks of PRIME construction season that could be thrown out the window, prolonging the project even more.**
- 6. Will there be any contract bonus incentives given to the contractor for early completion?**
- 7. The entrance to Pompa Bros Inc on the NE side of the RA and the moved driveway of 428 Washington St need to be the first things done when this project starts. It will help keep some of the truck traffic out of the RA construction area and allow the contractor access to the SE property as a staging area.**

Ed Pompa

[REDACTED]

[REDACTED] **cell**

e-mail:

[REDACTED]

affiliation: Pompa Bros Inc & Infinity Aggregates, LLC

From: [REDACTED]
To: [Felice, Joseph R. \(DOT\)](#)
Subject: RE: Rt. 29 proposed roundabout
Date: Wednesday, December 20, 2023 12:32:32 PM

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12/20/23

Mr. Felice,

I was at the community meeting in Milton on 12/18. Of the 3 suggestions that were nixed, I would like to know the reasoning behind the left turning lane proposal. It has been in effect for sometime moving the peak traffic quite nicely. As I stated, the only current problem is that cars/trucks can't get around those waiting to turn left causing a back up in West traffic flow.

On the way out of the meeting, I overheard the reason for a no left turning lane and expanding the road to the right was because of the Sun! If this is, in fact, the reason, do you not think it will also be a factor for a roundabout? In both situations car/trucks are equipped with visors and individuals with sunglasses, driver usage is encouraged, but left up to the individual. I realize the sun is a factor during the time of high traffic for both left turning and roundabout. Since, there are more cars traveling West at peak times, and with the quarry trucks returning to their respective businesses during this time also, what is going to prevent a back up for Pompa's trucks getting into the proposed new opening by having to make a left turn? With just three trucks trying to make a left turn, West to East traffic will be severely halted.

Statistics have their place to help make safe choices for new situations. It is my opinion that rural situations that have been working for many years, and the drivers who use this road on a continual basis, are accustomed to the traffic flow and will not be beneficially impacted by a roundabout. Should more apartments/homes be built, there will be more impacts on adjoining roadways than just Route 29.

I will await your comment on the "sun" factor.

Thank you for your consideration.

Diane McGarry

[REDACTED]

From: [Theodore Chmielewski](#)
To: [Felice, Joseph R. \(DOT\)](#)
Subject: Comments for PIN # 1236.29 NY Rt. 29 at Rowland Enhancements
Date: Wednesday, December 20, 2023 5:35:15 PM

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Hello, I have the following comments for the above referenced project.

Theodore Chmielewski

[REDACTED]
[REDACTED]
[REDACTED]

Affiliation: none - local homeowner

Comments: I strongly support enhancements to be made at the intersection of route 29 and Rowland Street. I consider a traffic circle to be optimal and the clear best choice for this intersection. I recommend the project be done in a manner to minimize disruption to local traffic during race track season and for the local businesses on nearby properties. Additional planning is recommended to ensure this goes as smoothly as possible for all stakeholders in this project. We are looking forward to work being performed in 2024/2025. I also strongly recommend the intersection at Route 50 and Northline Road in the town of Milton be considered for a 2-lane traffic circle due to severe delays and hardships at that intersection. We appreciate DOT's assistance in improving the roads and traffic flow in the Town of Milton.

From: Perkins, Donna (DOT) <Donna.Perkins@dot.ny.gov>
Sent: Tuesday, December 26, 2023 5:53 PM
To: Kuc, Tracy (DOT) <Tracy.Kuc@dot.ny.gov>
Subject: WEBFORM - You have been tasked to work on the following record : NYSDOT-23-042056
Please reply to the comment and bcc me.

You have been tasked to work on the following record : NYSDOT-23-042056

Subject: HIGHWAYS/ROADS

Name: Chris Stewart

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Email Address: [REDACTED]

Comment: As someone who lives in Milton, New York and travels Rowland Street/Route 29 daily the proposed round about is a horrible idea. I drive firetrucks full time for the Saratoga Springs Fire Dept. Driving a firetruck on a call through a round about is more dangerous for myself and others on the road compared to regular intersections. I believe the state is under estimating how much truck traffic is on that road and the flow of construction vehicles from both stone locations. The correct decision is not to add a round about in this location. A move forward will cause increased car accidents, increase in traffic issues and greater difficulty for first responders and truckers. This is a very poorly thought decision and needs to be scrapped. Again driving a firetruck through a round a bout or tractor trailer is a unneeded very dangerous situation that needs to be prevented.

Assigned To: HIGHWAYS/ROADS

Name :

Task: FOLLOW-UP

Notes :

Assigned Date: 12/26/2023

Deadline:

Please remember to use Google Chrome. If Internet Explorer is you default browser then copy the link and paste it into your Google Chrome browser. Using Internet Explorer most often results in an Error starting with 404.

Also, if you are cc'd on this email, it is for your information only.

<http://dot101pw5app/EnterpriseSuite?rootid=4553089&segmentid=1001687>

From: [Chris Mack](#)
To: [Felice, Joseph R. \(DOT\)](#)
Subject: Project ID: 1236.29 Route 29 at Rowland St Intersection - Comment
Date: Wednesday, December 27, 2023 9:14:02 AM

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Please find a comment for Project ID: 1236.29 Route 29 at Rowland St Intersection below:

As a resident of Milton ([REDACTED]) I have several concerns regarding the above mentioned project. During the public meeting on Monday December 18th, a simulation was shown for potential traffic through the proposed traffic circle. This simulation did not accurately account for the heavy truck traffic to/from Petrified Sea Gardens Rd and Route 29 adjacent businesses. There were also no phased plans presented. Timing of the proposed traffic circle construction is "best-case" and during peak track season.

The traffic circle also does not account for the high speeds (55mph) leading to the intersection. It is naive to think traffic will not continue back up at certain times of the day, especially with slow commercial truck traffic making the turn. I believe that a mix of proper signage and reduced speeds leading up to the intersection would be a safer and more economic alternative to the traffic circle. The intersections at 50/Northline and Northline/Old post have proper speeds and signage and would be a better fit for a traffic circle; given how congested those intersections get.

It is also clear that no local and regional economics were looked at while making this decision. Value of property immediately adjacent to the proposed traffic circle will decrease. Construction of this circle will also be very detrimental to local businesses (Pompa and Palette) during construction. Compensation for loss of business, added haulage costs, and rerouting traffic through their properties should be considered. These are two of the only local aggregate producers currently available in the area with permitting quarry operations becoming very difficult in NYS. Several local and state jobs could be at risk should either of these producers struggle. Permanent secondary access should be considered for commercial truck traffic at an appropriate distance to the traffic circle should this project move forward.

My lasting concern is that this project has been accelerated due to grant funding but seems to have skipped over several integral considerations throughout the process. This traffic circle will affect local businesses and residents in the immediate term during construction and could have lasting effects on traffic patterns and travel to/from Saratoga during peak season. Congestion at that intersection may improve slightly once completed, but more cost and time effective measures can be taken first. If safety is a sole driver, this traffic circle will still get backed up at certain times of the day just as a light would. (Examples in Glens Falls and Malta)

Christopher Mack
Resident and Geologist
[REDACTED]

From: [Ceccolini, John W. \(Contractor\)](#)
To: [Felice, Joseph R. \(DOT\)](#)
Subject: Rowland Street, Saratoga Springs NY
Date: Monday, December 11, 2023 1:32:55 PM
Attachments: [capture_highlight.PNG](#)

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Hi Mr. Felice,

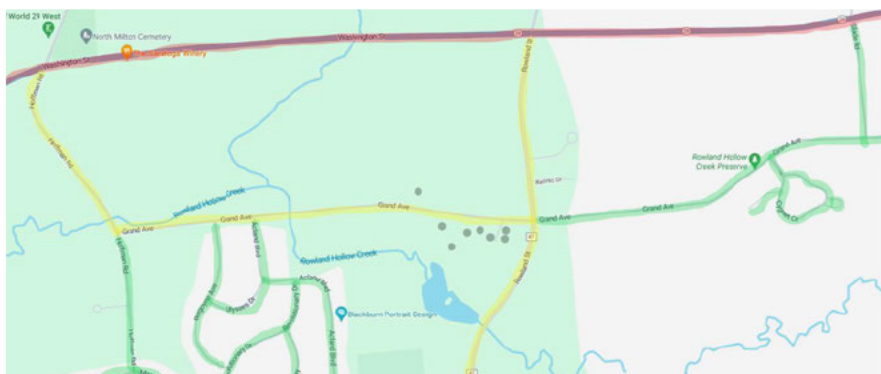
I recently received a pamphlet on a traffic circle being installed at the intersection of Rowland Street and NY Route 29, and you were listed as the point of contact (PIN 1236.29). I attached a picture, but Grand Avenue and Hoffman Road connect Route 29 and Rowland, and they see a lot of through traffic from people wanting to avoid the intersection where you are building the traffic circle. The pamphlet talked a lot about improving safety so I want to know if there are any plans to make Grand Avenue and Hoffman Road safe?

In the attached picture, red highlighted roads have a speed limit of 55 MPH, yellow 45 MPH, and green 30 MPH. The grey dots represent 8 houses recently built on the stretch of Grand Avenue that is 45 MPH. All of the families who live in the houses have children—my wife and I have a 5 year old and a 1 year old, our neighbors have two kids who are around 7 and 10, the family next to them have two kids ages 5 and 3, their neighbor has two kids, their neighbor has at least one, and the one grey dot that is north of Grand Avenue has a child in a wheelchair. The mailboxes are also placed on the north side of Grand Avenue, so in the winter most of us get to cross a 45 MPH road in the dark in order to pick up our mail.

You'll also notice that every street that branches off of Grand Avenue and Hoffman Road is 30 MPH, and Grand Avenue itself drops down to 30 MPH as soon as you cross over Rowland on the east side. In fact, a bunch of stop signs were just installed on that stretch of Grand Avenue, while our stretch is still sitting at 45 MPH and no stop signs.

While you're in the area installing a traffic circle, could you please reduce the speed of this stretch of Grand Avenue and Hoffman Road? There's no reason for the speed limit to be 45 MPH, and with all the through traffic we see from people wanted to shave 5 seconds off their 20 minute commute by avoiding the intersection, it is putting our kids at unnecessary risk.

Thanks,
John Ceccolini



From: [Chris Hart](#)
To: [Felice, Joseph R. \(DOT\)](#)
Subject: Route 29 and Rowland Street Intersection Project
Date: Tuesday, December 5, 2023 7:24:17 AM

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Morning. This project would be a good time to consolidate truck traffic from the north/west on 2 State Rtes (29 and 9N) down to one. Instead of trucks using Rte 29 Washington Ave. to get into Broadway (Rte 9) they should be rerouted a block north to 9N at West St. intersection. Then have Rte 29 take Van Dam St cross Broadway onto Rte 50 (Whitney Blvd.) to exit 15; head south to exit 14, then take Hennig Rd. to Lake ave and proceed out Rte 29 per usual. Additionally, all Northway truck traffic headed to and from Grande Industrial Park should be directed by signage to exit 13S to Rte 9

South to Malta Ave. to Northline Rd. to Rte 50 north to Geyser Rd. Then no trucks would have to take Rte 9 north into South Broadway to Finley St. to Rte 50 South to Geyser and vice versa. The city does not traffic and engineering studies to improve truck flow thru the city, just a little common sense.

[REDACTED]
[REDACTED]

Pictures of Public Hearing Setup







Meeting Minutes

PIN: 1236.29

Route 29 at Rowland Street Intersection Improvements Town of Milton, Saratoga County

Date of Meeting	Start	End	Minutes Prepared By:
12/21/23	9am	11:10am	Scott Older
Location:			Project Manager:
Pompa Quarry, Petrified Sea Garden Road			Joe Felice
Attended By:			
<ul style="list-style-type: none">• Scott Older, NYSDOT Design Supervisor,• Joe Felice, NYSDOT Project Manager• David Ferris, NYSDOT Project Designer• Marianne Pompa Laroche, Pompa Brothers• Eric Laroche, Pompa Brothers• Ed Pompa, Pompa Brothers			

Summary of Discussion:

NYSDOT brought a laptop and projector to the meeting allowing all in attendance to review the necessary design and mapping details.

Scott began with a review of the current proposed driveway location connecting Route 29 to Pompa's asphalt plant. He noted that this location was chosen based on discussions between Marianne and Joe back in May of 2023. Scott explained how NYSDOT had assumed this driveway would provide direct access to the asphalt plant and would allow access to the remainder of the business via the driveway connecting the asphalt plant to Petrified Sea Gardens Road. This driveway was meant to maintain business access during the period when the project requires closure of Petrified Sea Gardens Road and could remain permanently after the project was complete. Scott explained that NYSDOT's full closure of Petrified Sea Gardens Road would occur south of the driveway toward Route 29 and that to the north of this location Petrified Sea Gardens Road would remain open to business traffic. Non-local traffic on Petrified Sea Gardens Road would be detoured. Signage and barriers would be placed on Petrified Sea Gardens Road to the north to discourage and prevent vehicle entry by non-business traffic. Scott noted that at this time NYSDOT anticipates the closure of Petrified Sea Gardens Road to last 6-8 weeks. Joe noted that NYSDOT's most recent roundabout projects took 2 & 3 months to complete.

Meeting Minutes

Marianne noted that she was unaware of the closure of Petrified Sea Gardens Road until she received our project brochure. Due to truck staging patterns within the asphalt plant NYSDOT's current driveway layout does not satisfy the access needs for their business operations.

Scott briefly discussed an alternate option to install a temporary driveway in the northwest quadrant of the intersection that would connect Route 29 at an existing driveway on the west edge of the Pompa property to Petrified Sea Gardens Road across from the asphalt plant entrance. Scott noted that the feasibility of this solution was not fully understood. The Pompa team did not prefer this solution. It was not discussed further.

Eric presented an alternative location for driveway access for the Pompa business. He proposed a driveway connection to Route 29 directly across the street from parcel 164.-1-29. He noted that this residence is a property that they already own so there are no neighbor concerns. Scott noted that on initial look this appears to be an acceptable location for the needed driveway, but NYSDOT will need to complete required environmental and cultural resource investigations before it can be confirmed feasible to NYSDOT. Eric offered to complete necessary clearing and grading for the driveway that is beyond the Highway Boundary. NYSDOT's project disturbance would be limited to the area within the existing highway boundary only. This could potentially eliminate NYSDOT's project environmental and cultural resource concerns. Scott noted that NYSDOT and Pompa will need to work together to establish limits of work so that both parties understand the work to be completed by others. Scott noted that a Temporary Easement would be needed at this location for NYSDOT's project to install the necessary pavement and subbase to a limit suitable to Pompa business beyond the existing highway boundary.

Marianne asked if NYSDOT would be able to install signage and barriers within the quarry to assist with traffic flow. Scott noted that our project could not do this on their property without acquiring a temporary easement.

Meeting Minutes

Eric and Ed then presented an additional access point to facilitate business operations from the west during construction. They inquired about NYSDOT allowing the use of the existing driveway connection to Route 29 for parcel 164.-1-9. This driveway and parcel are owned by Jointa Lime Corp. Ed noted that they have had discussions with Jointa Lime about obtaining an easement to allow access between their properties. Scott noted that this is an existing driveway to Route 29 and so long as no improvements are necessary NYSDOT cannot restrict it's use. If the driveway is to be improved or modified, it will require a permit from NYSDOT.

Ed and Marianne asked NYSDOT about business signage. Scott noted that the existing sign in the northwest quadrant of the intersection is located within a FEE taking and NYSDOT's project can relocate this sign to their desire so long as it is beyond the highway boundary. Scott noted that any new business signs proposed within the highway boundary need will require a use and occupancy permit.

Marianne said that she was previously told by NYSDOT ROW staff that the Contractor would park equipment on TE within the asphalt plant driveway. Scott noted that a Contractor is allowed to occupy a temporary easement with equipment, however the Contractor will coordinate with Pompa's to avoid any impacts to business operations. The area in question is not likely to be used for staging equipment.

Scott asked Marianne to confirm, if a driveway to Route 29 east of the project site, located across from parcel 164.-1-29 is constructed, does this satisfy her business access concerns during the period Petrified Sea Garden Road is closed for construction? Marianne confirmed that this is an acceptable solution.

The group discussed the location of the proposed driveway to the residential lot in the southeast quadrant. Scott noted the proposed location provides good sight distance and there should be no concerns entering or exiting. Marianne has reservations about this proposed location. Marianne, Eric, and Ed discussed some alternative options. NYSDOT

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it open to moving the driveway so long as it remains outside of wetland areas. Nothing was decided and this will be discussed more in the future.

Marianne expressed some reservations about their trucks being able to enter the roundabout. Joe noted that he has spoken to NYSDOT's statewide roundabout coordinator and confirmed Marianne's concerns have not been an issue at any other locations. NYSDOT's roundabout coordinator has also reach out to other States to see if they have installed roundabouts adjacent to quarries. Responses from Montana and California who noted similar installations that have not experienced any issues.

Eric asked about relocating the Route 29 driveway for parcel 164.-1-35.1 as part of this project to a location at the crest of the hill west of the project. He noted that sight distance at this driveway is not great. Scott noted that is not NYSDOT's responsibility to relocate a driveway not impacted by project construction. A driveway permit from NYSDOT is necessary for them to relocate or improve the driveway.

Based on previous concerns, Scott went into further detail regarding sight distance at this location. Scott showed the group the existing profile using MicroStation. Route 29 in this location consists of a series of 3 vertical curves connected by tangents. The middle curve has a sight distance of 375ft. This exceeds the minimum standard sight distance established in NYSDOT design manual for existing roadways which is 250ft. NYSDOT reviewed the crash history, and no crashes are attributed to the sight distance of this location. With the installation of the roundabout the traffic flow will improve and eliminate long queues of traffic on Route 29 eastbound. NYSDOT will not be altering this section of roadway.

Eric and Marianne would like to NYSDOT install replacement plantings on the highway boundary, where existing trees are removed. Scott noted that NYSDOT landscape architects will develop plantings for this project. NYSDOT wants our finished projects to have a pleasing appearance, especially with this location near the Saratoga Springs city

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limit. We also use plantings to control blowing snow and we refer to them as living snow fence.

Marianne is interested in a reduced speed limit in the area. Joe explained the process and noted that a change is unlikely.

Eric provided the location of the business's fiber optic service. The service comes into their office underground from the pole across from the asphalt plant driveway.

Marianne had questions for NYSDOT regarding liability for accidents. Pompa were previously found liable for damage from a concrete truck that tipped over due to a shoulder giving way. The NYSDOT staff present did not provide an answer to this question.

Marianne, Ed, and Eric gave Scott and David a short tour of their property. The location of the 3-phase service to the asphalt plant was visited as well as the proposed location of the new driveway to Route 29.

Required Follow-up, & Action Items:

- **NYSDOT will prepare a draft layout for the new Pompa Brothers driveway location east of the project site providing connection to Route 29. This driveway is needed on a temporary basis to mitigate construction impacts, but NYSDOT will allow the driveway to remain permanently.**
- **Once an exact location for the driveway is agreed upon between NYSDOT and Pompa Brothers, Pompa Brothers will clear and grade the area beyond the highway boundary. NYSDOT's Contractor will complete the clearing and grading of the driveway within the highway boundary.**
- **NYSDOT will acquire a temporary easement at the driveway location to install a cohesive driveway apron with the appropriate pavement section to a limit that is satisfactory to the Pompa Brother's. This limit is to be determined during future meetings as the design progresses.**
- **NYSDOT will complete initial environmental and cultural resource screening as needed.**
- **Additional coordination is needed to confirm the new driveway location for the residential parcel in the southeast corner of the intersection.**

Conversation Log

Region One
New York State Department of Transportation
50 Wolf Road
Albany, N.Y. 12232

Type of Communication:

☒ Telephone ☐ In-House ☐ Conversation ☐ Other:

With: Scott Ostrander, Supervisor, Town of Milton

Representing:

Phone Number: [REDACTED]

Date: 05/03/23

Time: 9:00 ☒ AM ☐ PM

Subject: PIN 1236.29 – NY Route 29 at Rowland Street Intersection Safety Enhancements

Details of Conversation:

Conversation between Joe Felice, Project Manager and Town Supervisor Scott Ostrander. I reached out to Mr. Ostrander to follow up on the "notice of project in design" letter and to introduce myself and the project. I informed Mr. Ostrander of the preferred alternative, the ROW acquisition needs, the process of determining the public information component (Public hearing vs. Open House), and the possible options for hardscaped or landscaped roundabout center island and maintenance responsibilities of these options. Mr. Ostrander asked for an electronic version of the project documents so he could forward the info on to his highway superintendent and legal. I followed up with an email providing the letter, preliminary roundabout layout, and roundabout island landscaping examples.

Conversation Log Completed By: Joe Felice, Project Manager

Conversation Log

Region One
New York State Department of Transportation
50 Wolf Road
Albany, N.Y. 12232

Type of Communication:

☒ Telephone ☐ In-House ☐ Conversation ☐ Other:

With: Marianne Laroche, President, Pompa Bros.

Representing:

Phone Number: [REDACTED]

Date: 05/08/23

Time: 1:30 ☐ AM ☒ PM

Subject: PIN 1236.29 – NY Route 29 at Rowland Street Intersection Safety Enhancements

Details of Conversation:

Conversation between Joe Felice, Project Manager and Pompa Bros. President, Marianne Laroche. I reached out to Ms. Laroche to discuss a few topics pertaining to the project. We first discussed a few questions/concerns Ms. Laroche had regarding the project. Ms. Laroche asked if the hill to west of the project could be cut down as part of the project to improve site distance. I explained that the crash analysis data did now show any significant accidents in that location and that the accidents were contained in the vicinity of the intersection and caused by intersection turning movements. I explained that because the project is funded by HSIP, work that can be done as part of the project is limited to addressing the immediate safety needs. She also asked if one of their driveways west of the project could be moved closer to the top of the hill to help with sight distance. I explained that this was outside of the project limits as well as the scope of the project. She asked how she would go about getting the driveway moved. I informed her that moving the driveway access onto a state road would have to be handled on their own through our Permits Office. The discussion moved toward coordination with NYSDOT to continue progressing the project. I informed Ms. Laroche that before the vacant house is razed as part of the construction project, we would need to have an asbestos survey completed, and if necessary, have an asbestos abatement done. I informed her that this could be done with a written agreement from her. She asked if the assessment would be done by someone who is insured, if they could show proof of insurance, and if they could notify her when they wanted to access the house and when they left the property. She also asked if asbestos was found if that expense would be incurred by her. I explained that the contractor doing the asbestos survey would be insured, could provide proof of insurance, and would coordinate with her when they access the property. I explained the survey and abatement (if necessary) would be handled by the State and that this would help expedite razing the house during the project. I told her I would follow up with Real Estate and Environmental on the written documentation for this process. We then discussed the need for, and location of a temporary (possibly permanent) driveway onto Route 29. I explained to her that we looked at a few locations but were targeting a specific area to avoid impacts to wetlands in the area. She said their preference was just to the east of the Town/City line and west of an old tank in their yard, which lined up with the final location NYSODT was targeting to avoid the wetlands. I asked Ms. Laroche about the truck patterns within their plant and quarry, as well as truck patterns for delivery. She informed me most of their traffic leaves and heads south or west, and that even when they need to head east to Saratoga, its easier for them to head south first. She said the driveway access on Route 29 would mainly be for ingress of their trucks returning from the east. She estimated approximately 10,000 vehicles in and out from April through November. The conversation was concluded with the understanding that I would coordinate with our environmental unit and Real Estate Unit how to provide documentation for an agreement to perform the asbestos survey.

Email addresses provided: [REDACTED]
[REDACTED]

Conversation Log Completed By: Joe Felice, Project Manager