



**NYSDOT**





December 27, 2018

Mr. Brian Thomas  
Commissioner  
Dept. of Urban & Economic Development  
One Kennedy Plaza  
Utica, NY 13502

**RE: SEQR – Mohawk Valley Health System  
Integrated Health Campus  
Draft Environmental Impact Statement**

Dear Mr. Thomas:

As requested, the New York State Department of Transportation (NYSDOT) has reviewed the Draft Environmental Impact Statement (DEIS) including the Traffic Impact Study for the proposed Mohawk Valley Health System (MVHS) Integrated Health Campus to be located in downtown Utica. Upon review of the information provided, NYSDOT offers the following comments:

**General Comments**

1. Overall, the Traffic Impact Study relied solely on traffic signal timing changes to mitigate the effects of the increased traffic volumes associated with the development. In addition, some of the proposed timing changes result in level of service drops to mainline NY 5S. Signal upgrades and geometry changes will be required to achieve acceptable level of service.
2. The traffic volumes were collected in July 2018 when school was not in session and no adjustments were made. Also, the NY 5S 2019 projections are higher than the MVHS 2022 projections.
3. Please provide the traffic modeling software (Synchro) files used in the capacity analysis to this office.
4. As part of the ongoing NYSDOT project, the NY 5S intersections with Washington and Seneca Streets will no longer be signalized and access will be restricted.
5. Pedestrian accommodations – crosswalks and pedestrian countdown timers should be provided. Please ensure all pedestrian related features are compliant with the 2011 PROWAG (Public Right of Way Accessibility Guidelines).

**Traffic Volumes & Trip Generation**

1. Three lane sections on both State Street and Genesee Street should be considered for impacted segments to mitigate changes to the downtown circulation patterns associated with the hospital.
2. The build volumes do not reflect the impacts to downtown travel patterns due to the severing of Cornelia and Lafayette Streets.

3. The trip distribution must show use of the Oriskany Street Interchange for trips to and from points south. The expectation is to have the trailblazing for the hospital at the Oriskany Street interchange (blue "H" signs). With the added trips to this ramp system, geometric modifications and signal phasing adjustments may be required at both State Street and Cornelia Street.
4. Currently all added trips from points south of Genesee Street are shown as left turns at Court Street where left turns are prohibited. Re-distribute additional lefts from Genesee Street northbound onto Columbia and Lafayette Streets.
5. At the 375-space parking lot at State & Cornelia, a two-way entrance could be placed on Cornelia Street with a right-in/right-out access on State Street.
6. The projected build volumes show a decrease in traffic at the Columbia/Cornelia and State/Lafayette intersections. The need for a traffic signal should be evaluated at these locations.

#### Traffic Model & Mitigation

1. The intersections of Court Street/N-S Arterial Ramps and Court/State Street do not appear to be analyzed properly. The full Court Street/Ramp interchange should be studied and shown as coordinated with the Court/State Street intersection.
2. With adjustments made related to the Oriskany Street trip distribution, it is likely that mitigation will be required at both the intersections of State Street Ramp and NY 5S & Cornelia Street. These intersections should be evaluated further with consideration of possible movement prohibitions, geometric changes or alternative traffic control.
3. Traffic signals along city streets, including State, Columbia, and Genesee need to be upgraded or replaced for full detection, actuation, and communication to achieve the mitigated intersection levels of service depicted in the report.
4. In the Synchro analysis, adequate timing should be provided for pedestrians. The output for the Genesee Street and Bank Place pedestrian signal does not show a phase for the pedestrians.

#### Utility & Permits

1. A Use & Occupancy permit from NYSDOT may be required for proposed parking lots adjacent to the North-South Arterial (NY 5/8/12).
2. Page 80, The existing Cornelia Street 42-inch line does not connect to the proposed outfall under CSX (A9.1) but follows Potter Street and Potter Ave under the CSX to the Mohawk via a 48-inch brick (see attached record plans provided by City of Utica). If the Cornelia Street outlet is used, a separated connection to the A9.1 proposal would be needed. Additionally, the 42-inch line that follows Auditorium Drive is not in the public right-of-way and may require acquisition for the Auditorium Authority.
3. The proposed A9.1 improvements are not shown on Figure 16.
4. Figure 17 – Existing & Proposed Water Mains. Proposed installation of a 12-inch water main along Oriskany Street East between State Street and Broadway if

feasible, should be undertaken in the near future to avoid additional cost to replacement of new installed features under the NYSDOT NY 5S project.

5. Page 85, During the development of the NYSDOT project, the drainage directed to the identified systems was deemed not plausible due to unavailable capacity and interference with sanitary outflow on Potter Ave.

We would be happy to meet to discuss these comments further. Thank you for the opportunity to comment.

Sincerely,



Deborah S. Windecker  
Regional Planning and Program Manager

DW:BW:kr

cc: Brian Hoffmann, Regional Design Engineer  
Linda Lubey, Regional Traffic Engineer  
Joe Sciortino, Regional Permit Engineer  
Guy Sassaman, Oneida County Planning

**From:** [Brian Thomas](#)  
**To:** [Steve Eckler](#); "[kbennett@bsk.com](mailto:kbennett@bsk.com)"  
**Cc:** [Chris Lawrence](#); [Kathryn Hartnett](#)  
**Subject:** FW: [EXTERNAL] Mohawk Valley Health System (MVHS) - Draft EIS  
**Date:** Friday, December 28, 2018 1:40:39 PM  
**Attachments:** [image001.png](#)  
[8158\\_1.tif](#)  
[Q-152.tif](#)  
[SCAN7211.tif](#)

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City of Utica, New York  
Department of Urban & Economic Development  
**Brian Thomas, AICP** - Commissioner  
1 Kennedy Plaza  
Utica, New York 13502  
(315) 792-0181 phone  
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**From:** Watts, Beth E. (DOT) [mailto:[Beth.Watts@dot.ny.gov](mailto:Beth.Watts@dot.ny.gov)]  
**Sent:** Friday, December 28, 2018 1:36 PM  
**To:** Brian Thomas <[bthomas@cityofutica.com](mailto:bthomas@cityofutica.com)>  
**Subject:** [EXTERNAL] Mohawk Valley Health System (MVHS) - Draft EIS

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Brian,

Please see attached drawings that should have gone with yesterday's submittal. The record plans were referred to in the "Utility & Permits" section, bullet 2 (see below).

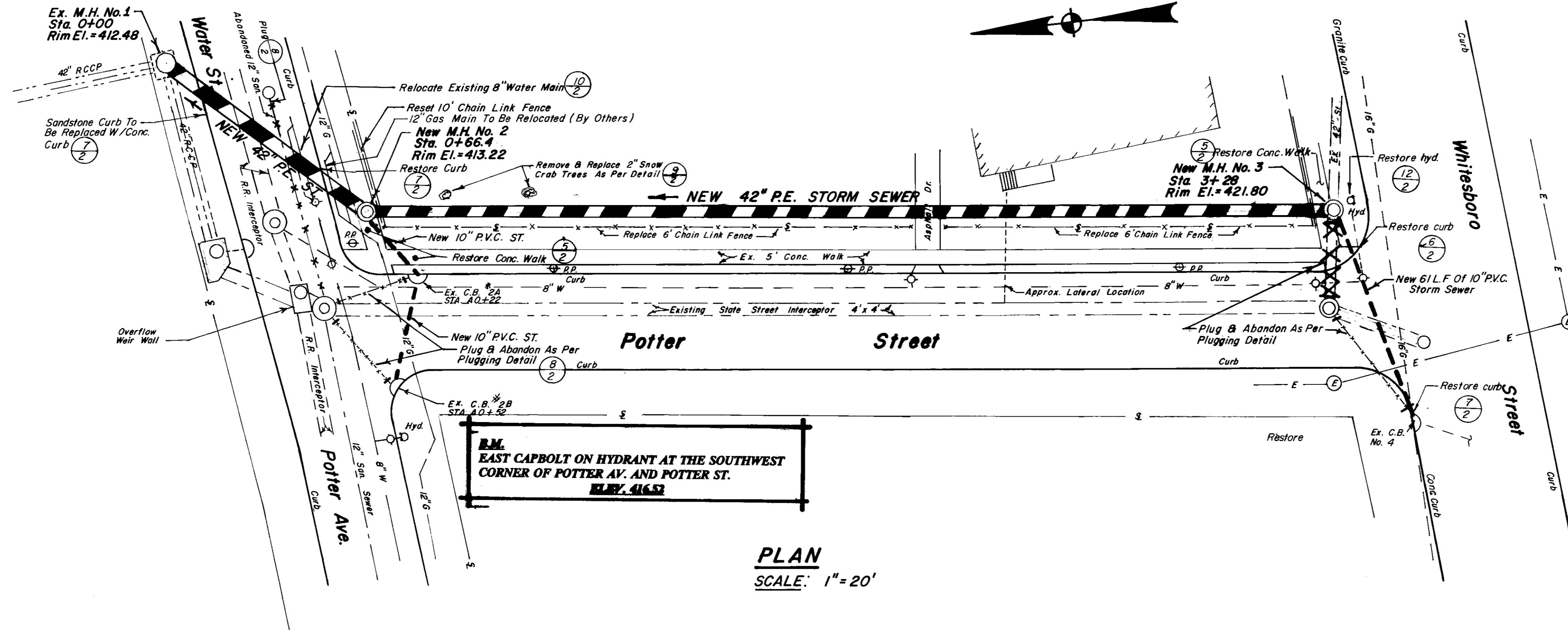
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2. Page 80, The existing Cornelia Street 42-inch line does not connect to the proposed outfall under CSX (A9.1) but follows Potter Street and Potter Ave under the CSX to the Mohawk via a 48-inch brick (see attached record plans provided by City of Utica). If the Cornelia Street outlet is used, a separated connection to the A9.1 proposal would be needed. Additionally, the 42-inch line that follows Auditorium Drive is not in the public right-of-way and may require acquisition for the Auditorium Authority.

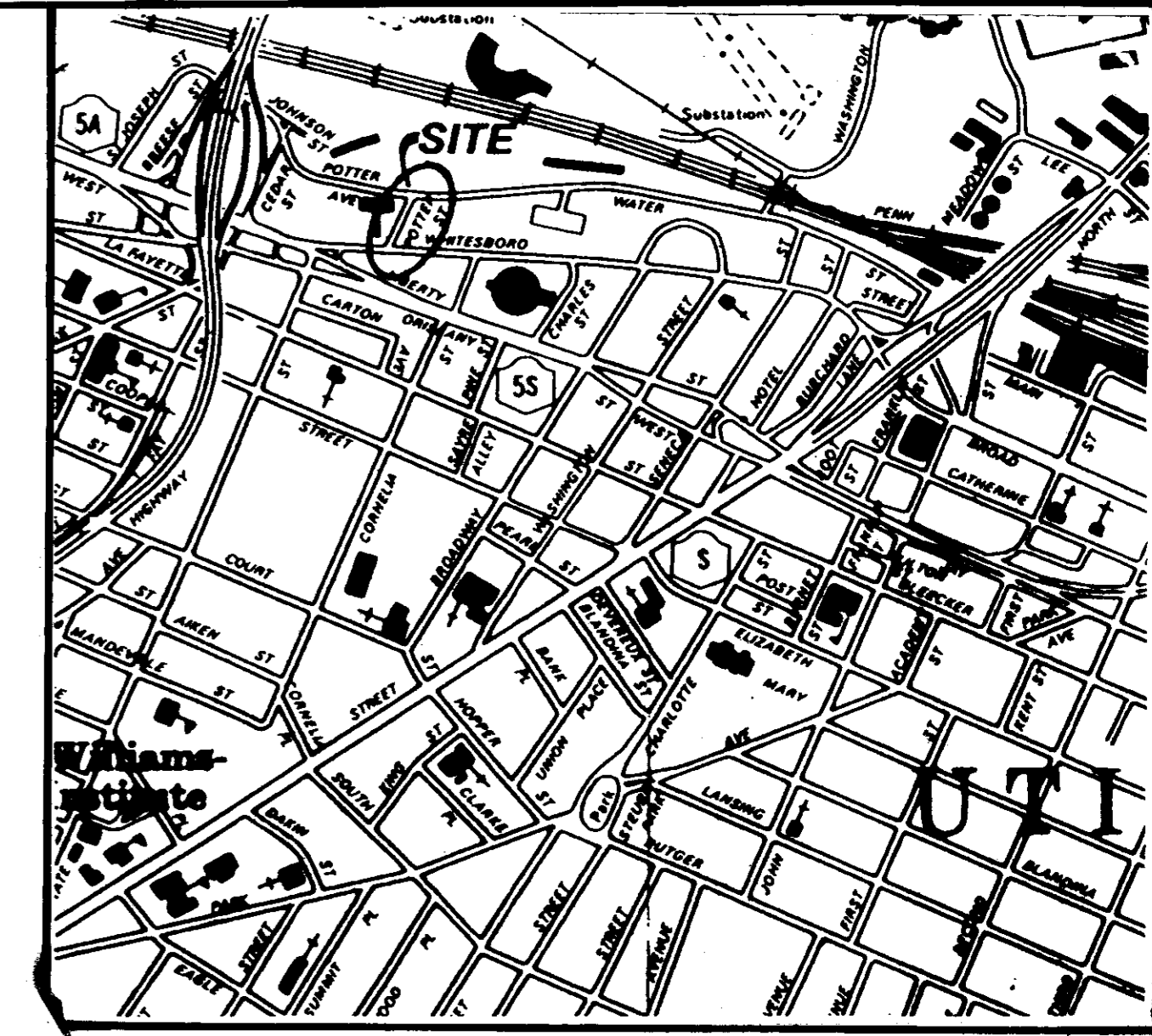
Thank you,  
Beth

**Beth Watts, PE, PTOE**  
Planning & Program Management

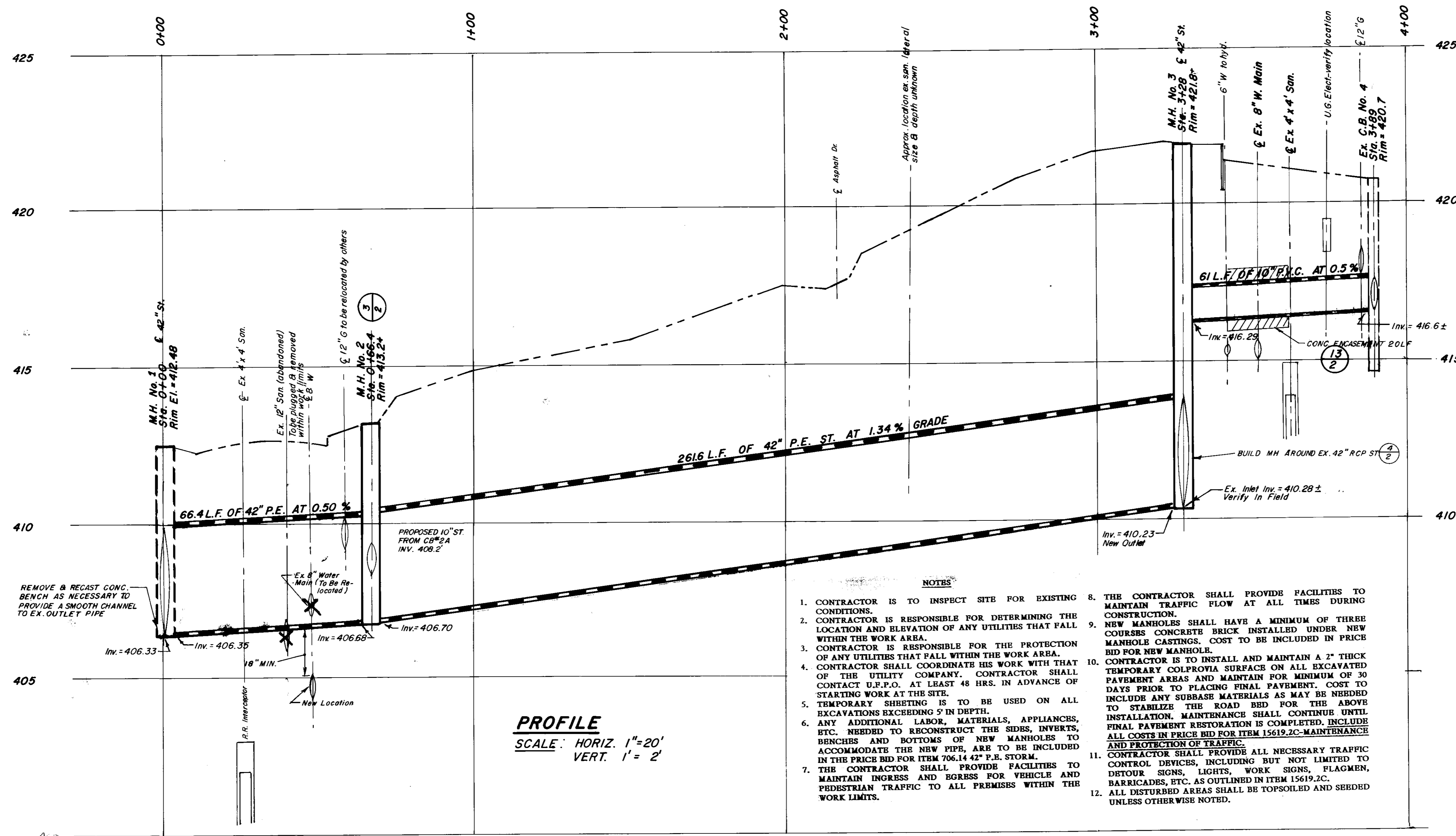
**NYSDOT – Mohawk Valley Region**  
207 Genesee Street, Utica, NY 13501  
315.793.2451 | [beth.watts@dot.ny.gov](mailto:beth.watts@dot.ny.gov)



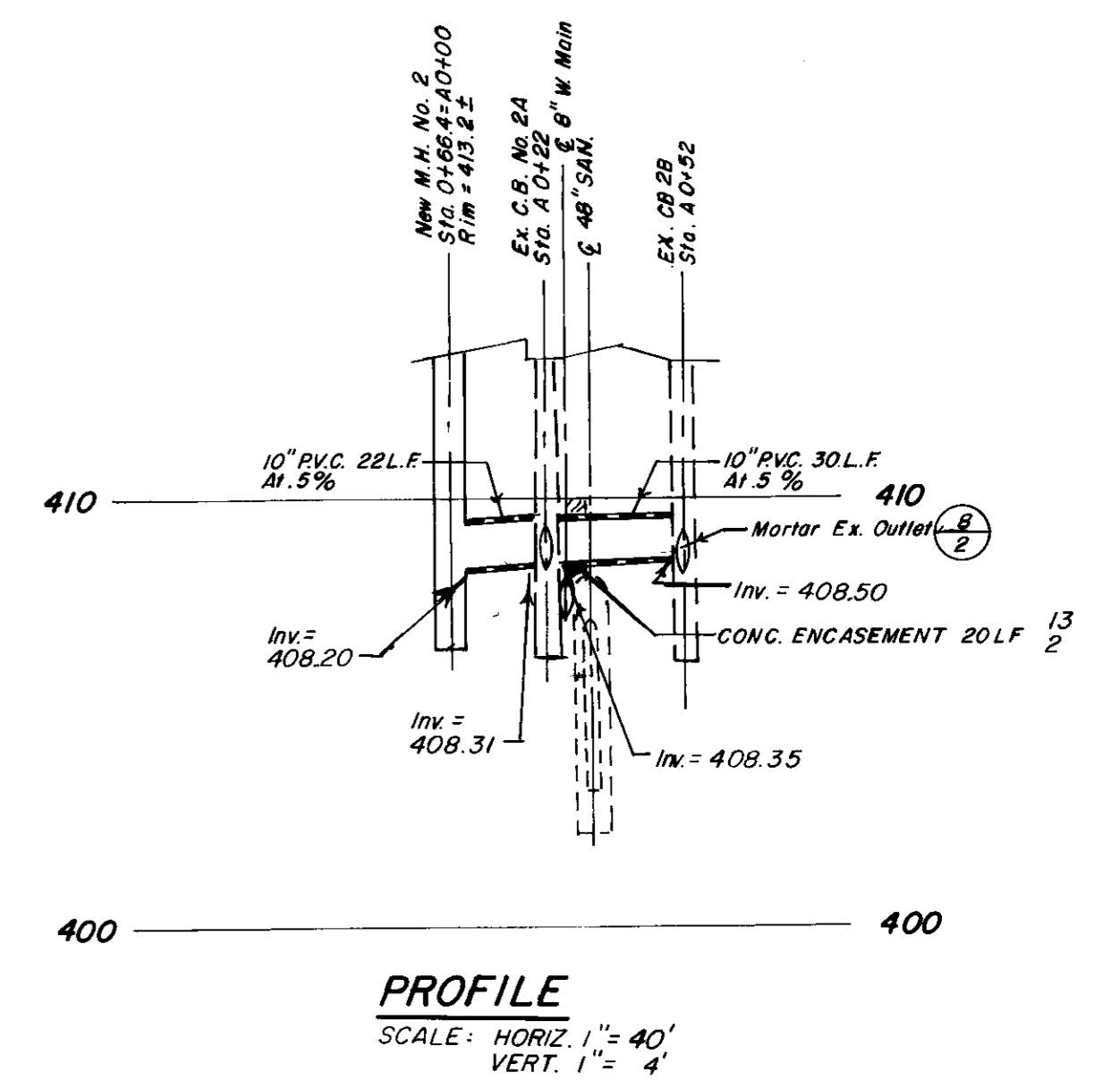
**PLAN**  
SCALE: 1" = 20'



**LOCATION PLAN**  
1" = 800'



**PROFILE**  
SCALE: HORIZ. 1" = 20'  
VERT. 1" = 2'



**PROFILE**  
SCALE: HORIZ. 1" = 40'  
VERT. 1" = 4'

- NOTES**
1. CONTRACTOR IS TO INSPECT SITE FOR EXISTING CONDITIONS.
  2. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE LOCATION AND ELEVATION OF ANY UTILITIES THAT FALL WITHIN THE WORK AREA.
  3. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ANY UTILITIES THAT FALL WITHIN THE WORK AREA.
  4. CONTRACTOR SHALL COORDINATE HIS WORK WITH THAT OF THE UTILITY COMPANY. CONTRACTOR SHALL CONTACT U.P.P.O. AT LEAST 48 HRS. IN ADVANCE OF STARTING WORK AT THE SITE.
  5. TEMPORARY SHIELDING IS TO BE USED ON ALL EXCAVATIONS EXCEPTING 5' IN DEPTH.
  6. ANY ADDITIONAL LABOR, MATERIALS, APPLIANCES, ETC. NEEDED TO RECONSTRUCT THE SIDES, INVERTS, BENCHES AND BOTTOMS OF NEW MANHOLES TO ACCOMMODATE THE NEW PIPE, ARE TO BE INCLUDED IN THE PRICE BID FOR ITEM 706.14 42" P.E. STORM.
  7. THE CONTRACTOR SHALL PROVIDE FACILITIES TO MAINTAIN INGRESS AND EGRESS FOR VEHICLE AND PEDESTRIAN TRAFFIC TO ALL PREMISES WITHIN THE WORK LIMITS.
  8. THE CONTRACTOR SHALL PROVIDE FACILITIES TO MAINTAIN TRAFFIC FLOW AT ALL TIMES DURING CONSTRUCTION.
  9. NEW MANHOLES SHALL HAVE A MINIMUM OF THREE COURSES CONCRETE BRICK INSTALLED UNDER NEW MANHOLE CASTINGS. COST TO BE INCLUDED IN PRICE BID FOR NEW MANHOLE.
  10. CONTRACTOR IS TO INSTALL AND MAINTAIN A 2" THICK TEMPORARY COLPROVIA SURFACE ON ALL EXCAVATED PAVEMENT AREAS AND MAINTAIN FOR MINIMUM OF 30 DAYS PRIOR TO PLACING FINAL PAVEMENT. COST TO INCLUDE ANY SUBBASE MATERIALS AS MAY BE NEEDED TO STABILIZE THE ROAD BED FOR THE ABOVE INSTALLATION. MAINTENANCE SHALL CONTINUE UNTIL FINAL PAVEMENT RESTORATION IS COMPLETED. INCLUDE ALL COSTS IN PRICE BID FOR ITEM 15619.2C-MAINTENANCE AND PROTECTION OF TRAFFIC.
  11. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO DETOUR SIGNS, LIGHTS, WORK SIGNS, FLAGMEN, BARRICADES, ETC. AS OUTLINED IN ITEM 15619.2C.
  12. ALL DISTURBED AREAS SHALL BE TOPSOILED AND SEEDDED UNLESS OTHERWISE NOTED.

PROJECT NO. 1997 WQ0334 - CONTRACT NO. C300622

CONTRACT #1, POTTER STREET, STORM SEWER

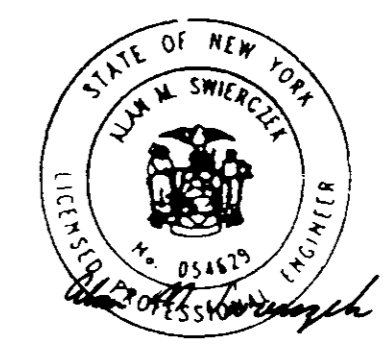
CLEAN WATER / CLEAN AIR BOND ACT  
UTICA SEWER  
REVITALIZATION PROJECT

PLANS SHEET 1 OF 2

DEPT. OF ENGINEERING  
UTICA, N.Y.

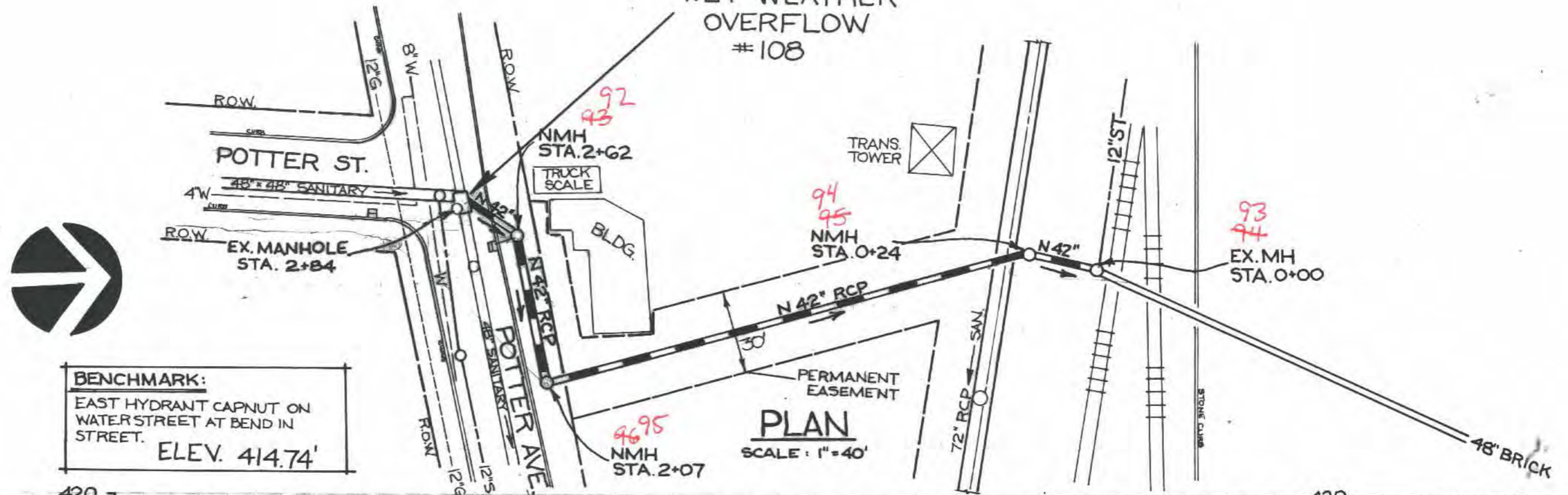
CONSTRUCTION OF A NEW 42" STORM SEWER  
IN  
POTTER STREET  
FROM : WATER STREET  
TO : WHITESBORO STREET

SCALES: AS NOTED	DRAWN BY: T.G.
REFERENCE:	TRACED BY:
DATE: APRIL 1, 1999	CHECKED BY: D.DAY
APPROVED:	DRAWING NO:
	APPROVED:
CITY ENGINEER	DEPT. CITY ENGINEER

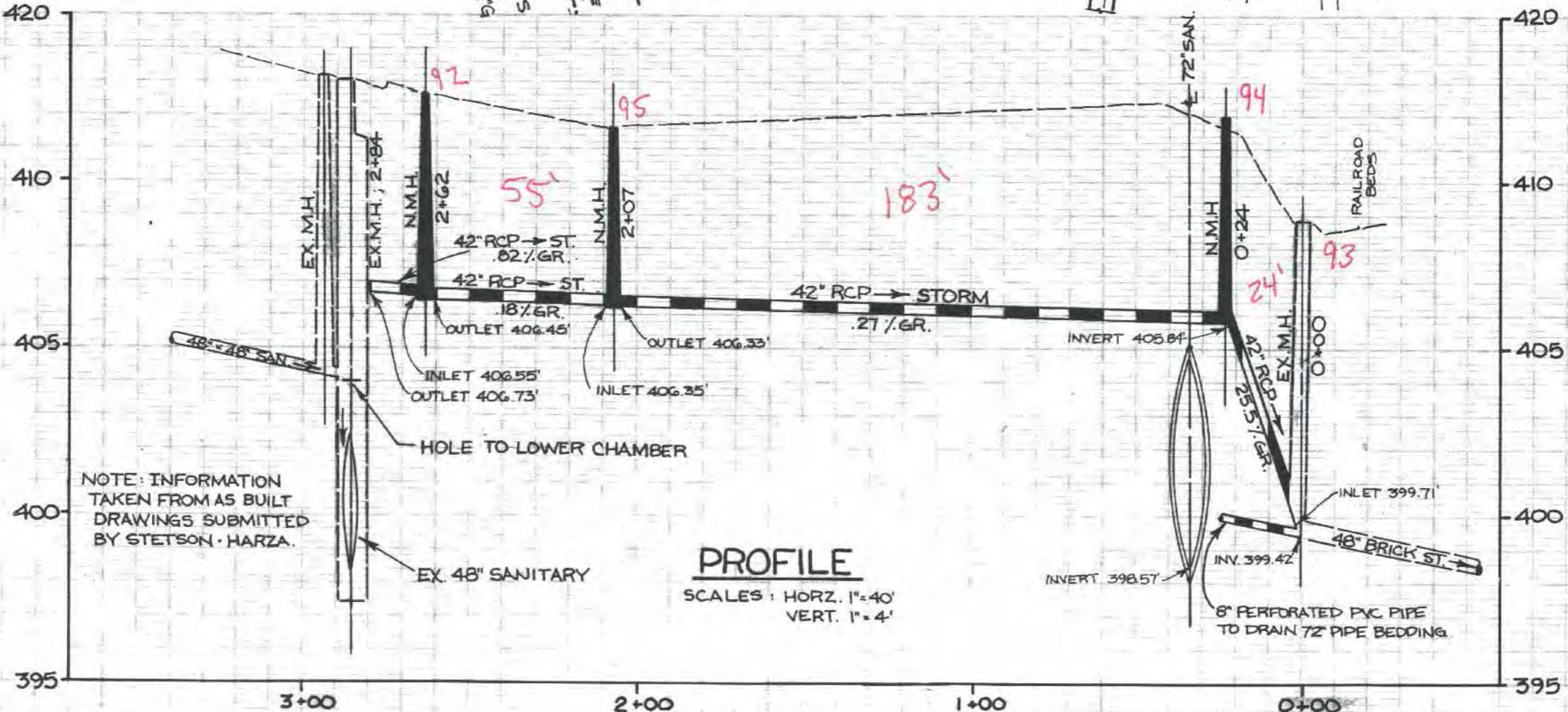


ALAN M. SWIECICKI, P.E.  
P.O. BOX 204  
WHITESBORO, NY 13492

**POTRAU-10  
WET WEATHER  
OVERFLOW  
#108**



**BENCHMARK:**  
EAST HYDRANT CAPNUT ON  
WATER STREET AT BEND IN  
STREET.  
ELEV. 414.74'



NOTE: INFORMATION  
TAKEN FROM AS BUILT  
DRAWINGS SUBMITTED  
BY STETSON HARZA.

CATCHBASIN □  
MANHOLE ○  
HYDRANT ∇

STORM SEWER-OVERFLOW #108  
**THRU PRIVATE  
PROPERTY** C.T.M. 3-9-2-1  
FROM: POTTER STREET  
TO: EX. 48" BRICK  
CONTRACT DATE: APRIL, 12, 1985  
CONTRACT FINAL  
CONTRACTOR: LONGO CONST.  
ORD. #: 361  
ORD. DATE: DEC. 19, 1984

DRAWING N° 7982  
PAGE 1 of 1

CHECKED BY: E.S.C.  
DATE: 4/9/90

