

MEMORANDUM

To: Carolyn Stevens, Chair, and Members of the Town of Ossining Planning Board

CC: Christie Tomm Addona, Esq. / Katherine Zalantis, Esq.
Valerie Monastra, AICP
Daniel Ciarcia, PE

From: John Canning, PE
Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

Date: September 23, 2024

RE: *Responses to Comments*
Crotonville Conference Center, 1 Old Albany Post Road, Ossining NY

On behalf of the Applicant, the following responses are offered to the comment letters received from the Town of Ossining Planning Board's Consultant dated September 16, 2024.

Memorandum dated 9/16/24 from Osman Barrie, PE (Nelson + Pope)

1. No further comment.

Response: No Response.

2. We agree with the methodology of applying a 7% growth factor to the Saturday volumes to reflect traffic conditions during the 2-3 PM peak hour.

Response: Comment Noted¹.

We concur that if the weekday PM peak hour volumes are higher than the weekday midday peak hour volumes, the midday analysis will not show a more significant traffic impact than the PM peak hour results.

Response: Comment Noted².

¹ Commentor also noted that no supporting data had been provided to substantiate the determination. Supporting Data has been provided.

² Commentor requested that a comparison sheet that includes continuous station data be provided, demonstrating that the weekday midday peak volumes are 68% of the weekday AM peak hour and 78% of the weekday PM peak hour. A comparison sheet has been provided.

3. Please update the Traffic Study to incorporate the statement provided regarding the design year, as it was not found in the current version of the report.

Response: The Traffic Study has been updated to incorporate the statement provided regarding the design year. If major construction is planned in the future, it may necessitate conducting a new traffic study with a new design year to accurately assess potential traffic impacts.

4. No further comment.

Response: No Response.

5. The traffic impact analysis should be based on the worst-case scenario volumes provided in Table 6, and the Build condition analysis should reflect these volumes.

Response: The worst-case traffic volumes are provided and studied in Section 8 of the traffic study. Table 15 has been replaced with Tables 15 through 19 to include the Existing and No-Build volume conditions. These analyses represent days when there will be LARGE events at the facility and will not be everyday occurrences.

6. No further comment.

Response: No Response.

7. The requested more comprehensive trip generation analyses taking into consideration event days at the hotel conference center, is acknowledged. The traffic impact analysis should be based on the worst-case scenario volumes provided in Table 6.

Response: As indicated in Tables 15-19 of the traffic study, based on the worst-case/large-event scenario volumes provided in Table 6, with one minor exception, overall-intersection LOS "B" or better conditions and unsignalized minor-movement LOS "B" or better conditions are projected to prevail at all locations during all 4 peak hours. This indicates that there will be more than adequate capacity to accommodate event traffic volumes at these location and that events at the facility will not have a significant adverse traffic impact.

The one minor exception is at the intersection of US Route 9 with Old Albany Post Road/Mystic Drive during the weekday AM peak hour. At this location, during this time period, a potential increase in overall intersection delay during a larger event could be limited to 6.7 seconds (and no individual movement will see delays increase by more than 10 seconds) with implementation of a proposed 3-second timing change to better accommodate projected traffic volumes.

8. The assumption that 5% of project traffic would use Old Albany Post Road to and from the north, and that 20% would use Route 9 to and from the south, is acceptable. However, the math does not add up. For example, during the weekday AM peak hour at the intersection of Shady Lane Farm Road and NY 9A WB off-ramp, the northbound right-turn volumes are listed as 13 in Figure 7 and 24 in Figure 9. When added, this should total 37 vehicles, but Figure 11 shows 41 northbound right-turning vehicles at this intersection.

Response: The traffic volumes were checked and the math is correct (other than round-off errors where 4.5 could be listed as either 4 or 5, which is inconsequential). The reviewer may not have subtracted the existing facility's traffic from the network before adding the traffic from the Hotel and Conference center (Figure 7 has been added to show the trips to be subtracted).

9. No further comment.

Response: No Response.

10. Page 38 of the revised report still indicates that under the No-Build condition, the intersection will continue operate at LOS C during the weekday AM peak hour.

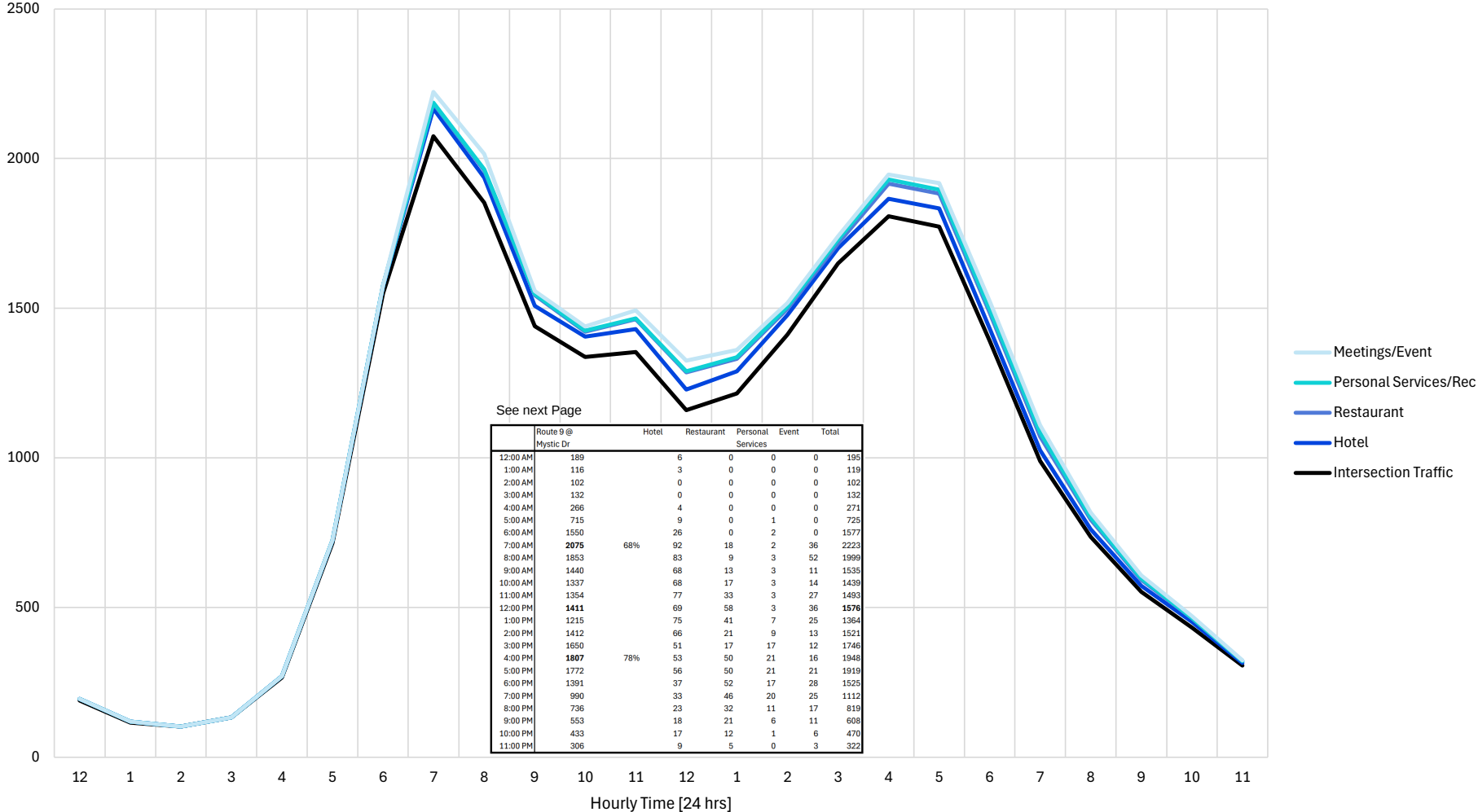
Response: There is no reference to No-Build conditions on page 38 of the traffic study.

AM peak-hour No-Build conditions at the intersection of Route 9 with Mystic Drive/Old Albany Post Road are discussed on pages 33 and 34 where the word "continue" has been deleted (and the LOS "A" condition for the Saturday Peak Hour has been corrected to a LOS "B" condition).

- 11 – 14. No further comments.

Response: No Responses.

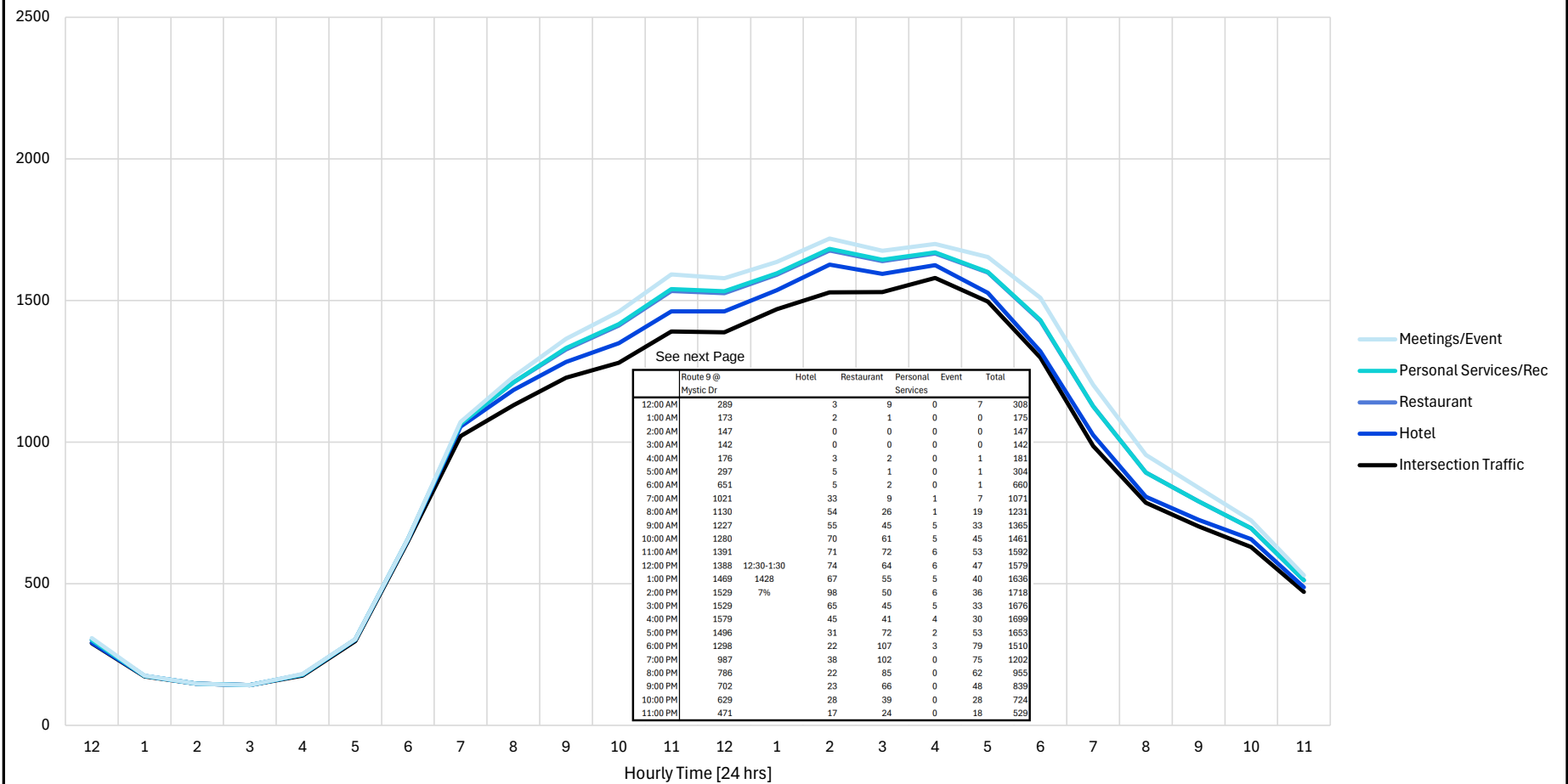
Weekday Hourly Traffic Volumes Route 9 at Old Albany Post Road



Projected Weekday Hourly Traffic Volumes at the intersection of Route 9 with Mystic Drive/ Old Albany Post Road

	Route 9 @ Mystic Dr	Hotel	Restaurant	Personal Services	Event	Total	
12:00 AM	189		6	0	0	0	195
1:00 AM	116		3	0	0	0	119
2:00 AM	102		0	0	0	0	102
3:00 AM	132		0	0	0	0	132
4:00 AM	266		4	0	0	0	271
5:00 AM	715		9	0	1	0	725
6:00 AM	1550		26	0	2	0	1577
7:00 AM	2075	68%	92	18	2	36	2223
8:00 AM	1853		83	9	3	52	1999
9:00 AM	1440		68	13	3	11	1535
10:00 AM	1337		68	17	3	14	1439
11:00 AM	1354		77	33	3	27	1493
12:00 PM	1411		69	58	3	36	1576
1:00 PM	1215		75	41	7	25	1364
2:00 PM	1412		66	21	9	13	1521
3:00 PM	1650		51	17	17	12	1746
4:00 PM	1807	78%	53	50	21	16	1948
5:00 PM	1772		56	50	21	21	1919
6:00 PM	1391		37	52	17	28	1525
7:00 PM	990		33	46	20	25	1112
8:00 PM	736		23	32	11	17	819
9:00 PM	553		18	21	6	11	608
10:00 PM	433		17	12	1	6	470
11:00 PM	306		9	5	0	3	322

Saturday Hourly Traffic Volumes Route 9 at Old Albany Post Road



Projected Saturday Hourly Traffic Volumes at the intersection of Route 9 with Mystic Drive/ Old Albany Post Road

	Route 9 @ Mystic Dr		Hotel	Restaurant	Personal Services	Event	Total
12:00 AM	289		3	9	0	7	308
1:00 AM	173		2	1	0	0	175
2:00 AM	147		0	0	0	0	147
3:00 AM	142		0	0	0	0	142
4:00 AM	176		3	2	0	1	181
5:00 AM	297		5	1	0	1	304
6:00 AM	651		5	2	0	1	660
7:00 AM	1021		33	9	1	7	1071
8:00 AM	1130		54	26	1	19	1231
9:00 AM	1227		55	45	5	33	1365
10:00 AM	1280		70	61	5	45	1461
11:00 AM	1391		71	72	6	53	1592
12:00 PM	1388	12:30-1:30	74	64	6	47	1579
1:00 PM	1469	1428	67	55	5	40	1636
2:00 PM	1529	7%	98	50	6	36	1718
3:00 PM	1529		65	45	5	33	1676
4:00 PM	1579		45	41	4	30	1699
5:00 PM	1496		31	72	2	53	1653
6:00 PM	1298		22	107	3	79	1510
7:00 PM	987		38	102	0	75	1202
8:00 PM	786		22	85	0	62	955
9:00 PM	702		23	66	0	48	839
10:00 PM	629		28	39	0	28	724
11:00 PM	471		17	24	0	18	529

Continuous Count Station data, Route 9 over the Croton River																					
Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average		Total	Average	Average	Average	
Time	10-Apr	11-Apr	12-Apr	13-Apr	14-Apr	15-Apr	16-Apr	17-Apr	18-Apr	19-Apr	20-Apr	21-Apr	22-Apr	23-Apr	Workday	7 Day	Count	Weekday	Sat	Sun	
12:00 AM	633	349	274	425	400	439	556	613	269	306	275	324	359	550	350	368	5772	342	553	623	
1:00 AM	444	229	175	234	228	312	336	379	149	208	155	196	209	325	215	229	3579	210	331	412	
2:00 AM	335	203	156	224	207	243	295	275	145	184	113	186	191	268	188	191	3025	185	282	305	
3:00 AM	324	286	220	265	244	267	264	297	232	233	184	211	252	278	234	217	3557	239	271	311	
4:00 AM	340	529	486	501	485	477	320	304	476	457	451	489	464	352	476	366	6131	482	336	322	
5:00 AM	449	1299	1383	1382	1280	1026	548	406	1252	1306	1330	1415	1253	589	1297	883	14918	1293	569	428	
6:00 AM	869	2786	2785	2969	2863	2169	1122	666	2872	2859	3012	2917	2779	1369	2801	2288	32037	2801	1246	768	
7:00 AM	1233	3739	3618	3756	3536	2941	1832	1019	3953	4097	3984	4160	3722	2074	3751	3119	43664	3751	68%	1953	1126
8:00 AM	1430	3425	3154	3416	3213	2871	1996	1340	3458	3559	3558	3603	3238	2326	3350	2899	40587	3350	2161	1385	
9:00 AM	2011	2500	2573	2588	2659	2507	2209	1842	2482	2669	2663	2775	2606	2485	2602	2469	34569	2602	2347	1927	
10:00 AM	2250	2428	2366	2426	2464	2660	2417	2122	2145	2357	2433	2498	2388	2479	2417	2388	33433	2417	2448	12:30 to	2186
11:00 AM	2684	2429	2362	2611	2469	2980	2695	2507	2174	2170	2405	2419	2454	2623	2447	2499	34982	2447	2659	1:30	2596
12:00 PM	2522	2490	2478	2686	2689	3033	2688	2591	2278	2409	2454	2343	2637	2619	2478	2160	35917	2550	2654	2731	2557
1:00 PM	2570	2521	2611	2644	2816	3078	2724	2807	2435	2468	2689	2540	2926	2894	2590	2266	37723	2673	2809		2689
2:00 PM	2723	3060	2941	3019	3169	3661	2945	2644	3034	2815	3089	2899	3365	2901	3003	2517	42265	3105	2923	7%	2684
3:00 PM	2881	3642	3356	3426	3691	3815	2876	2361	3818	3400	3831	3482	3818	2973	3581	2838	47370	3628	2925		2621
4:00 PM	2855	3918	3709	4101	3860	4177	3009	2323	4293	3722	4148	3819	3991	3031	3946	3056	50956	3974	64%	3020	2589
5:00 PM	2385	4164	3926	3754	3624	3867	2836	2101	3830	3631	4312	3999	3866	2886	3905	2961	49181	3897	2861		2243
6:00 PM	2138	3017	3079	2845	3056	2895	2439	2301	3126	2786	3494	3136	3149	2526	3067	2425	39987	3058	2483		2220
7:00 PM	1724	2115	2302	2162	1926	2169	1823	2184	1964	2135	2570	2137	2284	1951	2164	1785	29446	2176	1887		1954
8:00 PM	1365	1543	1713	1710	1609	1696	1488	1939	1331	1566	1719	1596	1711	1518	1598	1364	22504	1619	1503		1652
9:00 PM	1071	1097	1218	1303	1307	1332	1396	1392	975	1126	1286	1166	1343	1289	1185	1045	17301	1215	1343		1232
10:00 PM	801	815	918	991	1023	1204	1196	897	704	853	936	914	1170	1211	894	804	13633	953	1204		849
11:00 PM	499	527	666	712	707	879	922	569	513	625	592	577	924	880	615	556	9592	672	901		534

4.0 FUTURE NO-BUILD CONDITIONS

The future No-Build conditions are the forecast traffic conditions that are expected to occur without the proposed development in the year 2025, when the full build-out of the Project is anticipated (the one-year timeframe is related to the request to simply permit the proposed usage of the existing buildings, as is, for a public facing hotel and conference center, which is expected to occur by 2025 if not before). This includes background traffic growth and traffic associated with any other known planned / approved developments. The derivation of the No-Build traffic volumes is described below.

4.1 Background Traffic Growth

Background traffic growth represents typical traffic growth not associated with any planned development. The Existing Volumes were grown to the year 2025 by 1%, a conservative projection based on NYSDOT historical traffic growth rates for roadways of similar classification in Westchester County (see attached annual growth rate data). The “Grown” traffic volumes are shown on **Figure 4** for the Weekday AM and PM peak hours.

4.2 Vicinity Developments

The only known project in the vicinity of the development that is likely to add significant traffic volumes to the study intersections is the Specialty Hospital proposed for 2016 Quaker Ridge Road in the Town of Cortlandt. Peak-hour traffic for this development was obtained from materials submitted by the applicant for that project to the Town of Cortlandt. The Vicinity Development traffic volumes are shown in **Figure 5**.

4.3 Continued use of Facility as a Training Center

The alternative to the Proposed Action is for the facility to continue to function as a training facility (as it did in the past). To determine the potential traffic that would be generated by this alternative, Kimley-Horn performed manual trip generation counts at the existing GE Training Facility during the week of February 19, 2024. During this week, a total of 150 guests were training at the facility. It is also noted that the training typically occurs during weekdays (Monday through Friday). Therefore, the trip generation of the existing GE Training Facility on a typical Saturday is negligible. A summary of the results of the manual trip generation counts performed at the existing GE training center is included in **Table 1**.

Table 1 – Observed GE Training Facility Trip Generation				
Development	Size	Weekday		Saturday
		AM Peak Hour	PM Peak Hour	Peak Hour
Existing Facility	248 Rooms	17	13	3

However, it is understood that, during the peak usage of the GE Training Facility, an average of approximately 300 guests were training at the facility per week, or approximately two times the number of guests that were training during the performance of the manual trip generation counts. Therefore, the trip generation of the GE Training Facility during its peak usage was determined by doubling the existing trip



NOT TO SCALE

- Legend**
- Study Roadway
 - XX AM Peak Hour Traffic
 - (XX) PM Peak Hour Traffic
 - <XX> SAT Peak Hour Traffic
 - Study Intersection

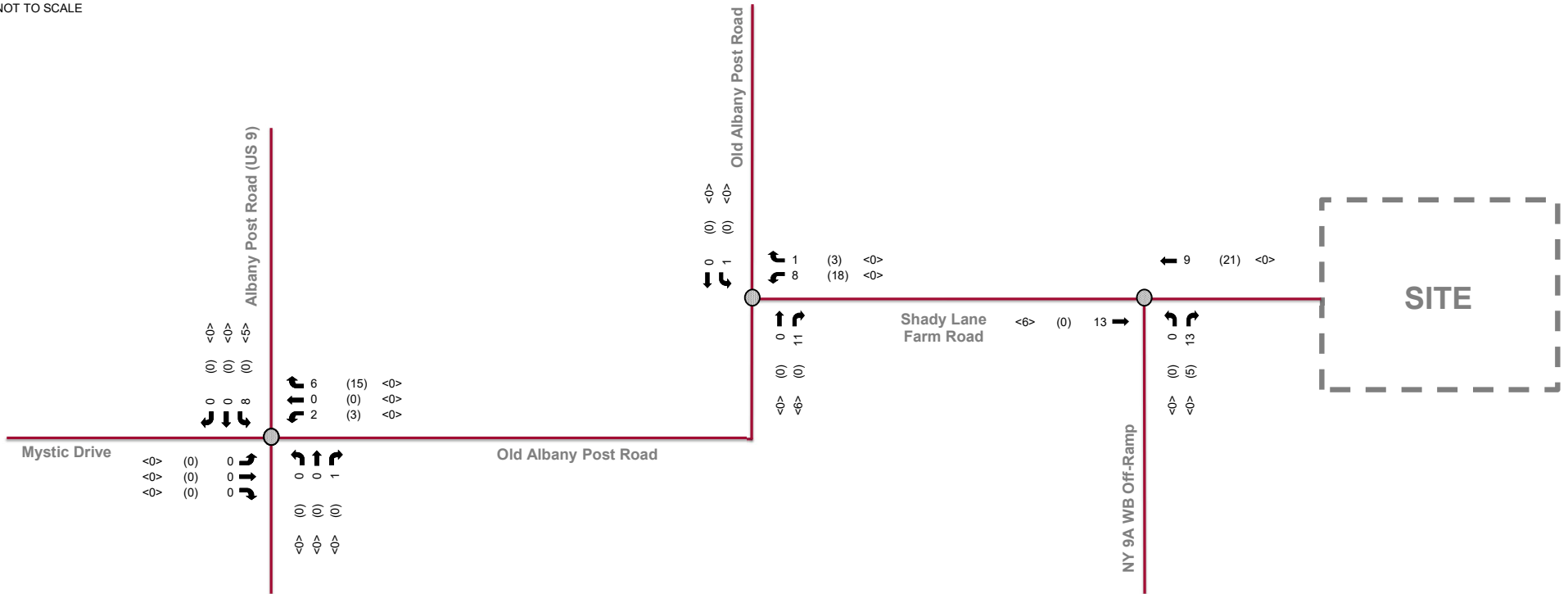


Figure 7
Full-Occupancy Corporate Training Center Traffic Volumes
1 Old Albany Post Road
Crotonville, Westchester Co., NY

Direction	Approach/ Movement	TABLE 14 – Intersection Capacity Analysis Saturday Peak Hour					
		Existing 2024		Forecasted 2025 Without Development		Forecasted 2025 With Development	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
INTERSECTION	ALBANY POST ROAD (US 9) AND OLD ALBANY POST ROAD/MYSTIC DRIVE						
MYSTIC DRIVE							
Eastbound	Left Turn	B	12.5	B	12.9	B	14.0
	Through/ Right Turn	B	12.1	B	12.5	B	13.4
	Approach	B	12.3	B	12.8	B	13.8
OLD ALBANY POST ROAD							
Westbound	Approach	B	14.9	B	15.9	B	19.2
ALBANY POST ROAD (US 9)							
Northbound	Approach	A	7.8	A	7.9	A	9.1
ALBANY POST ROAD (US 9)							
Southbound	Approach	A	9.0	A	9.5	B	12.0
	OVERALL	A	9.7	B	10.1	B	12.6
INTERSECTION	OLD ALBANY POST ROAD AND SHADY LANE FARM ROAD						
SHADY LANE FARM ROAD							
Westbound	Approach	A	9.6	A	9.7	B	10.9
OLD ALBANY POST ROAD							
Southbound	Approach	A	0.0	A	0.0	A	0.4
INTERSECTION	SHADY LANE FARM ROAD AND NY 9A NORTHBOUND OFF-RAMP						
NY 9A OFF-RAMP							
Westbound	Approach	A	9.1	A	9.2	B	10.6

LOS = Level of Service

Delay = Average delay in seconds per vehicle

A descriptive summary of the Synchro analysis results shown in **Table 12**, **Table 13** and **Table 14** is provided on the following pages.

Albany Post Road (US Route 9) & Old Albany Post Road/Mystic Drive

- Under Existing conditions, the intersection operates at an overall intersection Level of Service (“LOS”) “B” during the weekday AM and weekday PM peak hours and an overall LOS “A” during the Saturday midday peak hour.
- In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes), the intersection is anticipated to operate at an overall intersection LOS “C” during the weekday AM peak hour, an overall intersection LOS “B” during the weekday PM peak hour and at an overall intersection LOS “B” during Saturday midday peak hour.

8.0 EVENT CONDITION ANALYSES

Event conditions were analyzed by using the same methodology as for the typical-day conditions. The weekday AM, PM and Saturday Midday peak hour volumes remain unchanged. A review of NYSDOT Continuous count station data on Route 9 over the Croton River indicated that the busiest hour in the middle of a weekday is the 12:00 p.m. to 1:00 p.m. peak hour and that traffic volumes during this hour are 68% of the AM peak hour and 64% of the PM peak hour. A review of the peak-hour volumes at the busiest of the study intersections, the intersection of Route 9 with Mystic Drive and Old Albany Post Road, indicated that traffic volumes during the busiest midday hour are 68% of the AM peak hour and 78% of the PM peak hour. To provide a conservative analysis, the higher value (78%) in the PM peak hour was used. Thus, to approximate the weekday Midday peak hour, 34% ($68/2$) of the AM peak-hour volumes for each movement were added to 39% ($78/2$) of the PM peak-hour volumes for each movement.

Event project trips were determined by applying the total projected peak-hour trips (contained in Table 6¹¹) to the arrival and departure patterns presented in Figure 8. The resulting Event Peak-hour traffic volumes are shown in **Figures 12 and 13**.

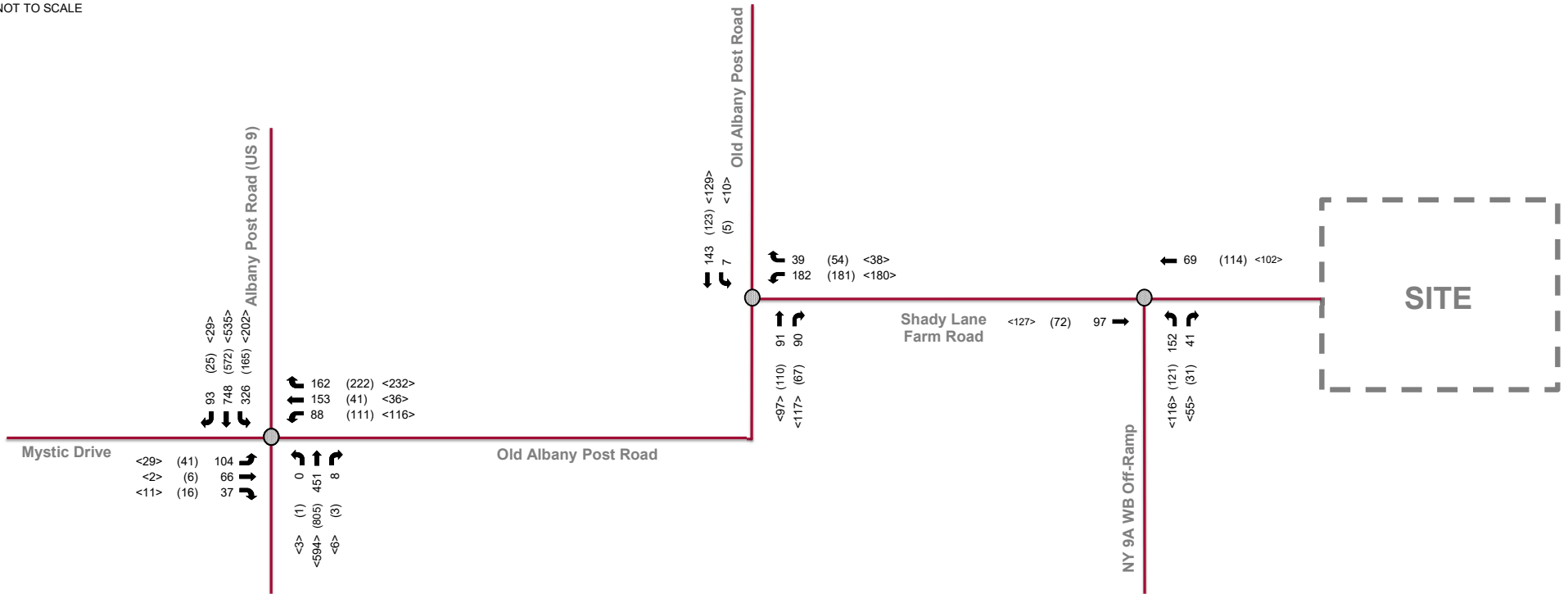
Intersection capacity analyses were performed for the Event Build volumes using Synchro 12, including the pedestrian volumes, as previously described. The results of these analyses are presented in **Table 15 - 18**.

¹¹ Weekday Midday event peak-hour trips (232) were determined based on a review of the ITE AM and PM peak-generator hour trips for the to 30% of datapoints for LUC 310.



NOT TO SCALE

- Legend**
- Study Roadway
 - XX AM Peak Hour Traffic
 - (XX) PM Peak Hour Traffic
 - <XX> SAT Peak Hour Traffic
 - Study Intersection

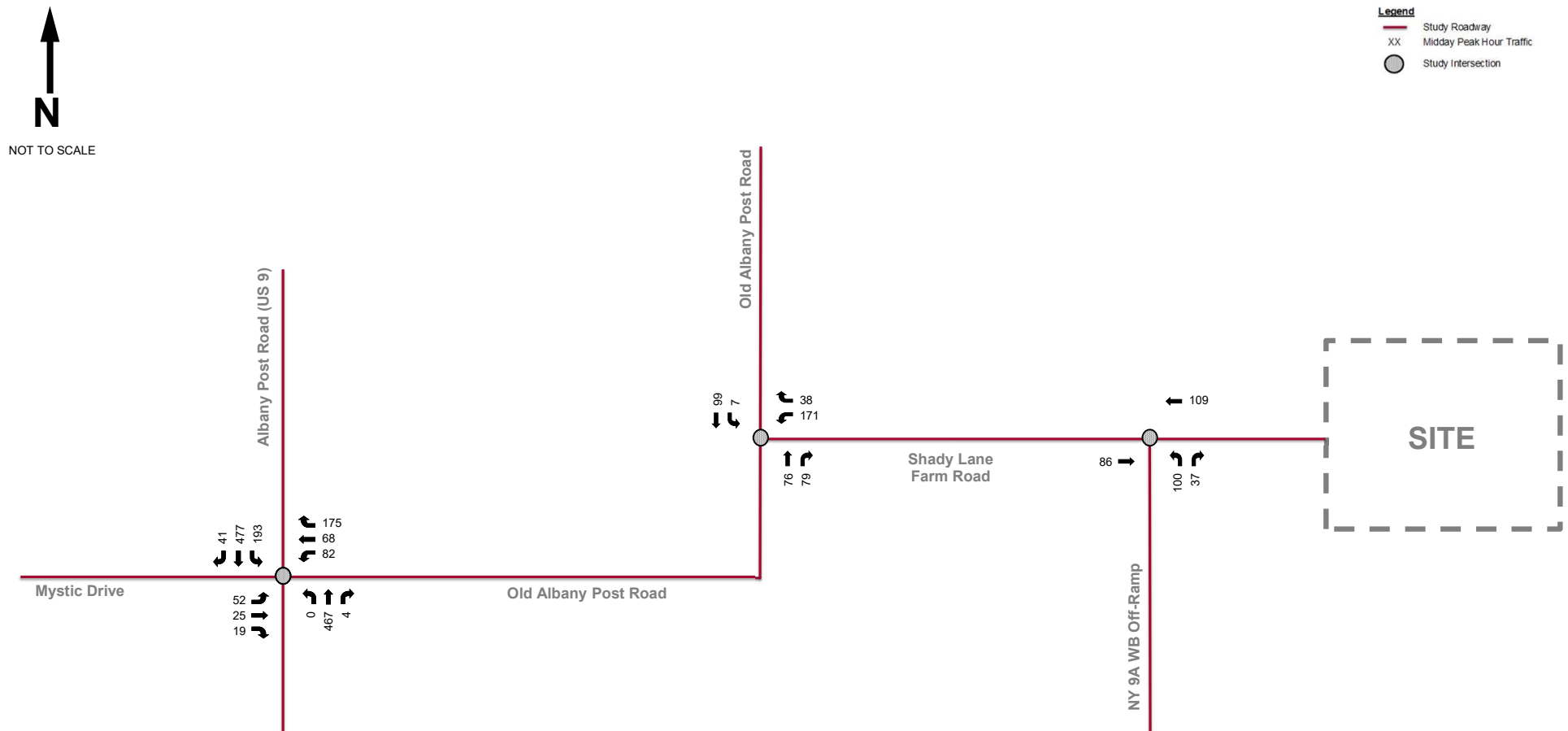


SITE

Kimley»Horn

© 2023

Figure 12
Forecasted 2025 Build Event Traffic Volumes
1 Old Albany Post Road
Crotonville, Westchester Co., NY



* Weekday Existing and No-Build Figures can be provided upon request

Kimley»Horn

© 2023

Figure 13
Forecasted 2025 Build Midday Event Traffic Volumes
1 Old Albany Post Road
Crotonville, Westchester Co., NY

Direction	Approach/ Movement	TABLE 15 – Intersection Capacity Analysis					
		AM Peak Hour - Large Events					
		Existing 2024		Forecasted 2025 Without Development		Forecasted 2025 With Development	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
INTERSECTION	ALBANY POST ROAD (US 9) AND OLD ALBANY POST ROAD/MYSTIC DRIVE						
MYSTIC DRIVE							
Eastbound	Left Turn	C	33.2	D	37.2	D	50.3
	Through/ Right Turn	C	23.0	C	23.7	C	25.2
	Approach	C	28.1	C	30.5	D	37.9
OLD ALBANY POST ROAD							
Westbound	Approach	D	36.8	D	40.6	E	62.2
ALBANY POST ROAD (US 9)							
Northbound	Approach	A	7.3	A	7.4	A	7.8
ALBANY POST ROAD (US 9)							
Southbound	Approach	B	16.0	B	17.2	C	22.2
	OVERALL	B	18.6	C	20.2	C	27.9
INTERSECTION	OLD ALBANY POST ROAD AND SHADY LANE FARM ROAD						
SHADY LANE FARM ROAD							
Westbound	Approach	B	10.1	B	10.4	B	11.4
OLD ALBANY POST ROAD							
Southbound	Approach	A	0.1	A	0.1	A	0.4
INTERSECTION	SHADY LANE FARM ROAD AND NY 9A NORTHBOUND OFF-RAMP						
NY 9A OFF-RAMP							
Westbound	Approach	A	9.4	A	9.5	B	10.8

LOS = Level of Service

Delay = Average delay in seconds per vehicle

Direction	Approach/ Movement	TABLE 16 – Intersection Capacity Analysis					
		MD Peak Hour - Large Events					
		Existing 2024		Forecasted 2025 Without Development		Forecasted 2025 With Development	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
INTERSECTION	ALBANY POST ROAD (US 9) AND OLD ALBANY POST ROAD/MYSTIC DRIVE						
MYSTIC DRIVE							
Eastbound	Left Turn	B	14.9	B	15.4	B	16.2
	Through/ Right Turn	B	14.3	B	14.6	B	15.1
	Approach	B	14.6	B	15.0	B	15.7
OLD ALBANY POST ROAD							
Westbound	Approach	B	16.6	B	17.4	C	20.8
ALBANY POST ROAD (US 9)							
Northbound	Approach	A	6.9	A	7.0	A	8.2
ALBANY POST ROAD (US 9)							
Southbound	Approach	A	8.9	A	9.4	B	12.4
	OVERALL	A	9.8	B	10.2	B	13.0
INTERSECTION	OLD ALBANY POST ROAD AND SHADY LANE FARM ROAD						
SHADY LANE FARM ROAD							
Westbound	Approach	A	9.8	B	10.1	B	10.7
OLD ALBANY POST ROAD							
Southbound	Approach	A	0.0	A	0.1	A	0.5
INTERSECTION	SHADY LANE FARM ROAD AND NY 9A NORTHBOUND OFF-RAMP						
NY 9A OFF-RAMP							
Westbound	Approach	A	9.0	A	9.0	B	10.3

LOS = Level of Service

Delay = Average delay in seconds per vehicle

Direction	Approach/ Movement	TABLE 17 – Intersection Capacity Analysis					
		PM Peak Hour - Large Events					
		Existing 2024		Forecasted 2025 Without Development		Forecasted 2025 With Development	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
INTERSECTION	ALBANY POST ROAD (US 9) AND OLD ALBANY POST ROAD/MYSTIC DRIVE						
MYSTIC DRIVE							
Eastbound	Left Turn	B	14.9	B	15.5	B	17.8
	Through/ Right Turn	B	14.2	B	14.7	B	16.6
	Approach	B	14.6	B	15.2	B	17.4
OLD ALBANY POST ROAD							
Westbound	Approach	B	17.5	B	19.1	C	25.6
ALBANY POST ROAD (US 9)							
Northbound	Approach	A	8.2	A	8.5	A	9.7
ALBANY POST ROAD (US 9)							
Southbound	Approach	A	9.3	B	10.4	B	14.2
	OVERALL	B	10.1	B	11.1	B	14.6
INTERSECTION	OLD ALBANY POST ROAD AND SHADY LANE FARM ROAD						
SHADY LANE FARM ROAD							
Westbound	Approach	A	9.6	A	9.9	B	11.1
OLD ALBANY POST ROAD							
Southbound	Approach	A	0.0	A	0.0	A	0.3
INTERSECTION	SHADY LANE FARM ROAD AND NY 9A NORTHBOUND OFF-RAMP						
NY 9A OFF-RAMP							
Westbound	Approach	A	9.1	A	9.2	B	10.3

LOS = Level of Service

Delay = Average delay in seconds per vehicle

Direction	Approach/ Movement	TABLE 18 – Intersection Capacity Analysis					
		Saturday Peak Hour – Large Events					
		Existing 2024		Forecasted 2025 Without Development		Forecasted 2025 With Development	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
INTERSECTION	ALBANY POST ROAD (US 9) AND OLD ALBANY POST ROAD/MYSTIC DRIVE						
MYSTIC DRIVE							
Eastbound	Left Turn	B	12.5	B	12.9	B	14.8
	Through/ Right Turn	B	12.1	B	12.5	B	14.1
	Approach	B	12.3	B	12.8	B	14.6
OLD ALBANY POST ROAD							
Westbound	Approach	B	14.9	B	15.9	C	20.5
ALBANY POST ROAD (US 9)							
Northbound	Approach	A	7.8	A	7.9	A	9.1
ALBANY POST ROAD (US 9)							
Southbound	Approach	A	9.0	A	9.5	B	12.7
	OVERALL	A	9.7	B	10.1	B	13.2
INTERSECTION	OLD ALBANY POST ROAD AND SHADY LANE FARM ROAD						
SHADY LANE FARM ROAD							
Westbound	Approach	A	9.6	A	9.7	B	11.1
OLD ALBANY POST ROAD							
Southbound	Approach	A	0.0	A	0.0	A	0.6
INTERSECTION	SHADY LANE FARM ROAD AND NY 9A NORTHBOUND OFF-RAMP						
NY 9A OFF-RAMP							
Westbound	Approach	A	9.1	A	9.2	B	11.2

LOS = Level of Service

Delay = Average delay in seconds per vehicle

As can be seen from **Table 15-18**, with one minor exception, even with a larger event at the hotel/conference center overall intersection, LOS “B” or better conditions and unsignalized minor-movement LOS “B” or better conditions are projected to prevail at all locations during all 4 peak hours. This

indicates that there will be more than adequate capacity to accommodate event traffic volumes at these location and that events at the facility will not have a significant adverse traffic impact.

The one minor exception is at the intersection of US Route 9 with Old Albany Post Road/Mystic Drive during the weekday AM peak hour. The analyses indicates that, when there is a larger event at the facility, during the busiest 15 minutes¹² of the weekday AM peak hour, the overall intersection delay could increase by 7.7 seconds (and the Level of Service on the westbound, Old Albany Post Road approach to the intersection could change from “D” to “E”)¹³.

Considering that, if this occurs, it would likely be only a few times per year (when there is a large morning event), because of the short duration of such increases, and since the intersection will have adequate capacity to accommodate all vehicles during this period, this impact was determined not to be significant. However, to ensure that there will not be a significant impact during this period, additional analyses were conducted which indicated that, with implementation of a 3-second timing change (to better accommodate eastbound and westbound traffic on Old Albany Post Road and Mystic Drive), the potential increase in overall intersection delay during a larger event could be reduced to 6.7 seconds, no individual movement will see delays increase by more than 10 seconds, and the Level of Service on the westbound, Old Albany Post Road approach to the intersection will be restored from “D” to “E”. This analysis is summarized in **Table 19**.

¹² By definition, the Peak-Hour Factor generates the hourly equivalent of the peak 15 minutes.

¹³ The analysis also indicates that all movements will be operating below their lane-group capacity, as defined by a v/c ratio of 1.0.

Direction	Approach/ Movement	TABLE 19 – Intersection Capacity Analysis					
		AM Peak Hour With Signal Timing Change - Large Events					
		Existing 2024		Forecasted 2025 Without Development		Forecasted 2025 With Development*	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
INTERSECTION	ALBANY POST ROAD (US 9) AND OLD ALBANY POST ROAD/MYSTIC DRIVE						
MYSTIC DRIVE							
Eastbound	Left Turn	C	33.2	D	37.2	D	40.4
	Through/ Right Turn	C	23.0	C	23.7	C	24.5
		C	28.1	C	30.5	C	32.6
OLD ALBANY POST ROAD							
Westbound	Approach	D	36.8	D	40.6	D	50.6
ALBANY POST ROAD (US 9)							
Northbound	Approach	A	7.3	A	7.4	A	8.3
ALBANY POST ROAD (US 9)							
Southbound	Approach	B	16.0	B	17.2	C	25.0
	OVERALL	B	18.6	C	20.2	C	26.9
INTERSECTION	OLD ALBANY POST ROAD AND SHADY LANE FARM ROAD						
SHADY LANE FARM ROAD							
Westbound	Approach	B	10.1	B	10.4	B	13.7
OLD ALBANY POST ROAD							
Southbound	Approach	A	0.1	A	0.1	A	0.4
INTERSECTION	SHADY LANE FARM ROAD AND NY 9A NORTHBOUND OFF-RAMP						
NY 9A OFF-RAMP							
Westbound	Approach	A	9.4	A	9.5	B	11.1

LOS = Level of Service

Delay = Average delay in seconds per vehicle

*: With 3 second timing change