

## **Exhibit X.C.1 (Traffic Mitigation):**

*Submit as Exhibit X.C.1. a description of the steps, plans and measures, including infrastructure improvements, to mitigate traffic flow and vehicle trips in the vicinity of the Gaming Facility. Include a description of plans to use public or alternate transportation methods and transportation demand management.*

A Traffic Impact Study Report has been prepared for the proposed Gaming Facility and can be found attached to [Exhibit IX.A.2.b](#). The Traffic Impact Study summarizes the improvements required to mitigate traffic impacts at off-site intersections and the applicability of incorporating the facility into the existing public transportation system.

A summary of the roadway and traffic improvements that are necessary to provide efficient access to and from the proposed Gaming Facility Site are described in the following three sections:

- Front Door Improvements – Widening along NYS Route 17K in the vicinity of the proposed site driveway.
- Bridge Widening and Reconstruction – Requirements to widen the existing 2-lane bridge to provide additional capacity.
- Off-site Intersection Mitigation – Mitigation required at off-site intersections analyzed as part of the Traffic Impact Study.

The most significant proposed improvement will be widening Route 17K to provide two lanes in each direction from the McDonald Street intersection to the existing 4-lane section just west of the Route 300 intersection. In addition, two westbound lanes will continue through the Corporate Boulevard intersection. This widening will require modification to multiple intersections and the bridge over the NYS Thruway (I-87). The improvements to Route 17K will provide a regional benefit by increasing the highway capacity between I-84 and Route 300.

All proposed mitigation will be permitted through the New York State Department of Transportation (NYSDOT). All of the design and construction of the proposed mitigation will be based on NYSDOT policies and procedures. The bridge widening will also follow NYS Thruway policies and procedures where applicable. The following is a description of the roadway and traffic improvements required as part of the proposed Gaming Facility Site:

### **Front Door Improvements**

#### Route 17K & Primary Access Driveway/Crossroads Court

The primary site access to the Gaming Facility Site is proposed via a driveway opposite Crossroads Court. The intersection of Crossroads Court is currently an unsignalized T-intersection with turn lanes to facilitate access to/from Crossroads Court. On the north side of Route 17K there is an existing gas station with a driveway that creates a fourth leg of the intersection. As part of the proposed Gaming Facility the gas station will be removed, and the primary site access driveway will be constructed. The intersection of Route 17K and Crossroads Court/Site Driveway will be signalized. Route 17K will be widened to provide two through lanes in each direction, with left- and right-turn lanes to facilitate access to/from Crossroads Court and the site. The southbound site driveway approach will provide double left-turn lanes, one through lane and a channelized right-turn lane. The northbound Crossroad Court approach will continue to provide two exit lanes.

The Route 17K widening will continue east from this intersection to meet the existing 4-lane section prior to the Route 300 intersection and will include the widening of the bridge structure over the NYS Thruway.

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### Route 17K and Orr Avenue

The intersection of Route 17K and Orr Avenue is currently an unsignalized T-intersection with one lane provided for each approach. Route 17K will be widened to provide two through lanes in each direction and a westbound left-turn lane to facilitate entry onto Orr Avenue. This intersection will remain unsignalized.

### Route 17K and McDonald Street (National Guard Base Driveway)/Approved VW Driveway

The intersection of Route 17K and McDonald Street is currently a signalized T-intersection. Recently, a Volkswagen dealership has been approved on the north side of the intersection. As part of that approved development, a fourth leg is proposed at the intersection, along with an eastbound left-turn lane. As part of the proposed Gaming Facility, Route 17K will be widened to provide two through lanes in each direction for this intersection. The additional eastbound through lane will start just to the west of this intersection.

### Route 17K and Corporate Boulevard/Secondary Access

The intersection of Route 17K and Corporate Boulevard is currently a signalized T-intersection. Corporate Boulevard will provide secondary access to the site for employees and service vehicles. As part of the proposed Gaming Facility, Route 17K will be widened to provide a second westbound through lane. The additional westbound through lane will end just to the west of this intersection, with appropriate tapers to transition back to one through lane.

### **Bridge Widening and Reconstruction**

The existing NYS Route 17K Bridge over the New York State Thruway (Thruway) is proposed to be replaced with a two-span bridge, with a single pier to be placed in the median of the Thruway. The new bridge will be designed in accordance with the appropriate NYSDOT and Thruway Policies and Procedures, with portions of the proposed specific design approach outlined below:

- The bridge width will be set in accordance with NYSDOT guidelines and will provide two 12' lanes in each direction, a tapered median, 8' minimum shoulders in both directions and single-slope concrete barrier on both fasciae; no sidewalks will be provided as there are no sidewalks on the approaches.
- Route 17K will be realigned to the north to accommodate the required wider cross section, holding the line of the southern fascia as close as possible to the existing.
- The new profile will provide a minimum vertical clearance of 16' - 6".
- The two-span superstructure will be steel rolled beam sections with an approximate span length of 108' and beam depth of 3'.
- Existing utilities on the structure will be maintained during construction as required by the respective owners and also be carried on the new structure.
- The two abutments and one pier will be reinforced concrete.
- Traffic will be maintained throughout construction through the use of Stage Construction techniques as follows:
  - The northernmost portion of the structure that does not conflict with the existing bridge will be constructed first; necessary roadwork to place traffic on the new section of the bridge will be constructed at that time as well.
  - Once traffic is transferred to the newly constructed portions of the roadway/bridge the existing bridge will be removed in its entirety and the remaining portions of the new roadway/bridge will be constructed.

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### Off-Site Intersection Mitigation

A Traffic Impact Study was prepared to identify the improvements required to mitigate the impact of the site traffic associated with the proposed Gaming Facility. The Traffic Impact Study analyzed the 4 intersections identified above under the Front Door Improvements section and an additional 10 intersections between the I-84 interchange to the west and the I-87/I-84 interchange to the northeast.

The additional intersections are as follows:

- Route 17K and I-84 Westbound Ramps
- Route 17K and I-84 Eastbound Ramps
- Route 17K and Governor Drive/Homewood Avenue
- Route 17K and Dealer Drive
- Route 17K and Route 300
- Route 17K and Auto Park Place/I-87 Northbound Ramp
- Route 300 and Retail Access (North of 17K)
- Route 300 and Stewart Avenue/Tandem Trailer Driveway
- Route 300 and I-87/I-84 Eastbound Ramps
- Route 300 and I-87/I-84 Westbound Ramps

Based on the results of the Traffic Impact Study, most of these intersections do not require mitigation to accommodate the anticipated trip generation for the proposed Gaming Facility. The only intersection, other than the mitigation proposed in the Front Door Improvements section, that requires physical roadway widening, and not only minor signal timing modifications, is the intersection of Route 17K and Route 300. The mitigation required at that intersection is described below:

#### Route 17K and Route 300

The intersection of Route 17K and Route 300 is a four-way signalized intersection with multiple lanes on each approach. Each approach to this intersection includes double left-turn lanes, two through lanes and a right-turn lane, except for the southbound Route 300 approach, which does not have a right-turn lane. As part of the proposed Gaming Facility, Route 300 will be widened to provide a southbound right-turn lane. Route 17K will also be widened to extend the storage for the eastbound double left-turn lanes from 250 feet to 450 feet. In addition, minor signal timing adjustments are proposed.

#### Attachment / Figures

Exhibit X.C.1. - Drawing 1  
Exhibit X.C.1. - Drawing 2  
Exhibit X.C.1. - Drawing 3  
Exhibit X.C.1. - Drawing 4

Roadway Improvement Overall Plan  
Roadway Improvement Partial Plan 1  
Roadway Improvement Partial Plan 2  
Roadway Improvement Partial Plan 3



**ROADWAY IMPROVEMENT OVERALL PLAN  
DRAWING 1**

PERKINS EASTMAN - LANGAN - THORNTON TOMASETTI - JAROS BAUM & BOLLES - CLEO DESIGN

**Exhibit  
X.C.1**



**ROADWAY IMPROVEMENT PARTIAL PLAN 1  
DRAWING 2**

PERKINS EASTMAN - LANGAN - THORNTON TOMASETTI - JAROS BAUM & BOLLES - CLEO DESIGN

**Exhibit  
X.C.1**



**ROADWAY IMPROVEMENT PARTIAL PLAN 2  
DRAWING 3**

PERKINS EASTMAN - LANGAN - THORNTON TOMASETTI - JAROS BAUM & BOLLES - CLEO DESIGN

**Exhibit  
X.C.1**



**ROADWAY IMPROVEMENT PARTIAL PLAN 3  
DRAWING 4**

PERKINS EASTMAN - LANGAN - THORNTON TOMASETTI - JAROS BAUM & BOLLES - CLEO DESIGN

**Exhibit  
X.C.1**