

June 24, 2022

SENT VIA E-MAIL

Kenneth Kovalchik
Town Planner
Town of Guilderland
P.O. Box 339
Guilderland, NY 12084-0339

**RE: TDE Review – Response to Comments with Concept Sketches
Proposed Costco @ Crossgates Mall Road/Rapp Road/Western Ave**

Dear Mr. Kovalchik,

GPI has reviewed the following documents provided by JMT of New York, Inc.:

- Comment Response Letter with Concept Sketches, dated June 21, 2022

GPI has completed our review of the materials submitted and offer the following technical comments:

1. Responses addressed GPI's comments and we require no further information or analysis to complete our review.
2. The reported levels of service and delays for the full access option are not significantly different than the right-in, right-out option.
3. Although queues at the Rapp Rd signals are slightly longer for the full access option, analysis has been provided that shows the typical 95th percentile queues should not extend back to the proposed driveway intersection from either direction. As such, the site driveway should operate acceptably and impacts by the full access driveway should be minimal along Rapp Rd.
4. Sight distance from the driveway looking to the right (north) is less than desirable, compared to the intersection sight distance guidelines; however, the sight distance is more than stopping sight distance requirements. Meaning, there may be times when a vehicle pulls out from the driveway to make a left turn and on oncoming southbound Rapp Rd vehicle may have to slow down to accommodate them, but there will be sufficient sight distance for that vehicle to stop if necessary.
5. The concept sketch provided (see attached), reasonably addresses safety concerns for the full access driveway option, to include:
 - The road diet reduces the number of lanes being crosses for a left turn maneuver.
 - the striped median provides a refuge for drivers who choose to not directly enter the travel lane and instead wish to make a 2-stage left turn movement.
 - the left turn lane entering the site removes left turn traffic from the through lane and starts far enough from the Crossgates Mall Rd intersection to provide drivers decision making time before entering.
 - Turn bays along Rapp Rd at the US Route 20 signal remain as existing and should be sufficient to accommodate typical peak hour maximum queues.

If the full access driveway option were progressed, GPI finds the attached access concept to be acceptable.

Based on GPI's review of the submitted traffic data and analysis, we find that the full access driveway option provides slightly worse traffic operations (delay and queuing) for Rapp Rd than the right-in/right out driveway option, but operations under both are generally similar and the differences are minimal. There is an increase of crash potential with the full access option, but the site access concept presented reasonably mitigates that concern.

GPI finds that the full access driveway option, as presented, to be an acceptable alternative for site access.

Please feel free to contact me with any questions.

Regards,

GPI/GREENMAN-PEDERSEN, INC.



Ryan Trunko, PE
Project Manager
80 Wolf Road, Suite 300, Albany, NY 12205
518-898-9551 | rtrunko@gpinet.com

GPI/GREENMAN-PEDERSEN, INC.



Michael R. Wieszchowski, P.E., PTOE
Vice President | Director of Traffic Engineering

Enc. Concept Plan

