

May 27, 2022

SENT VIA E-MAIL

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

**RE: TDE Review – Updated Traffic Report
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, dated May 10, 2022.
- Traffic Analysis Report, updated May 10, 2022.

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

Review of the Comment Response Letter:

1. Response 1 adequately addresses our comment to obtain field speed information.
2. Response 2 adequately addresses our comment concerning observed queues at the traffic signals
3. Response 3, JMT verified that a Simtraffic model was developed and was included in the traffic study.
4. Response 4 adequately addresses the errors found in the trip distribution numbers, A review of the numbers shown in the revised traffic study appear acceptable.
5. Response 5 states that Simtraffic delays were reported in the Study, so this comment has been addressed.
6. Response 6 acknowledges the concerns expressed with JMT's previously proposed concern. Would like to see a sketch of the concept they wish to progress.
7. Generally speaking the response letter addressed GPI's needs to begin our review.

Review of the Traffic Analysis Letter to support the Full Access Driveway:

1. Volume changes from the volumes presented and accepted as part of the Maser traffic study in 2020 appear reasonable to account for the addition of the full access driveway along Rapp Rd. We take no issue with the volumes presented.
2. The Capacity analysis was performed with Synchro, as well as model with SimTraffic. Generally speaking the Levels of Service (LOS) appear reasonable and do not vary much between the models, or between the two Build Alternatives (with Full Access and with just Right-in/right-out access). Although the SimTraffic results for the Crossgates Mall Rd intersection appear inconsistent between the overall delay (16.7 sec/veh) and the approach delays (all between 28.9 and 76.5). It appears a calculation error exists there and the numbers should be verified.
3. Queues listed in the table shown some queuing southbound at each of the driveway intersections, this could indicate overflow queues from the signal extending back farther than indicated in the Table. JMT should submit the SimTraffic Files for Review, so input parameters can be checked, and the queues can be better observed.
4. Sight distance table uses a 35 mph design speed looking north, but for some reason reports intersection sight distance for only 30 mph looking south. It appears sight distance looking south is more than enough for the design speed, but this inconsistency was noted. Additionally, the 85th percentile speeds are 38 mph traveling

northbound and 37 mph traveling southbound, which does extend the Standard sight distance farther than reported in the table. This shouldn't impact the findings of the Study, but needs to be considered.

5. Sight Distance looking north from the Northern driveway is less than desirable, but is greater than the stopping sight distance for the design speed. Depending on the design of the northern driveway intersection, the sight distance may not be a significant issue. A concept plan was not included in the traffic analysis. JMT should submit a concept plan for the alternative the wish to propose for this location.
6. Once we receive the Simtraffic Files and Concept Sketch, we can complete our review of the traffic analysis and provide our final comments.

Please feel free to contact me with any questions.

Regards,

GPI/GREENMAN-PEDERSEN, INC.



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