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Creighton Manning

October 12, 2016

Mr. Mark Kennedy, PE
Regional Traffic Engineer
NYSDOT Region 1 Traffic Safety & Mobility
50 Wolf Road Suite 1s50
Albany, NY 12232

RE: BRT Crossgates Transit Center, Town of Guilderland, Albany Co.; CM No. 115-001

Dear Mr. Kennedy,

This letter is a follow-up to the May 31, 2016 submission of the traffic study for the above referenced project, and the subsequent request from the Department for additional information. Specifically, in a phone conversation, the Department asked for 1) the detailed technical appendix (with traffic counts) to support the traffic analysis submitted, 2) a record of the history of the transportation improvements built as part of the Crossgates Mall to provide context for the current proposal, and 3) clarification that the land owner authorizes CDTA representatives to pursue approvals for transportation improvements for the BRT project. To address this request, attached please find the following materials:

Attachment A – The May 31, 2016 Traffic Study submission
Attachment B – Traffic Study Technical Appendix
Attachment C – Letter documenting the history of improvements at Crossgates Mall and authorization for CDTA representatives to pursue approvals

Attachment C describes a comprehensive list of transportation improvements that have been completed in the area beginning in 1983 to allow the original Mall development to occur as well as subsequent expansion, while maintaining reasonable traffic operations. These traffic improvements redistributed the primary access points to/from the Mall, resulting in two significant benefits:

1) Eastbound traffic destined to Fuller Road Alternate now has a direct connection from the Ring Road; and therefore, traffic can bypass Western Avenue at the English Couplet intersection.
2) The driveway at Western Avenue/Johnston Road now provides primary access to/from Western Avenue west of the mall, alleviating the majority of left-turn movements into the mall at the English Couplet intersection.

Another benefit provided by the completion of the improvements by Crossgates is that the ring road serves as a by-pass to/from Western Avenue/Johnston Road and Fuller Road Alternate, which is a heavily used commuter pattern during peak travel periods. Therefore, the improvements further divert traffic from Western Avenue and minimizes traffic impacts at the Western Avenue/English Couplet intersection during peak periods.

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1) Eastbound traffic destined to Fuller Road Alternate now has a direct connection from the Ring Road; and therefore, traffic can bypass Western Avenue at the English Couplet intersection.
2) The driveway at Western Avenue/Johnston Road now provides primary access to/from Western Avenue west of the mall, alleviating the majority of left-turn movements into the mall at the English Couplet intersection.

Another benefit provided by the completion of the improvements by Crossgates is that the ring road serves as a by-pass to/from Western Avenue/Johnston Road and Fuller Road Alternate, which is a heavily used commuter pattern during peak travel periods. Therefore, the improvements further divert traffic from Western Avenue and minimizes traffic impacts at the Western Avenue/English Couplet intersection during peak periods.

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Currently, Western Avenue, between Fuller Road Alternate and the mall entrance, consists of three westbound lanes (including the dedicated right turn lane into the mall), two eastbound lanes which expands to a third lane for the "ramp and loop" access to Fuller Road Alternate described above, and a center median lane for right/left turns (which extends to Rapp Road). This history demonstrates reduced traffic demand on the Western Avenue/Mall Entrance traffic signal from its original construction. As part of the CDTA Transit Center proposal, the intersection would be modified to a standard T-intersection operation which although would result in slightly reduced operations from existing, are still considered adequate and within the overall capacity of that intersection. The reconfiguration of the mall entrance also includes a roundabout at the Town Ring Road and in combination with the proposed roundabout at the Fuller Road Alternate ramps, results in improved operations on the Ring Road. The improved Ring Road is anticipated to function more efficiently as a by-pass route to/from Western Avenue/Johnston Road and Fuller Road Alternate, thereby further reducing traffic on Western Avenue at the proposed T-intersection.

The Applicant (CDTA) is pursuing Small Starts funding for construction through the Federal Transit Administration (FTA) and is in the midst of Project Development. CDTA requests that the Department review the attached material and indicate your acceptance of the proposed improvements that affect the State Highway system. Please call with any questions or comments. We look forward to continuing to work with the Department as this project progresses.

Sincerely,
Creighton Manning Engineering, LLP

Mark A. Sargent, P.E.
Project Traffic Manager

Kristie L. Di Cocco, P.E.
Project Task Manager

cc: Chris Desany, CDTA (Letter only)
Ross Farrell – CDTA (Letter only)
Michael Shanley – Pyramid (Letter only)
Jan Weston - Town of Guilderland, Planning (Letter only)
Jeff Pangburn - CM

Attachments

N:\Projects\2015\115-001 BRT WashWest\Crossgates\documents\correspondence\115001_doc_ltr_CG Traffic follow-up to DOT 20161012.docx

Attachment A
May 31, 2016 Traffic Submission

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Creighton Manning

May 31, 2016

Mr. Mark Kennedy, P.E.
NYSDOT Region 1 Traffic Safety and Mobility
50 Wolf Road, Suite 1s50
Albany, NY 12232

RE: BRT Crossgates Transit Center, Town of Guilderland, Albany County; CM Project No. 115-001

Dear Mr. Kennedy:

As discussed during our meeting on April 25, 2016, we have completed a *Traffic Impact Assessment* for the proposed Capital District Transit Authority (CDTA) Bus Rapid Transit (BRT) Crossgates Transit Center located on the southern side of the existing Crossgates Mall in the Town of Guilderland. The attached *Traffic Impact Assessment* is being submitted for your review and summarizes the proposed changes to the Crossgates Mall ring road and affected intersections including the Fuller Road Extension Ramps from I-87 and Western Avenue (US Route 20).

The project proposes to construct a transit center for CDTA busses on the southern side of the existing Crossgates Mall. The transit Center will have a pedestrian bridge that will provide direct access for users from the transit center into the food court on the second level of the existing mall. The project also proposes to relocate part of the existing Crossgates Mall ring road further south, construct two roundabouts at existing signalized intersections, and replace the couplet intersection at Western Ave. with a standard 'T' intersection. Access to the transit center is provided via the northern leg of the roundabout proposed at the intersection of the ring road and the main access road to the mall.

The Applicant (CDTA) is pursuing Small Starts funding for construction through the Federal Transit Administration (FTA) and is in the midst of Project Development. CDTA requests that the Department review the attached report and findings. Please call with any questions or comments. We look forward to working with the Department as this project progresses.

Sincerely,
Creighton Manning Engineering, LLP

Mark A. Sargent, P.E.
Project Traffic Manager

Kristie L. Di Cocco, P.E.
Project Task Manager

cc: Ross Farrell – CDTA (Letter Only)
Michael Shanley – Pyramid (Letter only)
Jan Weston - Town of Guilderland, Planning (Letter only)

Attachment

N:\Projects\2015\115-001 BRT WashWest\Crossgates\documents\correspondence\115001_doc_ltr_CG Traffic Memo to DOT_20160531.docx

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MEMORANDUM

Creighton Manning

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Date: March 23, 2016

To: Ross Farrell, CDTA
From: Mark Sargent, PE & Dan Quiri, IE
CC: Jeff Pangburn, PE, Doug Teator, PE & Kristie Di Cocco, PE

Project: Crossgates Mall BRT, City of Albany, New York
Re: Crossgates Mall Ring Road Traffic Operations and Evaluation

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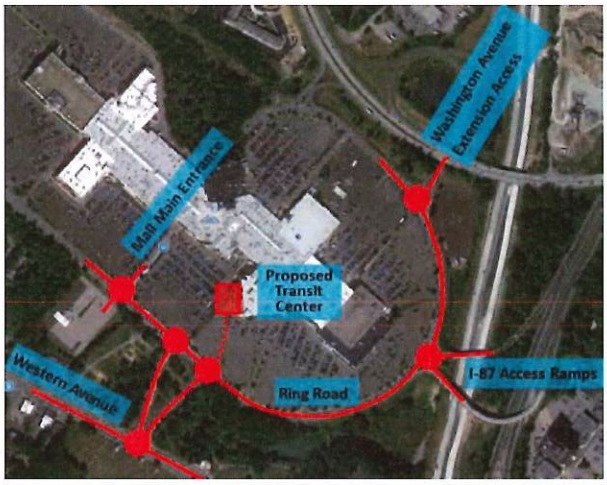
This memo summarizes the traffic assessment completed for the proposed CDTA Transit Center and associated ring road improvements at the Crossgates Mall. Proposed improvements include realigning a portion of the ring road, constructing two roundabouts, and reconfiguring the Western Avenue couplet intersection into a standard T-intersection. The study area for this traffic assessment includes the following intersections:

- North Ring Rd/Washington Ave Extension Access Rd
- Crossgates Ring Rd/I-87 Access Ramps
- Crossgates Ring Rd/Western Ave East Access
- Crossgates Ring Rd/Western Ave West Access
- Crossgates Ring Rd/Parking Lot/Mall Main Entrance
- Western Ave/West + East Access Rd Couplet



Existing and Future Conditions

Intersection turning movement traffic counts were provided by Crossgates Mall at five of the six study area intersections. The counts were conducted during the PM and Saturday peak hours and are consistent with typical operations of Crossgates Mall. A supplemental traffic count was conducted at the Crossgates Ring Road/Parking Lot/Mall Main Entrance intersection on Tuesday December 23, 2014 from 4:00 to 6:00 p.m. and on Saturday December 20, 2014 from 12:00 to 1:00 p.m. The peak hour factors and heavy vehicle percentages from the 2014 counts were applied to the other study area intersections.

Traffic forecasts were coordinated with the Capital District Transportation Committee (CDTC) using the regional Systematic Travel Evaluation and Planning Model (STEP) model to develop future ETC (2018) and ETC+10 (2028) traffic conditions. Known pending projects and assumptions for other reasonably foreseeable developments in the area were included in the model. The known and reasonably foreseeable add ins total approximately 360 apartment units, 50 KSF of office space, a 200 room hotel, and 275 KSF of retail which added approximately 900 trips in the PM peak hour and 1,000 trips in the Saturday peak hour. Altogether, the CDTC model showed that the resulting traffic would increase by approximately ½ to 1 percent per year depending on the location.

Traffic Evaluation & Conclusions

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro (Version 8) and Sidra (Version 6.1) software which automate the procedures contained in the *Highway Capacity Manual.* Table 1 summarizes the results of the level of service calculations, and shows that the Ring Road and study area intersections will operate well (LOS D or better) in the design year with background growth and the proposed improvements.

Table 1 – Level of Service Analysis

Intersection		Control	PM Peak Hour			Saturday Peak Hour		
			Existing (2015)	ETC (2018)	ETC+10 (2028)	Existing (2015)	ETC (2018)	ETC+10 (2028)
1.) N. Ring Road/Washington Ave Extension Access		S						
Washington Ave Ext. WB	L,L		B (15.5)	B (15.6)	B (15.6)	B (15.7)	B (15.8)	B (15.8)
	R (Free Slip)		A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Crossgates Ring Rd NB	T,TR (Yield Slip)		A (5.8)	A (5.8)	A (5.8)	A (6.1)	A (6.2)	A (6.2)
Crossgates Ring Rd SB	LT		A (7.4)	A (7.5)	A (7.6)	A (9.3)	A (9.5)	A (9.6)
	T		A (7.7)	A (7.8)	A (8.0)	A (7.9)	A (8.0)	A (8.2)
Overall			A (9.4)	A (9.5)	A (9.5)	A (9.8)	A (9.9)	A (10.0)
2.) Crossgates Ring Rd/ I-87 Access Ramps		S						
I-87 Access Ramp WB	L,L		C (22.8)*	C (23.5)*	C (28.8)*	C (27.4)*	C (29.1)*	D (38.3)*
	R (free slip)		A (5.5)*	A (5.6)*	B (10.1)*	A (8.1)*	A (9.9)*	B (18.6)*
Crossgates Ring Rd NB	T		C (28.3)	C (28.5)	C (30.6)	C (33.4)	C (34.3)	D (37.6)
	R (yield slip)		A (6.3)*	A (6.4)*	A (6.8)*	B (10.6)*	B (10.7)*	B (15.1)*
Crossgates Ring Rd SB	L		D (37.5)	D (46.6)	F (83.1)	C (28.1)	D (35.1)	E (70.4)
	T		A (7.3)	A (7.5)	A (9.0)	A (9.0)	A (9.3)	B (11.6)
Overall			B (19.8)	C (22.2)	D (35.9)	B (17.8)	B (19.0)	C (33.6)
I-87 Access Ramp WB	L	R		B (10.6)	B (10.7)		B (11.4)	B (11.6)
	R (Free Slip)			A (3.6)	A (3.6)		A (3.6)	A (3.6)
Crossgates Ring Rd NB	T		--	A (8.9)	A (9.2)	--	A (7.8)	A (8.2)
	R (Yield Slip)			B (18.2)	C (25.0)		C (22.5)	D (40.6)
Crossgates Ring Rd SB	LT			C (23.8)	D (51.4)		C (21.8)	D (45.5)
	T			A (9.4)	B (12.3)		B (10.8)	B (15.6)
Overall			--	B (14.1)	C (23.3)	--	B (13.7)	C (22.6)
3a.) Crossgates Ring Rd/ Western Ave East Access		S						
Crossgates Ring Rd EB	T,TR		B (11.5)	B (11.2)	B (10.4)	B (12.1)	B (12.1)	B (11.4)
Crossgates Ring Rd WB	L		B (15.3)	B (15.4)	B (15.4)	C (24.4)	C (26.2)	C (28.4)
	T		B (15.8)	B (16.0)	B (16.5)	B (17.1)	B (17.4)	B (18.3)
Western Ave East Access NB	L		D (37.4)	D (38.3)	D (38.5)	E (65.9)	E (70.1)	E (67.7)
	R		C (31.3)	C (31.6)	C (32.1)	C (33.6)	C (33.7)	C (34.0)
Overall			B (17.7)	B (17.8)	B (17.8)	C (23.8)	C (24.7)	C (24.6)
3b.) Crossgates Ring Rd/ Western Ave West Access		S						
Crossgates Ring Rd EB	T,TR		B (16.2)	B (16.6)	B (17.2)	B (19.2)	B (19.7)	C (20.2)
Crossgates Ring Rd WB	L		A (2.1)	A (2.1)	A (2.2)	A (2.4)	A (2.5)	A (2.4)
	T		A (1.3)	A (1.3)	A (1.4)	A (1.4)	A (1.4)	A (1.5)
Western Ave West Access NB	LR		C (27.5)	C (27.9)	C (28.3)	C (32.5)	C (32.7)	C (32.8)
Overall			A (8.3)	A (8.5)	A (8.6)	B (10.7)	B (11.0)	B (11.0)
3c.) Crossgates Ring Rd/Western Ave West+East Access Rd		R						
Crossgates Ring Rd EB	LT			A (6.6)	A (6.8)		A (7.6)	A (7.8)
	TR			A (5.4)	A (5.5)		A (6.5)	A (6.6)
Crossgates Ring Rd WB	LT			A (8.1)	A (8.3)		B (10.1)	B (10.5)
	TR		--	A (5.5)	A (5.5)	--	A (6.8)	A (6.4)
West+East Access Rd NB	LT			B (11.6)	B (11.6)		B (12.5)	B (12.4)
	R			A (5.8)	A (5.7)		A (6.8)	A (6.7)
Bus Loop Rd SB	LTR			B (20.0)	C (20.5)		C (27.3)	C (28.8)
Overall			--	A (7.2)	A (7.3)	--	A (8.6)	A (8.6)
4.) Crossgates Ring Rd/Parking Lot/Mall Main Entrance		S						
Crossgates Ring Road EB	LT, TR		B (11.9)	B (12.0)	B (12.2)	B (12.9)	B (13.0)	B (13.3)
Crossgates Ring Road WB	LT, TR		B (12.5)	B (12.6)	B (12.8)	B (13.3)	B (13.4)	B (13.6)
Parking Lot NB	LTR		B (10.1)	B (10.1)	B (10.1)	B (10.1)	B (10.1)	B (10.2)
Mall Main Entrance SB	L		B (13.5)	B (13.6)	B (13.0)	B (17.3)	B (17.6)	B (16.7)
	TR		B (10.3)	B (10.3)	B (10.4)	B (10.3)	B (10.3)	B (10.4)
Overall			B (12.4)	B (12.5)	B (12.5)	B (13.9)	B (14.1)	B (13.9)
5a.) Western Avenue/West+East Access Rd		S						
Western Ave EB	L		C (28.0)	C (28.0)	C (28.2)	C (27.7)	C (27.7)	C (28.0)
	T,T		A (5.4)	A (5.5)	A (5.7)	A (6.2)	A (6.3)	A (6.5)
Western Ave WB	T,T,TR		A (5.9)	A (6.0)	A (6.2)	A (5.7)	A (5.8)	A (5.9)
West+East Access Rd SB	L,L		C (30.8)	C (30.9)	C (31.0)	C (35.0)	D (35.7)	D (35.5)
	R (Yield)		C (28.0)	C (28.0)	C (28.7)	C (26.7)	C (26.7)	C (27.4)
Overall			A (8.2)	A (8.3)	A (8.8)	B (10.7)	B (10.9)	B (11.8)

Table 1 – Level of Service Analysis (Continued)

Intersection		Control	PM Peak Hour			Saturday Peak Hour		
			Existing (2015)	ETC (2018)	ETC+10 (2028)	Existing (2015)	ETC (2018)	ETC+10 (2028)
5b.) Western Avenue/Crossgates Access Rd		S						
Western Ave EB	L			D (44.5)	D (48.9)		D (48.1)	E (55.6)
	T,T		--	A (5.6)	A (8.6)	--	A (8.0)	A (8.3)
Western Ave WB	T,T,TR			B (12.0)	C (21.1)		B (14.0)	B (17.4)
Crossgates Access Rd SB	L,LR			D (37.0)	D (42.1)		D (38.9)	D (40.8)
Overall			--	B (12.5)	C (20.7)	--	B (16.3)	B (18.5)

R, S, TW = Roundabout, Signalized Control, Two-Way Stop Control
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, Right-turn intersection movements
LTR [TR] = Existing Geometry [Proposed Geometry]
X (Y.Y) = Level of Service (Average delay in seconds per vehicle),
X (Y.Y)* = Level of Service (Delay, seconds per vehicle) from SimTraffic Simulation
-- = Not Applicable

Overall, the improvements will reduce travel times and delays, and will improve access to the new transit center for buses. The improvements will also reduce queuing approaching the ring road from Fuller Road Alternate (which transitions into Interstate 87 at I-90). Queuing on this ramp has historically been a concern especially during peak holiday traffic, when the queue extends back and effects operations on Fuller Road Alternate. Table 2 summarizes the results of a queuing analysis at this focus area and shows that the proposed roundabout will reduce 95th percentile queues (in bold) on the westbound off ramp from about 21 vehicles (531 feet) to 6 vehicles (147 feet) during the Saturday peak hour in the ETC+10 condition. Queueing on other approaches will be comparable between the existing signal and roundabout alternative from -7 to +5 vehicles depending on the time and location.

Table 2 – 95th Percentile Queueing Summary by Movement (in feet)

Intersection		Control	PM Peak Hour			Saturday Peak Hour		
			Existing (2015)	ETC (2018)	ETC+10 (2028)	Existing (2015)	ETC (2018)	ETC+10 (2028)
2.) Crossgates Ring Rd/ I-87 Access Ramps		S						
Fuller Rd Alt (I-87 Access Ramp) WB	L		**124***	**121***	**110***	**117***	**117***	**108***
	L		**354***	**373***	**482***	**434***	**468***	**531***
	R (free slip)		0	0	0	0	0	0
Crossgates Ring Rd NB	T		128	134	145	223	232	234
	R (yield slip)		162*	170*	192*	353*	359*	466*
Crossgates Ring Rd SB	L		606	647	780	542	581	688
	T		111	116	139	172	181	201
Fuller Rd Alt (I-87 Access Ramp) WB	L	R		**77**	**103**		**110**	**147**
	R (Free Slip)			0	0		0	0
Crossgates Ring Rd NB	T		--	47	51	--	64	66
	R (Yield Slip)			210	286		373	603
Crossgates Ring Rd SB	L			416	862		290	627
	T			70	91		108	152

R, S, TW = Roundabout, Signalized Control, Two-Way Stop Control
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, Right-turn intersection movements
XX = 95th percentile queue in feet
XX* = 95th percentile queue in feet from SimTraffic Simulation
-- = Not Applicable

The next step is to advance the design and continue stakeholder coordination based on these findings.

ENGINEERS
PLANNERS
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Creighton Manning

July 14, 2017

Interested and/or Involved Agencies

Re: Washington Western Bus Rapid Transit Project, State Environmental Quality Review Act (SEQRA)

To Whom It May Concern,

Capital District Transportation Authority (CDTA) is the Lead Agency on the above-referenced project. Upon coordinating with agencies, CDTA has completed the Determination of Significance, and has determined the project does not result in any significant adverse environmental impacts.

We are hereby notifying you that CDTA has issued a Negative Declaration for the project.

Please contact Chris Desany at Ph: 518.437.8320 if you have any questions or require additional information regarding this determination.

Regards,
Creighton Manning Engineering, LLP

Kelley Kircher, P.E.
Task Leader

Cc: Ross Farrell, CDTA

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212-668-2170
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ENVIRONMENTAL FINDING

Washington-Western Bus Rapid Transit Project

The Federal Transit Administration (FTA) finds the proposed Washington-Western Bus Rapid Transit Project (the Project), sponsored by the Capital District Transportation Authority (CDTA), to be in compliance with the FTA's *Guidance for Implementation of FTA's Categorical Exclusions (23 C.F.R. §771.118)* (updated November 4, 2014) for implementing the *National Environmental Policy Act* of 1969 as amended.

FTA has determined that the Project as described by the CDTA qualifies as a Class II Categorical Exclusion and is consistent with the action described in **23 CFR §771.118(d) (Other)**, is not impermissibly segmented from a larger project, and that there are no unusual circumstances that would make a CE determination inappropriate.

This Environmental Finding is based upon FTA's review of actions which qualify in 23 CFR §771.118, and the following documentation, submitted by CDTA:

Document Title/Reference	Date Received by FTA
Washington/Western Avenues Bus Rapid Transit Environmental Analysis for Probable Categorical Exclusion (DRAFT), August 26, 2014	Downloaded from CDTA ftp site 10/31/2014
NYS Office of Parks, Recreation and Historic Preservation Section 106 Documentation	Downloaded from CDTA ftp site 10/31/2014
USFWS Endangered Species Documentation for the Washington Western Bus Rapid Transit Project, August 25, 2014	Downloaded from CDTA ftp site 10/31/2014

Approved: Marilyn G. Shazor Date: 2/10/2015

Marilyn G. Shazor
Regional Administrator

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information

Name of Action or Project:
Washington/Western Bus Rapid Transit Project

Project Location (describe, and attach a location map):
Sites along Western Avenue, the Harriman and UAlbany Campuses, City of Albany; and the Crossgates Mall ring road Town of Guilderland

Brief Description of Proposed Action:
The purpose of the project is to provide faster, more direct, more frequent, and more reliable east-west transit (bus) service connecting the major activity centers in the Washington/Western corridor with downtown Albany, and to improve mobility and access among and between these existing and emerging major activity centers.

The scope of work includes construction of BRT stations within the existing transportation corridor, the construction of exclusive use bus roadways within the Harriman Campus ring roads and along the UAlbany campus service road, and relocation of the existing Crossgates Mall ring road (including a replacement of existing signals with roundabouts) to provide access to an elevated transit center. Additionally, the project includes an expansion of the existing Albany Garage facility and the addition of transit signal priority at existing traffic signals.

Name of Applicant or Sponsor:	Telephone: 518-437-6840
Capital District Transportation Authority Attn: Carm Basile	E-Mail: CarmB@CDTA.org

Address:
110 Watervliet Avenue

City/PO:	State:	Zip Code:
Albany	NY	12206

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: NYSOGS (approval), City of Albany (street opening permit), UAlbany (approval),Town of Guilderland Town Board/Planning Board/Zoning Board (approval), NYSDOT (highway work permit), NYSDEC (SWPPP), County of Albany (hwy. work permit)	☐	☑

3.a. Total acreage of the site of the proposed action? 10+- acres
b. Total acreage to be physically disturbed? 10+- acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 10+- acres

4. Check all land uses that occur on, adjoining and near the proposed action.
☑ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☐ Residential (suburban)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____
☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☑	☐
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	☐	☑	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?	NO	YES	
If Yes, identify:	☑	☐	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
	☑	☐	
b. Are public transportation service(s) available at or near the site of the proposed action?	☐	☑	
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	☐	☑	
9. Does the proposed action meet or exceed the state energy code requirements?	NO	YES	
If the proposed action will exceed requirements, describe design features and technologies:			
Meets requirements	☐	☑	
10. Will the proposed action connect to an existing public/private water supply?	NO	YES	
	☑	☐	
If No, describe method for providing potable water:			
Bus Rapid Transit Project; will not be connected to a water supply.			
11. Will the proposed action connect to existing wastewater utilities?	NO	YES	
	☑	☐	
If No, describe method for providing wastewater treatment:			
Bus Rapid Transit Project; will not be connected to a wastewater utility.			
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?	NO	YES	
	☐	☑	
b. Is the proposed action located in an archeological sensitive area?	☐	☑	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
	☑	☐	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☑	☐	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres:			

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional
☐ Wetland ☑ Urban ☐ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☑	☐
16. Is the project site located in the 100 year flood plain?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☐	☑
If Yes,		
a. Will storm water discharges flow to adjacent properties? ☑ NO ☐ YES		
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? ☐ NO ☑ YES		
If Yes, briefly describe:		
Existing closed drainage systems and stormwater management facilities will be utilized.		

	NO	YES
18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size:	☑	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe:	☑	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe:	☑	☐

I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor name: Carm Basile Date: 3/31/16

Signature: Carm Basile

PRINT FORM

Agency Use Only [If applicable]

Project:	
Date:	

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.
Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	☑	☐
2. Will the proposed action result in a change in the use or intensity of use of land?	☑	☐
3. Will the proposed action impair the character or quality of the existing community?	☑	☐
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	☑	☐
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	☑	☐
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	☑	☐
7. Will the proposed action impact existing: a. public / private water supplies?	☑	☐
b. public / private wastewater treatment utilities?	☑	☐
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	☑	☐
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	☑	☐
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☑	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☑	☐

PRINT FORM

Agency Use Only [If applicable]

Project:	
Date:	

Short Environmental Assessment Form
Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

1. There are no conflicts with land use plans or zoning regulations.
2. There is no change in the use or intensity of use of land.
3. The action will impair neither the character nor quality of the communities. The intent of the project is to improve quality by providing fast, reliable transit service.
4. There are no CEAs in the project limits.
5. The action will result in a positive change in the infrastructure for mass transit. Walkways will be improved with curb extensions, increasing pedestrian visibility and reducing crossing distances. Any impacts to Level of Service for vehicles will be negligible
6. Energy use will decrease with the action, since faster, more reliable transit will encourage drivers to use the bus rather than their personal vehicle.
7. Any impact to water supplies and wastewater treatment utilities will be mitigated.
8. With the addition of bus shelters along the planned route, minor changes to the aesthetic or scenic quality of the area will occur, but these neither destroy the resource nor drastically change the character of the urban area. Of the eight proposed BRT stations, one is adjacent to an historic district, and one is adjacent to or near a National Register Eligible and/or Listed property. None of the work physically alters an historic feature. Coordination with NYS SHPO and FTA resulted in the execution of a Programmatic Agreement for the work proposed at Thurlow Terrace. SHPO has indicated this agreement signifies the closing of the Section 106 process.
9. Air quality will improve with increased transit ridership and decreased vehicular use, and the construction of a roundabout at Crossgates Mall. The work at Crossgates includes some removal of natural vegetation; however, the project includes tree plantings and restoring areas of pavement removal with green infrastructure treatments.
10. Erosion and sediment control measures will be employed, along with stormwater management practices, which will reduce post-construction flow below the existing condition. Drainage patterns will not change.
11. There are no known hazardous waste sites impacted. The project will not generate, use, store, or disturb hazardous materials.

☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

☑ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

Capital District Transportation Authority	6/30/17
Name of Lead Agency	Date
Carm Basile	Chief Executive Officer
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
Carm Basile	Kelly Mc
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

NEW YORK STATE OF OPPORTUNITY. | Department of Transportation

ANDREW M. CUOMO
Governor

JOAN McDONALD
Commissioner

SAM ZHOU, P.E.
Regional Director

April 20, 2017

Mr. Mark Sargent, P.E.
Creighton Manning
2 Winners Circle
Albany, NY 12205

Re: Crossgates CDTA Transit Center
Town of Guilderland
Albany County

Dear Mr. Sargent:

We have reviewed the information that was submitted with the October 12, 2016 letter for SEQR as well as the Traffic Study. Our comments on the assessment study are as follows:

- We agree with the conclusions of the study that the proposed development will not have a significant impact on the surrounding highway system.
- We support the modifications to the I-87 access ramps and Washington Ave. Extension access at the Crossgates Ring Road Intersections into roundabouts.
- Please let us know who will be reviewing the plans for the Town of Guilderland.

If you have any questions concerning this investigation, please call Guy Tedesco of this office at 457-5283.

Sincerely,

for: Mark J. Kennedy
Regional Traffic Engineer

Cc: File
P. Barnes, Albany County Residency

NEW YORK STATE OF OPPORTUNITY. **Department of Transportation**

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April 20, 2017

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Creighton Manning
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Town of Guilderland
Albany County

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- We support the modifications to the I-87 access ramps and Washington Ave. Extension access at the Crossgates Ring Road Intersections into roundabouts.
- Please let us know who will be reviewing the plans for the Town of Guilderland.

If you have any questions concerning this investigation, please call Guy Tedesco of this office at 457-5283.

Sincerely,

for: Mark J. Kennedy
Regional Traffic Engineer

Cc: File
P. Barnes, Albany County Residency

Currently, Western Avenue, between Fuller Road Alternate and the mall entrance, consists of three westbound lanes (including the dedicated right turn lane into the mall), two eastbound lanes which expands to a third lane for the "ramp and loop" access to Fuller Road Alternate described above, and a center median lane for right/left turns (which extends to Rapp Road). This history demonstrates reduced traffic demand on the Western Avenue/Mall Entrance traffic signal from its original construction. As part of the CDTA Transit Center proposal, the intersection would be modified to a standard T-intersection operation which although would result in slightly reduced operations from existing, are still considered adequate and within the overall capacity of that intersection. The reconfiguration of the mall entrance also includes a roundabout at the Town Ring Road and in combination with the proposed roundabout at the Fuller Road Alternate ramps, results in improved operations on the Ring Road. The improved Ring Road is anticipated to function more efficiently as a by-pass route to/from Western Avenue/Johnston Road and Fuller Road Alternate, thereby further reducing traffic on Western Avenue at the proposed T-intersection.

The Applicant (CDTA) is pursuing Small Starts funding for construction through the Federal Transit Administration (FTA) and is in the midst of Project Development. CDTA requests that the Department review the attached material and indicate your acceptance of the proposed improvements that affect the State Highway system. Please call with any questions or comments. We look forward to continuing to work with the Department as this project progresses.

Sincerely,
Creighton Manning Engineering, LLP

Mark A. Sargent, P.E.
Project Traffic Manager

Kristie L. Di Cocco, P.E.
Project Task Manager

cc: Chris Desany, CDTA (Letter only)
Ross Farrell – CDTA (Letter only)
Michael Shanley – Pyramid (Letter only)
Jan Weston - Town of Guilderland, Planning (Letter only)
Jeff Pangburn - CM

Attachments

N:\Projects\2015\115-001 BRT WashWest\Crossgates\documents\correspondence\115001_doc_ltr_CG Traffic follow-up to DOT 20161012.docx

Attachment A
May 31, 2016 Traffic Submission

ENGINEERS
PLANNERS
SURVEYORS

Creighton Manning

May 31, 2016

Mr. Mark Kennedy, P.E.
NYSDOT Region 1 Traffic Safety and Mobility
50 Wolf Road, Suite 1s50
Albany, NY 12232

RE: BRT Crossgates Transit Center, Town of Guilderland, Albany County; CM Project No. 115-001

Dear Mr. Kennedy:

As discussed during our meeting on April 25, 2016, we have completed a *Traffic Impact Assessment* for the proposed Capital District Transit Authority (CDTA) Bus Rapid Transit (BRT) Crossgates Transit Center located on the southern side of the existing Crossgates Mall in the Town of Guilderland. The attached *Traffic Impact Assessment* is being submitted for your review and summarizes the proposed changes to the Crossgates Mall ring road and affected intersections including the Fuller Road Extension Ramps from I-87 and Western Avenue (US Route 20).

The project proposes to construct a transit center for CDTA busses on the southern side of the existing Crossgates Mall. The transit Center will have a pedestrian bridge that will provide direct access for users from the transit center into the food court on the second level of the existing mall. The project also proposes to relocate part of the existing Crossgates Mall ring road further south, construct two roundabouts at existing signalized intersections, and replace the couplet intersection at Western Ave. with a standard 'T' intersection. Access to the transit center is provided via the northern leg of the roundabout proposed at the intersection of the ring road and the main access road to the mall.

The Applicant (CDTA) is pursuing Small Starts funding for construction through the Federal Transit Administration (FTA) and is in the midst of Project Development. CDTA requests that the Department review the attached report and findings. Please call with any questions or comments. We look forward to working with the Department as this project progresses.

Sincerely,
Creighton Manning Engineering, LLP

Mark A. Sargent, P.E.
Project Traffic Manager

Kristie L. Di Cocco, P.E.
Project Task Manager

cc: Ross Farrell – CDTA (Letter Only)
Michael Shanley – Pyramid (Letter only)
Jan Weston - Town of Guilderland, Planning (Letter only)

Attachment

N:\Projects\2015\115-001 BRT WashWest\Crossgates\documents\correspondence\115001_doc_ltr_CG Traffic Memo to DOT_20160531.docx

2 Winners Circle
Albany, NY 12205
518.446.0396 (p)
518.446.0397 (f)
www.cmellp.com

MEMORANDUM

Creighton Manning

ENGINEERS
PLANNERS
SURVEYORS

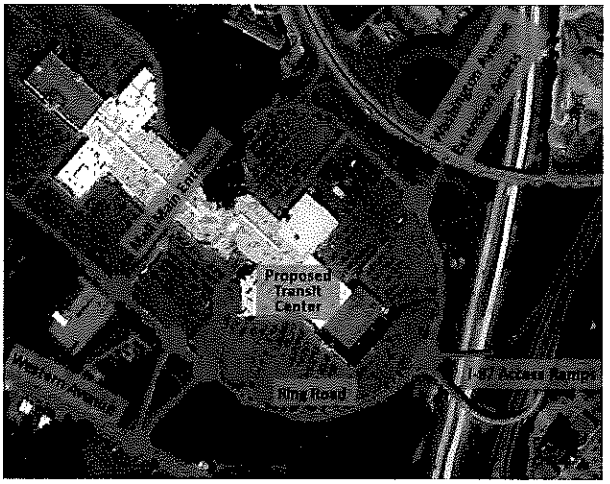
Date: March 23, 2016

To: Ross Farrell, CDTA
From: Mark Sargent, PE & Dan Quiri, IE
CC: Jeff Pangburn, PE, Doug Teator, PE & Kristie Di Cocco, PE

Project: Crossgates Mall BRT, City of Albany, New York
Re: Crossgates Mall Ring Road Traffic Operations and Evaluation

---

This memo summarizes the traffic assessment completed for the proposed CDTA Transit Center and associated ring road improvements at the Crossgates Mall. Proposed improvements include realigning a portion of the ring road, constructing two roundabouts, and reconfiguring the Western Avenue couplet intersection into a standard T-intersection. The study area for this traffic assessment includes the following intersections:



- North Ring Rd/Washington Ave Extension Access Rd
- Crossgates Ring Rd/I-87 Access Ramps
- Crossgates Ring Rd/Western Ave East Access
- Crossgates Ring Rd/Western Ave West Access
- Crossgates Ring Rd/Parking Lot/Mall Main Entrance
- Western Ave/West + East Access Rd Couplet

Existing and Future Conditions

Intersection turning movement traffic counts were provided by Crossgates Mall at five of the six study area intersections. The counts were conducted during the PM and Saturday peak hours and are consistent with typical operations of Crossgates Mall. A supplemental traffic count was conducted at the Crossgates Ring Road/Parking Lot/Mall Main Entrance intersection on Tuesday December 23, 2014 from 4:00 to 6:00 p.m. and on Saturday December 20, 2014 from 12:00 to 1:00 p.m. The peak hour factors and heavy vehicle percentages from the 2014 counts were applied to the other study area intersections.

Traffic forecasts were coordinated with the Capital District Transportation Committee (CDTC) using the regional Systematic Travel Evaluation and Planning Model (STEP) model to develop future ETC (2018) and ETC+10 (2028) traffic conditions. Known pending projects and assumptions for other reasonably foreseeable developments in the area were included in the model. The known and reasonably foreseeable add ins total approximately 360 apartment units, 50 KSF of office space, a 200 room hotel, and 275 KSF of retail which added approximately 900 trips in the PM peak hour and 1,000 trips in the Saturday peak hour. Altogether, the CDTC model showed that the resulting traffic would increase by approximately ½ to 1 percent per year depending on the location.

Traffic Evaluation & Conclusions

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro (Version 8) and Sidra (Version 6.1) software which automate the procedures contained in the *Highway Capacity Manual.* Table 1 summarizes the results of the level of service calculations, and shows that the Ring Road and study area intersections will operate well (LOS D or better) in the design year with background growth and the proposed improvements.

MEMORANDUM

Crossgates Mall Ring Road Intersection Operations and Evaluation
March 23, 2016

Table 1 – Level of Service Analysis

Intersection		Control	PM Peak Hour			Saturday Peak Hour		
			Existing (2015)	ETC (2018)	ETC+10 (2028)	Existing (2015)	ETC (2018)	ETC+10 (2028)
1.) N. Ring Road/Washington Ave Extension Access		S						
Washington Ave Ext. WB	L,L		B (15.5)	B (15.6)	B (15.6)	B (15.7)	B (15.8)	B (15.8)
	R (Free Slip)		A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Crossgates Ring Rd NB	T,TR (Yield Slip)		A (5.8)	A (5.8)	A (5.8)	A (6.1)	A (6.2)	A (6.2)
Crossgates Ring Rd SB	LT		A (7.4)	A (7.5)	A (7.6)	A (9.3)	A (9.5)	A (9.6)
	T		A (7.7)	A (7.8)	A (8.0)	A (7.9)	A (8.0)	A (8.2)
Overall			A (9.4)	A (9.5)	A (9.5)	A (9.8)	A (9.9)	A (10.0)
2.) Crossgates Ring Rd/ I-87 Access Ramps		S						
I-87 Access Ramp WB	L,L		C (22.8)*	C (23.5)*	C (28.8)*	C (27.4)*	C (29.1)*	D (38.3)*
	R (free slip)		A (5.5)*	A (5.6)*	B (10.1)*	A (8.1)*	A (9.9)*	B (18.6)*
Crossgates Ring Rd NB	T		C (28.3)	C (28.5)	C (30.6)	C (33.4)	C (34.3)	D (37.6)
	R (yield slip)		A (6.3)*	A (6.4)*	A (6.8)*	B (10.6)*	B (10.7)*	B (15.1)*
Crossgates Ring Rd SB	L		D (37.5)	D (46.6)	F (83.1)	C (28.1)	D (35.1)	E (70.4)
	T		A (7.3)	A (7.5)	A (9.0)	A (9.0)	A (9.3)	B (11.6)
Overall			B (19.8)	C (22.2)	D (35.9)	B (17.8)	B (19.0)	C (33.6)
I-87 Access Ramp WB	L	R		B (10.6)	B (10.7)		B (11.4)	B (11.6)
	R (Free Slip)			A (3.6)	A (3.6)		A (3.6)	A (3.6)
Crossgates Ring Rd NB	T		--	A (8.9)	A (9.2)	--	A (7.8)	A (8.2)
	R (Yield Slip)			B (18.2)	C (25.0)		C (22.5)	D (40.6)
Crossgates Ring Rd SB	LT			C (23.8)	D (51.4)		C (21.8)	D (45.5)
	T			A (9.4)	B (12.3)		B (10.8)	B (15.6)
Overall			--	B (14.1)	C (23.3)	--	B (13.7)	C (22.6)
3a.) Crossgates Ring Rd/ Western Ave East Access		S						
Crossgates Ring Rd EB	T,TR		B (11.5)	B (11.2)	B (10.4)	B (12.1)	B (12.1)	B (11.4)
Crossgates Ring Rd WB	L		B (15.3)	B (15.4)	B (15.4)	C (24.4)	C (26.2)	C (28.4)
	T		B (15.8)	B (16.0)	B (16.5)	B (17.1)	B (17.4)	B (18.3)
Western Ave East Access NB	L		D (37.4)	D (38.3)	D (38.5)	E (65.9)	E (70.1)	E (67.7)
	R		C (31.3)	C (31.6)	C (32.1)	C (33.6)	C (33.7)	C (34.0)
Overall			B (17.7)	B (17.8)	B (17.8)	C (23.8)	C (24.7)	C (24.6)
3b.) Crossgates Ring Rd/ Western Ave West Access		S						
Crossgates Ring Rd EB	T,TR		B (16.2)	B (16.6)	B (17.2)	B (19.2)	B (19.7)	C (20.2)
Crossgates Ring Rd WB	L		A (2.1)	A (2.1)	A (2.2)	A (2.4)	A (2.5)	A (2.4)
	T		A (1.3)	A (1.3)	A (1.4)	A (1.4)	A (1.4)	A (1.5)
Western Ave West Access NB	LR		C (27.5)	C (27.9)	C (28.3)	C (32.5)	C (32.7)	C (32.8)
Overall			A (8.3)	A (8.5)	A (8.6)	B (10.7)	B (11.0)	B (11.0)
3c.) Crossgates Ring Rd/Western Ave West+East Access Rd		R						
Crossgates Ring Rd EB	LT			A (6.6)	A (6.8)		A (7.6)	A (7.8)
	TR			A (5.4)	A (5.5)		A (6.5)	A (6.6)
Crossgates Ring Rd WB	LT			A (8.1)	A (8.3)		B (10.1)	B (10.5)
	TR		--	A (5.5)	A (5.5)	--	A (6.8)	A (6.4)
West+East Access Rd NB	LT			B (11.6)	B (11.6)		B (12.5)	B (12.4)
	R			A (5.8)	A (5.7)		A (6.8)	A (6.7)
Bus Loop Rd SB	LTR			B (20.0)	C (20.5)		C (27.3)	C (28.8)
Overall			--	A (7.2)	A (7.3)	--	A (8.6)	A (8.6)
4.) Crossgates Ring Rd/Parking Lot/Mall Main Entrance		S						
Crossgates Ring Road EB	LT, TR		B (11.9)	B (12.0)	B (12.2)	B (12.9)	B (13.0)	B (13.3)
Crossgates Ring Road WB	LT, TR		B (12.5)	B (12.6)	B (12.8)	B (13.3)	B (13.4)	B (13.6)
Parking Lot NB	LTR		B (10.1)	B (10.1)	B (10.1)	B (10.1)	B (10.1)	B (10.2)
Mall Main Entrance SB	L		B (13.5)	B (13.6)	B (13.0)	B (17.3)	B (17.6)	B (16.7)
	TR		B (10.3)	B (10.3)	B (10.4)	B (10.3)	B (10.3)	B (10.4)
Overall			B (12.4)	B (12.5)	B (12.5)	B (13.9)	B (14.1)	B (13.9)
5a.) Western Avenue/West+East Access Rd		S						
Western Ave EB	L		C (28.0)	C (28.0)	C (28.2)	C (27.7)	C (27.7)	C (28.0)
	T,T		A (5.4)	A (5.5)	A (5.7)	A (6.2)	A (6.3)	A (6.5)
Western Ave WB	T,T,TR		A (5.9)	A (6.0)	A (6.2)	A (5.7)	A (5.8)	A (5.9)
West+East Access Rd SB	L,L		C (30.8)	C (30.9)	C (31.0)	C (35.0)	D (35.7)	D (35.5)
	R (Yield)		C (28.0)	C (28.0)	C (28.7)	C (26.7)	C (26.7)	C (27.4)
Overall			A (8.2)	A (8.3)	A (8.8)	B (10.7)	B (10.9)	B (11.8)

Table 1 – Level of Service Analysis (Continued)

Intersection		Control	PM Peak Hour			Saturday Peak Hour		
			Existing (2015)	ETC (2018)	ETC+10 (2028)	Existing (2015)	ETC (2018)	ETC+10 (2028)
5b.) Western Avenue/Crossgates Access Rd		S						
Western Ave EB	L			D (44.5)	D (48.9)		D (48.1)	E (55.6)
	T,T		---	A (5.6)	A (8.6)	--	A (8.0)	A (8.3)
Western Ave WB	T,T,TR			B (12.0)	C (21.1)		B (14.0)	B (17.4)
Crossgates Access Rd SB	L,LR			D (37.0)	D (42.1)		D (38.9)	D (40.8)
Overall			--	B (12.5)	C (20.7)	--	B (16.3)	B (18.5)

R, S, TW = Roundabout, Signalized Control, Two-Way Stop Control
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, Right-turn intersection movements
LTR [TR] = Existing Geometry [Proposed Geometry]
X (Y.Y) = Level of Service (Average delay in seconds per vehicle),
X (Y.Y)* = Level of Service (Delay, seconds per vehicle) from SimTraffic Simulation
-- = Not Applicable

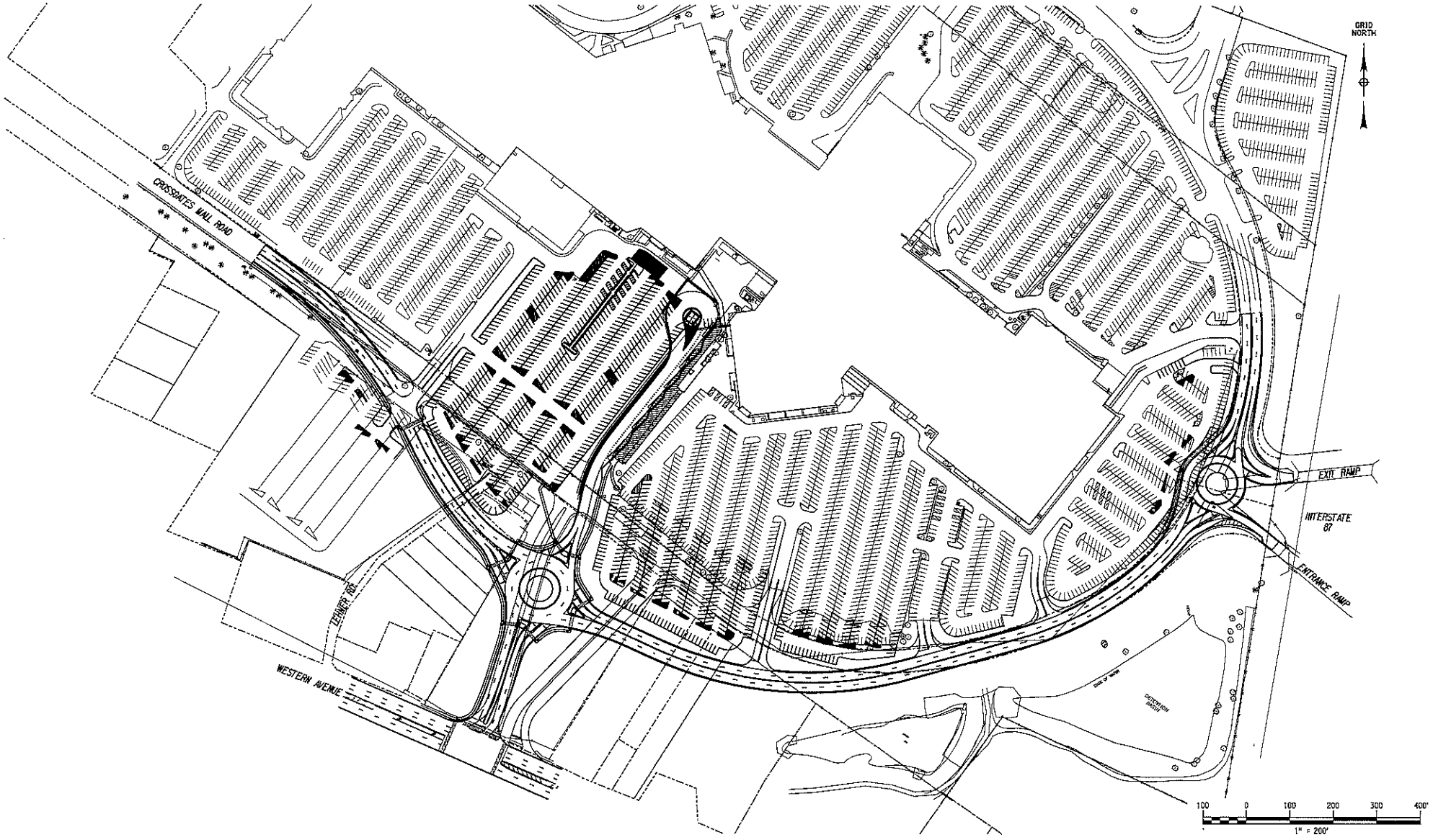
Overall, the improvements will reduce travel times and delays, and will improve access to the new transit center for buses. The improvements will also reduce queuing approaching the ring road from Fuller Road Alternate (which transitions into Interstate 87 at I-90). Queuing on this ramp has historically been a concern especially during peak holiday traffic, when the queue extends back and effects operations on Fuller Road Alternate. Table 2 summarizes the results of a queuing analysis at this focus area and shows that the proposed roundabout will reduce 95th percentile queues (in bold) on the westbound off ramp from about 21 vehicles (531 feet) to 6 vehicles (147 feet) during the Saturday peak hour in the ETC+10 condition. Queueing on other approaches will be comparable between the existing signal and roundabout alternative from -7 to +5 vehicles depending on the time and location.

Table 2 – 95th Percentile Queueing Summary by Movement (in feet)

Intersection		Control	PM Peak Hour			Saturday Peak Hour		
			Existing (2015)	ETC (2018)	ETC+10 (2028)	Existing (2015)	ETC (2018)	ETC+10 (2028)
2.) Crossgates Ring Rd/ I-87 Access Ramps		S						
Fuller Rd Alt (I-87 Access Ramp) WB	L		**124***	**121***	**110***	**117***	**117***	**108***
	L		**354***	**373***	**482***	**434***	**468***	**531***
	R (free slip)		0	0	0	0	0	0
Crossgates Ring Rd NB	T		128	134	145	223	232	234
	R (yield slip)		162*	170*	192*	353*	359*	466*
Crossgates Ring Rd SB	L		606	647	780	542	581	688
	T		111	116	139	172	181	201
Fuller Rd Alt (I-87 Access Ramp) WB	L	R		**77**	**103**		**110**	**147**
	R (Free Slip)			0	0		0	0
Crossgates Ring Rd NB	T		---	47	51	--	64	66
	R (Yield Slip)			210	286		373	603
Crossgates Ring Rd SB	L			416	862		290	627
	T			70	91		108	152

R, S, TW = Roundabout, Signalized Control, Two-Way Stop Control
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, Right-turn intersection movements
XX = 95th percentile queue in feet
XX* = 95th percentile queue in feet from SimTraffic Simulation
-- = Not Applicable

The next step is to advance the design and continue stakeholder coordination based on these findings.



WASHINGTON - WESTERN BRT
CITY OF ALBANY, NEW YORK
PROJECT: 115-001 DATE: 5/27/2016

FILE = N:\Projects\2015\115-001 BRT WashWest\Crossgates\cadd\dgn\figures\115-001_fig_pln_BZ.dgn

CDTA busplus

CROSSGATES TRANSIT CENTER

PRELIMINARY PLAN

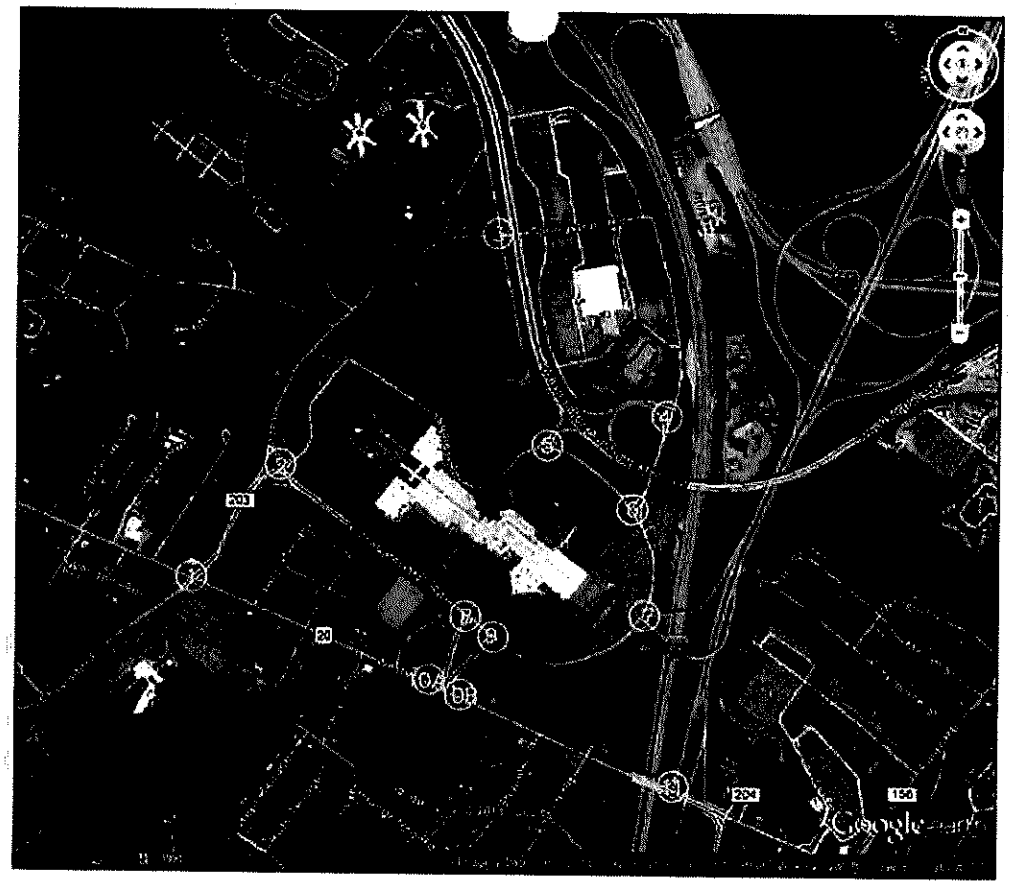
Creighton Manning

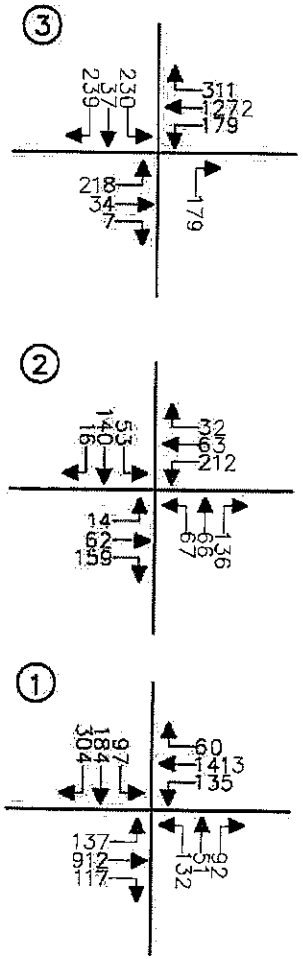
Attachment B
Traffic Appendix

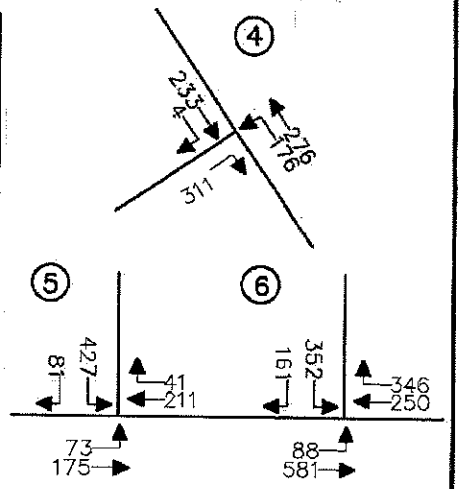
Attachment A
Traffic Volumes

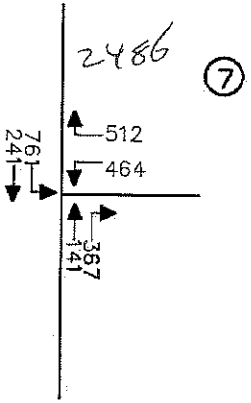
Crossgates Mall Ring Road
City of Albany, New York

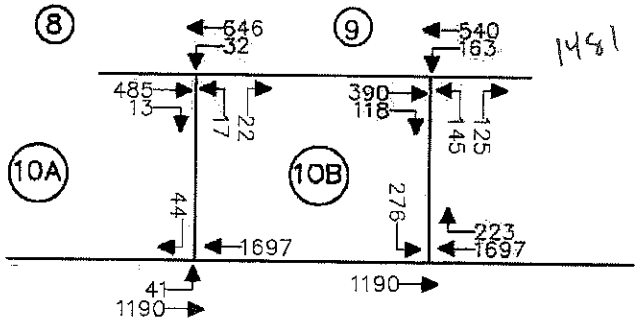
*The Mall believes that this information is protected from disclosure under the state freedom of information law.

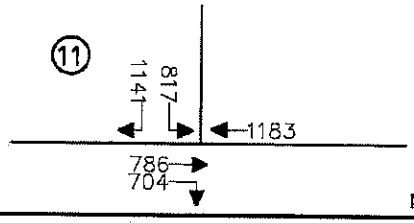












NOTE: LINE DIAGRAM NOT TO SCALE

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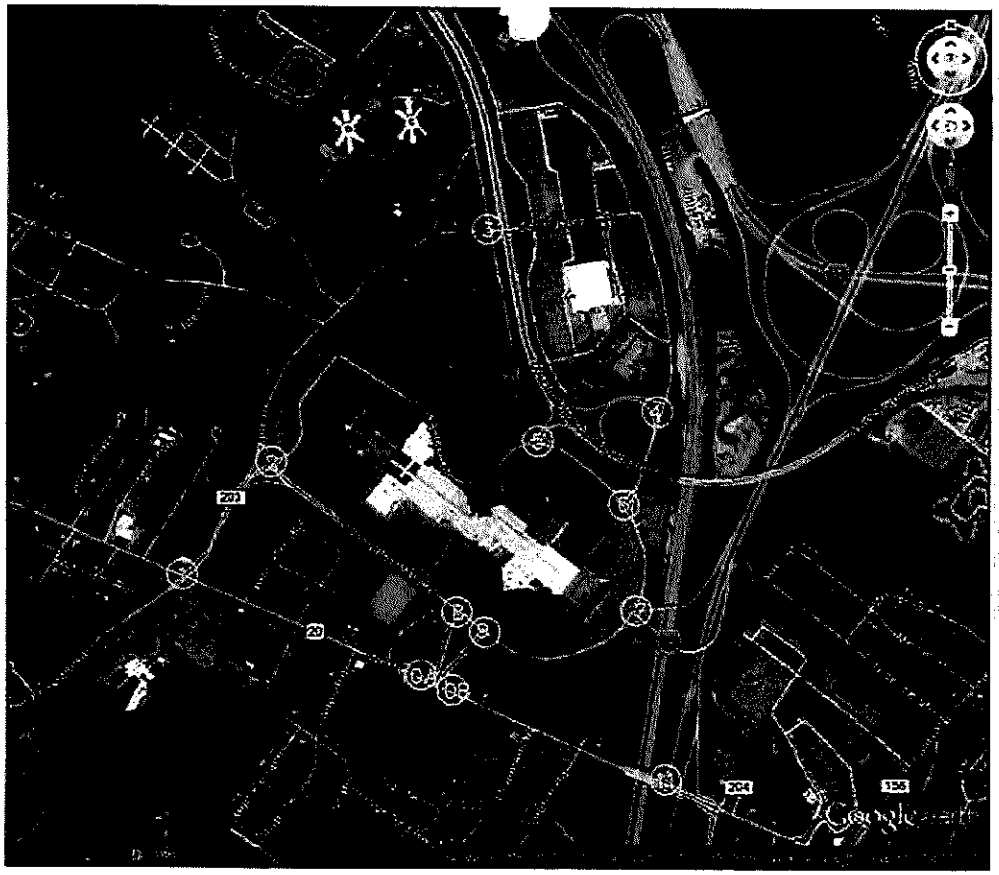
CROSSGATES MALL
ALBANY, NEW YORK

YEAR 2013 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOB NUMBER:	DATE:
13001886A	12/18/13
FIGURE NUMBER:	
1	

*The Mall believes that this information is protected from disclosure under the state freedom of information law.



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CROSSGATES MALL
ALBANY, NEW YORK

YEAR 2013 EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001886A	12/18/13
FIGURE NUMBER:	
2	

Tri-State Traffic Data, Inc.
610 466-1469
TSTData.com

Location: Crossgates Mall
Intersection: Site 1
Date: Tuesday, December 23rd, 2014
Counter: MIO

File Name : Site 1 Tuesday
Site Code : 1
Start Date : 12/23/2014
Page No : 1

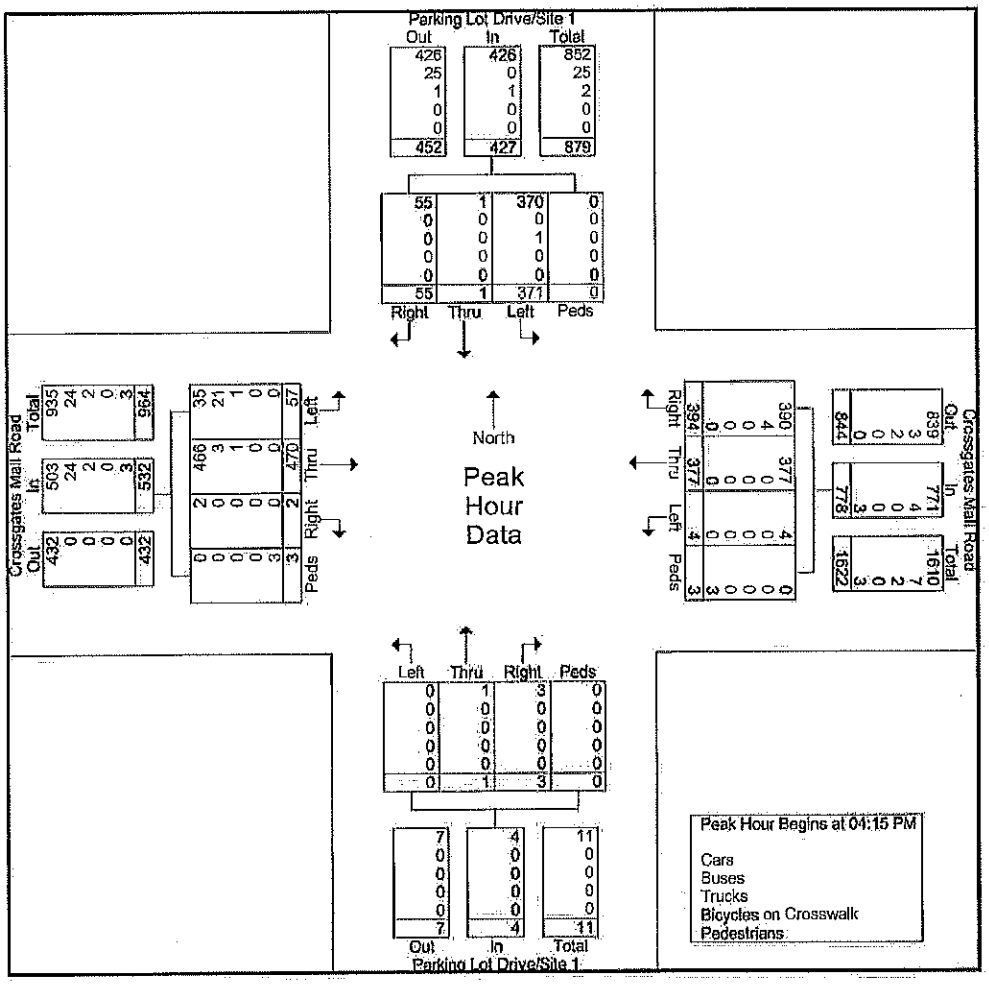
Groups Printed- Cars - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Parking Lot Drive/Site 1 Southbound					Crossgates Mall Road Westbound					Parking Lot Drive/Site 1 Northbound					Crossgates Mall Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	0	98	0	112	103	99	1	2	205	1	0	0	1	2	0	100	17	0	117	436
04:15 PM	6	0	98	0	104	98	102	1	1	202	0	1	0	0	1	0	118	12	0	130	437
04:30 PM	19	0	100	0	119	86	82	2	1	171	1	0	0	0	1	0	121	18	1	140	431
04:45 PM	17	1	89	0	107	119	97	0	1	217	0	0	0	0	0	1	113	14	2	130	454
Total	56	1	385	0	442	406	380	4	5	795	2	1	0	1	4	1	452	61	3	517	1758
05:00 PM	13	0	84	0	97	91	96	1	0	188	2	0	0	0	2	1	118	13	0	132	419
05:15 PM	19	0	92	0	111	109	85	0	0	194	0	0	0	0	0	0	110	13	0	123	428
05:30 PM	22	0	90	0	112	109	81	0	0	190	0	0	0	0	0	0	98	18	1	117	419
05:45 PM	14	0	84	0	98	105	102	0	0	207	1	0	0	0	1	0	95	16	0	111	417
Total	68	0	350	0	418	414	364	1	0	779	3	0	0	0	3	1	421	60	1	483	1683
Grand Total	124	1	735	0	860	820	744	5	5	1574	5	1	0	1	7	2	873	121	4	1000	3441
Apprch %	14.4	0.1	85.5	0		52.1	47.3	0.3	0.3		71.4	14.3	0	14.3		0.2	87.3	12.1	0.4		
Total %	3.6	0	21.4	0	25	23.8	21.6	0.1	0.1	45.7	0.1	0	0	0	0.2	0.1	25.4	3.5	0.1	29.1	
Cars	123	1	732	0	856	810	744	5	0	1559	5	1	0	0	6	2	863	78	0	943	3364
% Cars	99.2	100	99.6	0	99.5	98.8	100	100	0	99	100	100	0	0	85.7	100	98.9	64.5	0	94.3	97.8
Buses	0	0	2	0	2	10	0	0	0	10	0	0	0	0	0	0	9	42	0	51	63
% Buses	0	0	0.3	0	0.2	1.2	0	0	0	0.6	0	0	0	0	0	0	1	34.7	0	5.1	1.8
Trucks	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
% Trucks	0.8	0	0.1	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0.1	0.8	0	0.2	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	5	5	0	0	0	1	1	0	0	0	4	4	10
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	100	14.3	0	0	0	100	0.4	0.3

Location: Crossgates Mall
Intersection: Site 1
D : Tuesday, December 23rd, 2014
Counter: MIO

File Name : Site 1 Tuesday
Site Code : 1
Start Date : 12/23/2014
Page No : 3

	Crossgates Mall Road Eastbound					Parking Lot Drive/Site 1 Northbound					Crossgates Mall Road Westbound					Parking Lot Drive/Site 1 Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	12	118	0	0	130	0	1	0	0	1	1	102	98	1	202	98	0	6	0	104	437
04:30 PM	18	121	0	1	140	0	0	1	0	1	2	82	86	1	171	100	0	19	0	119	431
04:45 PM	14	113	1	2	130	0	0	0	0	0	0	97	119	1	217	89	1	17	0	107	454
05:00 PM	13	118	1	0	132	0	0	2	0	2	1	96	91	0	188	84	0	13	0	97	419
Total Volume	57	470	2	3	532	0	1	3	0	4	4	377	394	3	778	371	1	55	0	427	1741
% App. Total	10.7	88.3	0.4	0.6		0	25	75	0		0.5	48.5	50.6	0.4		86.9	0.2	12.9	0		
PHF	.792	.971	.500	.375	.950	.000	.250	.375	.000	.500	.500	.924	.828	.750	.896	.928	.250	.724	.000	.897	.959
Cars	35	466	2	0	503	0	1	3	0	4	4	377	390	0	771	370	1	55	0	426	1704
% Cars	61.4	99.1	100	0	94.5	0	100	100	0	100	100	100	99.0	0	99.1	99.7	100	100	0	99.8	97.9
Buses	21	3	0	0	24	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	28
% Buses	36.8	0.6	0	0	4.5	0	0	0	0	0	0	0	1.0	0	0.5	0	0	0	0	0	1.6
Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
% Trucks	1.8	0.2	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.2	0.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
% Pedestrians	0	0	0	100	0.6	0	0	0	0	0	0	0	0	100	0.4	0	0	0	0	0	0.3



Tri-State Traffic Data, Inc.
610 466-1469
TSTData.com

Location: Crossgates Mall
Intersection: Site 1
Date: Saturday, December 20th, 2014
Counter: MIO

File Name : Site 1 Saturday
Site Code : 1
Start Date : 12/20/2014
Page No : 1

Groups Printed- Cars - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

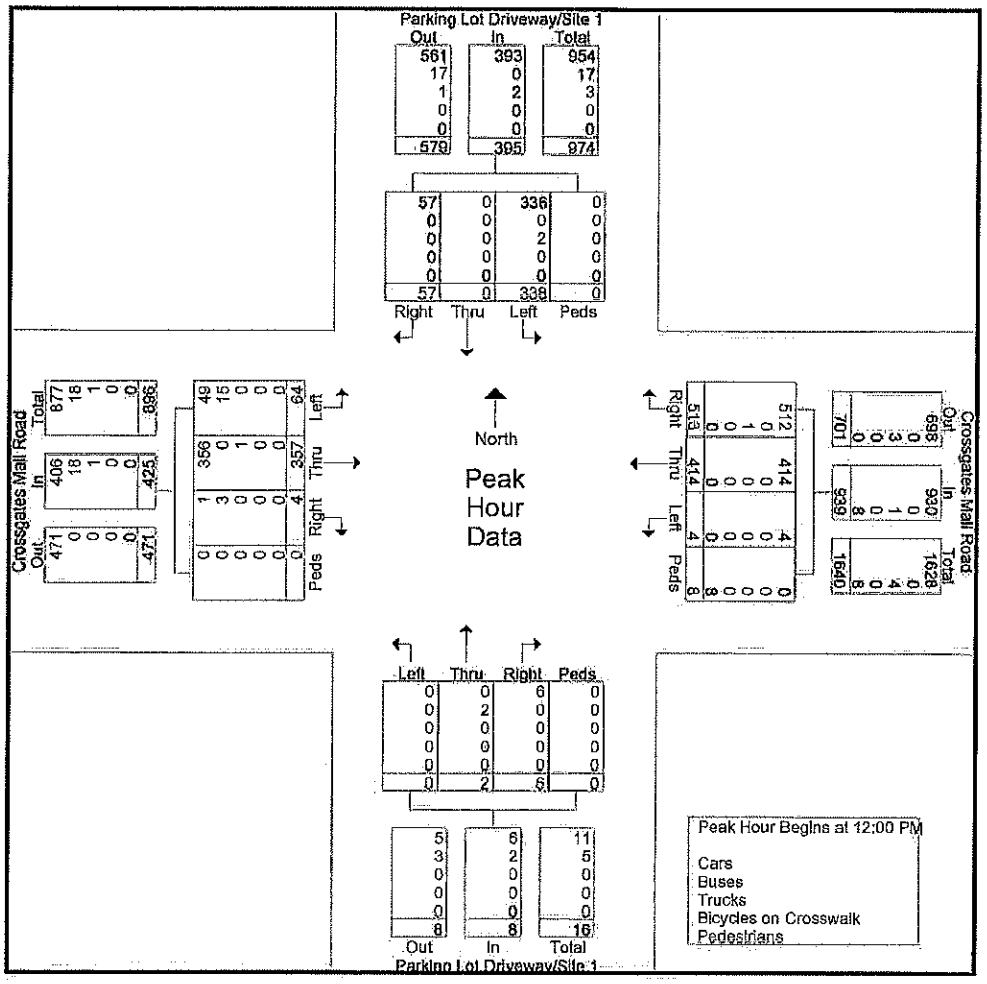
	Parking Lot Driveway/Site 1 Southbound					Crossgates Mall Road Westbound					Parking Lot Driveway/Site 1 Northbound					Crossgates Mall Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	20	0	69	0	89	132	86	1	1	220	2	1	0	0	3	0	72	18	0	90	402
11:15 AM	10	0	55	0	65	121	90	1	0	212	0	0	0	0	0	0	78	10	0	88	365
11:30 AM	12	0	70	0	82	127	76	0	0	203	1	1	0	0	2	2	83	15	0	100	387
11:45 AM	13	0	81	0	94	147	91	0	0	238	0	0	0	0	0	0	78	15	1	94	426
Total	55	0	275	0	330	527	343	2	1	873	3	2	0	0	5	2	311	58	1	372	1580
12:00 PM	16	0	81	0	97	124	118	1	3	246	1	0	0	0	1	1	88	11	0	100	444
12:15 PM	13	0	72	0	85	123	93	0	2	218	0	0	0	0	0	0	86	16	0	102	405
12:30 PM	12	0	85	0	97	131	99	1	2	233	1	0	0	0	1	1	96	15	0	112	443
12:45 PM	16	0	100	0	116	135	104	2	1	242	4	2	0	0	6	2	87	22	0	111	475
Total	57	0	338	0	395	513	414	4	8	939	6	2	0	0	8	4	357	64	0	425	1767
Grand Total	112	0	613	0	725	1040	757	6	9	1812	9	4	0	0	13	6	668	122	1	797	3347
Apprch %	15.4	0	84.6	0		57.4	41.8	0.3	0.5		69.2	30.8	0	0		0.8	83.8	15.3	0.1		
Total %	3.3	0	18.3	0	21.7	31.1	22.6	0.2	0.3	54.1	0.3	0.1	0	0	0.4	0.2	20	3.6	0	23.8	
Cars	112	0	611	0	723	1036	757	6	0	1799	9	0	0	0	9	2	667	95	0	764	3295
% Cars	100	0	99.7	0	99.7	99.6	100	100	0	99.3	100	0	0	0	69.2	33.3	99.9	77.9	0	95.9	98.4
Buses	0	0	0	0	0	3	0	0	0	3	0	4	0	0	4	3	0	27	0	30	37
% Buses	0	0	0	0	0	0.3	0	0	0	0.2	0	100	0	0	30.8	50	0	22.1	0	3.8	1.1
Trucks	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	5
% Trucks	0	0	0.3	0	0.3	0.1	0	0	0	0.1	0	0	0	0	0	16.7	0.1	0	0	0.3	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	1	1	10
% Pedestrians	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	0	0	0	100	0.1	0.3

Tri-State Traffic Data, Inc.
610 466-1469
TSTData.com

Location: Crossgates Mall
Intersection: Site 1
Date: Saturday, December 20th, 2014
Counter: MIO

File Name : Site 1 Saturday
Site Code : 1
Start Date : 12/20/2014
Page No : 4

	Parking Lot Driveway/Site 1 Southbound					Crossgates Mall Road Westbound					Parking Lot Driveway/Site 1 Northbound					Crossgates Mall Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**16**	0	81	0	97	124	**118**	1	**3**	**246**	1	0	0	0	1	1	88	11	0	100	**444**
12:15 PM	13	0	72	0	85	123	93	0	2	218	0	0	0	0	0	0	86	16	0	102	405
12:30 PM	12	0	85	0	97	131	99	1	2	233	1	0	0	0	1	1	**96**	15	0	**112**	443
12:45 PM	16	0	**100**	0	**116**	**135**	104	**2**	**1**	242	**4**	**2**	**0**	**0**	**6**	**2**	87	**22**	0	111	**475**
Total Volume	57	0	338	0	395	513	414	4	8	939	6	2	0	0	8	4	357	64	0	425	1767
% App. Total	14.4	0	85.6	0		54.6	44.1	0.4	0.9		75	25	0	0		0.9	84	15.1	0		
PHF	.891	.000	.845	.000	.851	.950	.877	.500	.667	.954	.375	.250	.000	.000	.333	.500	.930	.727	.000	.949	.930
Cars	57	0	336	0	393	512	414	4	0	930	6	0	0	0	6	1	356	49	0	406	1735
% Cars	100	0	99.4	0	99.5	99.8	100	100	0	99.0	100	0	0	0	75.0	25.0	99.7	76.6	0	95.5	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	15	0	18	20
% Buses	0	0	0	0	0	0	0	0	0	0	0	100	0	0	25.0	75.0	0	23.4	0	4.2	1.1
Trucks	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
% Trucks	0	0	0.6	0	0.5	0.2	0	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.2	0.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	8
% Pedestrians	0	0	0	0	0	0	0	0	100	0.9	0	0	0	0	0	0	0	0	0	0	0.5



115-001 Volumes

Intersection		Raw Count	PM Peak Hour Existing 2015	PM Peak Hour ETC 2018	PM Peak Hour ETC+10 2028
			1.01003	1.02525	CDTC
1.) Crossgates Mall Rd/Access Rd					
Access Road	WB L	352	356	365	368
	R	161	163	167	171
Crossgates Mall Rd	NB T	250	253	259	263
	R	346	349	358	367
Crossgates Mall Rd	SB L	88	89	91	95
	T	581	587	602	622
2.) Crossgates Mall Rd/I-87 Ramp					
I-87 Ramp	WB L	464	469	480	587
	R	512	517	530	574
Crossgates Mall Rd	NB T	141	142	146	148
	R	367	371	380	414
Crossgates Mall Rd	SB L	761	769	788	821
	T	241	243	250	255
3a.) Crossgates Mall Rd to Western Ave East					
Crossgates Mall Rd	EB T	390	394	404	403
	R	118	119	122	131
Crossgates Mall Rd	WB L	163	165	169	185
	T	540	538	552	586
Washington Ave (East Leg)	NB L	145	146	150	146
	R	125	126	129	145
3b.) Crossgates Mall Rd to Western Ave West					
Crossgates Mall Rd	EB T	485	490	502	502
	R	13	13	13	14
Crossgates Mall Rd	WB L	32	32	33	36
	T	646	652	669	696
Washington Ave (West leg)	NB L	17	17	18	17
	R	22	23	24	25
4.) Crossgates Mall Rd/Main Parking Lot					
Crossgates Mall Rd	EB L	*57*	*57*	*59*	*56*
	T	*470*	*279*	*286*	*313*
	R	*2*	*2*	*2*	*19*
Crossgates Mall Rd	WB L	*4*	*4*	*4*	*15*
	T	*377*	*325*	*333*	*352*
	R	*394*	*340*	*349*	*344*
Parking Lot	NB L	*0*	*0*	*0*	*0*
	T	*1*	*1*	*1*	*2*
	R	*3*	*3*	*3*	*3*
Crossgates Main Entrance	SB L	*371*	*221*	*227*	*200*
	T	*1*	*1*	*1*	*4*
	R	*55*	*55*	*57*	*70*
5a.) Western Ave/Crossgates Mall Entrance					
Western Ave	EB L	41	40	41	53
	T	1190	1202	1232	1282
Western Ave	WB T	1697	1714	1757	1802
Crossgates Mall Rd	SB R	44	45	46	77
5b.) Western Ave/Crossgates Mall Entrance					
Western Ave	EB T	1190	1202	1232	1282
Western Ave	WB T	1697	1714	1757	1802
	R	223	272	279	279
Crossgates Mall Rd	SB L	276	284	291	292

115-001 Volumes

Intersection	Raw Count	Saturday Peak Hour		
		Existing 2015	ETC 2018	ETC+10 2028
		1.01003	1.02525	CDTC
1.) Crossgates Mall Rd/Access Rd				
Access Road SB L	362	366	375	379
R	218	220	226	229
Crossgates Mall Rd WB T	378	382	391	392
R	322	325	333	345
Crossgates Mall Rd EB L	183	185	190	190
T	420	424	435	461
2.) Crossgates Mall Rd/I-87 Ramp				
I-87 Ramp WB L	531	536	550	662
R	588	594	609	650
Crossgates Mall Rd NB T	227	229	235	227
R	534	539	553	585
Crossgates Mall Rd SB L	579	585	600	637
T	304	307	315	320
3a.) Crossgates Mall Rd to Western Ave East				
Crossgates Mall Rd EB T	548	553	567	557
R	166	168	172	177
Crossgates Mall Rd WB L	262	265	271	286
T	542	560	574	612
Washington Ave (East Leg) NB L	235	242	248	242
R	201	203	208	230
3b.) Crossgates Mall Rd to Western Ave West				
Crossgates Mall Rd EB T	683	690	707	701
R	23	23	24	24
Crossgates Mall Rd WB L	35	35	36	37
T	759	767	786	817
Washington Ave (West leg) NB L	31	31	32	30
R	32	32	33	34
4.) Crossgates Mall Rd/Main Parking Lot				
Crossgates Mall Rd EB L	*64*	*64*	*66*	63
T	*357*	*363*	*372*	391
R	*4*	*4*	*4*	22
Crossgates Mall Rd WB L	*4*	*4*	*4*	17
T	*414*	*354*	*363*	384
R	*513*	*440*	*451*	444
Parking Lot NB L	*0*	*0*	*0*	17
T	*2*	*2*	*2*	3
R	*6*	*6*	*6*	6
Crossgates Main Entrance SB L	*338*	*344*	*353*	329
T	*0*	*0*	*0*	3
R	*57*	*57*	*59*	74
5a.) Western Ave/Crossgates Mall Entrance				
Western Ave EB L	54	63	65	78
T	1145	1156	1186	1232
Western Ave WB T	989	999	1024	1088
Crossgates Mall Rd SB R	13	58	59	84
5b.) Western Ave/Crossgates Mall Entrance				
Western Ave EB T	1145	1156	1186	1232
Western Ave WB T	989	999	1024	1088
R	41	445	456	456
Crossgates Mall Rd SB L	350	433	444	442

Attachment C
Sept 27, 2016 WOH Letter

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September 27, 2016

Mr. Mark Kennedy, PE
Regional Traffic Engineer
NYSDOT Region 1 Traffic Safety & Mobility
50 Wolf Road Suite 1s50
Albany, NY 12232

Dear Mr. Kennedy:

This firm represents Pyramid Crossgates Company and Crossgates Mall General Company Newco, LLC, and we are responding to your inquiry regarding the Capital District Transportation Authority (CDTA) Bus Rapid Transit (BRT) Transit Center project proposed at Crossgates Mall. We are pleased to provide the following summary of transportation improvements made in connection with Crossgates Mall, as previously approved by NYSDOT.

In 1982, the Commissioner of the New York State Department of Transportation adopted a Record of Decision requiring the construction of certain highway improvements for the development of Crossgates Mall up to ±1.3 million square feet. The improvements included, but were not limited to:

1. Construction of a deceleration lane and a southbound flyover bridge from the Northway (a/k/a Fuller Road Alternate) to the Crossgates Ring Road;

2. Construction of ingress/egress connections to Washington Avenue Extension, which included the i) free-flow westbound access road around the trumpet pond inbound to the mall under the Washington Avenue Extension bridge; ii) outbound free-flow access to westbound Washington Avenue Extension; iii) eastbound access from Washington Avenue Extension to the Crossgates ring road, and iv) eastbound access to Washington Avenue Extension from the Crossgates ring road;

3. A "ramp and loop" connector from Western Avenue to the Fuller Road Alternate, which consists of a free-flow eastbound lane that loops adjacent to Schoolhouse Road and connects to the northbound Fuller Road Alternate. This improvement also provided other traffic benefits, such as eliminating the eastbound left turns to access northbound Fuller Road Alternate, and allowing two left turn lanes and two right turn lanes on the Fuller Road Alternate at its intersection with Western Avenue;

4. Construction of a free-flow westbound lane on Western Avenue that connects to the northbound Fuller Road Alternate;

5. Construction of additional eastbound and westbound lanes on Western Avenue including a westbound travel lane to the shopping centers Western Avenue driveway from the end of Fuller Road Alternate; and

6. Construction of the primary access to the shopping center from Western Avenue via a duel driveway system (the "English Couplet") and signalization improvements.

Thereafter, on June 2, 1983, NYSDOT issued Highway Work Permit No. 1-83-0200 which granted approval to Crossgates to construct the above improvements. Crossgates completed construction of these traffic improvements and, in 1984, Crossgates Mall opened.

On March 23, 1993, NYSDOT issued Highway Work Permit No. 1-92-1051 to the Town of Guilderland and Crossgates which required the construction of additional Town recommended transportation improvements in connection with an expansion and reconfiguration of the mall. The improvements included, among other things:

1. Relocation of the Rapp Road/US Route 20 intersection westerly opposite Johnson Road, and reconstruction, including widening the road to four lanes; the connection of the relocated and improved Rapp Road to the Crossgates ring road and its connection to northbound Fuller Road Alternate; and

2. Construction of a bridge over and ramp connecting the Crossgates ring road to the northbound lanes Fuller Road Alternate and related improvements.

These improvements were known as the Northern Corridor Highway Improvements and provided a direct exit from the Crossgates Ring Road onto northbound Fuller Road Alternate. It provided a by-pass for eastbound traffic on Washington Avenue Extension through Crossgates to the northbound Fuller Road Alternate. It also provided another second access/egress point to the Ring Road from Western Avenue, west of the main English Couplet intersection.

As a stake-holder in the Transit Center project, Crossgates supports the BRT project and the proposed transportation improvements, subject to review of final plans, and has authorized CDTA representatives to pursue Department approvals for these improvements.

Very truly yours,

Robert L. Sweeney

Robert L. Sweeney

cc: Chris Desany, CDTA
Ross Farrell, CDTA
Jeff Pangburn, CM
Michael P. Shanley, Crossgates Mall