May 6, 2025

Ms. Kirsten Catellier
StudioA
38 High Rock Avenue, Suite 3
PO Box 272
Saratoga Springs, NY 12866

RE: Response to Comments, West Mountain PDD, Town of Queensbury, Warren County, New York; CM Project No. 122-064

Dear Ms. Catellier,

Creighton Manning Engineering & Surveying, PLLC (CM) has reviewed the traffic related comment provided in a letter by LaBella dated May 21, 2024 associated with proposed *West Mountain PDD*. Below is a summary of the traffic related comments and our responses.

Comment #1 – Completeness
In general, the traffic study appears to be complete and follows industry-accepted methodologies to assess potential traffic impacts on the adjacent intersections and roadways within the project study area. The study includes an analysis of the following items:

- *Crash history in the project area.*
- *Sight distance at the proposed driveways.*
- *Vehicle trips generated by the proposed project.*
- *Level of Service (LOS) and vehicle queues at the proposed site driveways and study area intersections.*

The below discrepancy items were identified and will require responses. However, given existing and projected volumes, and available intersection capacity we do not expect the new trip generation assignments to significantly affect the assessment conclusions of the traffic analysis.

Response: Comment noted. The comments below are addressed so that the review of the *Traffic Assessment* letter can be completed.

Comment #2 – Crash History
Crash history was reviewed for a three-year period between January 1, 2017 and December 31, 2019. Sixty crashes were documented throughout the entire study area during that time period. The study recommends vegetation clearing at the intersection of Corinth Road/Vandusen Road/Essex Court to improve intersection sight distance. We have no technical comments on the crash analysis and concur with the vegetation clearing.

Response: Comment noted. The Applicant will coordinate with the Town and County to determine if vegetation can be cleared within the right-of-way (ROW) near the Corinth Road/Vandusen Road/Essex Court intersection.

Comment #3 – Intersection Sight Distance at New Driveways
The analysis compared available sight distance at the proposed driveways to AASHTO recommended sight distance. Both proposed driveways would have sight distance greater than recommended values facing in both directions with the exception of the southern driveway looking to the right (south). We have no technical comments on the sight distance analysis and concur with the vegetative clearing at the driveways.

Response: Comment noted. The sight triangles at the proposed Site Driveways will be clear of any obstructions along the project frontage.

Comment #4 – Vehicle Trip Generation
The traffic analysis utilized ITE Trip Generation, 11th Edition to determine the number of trips generated by the proposed project based on specific land uses. Proposed adjacent developments were provided by the Town and identified in Appendix D as a spreadsheet. We verified the applicant's trip generation calculations but note the below discrepancies. It is noted that using the revised minor trip generation data is not expected to significantly affect the conclusions of the traffic analysis.

a) *Table 5 - Trip Generation Summary Table shows Apartment Units as 180 versus 252 as stated in Table 1 - Land Use Summary*
b) *Table 5 - Trip Generation Summary Table shows Condominium Units as 136 versus 64 as stated in Table 1 - Land Use Summary*
c) *Proposed adjacent development is identified in Appendix D as a spreadsheet. Provide a distribution figure to show trip assignments on the study area roadways to help us understand the volume projections for Figure 3 (No Build 2034).*

Response: A "Land Use Code"(LUC) column has been added to Table 1 which shows that the apartments and condominiums labeled in this table all used LUC 220 (Multifamily Housing – Low-Rise) and that there are a total of 316 units. It is noted that Table 5 labels the number of apartments and condominiums slightly differently than Table 1; however, the total of both is still 316 units and that the trip generation is based on LUC 220. This suggests that the trip generation summary would not change and that the level of service analysis is consistent with the proposed development plan.

Table 1 – Land Use Summary

Land Use	Land Use Code (LUC)	Total Units/Size	Total Units/Size by LUC
Apartments (3 buildings)	220	54 units	316 units
Apartments (4 buildings)	220	72 units	
Village Center (Apartments)	220	126 units	
Condominiums	220	64 units	
Village Center (Retail Space)	822	29,800 SF	29,800
North West Ski Lodge	466	1 Lift	1 Lift
Townhouses	215	56 units	56 units
Hotel	310	80 rooms	80 rooms
Single Family Homes (cul-de-sac)	260	50 units	65 units
Single Family Homes (off Luzerne Road)	260	15 units	

The trip distribution associated with each of the other developments used to develop the No-Build traffic volumes is included under Attachment A. The "Other Development" table included in the *Traffic Assessment* letter has been updated to show the zones identified on the attached figures. In addition, the total trip assignment for these other developments is also provided under Attachment A.

Comment #5 – Level of Service (LOS)
The LOS analysis development conditions (Existing 2022, No Build 2034, and Build 2034) indicate that the intersections within the project study as well as the new site driveways will operate with acceptable LOS and delay. The proposed site driveway intersection movements are projected to operate at LOS "B" or better during the morning, evening, and Saturday Mid-Day peak hours. The study area intersections operate at LOS "C" or better for the three time periods. We verified the applicant's LOS analysis but note the below discrepancies. It is noted that volume changes are not expected to significantly affect the conclusions of the traffic LOS analysis results.

a) *There are volume discrepancies between the Existing 2022 volumes (Figure 2) and the Existing 2022 Synchro analysis input volumes in Appendix E. Please reconcile volume discrepancies.*

Response: The traffic volumes observed during the turning movement counts were impacted by changes in travel and employment patterns associated with the end of the Covid 19 pandemic; therefore, the existing traffic volumes were factored to account for these conditions as noted in the *Traffic Assessment* letter dated June 15, 2023. Figure 2 should have reflected the factored volumes; however, the raw traffic volumes were accidentally posted on this figure. It is noted that the level of service analysis is consistent with the factored traffic volumes and does not need to be adjusted. Figure 2 has been updated to reflect the Existing 2022 traffic volume conditions analyzed in the report (Attachment B). The subsequent traffic volumes and intersection analysis provided for No-Build and Build conditions account for the traffic volume factoring and do not need to be revised.

b) *Figure 3 (No Build 2034) shows the West Mountain/Corinth intersection southbound thru/right volume as 1,175. Synchro input shows a volume of 155. Please confirm that Figure 3 volume is a typo.*

Response: Comment noted. The southbound through volume for the PM peak hour on Figure 3 is a typo and has been updated to 155 (Attachment B).

c) *Figure 3 (No Build 2034) shows a large volume drop on a short segment of Corinth Road eastbound (EB) direction between Big Bay Road and the 1-87 SB ramps in the PM peak (950 EB outbound from Big Bay versus 688 EB inbound at 1-87; delta = 262 vehicles) and Sat peak (798 EB outbound from Big Bay versus 592 EB inbound at 1-87; delta = 206 vehicles). There are driveways for a Fastrac and McDonalds which may account for some of the volume imbalance. Please reconcile the volume drops.*

Response: The traffic volumes shown on the eastbound approach of the Corinth Road/I-87 Interchange 18 SB Off-Ramp intersection on Figure 3 were incorrect and have been updated (as noted in response to Comment #5.d below). The revised delta in the eastbound direction between this intersection and the Corinth Road/Big Bay Road/Fastrac Driveway intersection are as follows:

Eastbound Delta on Corinth Road

- AM Peak Hour = 8
- PM Peak Hour = 42
- Saturday Peak Hour = 83

The difference in volumes is more reasonable considering that there are numerous commercial driveways located between the two intersections (*Fastrac*, *McDonald's, Taco Bell*, and *Super 8 Motel*). It is noted that the peak hour for each intersection was used in the level of service analysis in order to provide a worst-case assessment; however, the peak hour for these two intersections was not the same on Saturday with one occurring at 11:00 a.m. and one occurring at 12:00 p.m. This suggests that the delta is slightly higher during the Saturday peak hour since they did not occur at the same time. No changes are necessary for the intersection analysis.

d) *There are volume discrepancies between the No Build 2034 volumes (Figure 3) and the No Build 2034 Synchro analysis input volumes in Appendix E. Please reconcile volume discrepancies.*

a. Corinth/1-87 SB ramps AM peak: EB thru = 465 (Fig 3) versus 596 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

b. Corinth/1-87 SB ramps AM peak: EB right= 193 (Fig 3) versus 241 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

a. Corinth/Big Bay AM peak: WB left= 148 (Fig 3) versus 198 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

b. Corinth/Vandusen AM peak: SB left= 144 (Fig 3) versus 114 (Synchro)
   - Figure 3 is correct and the Synchro volume has been updated.

c. Corinth/I-87 SB ramps PM peak: EB thru = 506 (Fig 3) versus 737 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

d. Corinth/I-87 SB ramps PM peak: EB right= 182 (Fig 3) versus 255 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

e. Corinth/I-87 SB ramps SAT peak: EB thru = 448 (Fig 3) versus 654 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

f. Corinth/I-87 SB ramps SAT peak: EB right= 144 (Fig 3) versus 207 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

g. Corinth/Big Bay SAT peak: SB left= 53 (Fig 3) versus 33 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

h. Corinth/Vandusen SAT peak: EB thru = 192 (Fig 3) versus 203 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

i. West Mountain/Pitcher SAT peak: SB thru = 81 (Fig 3) versus 61 (Synchro)
   - The Synchro volume is correct and Figure 3 has been updated.

Response: A response to each discrepancy is provided below the comment (with the correct number highlighted in green). In general, the majority were typos on Figure 3 and have been corrected (Attachment B). The level of service analysis associated with the AM peak hour at the Corinth Road/Vandusen Road/Essex Court intersection has been revised (Attachment C); however, the overall conclusions provided in the *Traffic Assessment* letter at this intersection do not change.

Comment #6 – Municipality and Agency Review
We recommend the applicant coordinate with the appropriate roadway Owners regarding review of the traffic analysis and any improvements proposed within the State, County, and Town right-of-way.

Response: The Applicant will coordinate the Town and County regarding the proposed vegetation clearing at the Corinth Road (CR 28)/Vandusen Road/Essex Court intersection to improve existing conditions. In addition, the Applicant will have the County approve the design of the proposed Site Driveways located on West Mountain Road (CR 58).

Please call our office if you have any questions or comments regarding the above analysis.

Respectfully submitted,
Creighton Manning Engineering & Surveying, PLLC

Mark Nadolny
Associate

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Attachment A

Other Development Trip Distribution and Assignment

				Acres		Trip Generation								
		Proposed in Carey Road Industrial Park				AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
Zone	Number	Name	Address	Size	Acres		Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
Zone 1	14	Adirondack Radiology Associates Expansion	170 Carey Road	3,040	2.87	Professional Office	5	2	7	1	4	5	5	4	9
	13	Northway Self Storage Expansion	162 Carey Road	10,000	2.77	Mini-Self Storage	1	0	1	1	1	2	3	3	6
	1	Native Development Associates Expansion	24 Native Drive	19,320	0.84	Warehouse	5	1	6	3	5	8	1	0	1
	7,8,10,11,19	Native Development 5-Lot Subdivision	24 Native Drive	300,000	24.73	Warehouse	72	15	87	47	82	129	4	4	8
	18	Roofing Office Building (Built but Vacant)	44 Carey Road	7,100	2.62	Office	11	4	15	2	10	12	2	2	4

		Other Areas Around the Carey Road Industrial Park					AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
Zone	Number	Name	Address	Size	Acres		Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
Zone 1	3	Hacker Boat Storage	315 Corinth Road	10,000	6.39	Showroom	0	0	0	0	0	0	0	0	0
	f	Halcyon Properties, Inc.	377 Corinth Road	195,477	22.20	Industrial (LUC 130)	53	13	66	14	52	66	97	131	228
	5	Honey Do Storage	442 Corinth Road	960	0.69	None	0	0	0	0	0	0	0	0	0
	12	Burch Bottle Plant	428 Corinth Road	75,000	12.00	Manufacturing (LUC 140)	10	25	35	25	8	33	1	0	1
	34	Seaton Property Firewood Processing	308, 310, 334 Corinth Road	15,000	66.60	Manufacturing (LUC 140)	14	5	19	3	8	11	2	1	3
Zone 3	6	Tracey Equipement	280 Corinth Road	0	3.93	Equipement Storage	0	0	0	0	0	0	0	0	0
	j	Luzerne Mixed Use Development	120 Luzerne Road	49,600	13.59	Manufac/Office/Warehouse (LUC 150 & 710)	47	7	54	9	44	53	10	8	18
Zone 1	g	NDC Realty LLC	249 Corinth Road	121,336	13.78	Industrial (LUC 130)	33	8	41	9	32	41	20	38	58
	17	Skyzone Storage	235 Corinth Road	1,800	6.20	None	0	0	0	0	0	0	0	0	0
Zone 2	49	Parker Hamnond Development (Lot Clearing)	0 Silver Circle	69,209	7.86	Industrial (LUC 130)	19	5	24	5	19	24	12	21	33
	23	North County Ice/Snow Removal	415 Big Bay Road	5,400	1.72	Servce (LUC 180)	7	2	9	3	7	10	3	7	10
	4	Gross Property	407 Big Bay Road	16,000	1.62	Office (LUC 710)	31	4	35	6	30	36	4	4	8
	2	Silver Circle LLC	33 Silver Circle	32,000	7.78	Warehouse (LUC 150)	21	6	27	8	22	30	1	1	2
	16	Adirondack Winery	395 Big Bay Road	11,100 WH/2,400 Office/2,920 Wine Tasting	2.07	Wine Tasting (LUC 140, 172, 970)	13	5	18	14	20	34	47	51	98
Zone 4	MS	Main Street Apartments	70-80 Main Street	4 apartments/6,700 office/retail		Apartments/Office/Retal (LUC 220, 712, 822)	11	8	19	16	17	33	13	13	26

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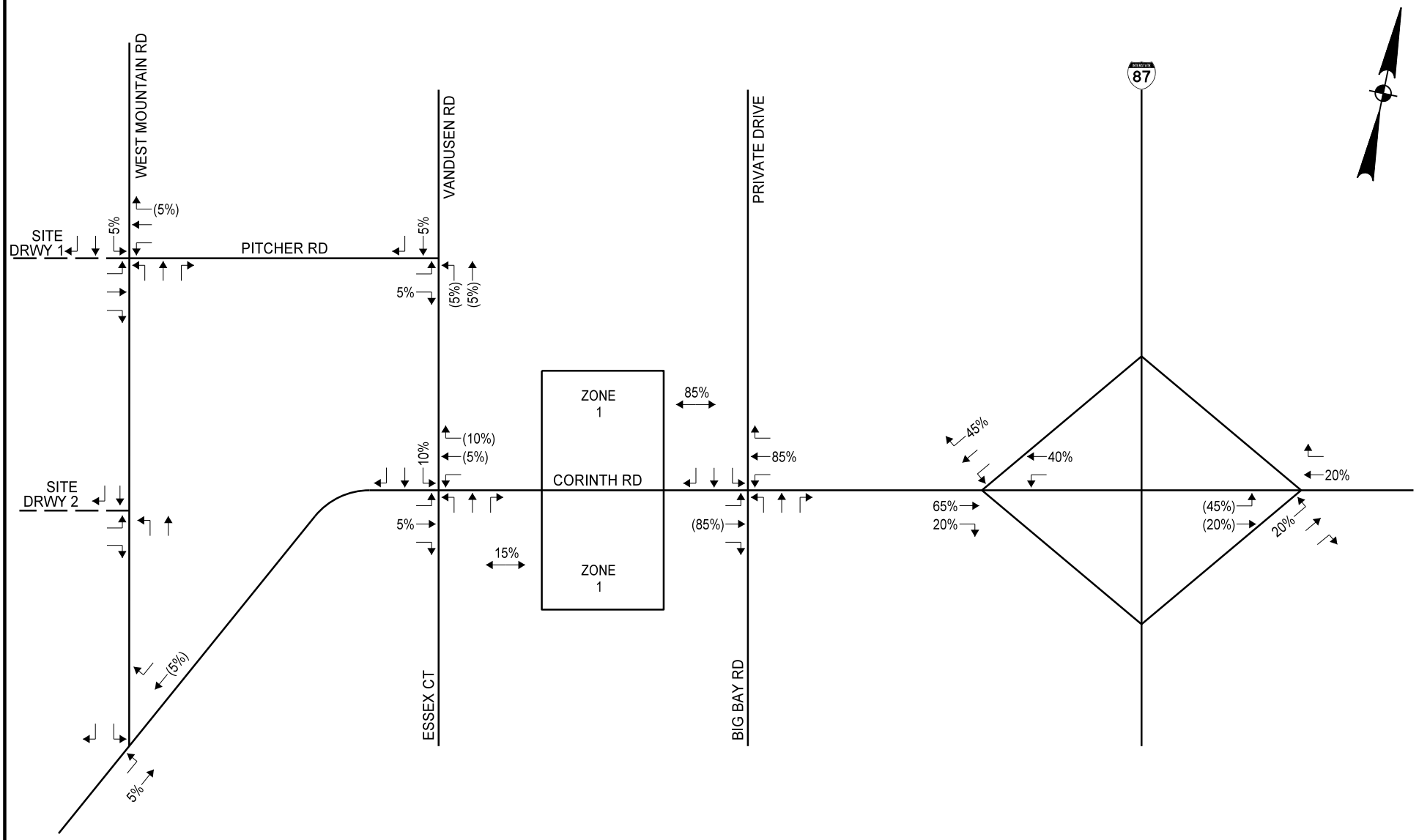

LEGEND:
ENTERING (EXITING)

ZONE 1
TRIP DISTRIBUTION

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NY

Creighton Manning
a GAI Company

PROJECT:	122-064	DATE:	5/2025	FIGURE:	A-1

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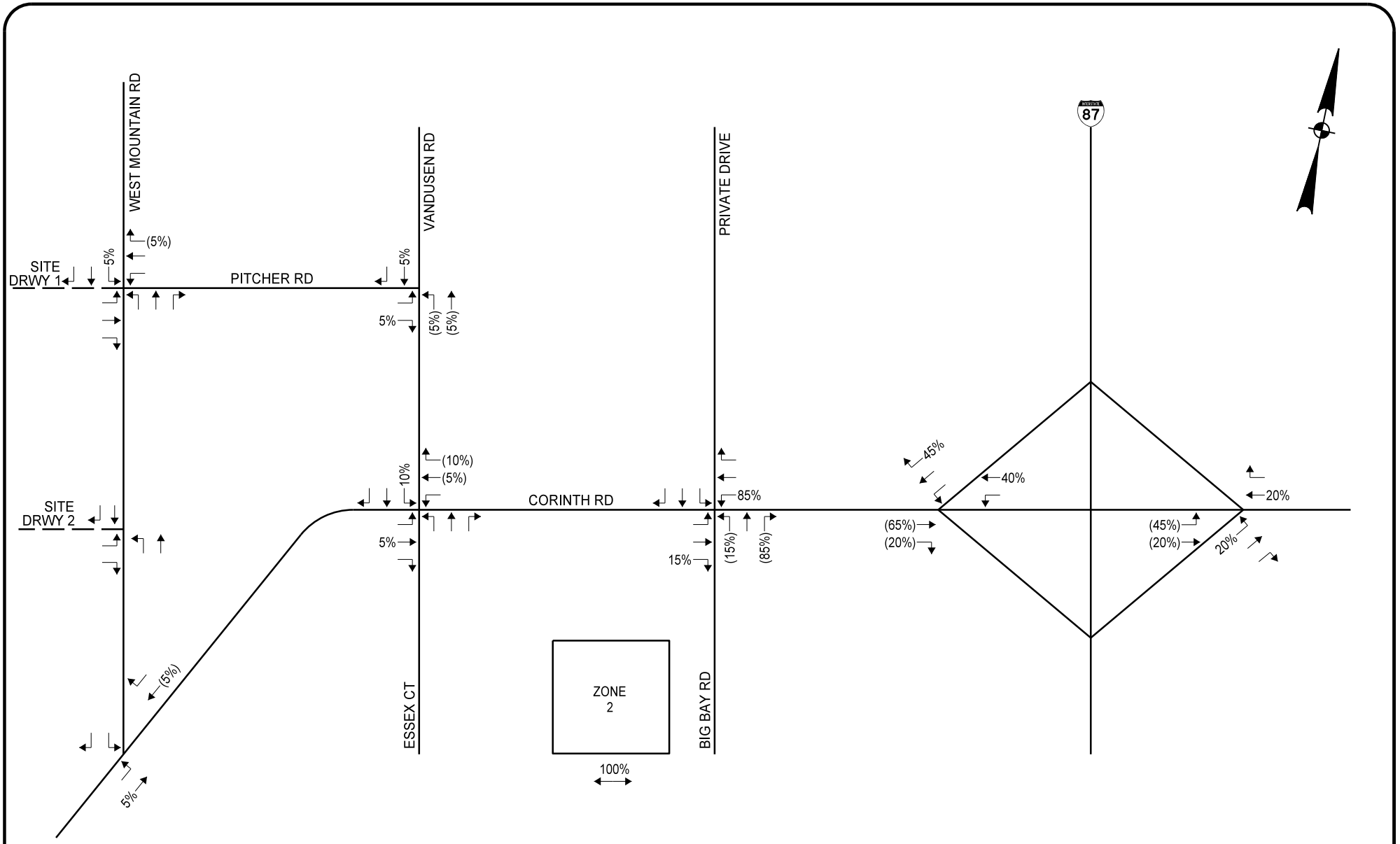

LEGEND:
ENTERING (EXITING)

ZONE 2
TRIP DISTRIBUTION

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NY

Creighton Manning
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PROJECT:	122-064	DATE:	5/2025	FIGURE:	A-2

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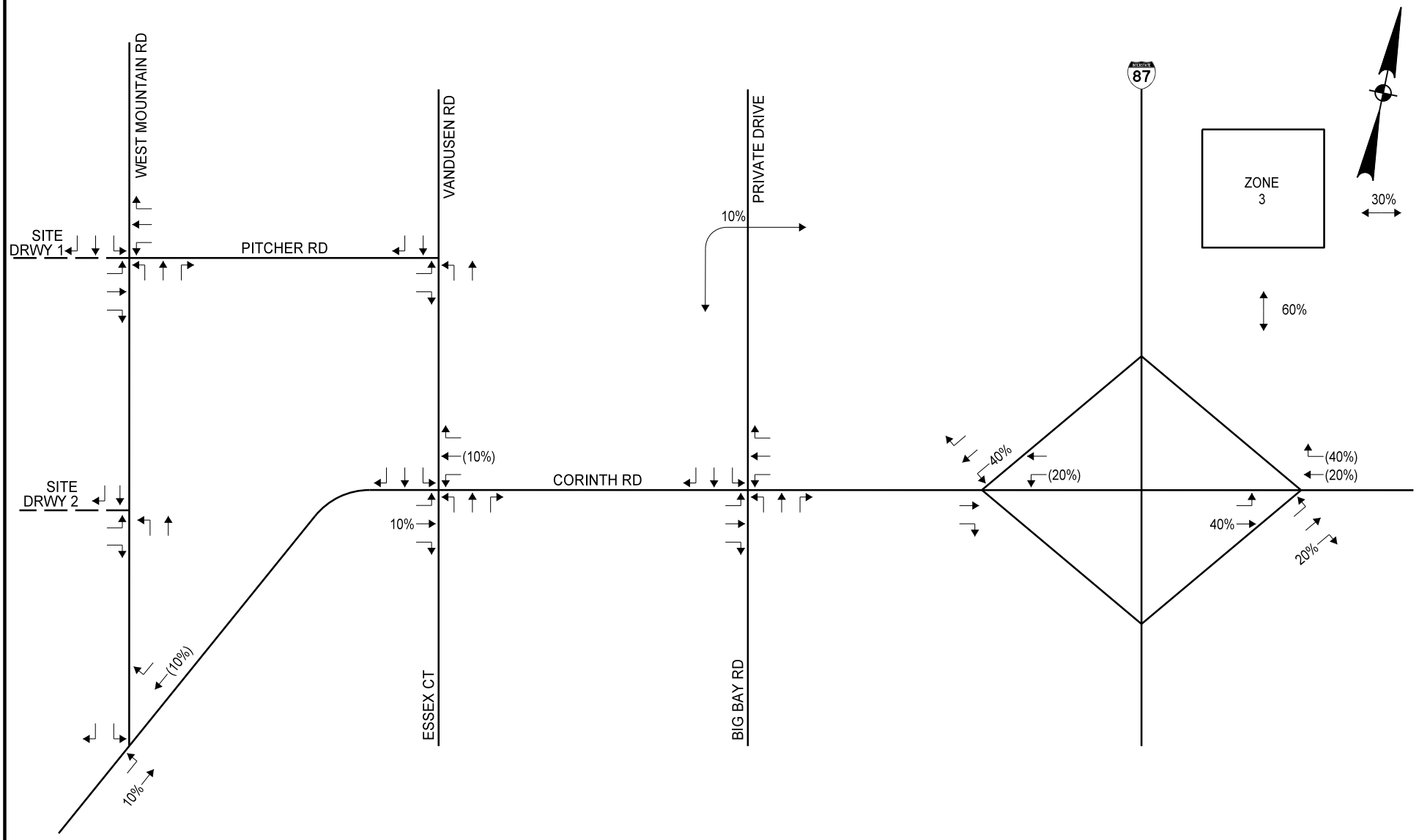

LEGEND:
ENTERING (EXITING)

ZONE 3
TRIP DISTRIBUTION

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NY

Creighton Manning
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PROJECT:	122-064	DATE:	5/2025	FIGURE:	A-3

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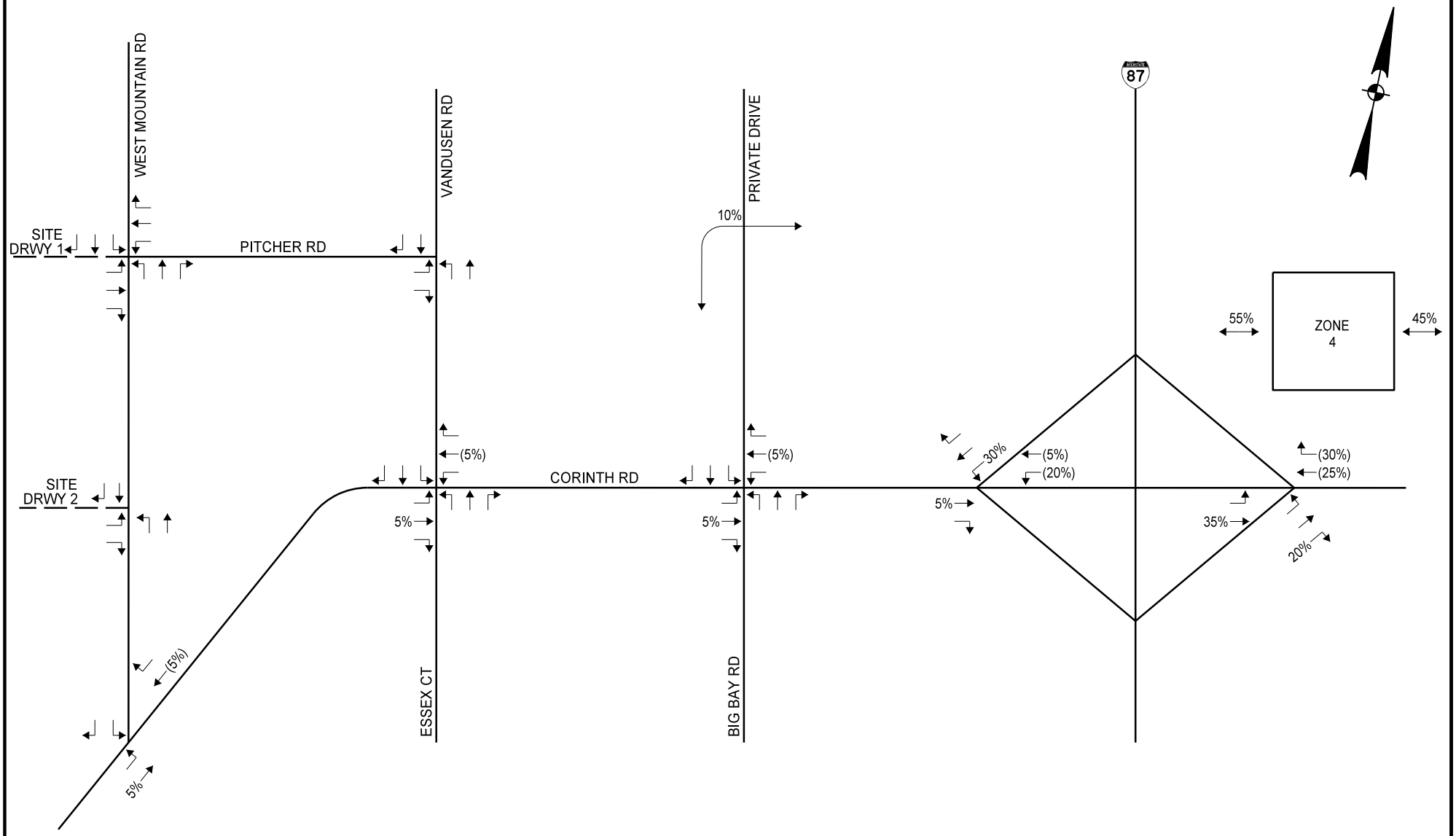

LEGEND:
ENTERING (EXITING)

ZONE 4
TRIP DISTRIBUTION

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NY

Creighton Manning
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PROJECT:	122-064	DATE:	5/2025	FIGURE:	A-4

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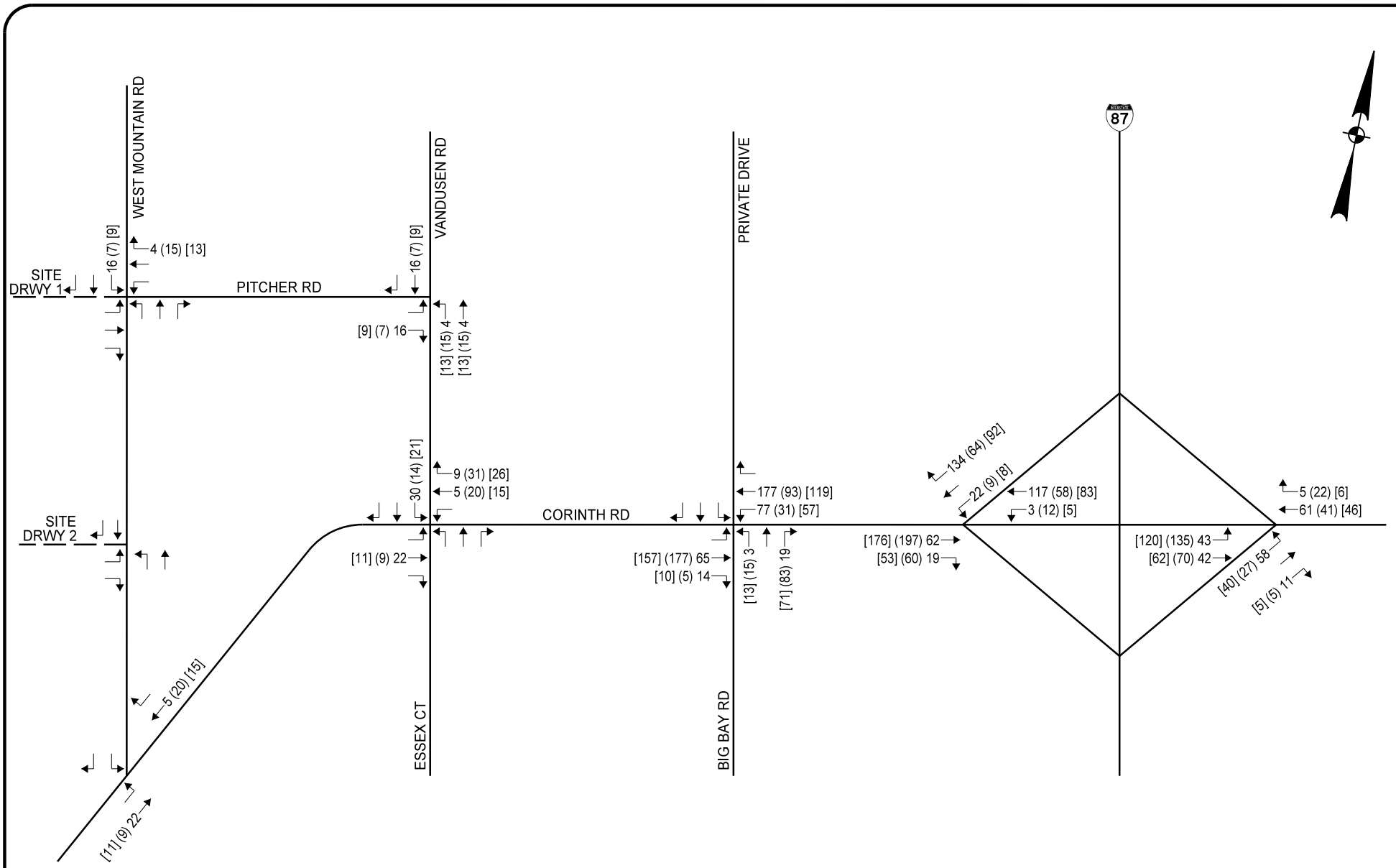

LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY PEAK HOUR]

OTHER DEVELOPMENT
TRIP ASSIGNMENT

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NY

Creighton Manning
a GAI Company

PROJECT:	122-064	DATE:	5/2025	FIGURE:	A-5

Attachment B

Figure Updates

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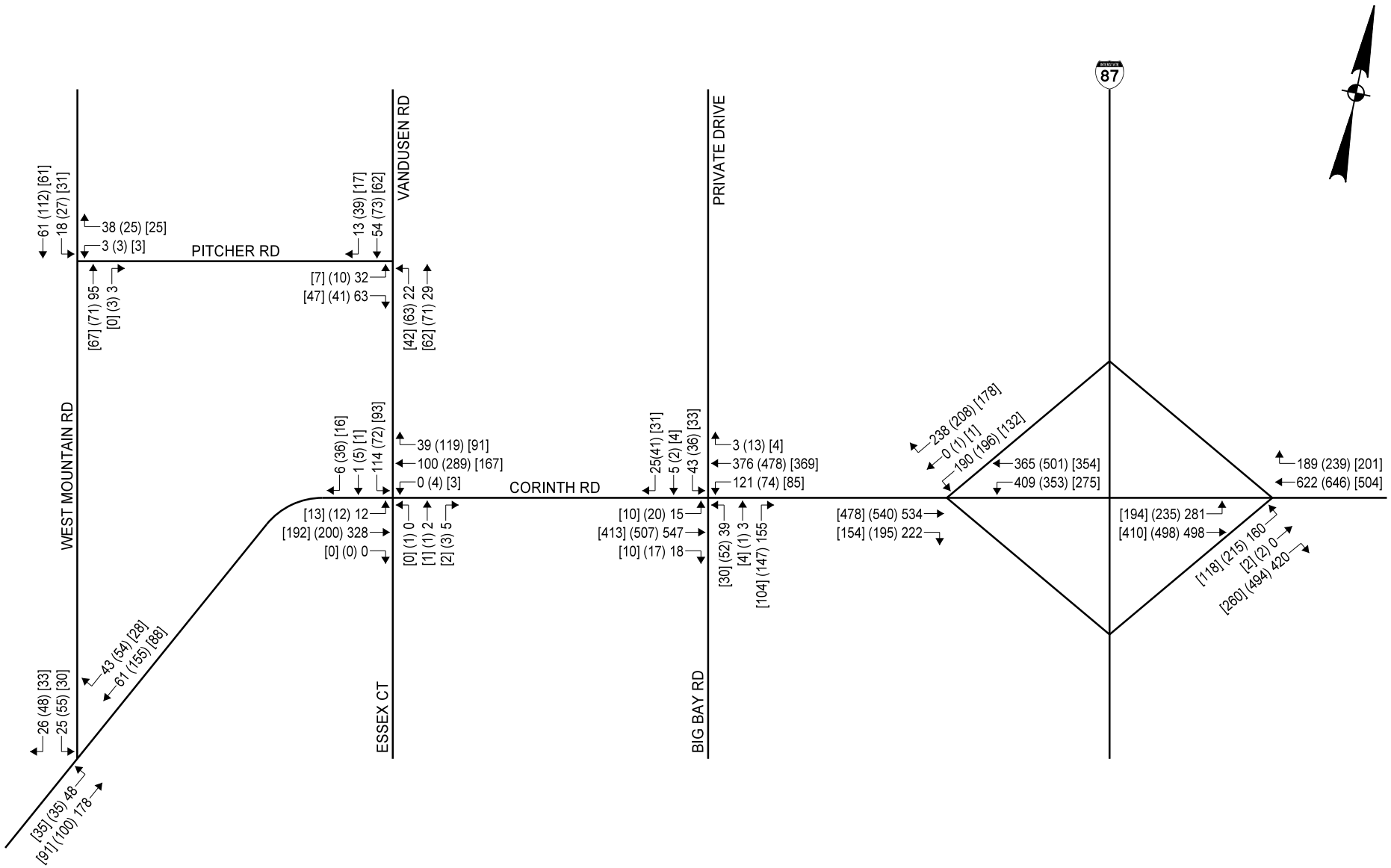

LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

EXISTING 2022
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning
a GAI Company

PROJECT:	122-064	DATE:	5/2025	FIGURE:	2

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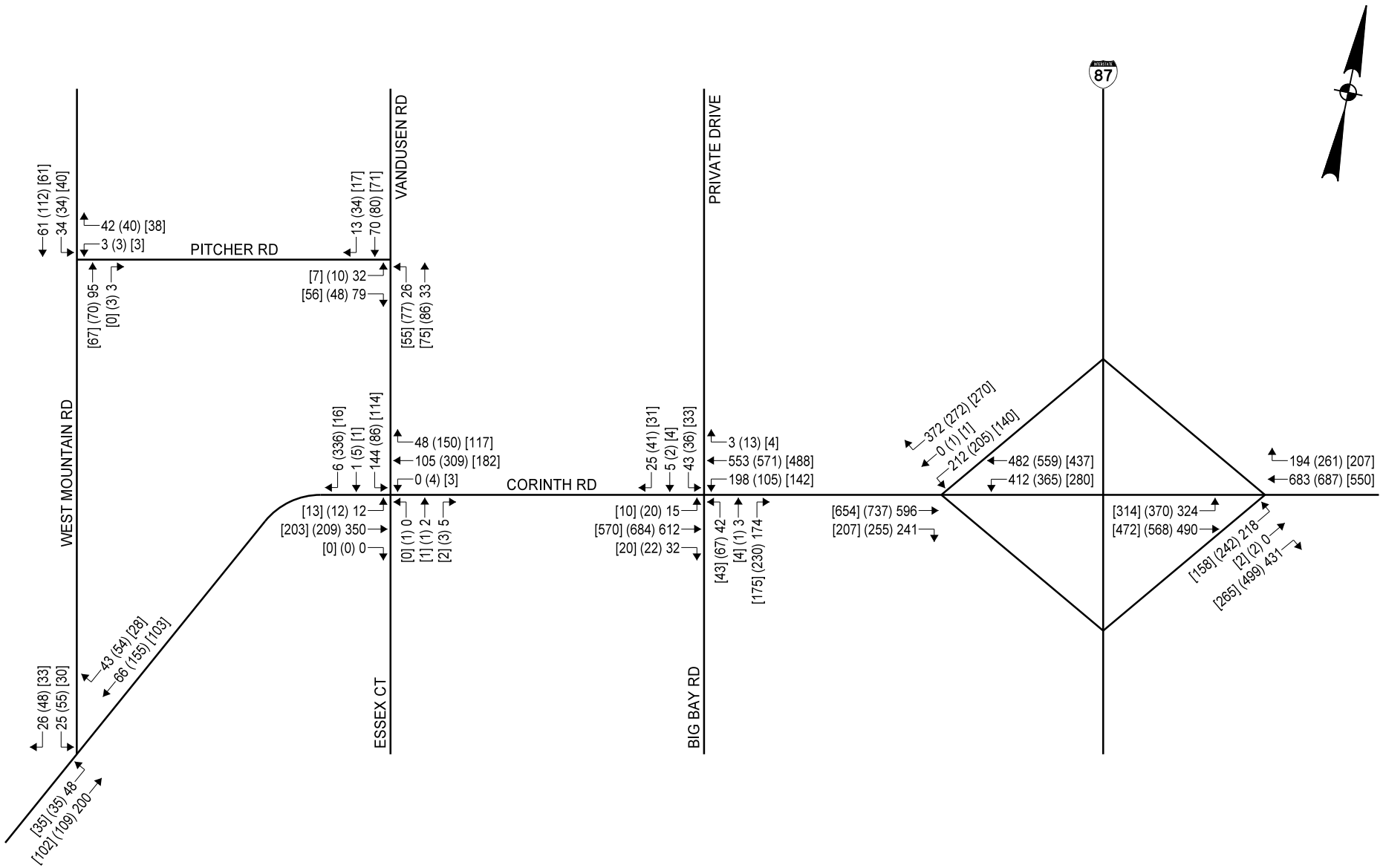

LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

NO-BUILD 2034
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning
a GAI Company

PROJECT:	122-064	DATE:	5/2025	FIGURE:	3

Attachment C

Level of Service Update

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	350	0	0	105	48	0	2	5	144	1	6
Future Vol, veh/h	12	350	0	0	105	48	0	2	5	144	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	0	0	1	12	0	0	0	1	0	20
Mvmt Flow	14	417	0	0	125	57	0	2	6	171	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	417	0	0	603	627	417	603	599	154
Stage 1	-	-	-	-	-	-	445	445	-	154	154	-
Stage 2	-	-	-	-	-	-	158	182	-	449	445	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.48
Pot Cap-1 Maneuver	1405	-	-	1153	-	-	414	403	640	412	418	847
Stage 1	-	-	-	-	-	-	596	578	-	851	774	-
Stage 2	-	-	-	-	-	-	849	753	-	591	578	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1153	-	-	406	398	640	402	413	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	398	-	402	413	-
Stage 1	-	-	-	-	-	-	588	570	-	840	774	-
Stage 2	-	-	-	-	-	-	841	753	-	575	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	11.7	20.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	1405	-	-	1153	-	-	411
HCM Lane V/C Ratio	0.015	0.01	-	-	-	-	-	0.437
HCM Control Delay (s)	11.7	7.6	0	-	0	-	-	20.4
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	2.2