

June 13, 2014

Mr. Kevin Franke
The LA Group
40 Long Alley
Saratoga Springs, NY 12866

**RE: Supplemental Traffic Evaluation, The Windham Mountain Sporting Club,
Town of Windham, Greene County, New York;
CM Project No. 108-120**

Dear Mr. Franke:

Creighton Manning Engineering, LLP conducted a Traffic Impact Study (TIS) for the proposed *Windham Mountain Sporting Club* located along the south side of South Street in the Town of Windham dated November 4, 2011. This letter is intended to supplement the TIS and is based on a modification of the proposed project from 302 residential units to 237 residential units as shown on the site plans contained in the revised master plan in the Final Environmental Impact Statement (FEIS) for the proposed project. .

The trip generation for the proposed project was estimated using methodologies consistent with the November 4, 2011 TIS. Table 1 summarizes the trip generation estimate for the Friday and Sunday peak hours.

Table 1 – Trip Generation Summary

Land Use	Units	Friday Peak Hour			Sunday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Recreational Homes	237	32	41	73	39	46	85
	302	41	53	94	50	59	109
Reduction in Trips	-65	-9	-12	-21	-11	-13	-24

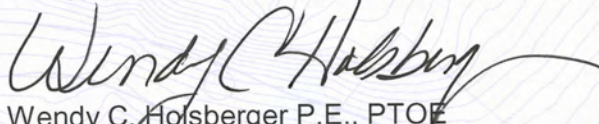
With a 65 unit reduction, the proposed project will generate 21 fewer trips during the Friday peak hour and 24 fewer trips during the Sunday peak hour. It is noted that since completion of the TIS, the Institute of Transportation Engineers (ITE) *Trip Generation* has been updated from the 8th edition to the 9th edition. However, the results of the trip generation estimate are the same with both editions.

The TIS showed that the South Street eastbound approach to NY Route 296 currently operates at level of service F during the Sunday peak hour. With construction of the *Windham Mountain Sporting Club*, the delays on this approach will increase. However, with fewer residential units, the future delays will be reduced. As noted in the TIS, the delays will be limited to the Sunday afternoon peak period when the Windham Mountain ski traffic and seasonal weekend visitors are leaving the area. The future traffic volumes in the TIS were compared to the signal warrant criteria contained in the *2009 Manual on Uniform Traffic Control Devices* published by the Federal Highway Administration and


found that the future traffic volumes did not meet the criteria for installation of a traffic signal. With the reduced volumes associated with a smaller number of residential units, the traffic volumes will still not meet the criteria for installation of a traffic signal. Therefore, due to the limited nature of the level of service F condition and since the traffic volumes do not meet the signal warrant criteria, the conclusions in the November 4, 2011 TIS are still valid and no level of service mitigation is recommended.

If you have any questions regarding the above analysis, please feel free to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP



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