



2 Winners Circle, Albany, NY 12205
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Memo

To: Mike Tucker
From: Wendy Holsberger
CC:
Date: August 23, 2011
Re: Existing Plaza Expansion
Project: Ghent Price Chopper, CME project 09-043

Creighton Manning conducted an assessment at the site driveway on Route 66 assuming that the existing plaza (current Price Chopper) would expand and double the size of the current supermarket space from 23,000 SF to 46,000 SF. The initial traffic study (December 2009) included the redevelopment of the existing Price Chopper space (23,000 SF). This supplemental assessment includes the addition of trips associated with another 23,000 SF of retail space; 77 PM peak hour trips (34 entering, 43 exiting) and 83 Saturday peak hour trips (43 entering, 40 exiting). To provide a conservative analysis, 100% of the additional trips were added onto the through traffic movements on Route 66 at the site driveway (i.e., 34 northbound trips and 43 southbound trips in the PM peak hour). Consistent with the procedures outlined in the previous studies, an intersection analysis was conducted at the site driveway intersection (for the Build condition with a northbound left-turn lane) using the latest version of the Highway Capacity Software. The results are summarized in Table 1.

Table 1 – Intersection Level of Service Summary

Intersection	Control	PM Peak Hour		Saturday Peak Hour	
		2011 Build	2016 Build w/ plaza expansion	2011 Build ETC	2016 Build w/ plaza expansion
Hudson Ave/Site Drwy	TW				
Hudson Ave NB	L	A (8.3)	A (8.5)	A (8.6)	A (8.8)
Site Drwy EB	L	C (25.0)	D (30.2)	D (28.3)	E (35.7)
	R	B (11.0)	B (11.5)	B (11.4)	B (12.0)

Key: TW= Two-way stop
 NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound intersection approaches
 L, T, R = Left-turn, through, and/or right-turn movements, -- = Not applicable
 X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

The results of the analysis indicate that little additional increase in delay will be experienced with the retail plaza expansion. The Site Driveway eastbound left-turn movement would experience an increase in the average vehicle delay between 5 and 8 seconds during the PM and Saturday peak hours, resulting in drops in level of service; however, will continue to operate at acceptable conditions for an unsignalized intersection.

The traffic studies (December 2009 and August 2011) indicate that the three off-site intersections studied are expected to operate with good levels of service in the 2011 Build condition with the construction of the new Price Chopper and re-occupancy of the retail space in the adjacent plaza. Similar acceptable results are expected with the expansion of the existing plaza with 23,000 SF of retail space.