

TRAFFIC IMPACT ASSESSMENT

OCKAWAMICK SCHOOL CONVERSION TO A COLUMBIA COUNTY FACILITY



Prepared for:
Columbia County
Department of Public Works

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Prepared by:
MORRIS ASSOCIATES
ENGINEERING CONSULTANTS, PLLC

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EXECUTIVE SUMMARY

This traffic impact assessment was prepared at the request of the Columbia County Department of Public Works (CCDPW) in consideration of Columbia County purchasing the former Ockawamick School campus. Five existing intersections, plus the proposed entrance to the Ockawamick School campus, were evaluated for Level of Service (LOS). The intersections evaluated are:

- NY 217 and NY 23,
- NY 217 and Tishauser Road,
- NY 217 and Fish and Game Road (CR 18),
- NY 217 and Mellenville Road (CR 9) and,
- NY 217, Eagle Street and Martindale Road (to CR 11).

The LOS for the existing intersections were evaluated for three (3) conditions; the existing or now condition, the startup year (2010) and the year 2030. The existing site driveway was evaluated for the startup year and 2030. Table 1 below shows the results of the evaluation for each.

Table 1

Intersection	Level of Service (LOS)		
	Existing / Now	2010 (Startup)	2030
NY 217 & NY 23	B	B	B
NY 217 & Tishauser Road	A	B	B
NY 217 & Site Driveway	n/a	B	B
NY 217 & Fish and Game Road (CR 18)	B	B	B
NY 217 & Mellenville Road (CR 9)	B	B	B
NY 217, Eagle Street & Martindale Road	B	B	B

In addition to the intersections, local roadways were analyzed and reviewed for comparative Average Annual Daily Traffic (AADT) volumes. Based upon the intersection and roadway evaluation, no recognizable significant traffic impacts have been found that would prevent the former Ockawamick School facility from being renovated for use as an office building for Columbia County.

INTRODUCTION

Columbia County is currently considering the purchase of the Ockawamick School and associated property. At the request of Columbia County, Morris Associates has prepared this traffic impact assessment and report for information and potential inclusion in an Environmental Assessment for Columbia County to utilize this facility for various County Departments and Offices.

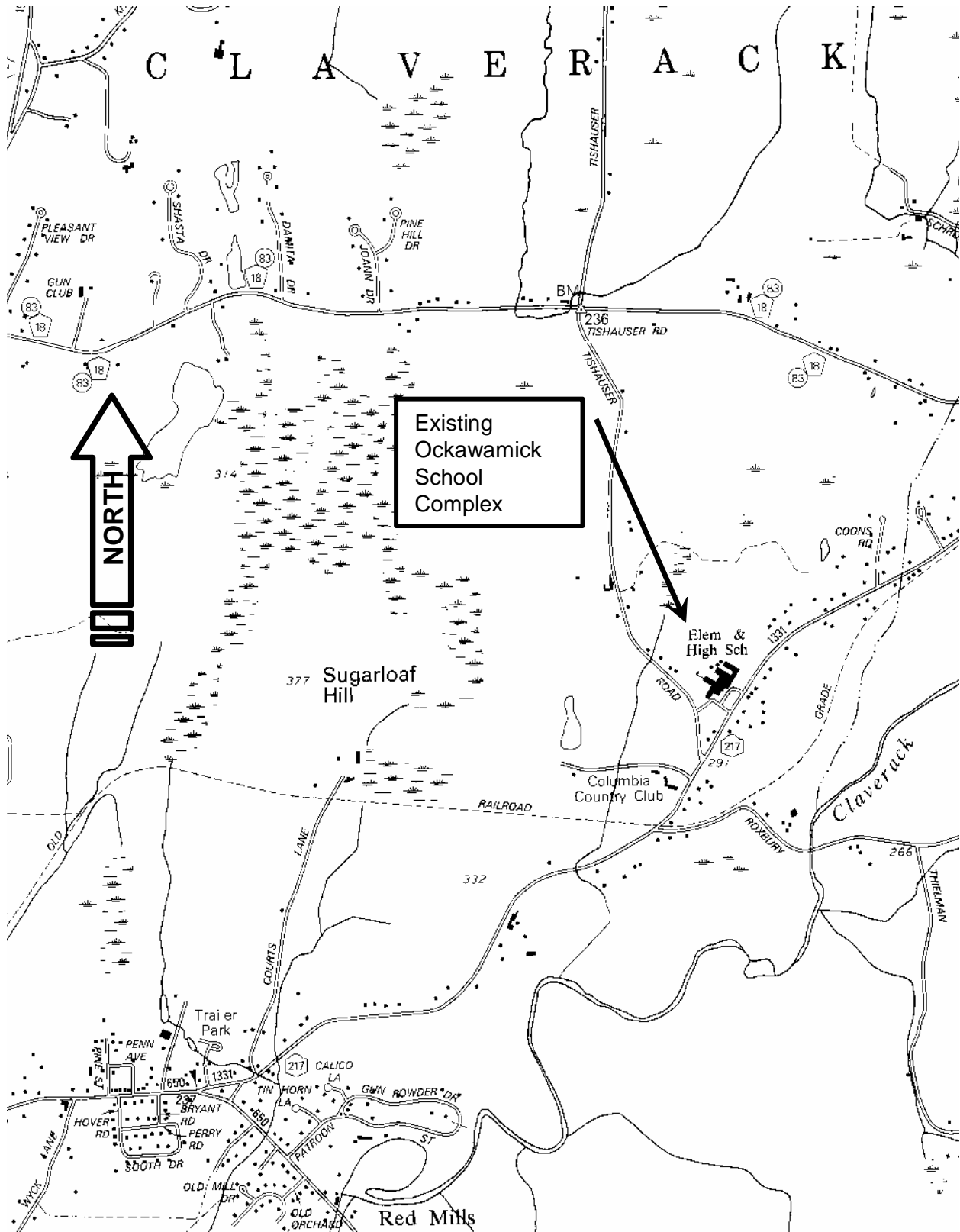
The Ockawamick School is located in the Town of Claverack on NY Route 217. The existing building is approximately 77,600 square feet in size and sits on approximately 24 acres. The property is just north of the intersection with Tishauser Road on NY 217. Please refer to the Location Plan, Figure 1, on the next page.

In discussions with the Columbia County Department of Public Works (CCDPW) several intersections were identified for evaluation. The intersections are:

- NY 217 and NY 23,
- NY 217 and Tishauser Road,
- NY 217 and Fish and Game Road (CR 18),
- NY 217 and Mellenville Road (CR 9) and,
- NY 217, Eagle Street and Martindale Road (to CR 11).

These intersections were selected as the primary intersections that may be impacted by the anticipated traffic increase due to the relocation of Columbia County Departments/Offices to the Ockawamick school site. Access to the existing site is via a site driveway on NY 217. It is currently expected that the driveway will be configured with two (2) lanes; one lane inbound and one lane outbound. The driveway intersection with NY 217 was also analyzed for the future condition.

To determine the impact due to traffic, traffic turning movement counts were conducted at the noted intersections and a Level of Service (LOS) analysis performed. The LOS analyses includes a determination of the LOS currently, the LOS at initial start up of the facility (assumed to be the year 2010), and the LOS 20 years after start up. Traffic volumes and movements for project startup and for the year 2030 were developed to perform the LOS analyses for the future dates. All LOS calculations were performed utilizing and in accordance with the "Highway Capacity Manual, HCM2000", a publication of the Transportation Research Board and the standard utilized for traffic analysis by the New York State Department of Transportation and the United States.



Location Plan - Ockawamick School
(taken from USGS Claverack Quadrangle Map)

Figure 1

The remainder of this report includes a discussion of the intersections analyzed, the traffic counts for each intersection, the analysis of the LOS for each intersection as it currently exists, the analysis of the LOS for each intersection at the startup of the facility, the analysis of the LOS for each intersection 20 years after startup, an evaluation of the roadways, and an opinion on the impacts and recommendations traffic.

LEVEL OF SERVICE (LOS)

The Level of Service (LOS) of an unsignalized intersection is a qualitative measure of capacity and operating conditions and is directly related to vehicle delay. It is determined by the computed control delay and is defined for each minor movement. It is not defined for the intersection as a whole. LOS is given a letter designation from A to F, with LOS A representing very short delays and LOS F representing very long delays. As a practical consideration, LOS D is considered the limit of acceptable operation. LOS C or better is the desirable condition. LOS condition limits and descriptions for unsignalized intersections are shown below. All the intersections in this study are unsignalized.

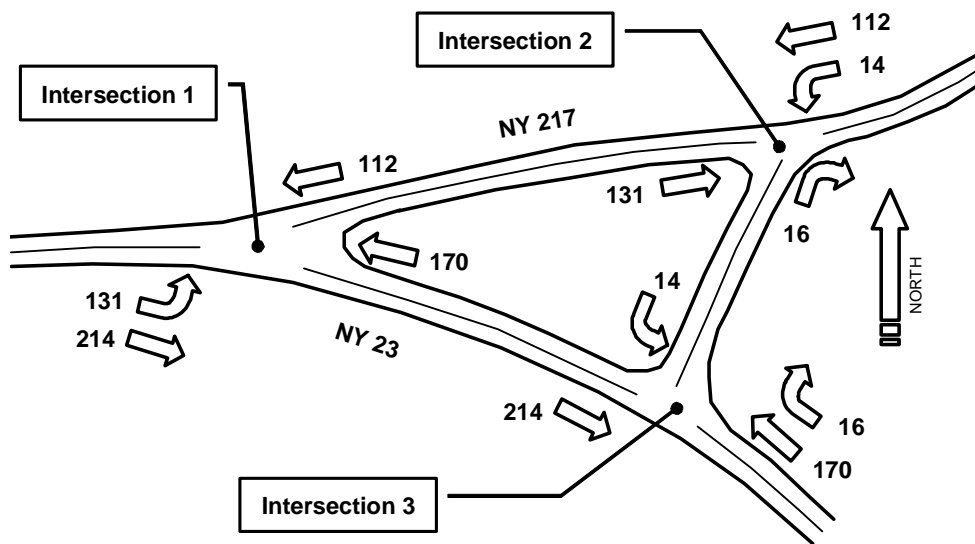
Level of Service (LOS)	Average Control Delay (seconds/vehicle)	Description
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncongested operations; high frequency of long gaps available for all left and right turning traffic. No observable queues.
B	10.1 to 15.0	Same as LOS A
C	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

INTERSECTION TRAFFIC COUNTS

Traffic counts at the identified intersections were conducted by Morris Associates staff on Thursday July 17, 2008. Counts were taken from 4:00 PM till 6:00 PM and tallied at 15 minute intervals. Per agreement with the CCDPW, afternoon counts were determined to be the most representative of the highest traffic volumes at the intersections. Please refer to the next page for a map, Figure 3, showing the location of all the intersections.

Intersection of NY 217 and NY 23

This intersection is a triangular island style intersection controlled with stop signs on the minor roadways. Each leg of this large overall intersection creates a tee with the other roadway. The basic geometry and the vehicle counts collected at the PM peak hour are shown in the diagram below, Figure 2.



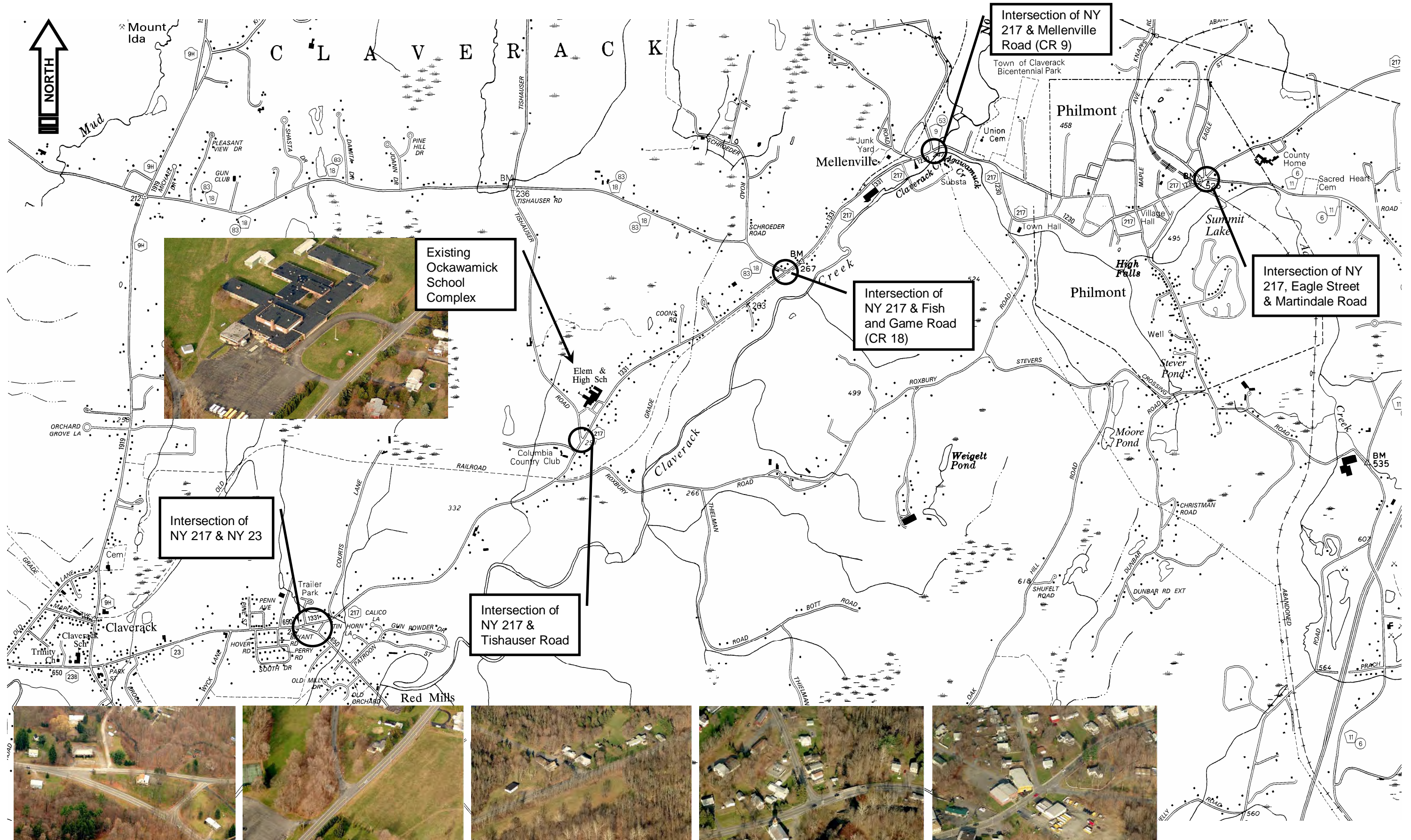
NY 217 & NY 23 Intersection
(Showing Existing PM Peak Hour Traffic Counts)

Figure 2

The LOS analysis performed is summarized in Table 2 below.

Table 2

NY 217 & NY 23 Intersection		
	Delay	Level of Service (LOS)
Intersection 1	9.8 seconds	A
Intersection 2	9 seconds	A
Intersection 3	11 seconds	B



Intersection of NY 217 & NY 23



Intersection of NY 217 & Tishausen Rd.



Intersection of NY 217 & Fish and Game Road (CR 18)



Intersection of NY 217 & Mellenville Road (CR 9)



Intersection of NY 217, Eagle Street & Martindale Road

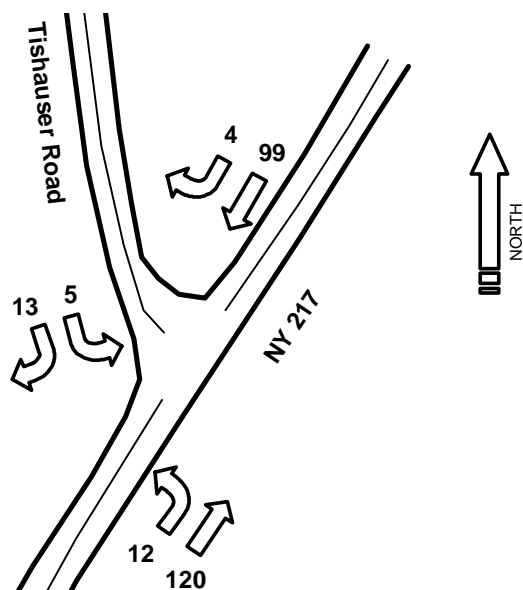
INTERSECTION LOCATIONS

Figure 3

This analysis is based upon the three (3) legs of the intersection behaving as tee intersections within the overall triangular island intersection. Given the LOS calculation for sub Intersection 3 a conservative rating of the overall intersection LOS is B.

Intersection of NY 217 and Tishauser Road

This intersection is a tee intersection with NY 217 as the primary roadway. It is the intersection closest to and just south of the Ockawamick site. The basic geometry and the vehicle counts collected at the PM peak hour are shown in Figure 4 below.



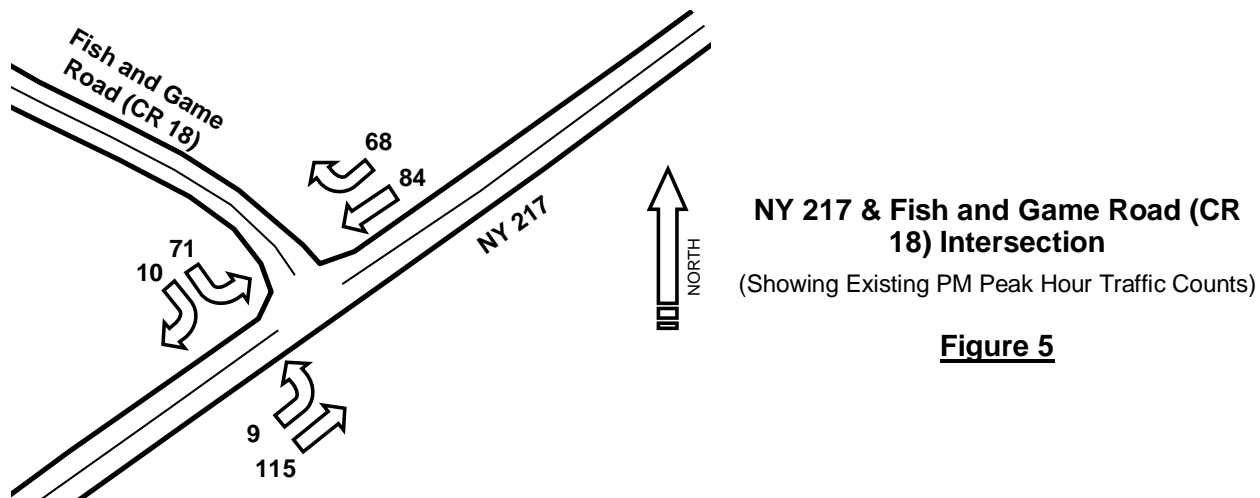
NY 217 & Tishauser Road Intersection
(Showing Existing PM Peak Hour Traffic Counts)

Figure 4

This intersection was analyzed for the existing/current condition and found to have a delay of 9.2 seconds resulting in a LOS of A.

Intersection of NY 217 and Fish and Game Road (CR 18)

This intersection is also a tee intersection with NY 217 as the primary roadway. It is the first evaluated intersection to the north and east of the site. The basic geometry and the vehicle counts collected at the PM peak hour are shown in the diagram, Figure 5, on the following page.



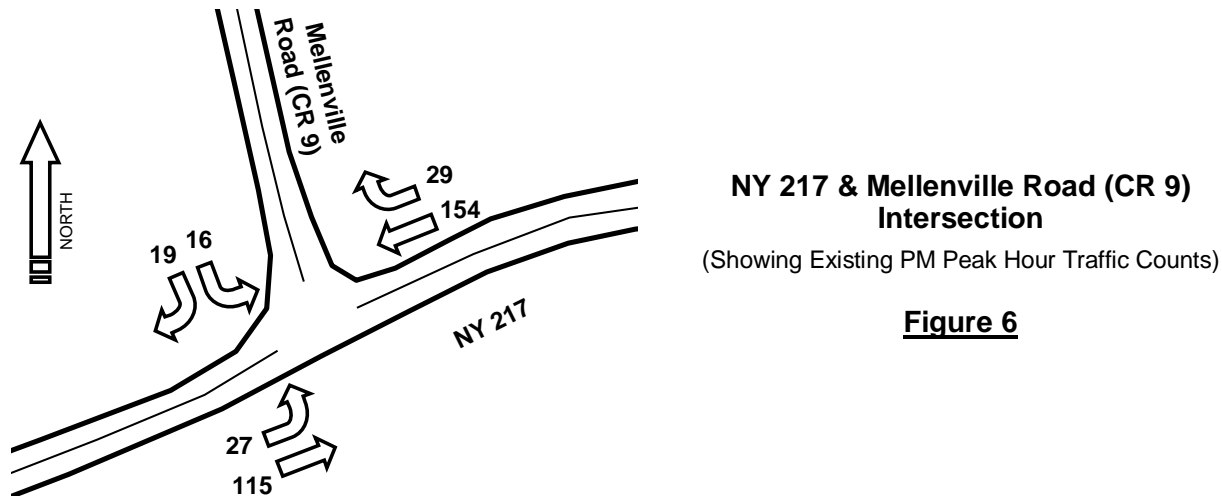
NY 217 & Fish and Game Road (CR 18) Intersection
 (Showing Existing PM Peak Hour Traffic Counts)

Figure 5

This intersection was analyzed for the existing/current condition and found to have a delay of 10.4 seconds resulting in a LOS of B.

Intersection of NY 217 and Mellenville Road (CR 9)

Again, this intersection is also a tee intersection with NY 217 as the primary roadway. The basic geometry and vehicle counts collected at peak hour are shown in Figure 6 below.



NY 217 & Mellenville Road (CR 9) Intersection
 (Showing Existing PM Peak Hour Traffic Counts)

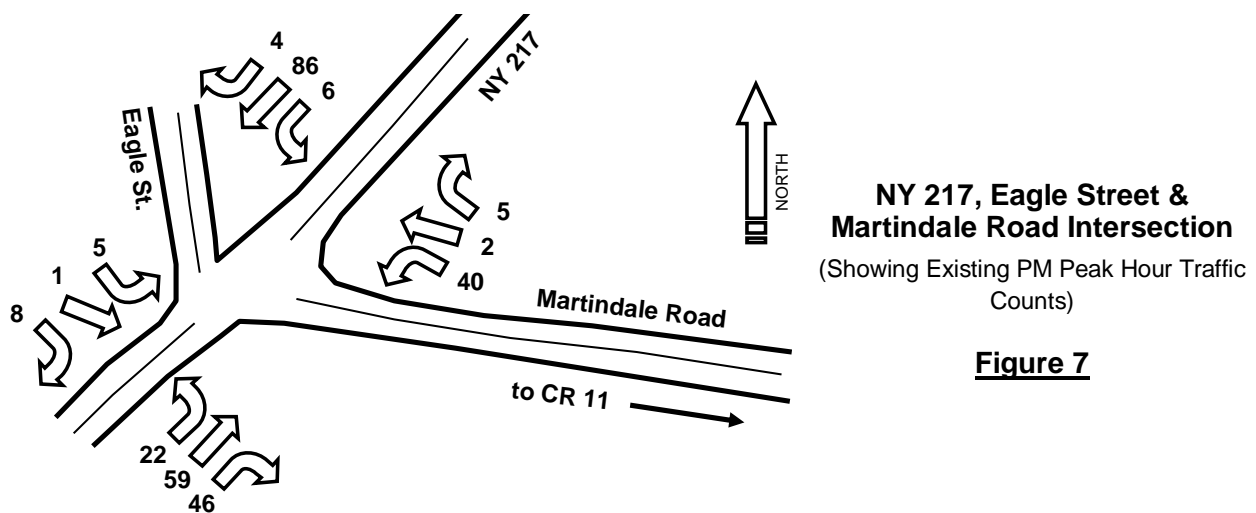
Figure 6

This intersection was analyzed for the existing/current condition and found to have a delay of 10.4 seconds resulting in a LOS of B.

Intersection of NY 217, Eagle Street and Martindale Road

This is a four-way intersection controlled by stop signs on the minor roadways (Eagle Street and CR 11). This intersection is the furthest north of the Ockawamick site and is in the

north end of the Village of Philmont, NY. The basic geometry and vehicle counts collected at PM peak hour are shown in the diagram below, Figure 7.



This intersection was analyzed for the existing/current condition and found to have a delay of 10.3 seconds resulting in a LOS of B.

EXPECTED TRIP GENERATION AND DIRECTIONAL ASSIGNMENT

There are two (2) analysis components of the trip generation and trip assignment for this site and the expected use. These components deal with 1.) the facility startup, and projections related to a time period 20 years after startup, and 2.) information obtained from the CCDPW regarding the expected employee population for the site.

For the initial startup of the facility, it is expected that a total of 300 employees will be at the Ockawamick facility. No ride sharing or other method of transport was assumed and therefore, 300 vehicles were used in the distribution.

The trip directional assignments are based upon an evaluation of the population of the various municipalities in Columbia County and an evaluation of the most direct travel routes from the Ockawamick site to the various municipalities. This should be very representative of travel as the primary pool of employees for the County is the residents of Columbia County. The distribution of where those employees will be traveling should be proportional to the populations of the various municipalities. In addition to the expected employee trips, a 2% background growth for traffic was assumed for each year. The year 2010 was used as the startup year for the analysis.

The second analysis time period is the year 2030. At this time period, based upon information from the CCDPW, staff levels at the site will be expected to have, in total, 400 employees. The same background growth and trip distribution was utilized for this analysis as was used for the startup analysis.

The population information used in performing the traffic distribution is as follows:

Towns	Population
Ancram	1,666
Gallatin	1,431
Clermont	1,842
Germantown	2,015
Livingston	3,382
Taghkanic	1,141
Copake	3,324
Hillsdale	1,786
Claverack	6,323
Greenport	4,074
Stockport	2,888
Ghent	5,228
Austerlitz	1,523
Canaan	1,885
New Lebanon	2,433
Chatham	4,176
Kinderhook	8,706
Stuyvesant	2,151

Villages	Population
Philmont	1,406
Chatham	1,729
Kinderhook	1,330
Valatie	1,937

Cities	Population
Hudson	6,985

The information in these tables was obtained from U.S. Census information available on the U.S. Census website. The populations noted are estimated for the year 2006.

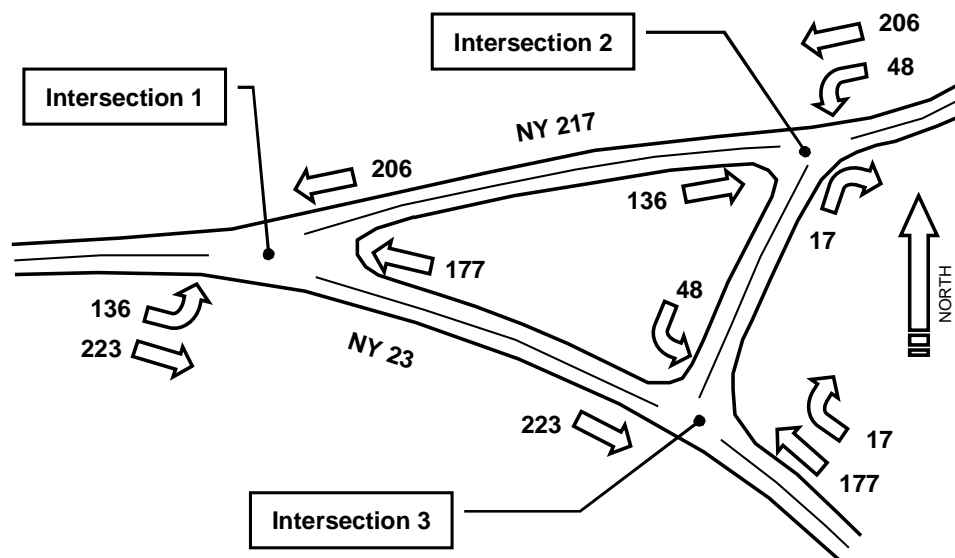
The use of the entire number of employees leaving the Ockawamick site results in a very conservative analysis for peak hour traffic. On any given day, there will be personnel on vacation, sick leave, personal business, or going to appointments or sites prior to coming to the site or prior to the end of the day and not returning to the facility.

There will be traffic generated by the facility during non-peak hour traffic times. Non-peak hour traffic will be comprised of clients and customers, visitors, and employees that would be traveling to perform their business/assignments throughout the County. It is anticipated that 250 persons per day will access the site. As non-peak hour traffic will be spread across the work day, it does not influence traffic during peak hour times. Employee travel times will be the worst case for the LOS analysis of the intersections as they will coincide with the time of the highest traffic volume on the roadway.

DELAY AND LOS EVALUATION FOR 2010 – PROJECT STARTUP

Intersection of NY 217 and NY 23

The diagram below, Figure 8, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



NY 217 & NY 23 Intersection
 (Showing PM Peak Hour Traffic Movements at Startup - 2010)

Figure 8

The LOS analysis performed is summarized in the following table.

Table 3

NY 217 & NY 23 Intersection		
	Delay	Level of Service (LOS)
Intersection 1	10.5 seconds	B
Intersection 2	9 seconds	A
Intersection 3	11.5 seconds	B

This analysis is based upon the three (3) legs of the intersection behaving as tee intersections within the overall triangular island intersection. Given the LOS calculation for sub Intersections 1 and 3 a conservative rating of the overall intersection LOS is B.

Intersection of NY 217 and Tishouser Road

The diagram below, Figure 9, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.

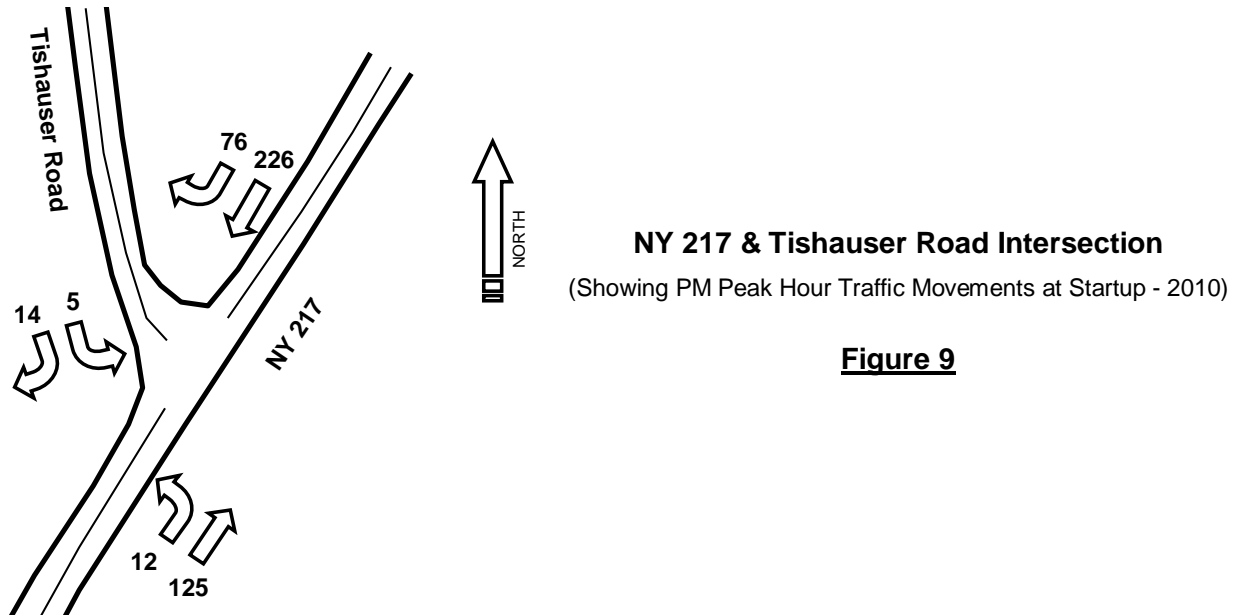


Figure 9

This intersection was analyzed for the startup condition and found to have a delay of 10.8 seconds resulting in a LOS of B. This assumes that the existing access/egress point that currently exists on Tishouser Road from the Ockawamick School site will not be utilized.

Intersection of NY 217 and Fish and Game Road (CR 18)

The diagram below, Figure 10, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.

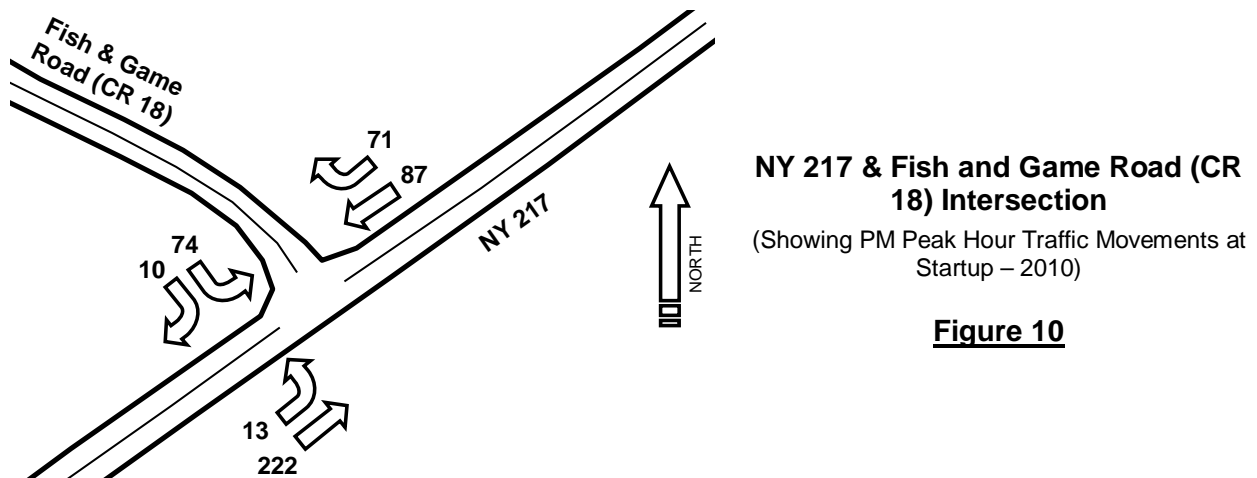
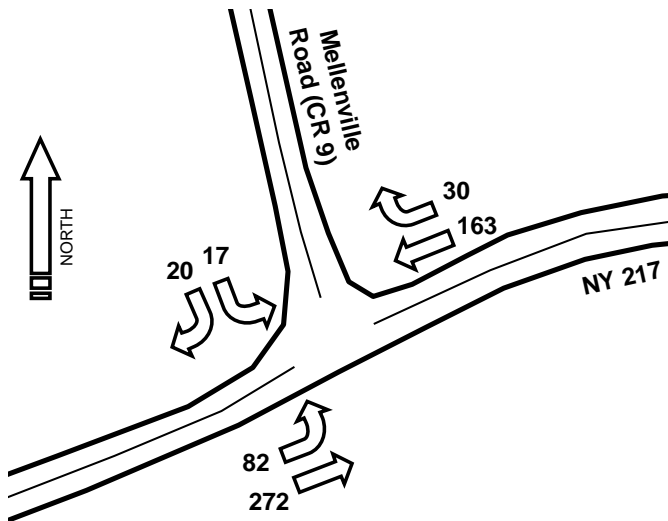


Figure 10

This intersection was analyzed for the startup condition and found to have a delay of 11.4 seconds resulting in a LOS of B.

Intersection of NY 217 and Mellenville Road (CR 9)

The diagram below, Figure 11, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



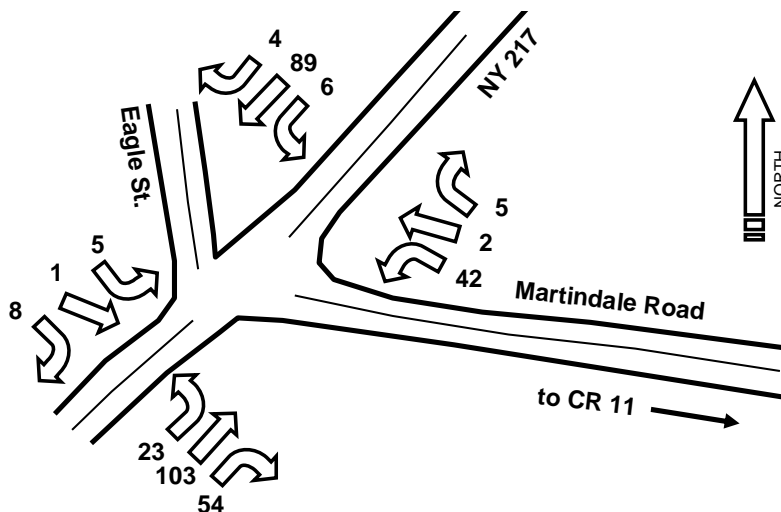
**NY 217 & Mellenville Road (CR 9)
Intersection**
(Showing PM Peak Hour Traffic Movements at Startup - 2010)

Figure 11

This intersection was analyzed for the startup condition and found to have a delay of 11.5 seconds resulting in a LOS of B.

Intersection of NY 217, Eagle Street and Martindale Road

The diagram below, Figure 12, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



**NY 217, Eagle Street & Martindale Road (CR 11)
Intersection**
(Showing PM Peak Hour Movements at Startup - 2010)

Figure 12

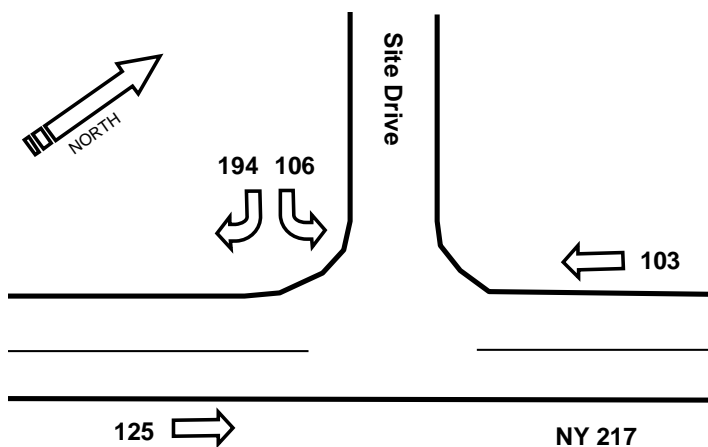
This intersection was analyzed for the startup condition and found to have a delay of 10.8 seconds resulting in a LOS of B.

Ockawamick Site Drive onto NY 217

The site drive, as it is currently configured, is a looped one-way in and one-way out configuration. Please refer to the aerial photo below.



It is currently expected that the site driveway will be simplified and configured with two (2) lanes; one lane inbound and one lane outbound. This makes the site driveway a tee intersection. The sketch below, Figure 13, indicates the afternoon traffic movement volumes used to evaluate this drive intersection.



NY 217 & Ockawamick Site Drive
(Showing PM Peak Hour Traffic Movements at Startup - 2010)

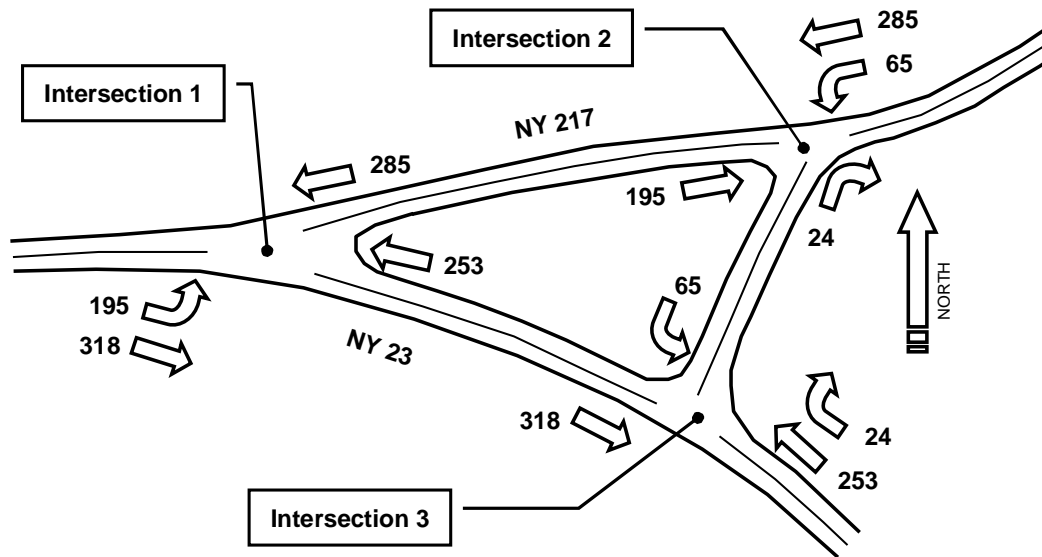
Figure 13

This intersection was analyzed for the startup condition and found to have a delay of 11.2 seconds resulting in a LOS of B.

DELAY AND LOS EVALUATION FOR 2030

Intersection of NY 217 and NY 23

The diagram below, figure 14, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



NY 217 & NY 23 Intersection
(Showing PM Peak Hour Traffic Movements at 2030)

Figure 14

The year 2030 LOS analysis performed is summarized in Table 4 below.

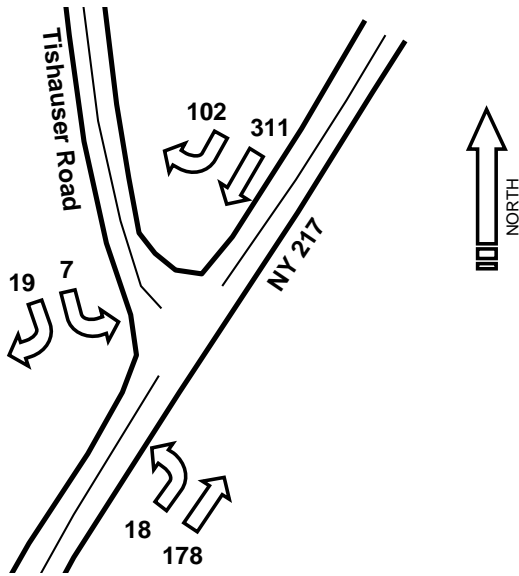
Table 4

NY 217 & NY 23 Intersection		
	Delay	Level of Service (LOS)
Intersection 1	12.2 seconds	B
Intersection 2	9.3 seconds	A
Intersection 3	13.7 seconds	B

This analysis is based upon the three (3) legs of the intersection behaving as tee intersections within the overall triangular island intersection. Given the LOS calculation for sub Intersections 1 and 3 a conservative rating of the overall intersection LOS is B.

Intersection of NY 217 and Tishauer Road

Figure 15, on the following page, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



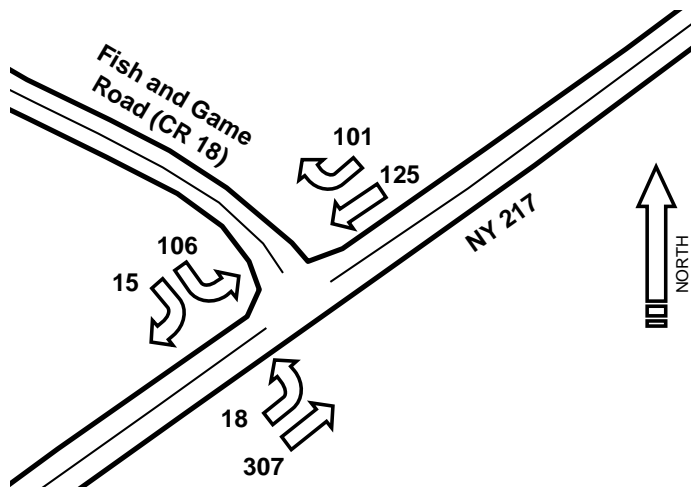
NY 217 & Tishausser Road
 (Showing PM Peak Hour Traffic Movements at 2030)

Figure 15

This intersection was analyzed for the year 2030 condition and found to have a delay of 11.3 seconds resulting in a LOS of B. This assumes that the existing access/egress point that currently exists on Tishausser Road from the Ockawamick School site will not be utilized.

Intersection of NY 217 and Fish and Game Road (CR 18)

The diagram below, Figure 16, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



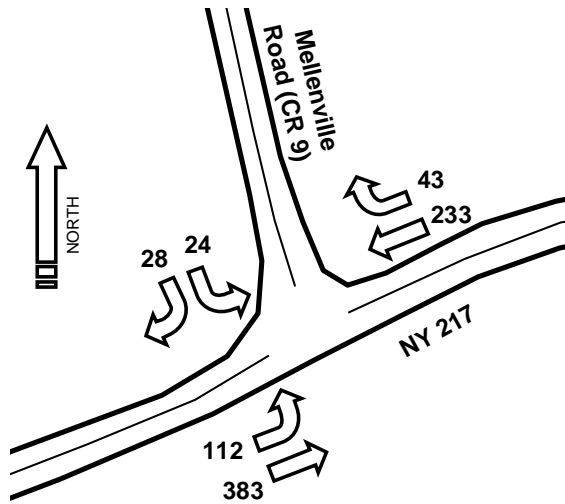
NY 217 & Fish and Game Road (CR 18) Intersection
 (Showing PM Peak Hour Traffic Movements at 2030)

Figure 16

This intersection was analyzed for the year 2030 condition and found to have a delay of 13.7 seconds resulting in a LOS of B.

Intersection of NY 217 and Mellenville Road (CR 9)

The diagram below, Figure 17, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



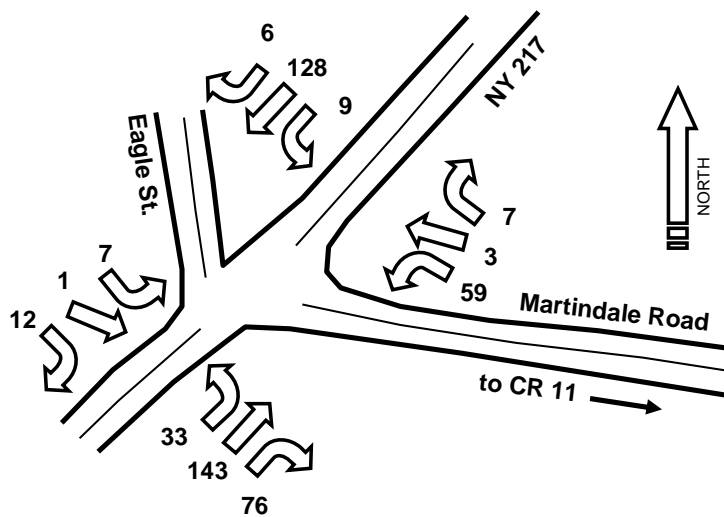
NY 217 & Mellenville Road (CR 9) Intersection
(Showing PM Peak Hour Traffic Movements at 2030)

Figure 17

This intersection was analyzed for the year 2030 condition and found to have a delay of 14.1 seconds resulting in a LOS of B.

Intersection of NY 217, Eagle Street and Martindale Road

The diagram below, Figure 18, shows the anticipated traffic volume for each movement at this intersection for the peak afternoon hour.



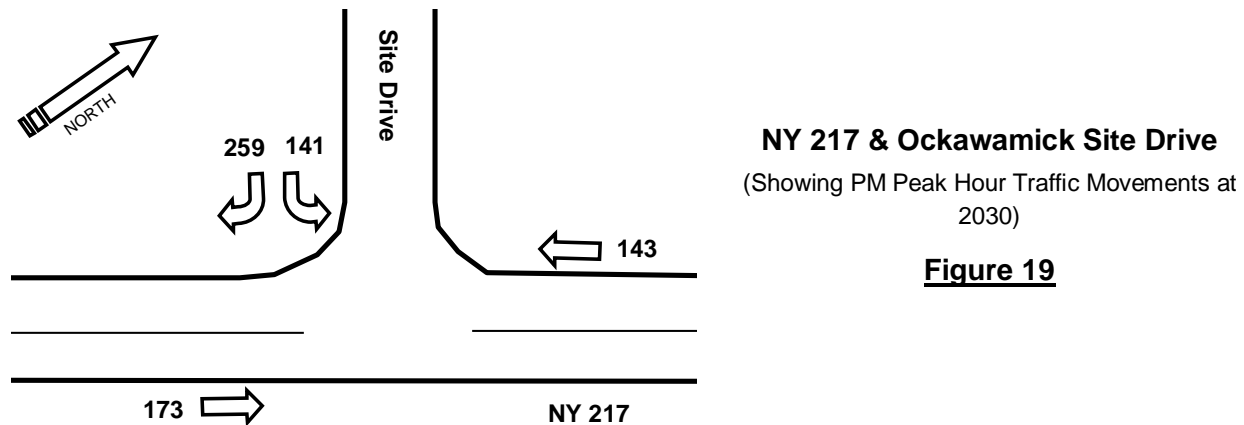
NY 217, Eagle Street & Martindale Road (CR 11) Intersection
(Showing PM Peak Hour Movements at 2030)

Figure 18

This intersection was analyzed for the year 2030 condition and found to have a delay of 12.3 seconds resulting in a LOS of B.

Ockawamick Site Drive onto NY 217

Figure 19 below indicates the afternoon traffic movement volumes used to evaluate this drive intersection.



This intersection was analyzed for the year 2030 condition and found to have a delay of 13.6 seconds resulting in a LOS of B.

ROADWAY TRAFFIC REVIEW AND IMPACT

Both the New York State Department of Transportation (NYSDOT) and the Columbia County Department of Public Works have information regarding Average Annual Daily Traffic (AADT). AADT is the total volume of traffic on a highway segment for one year, divided by the number of days in the year. This is basically, the average two-way traffic volume for an entire day (24-hour period).

The primary routes affected that have AADT information are; NY 217 (3 segments, NY 23 to Fish and Game Road, Fish and Game Road to Martindale Road and Martindale Road to the Taconic State Parkway -TSP), NY 23 (2 segments, NY 23B end/NY 23/NY 9H intersection to NY 217), Fish and Game Road, Mellenville Road, and Martindale Road. The table on the following page, Table 5, shows the AADT for these roadway sections and the resultant AADT for both the 2010 startup year and year 2030. For the State roadways, the 2005 AADT is based upon counts and calculated by the NYSDOT. The 2008 AADT for the State roadways has also been calculated by the NYSDOT. The County roadway 2005 AADT is based upon counts. 2010 and 2030 estimated AADT for the State roadways was determined using a 2% background growth per year from the 2008 AADT. 2008, 2010 and 2030 estimated AADT for the County roadways was determined using a 2% background growth per year from the 2005 AADT. Tishouser Road AADT has been estimated from existing intersection counts and CCDPW knowledge of local roadway volumes. The same background growth factors were used as for the other roadways.

Table 5

AADT Values		2005	Estimated	Estimated	Estimated
Roadway	Segment	AADT	2008	2010	2030
			AADT	AADT	AADT
NY 217	NY 23 to Fish & Game Rd.	3,960	4,000	4,162	6,184
NY 217	Fish & Game Rd. to Martindale Rd.	4,920	5,040	5,244	7,792
NY 217	Martindale Rd. to TSP	1,350	1,380	1,436	2,134
NY 23	NY 9H to NY 217	7,770	7,880	8,198	12,183
NY 23	NY 217 to CR 16	4,820	4,900	5,098	7,576
Fish & Game Road	NY 217 to Tishouser Rd.	1,513	1,606	1,670	2,482
Fish & Game Road	Tishouser Rd. to NY 9H	2,126	2,256	2,347	3,488
Mellenville Rd.	NY 217 to Carpenter Rd.	1,018	1,080	1,124	1,670
Mellenville Rd.	Carpenter Rd. to Metz Rd.	1,285	1,364	1,419	2,108
Martindale Rd.	near NY 217	1,145	1,215	1,264	1,879
Tishouser Rd.	all	- - -	408	425	606

To determine the effect to the AADT, employee movements and client/visitor movements were added to the respective AADT numbers. For this calculation it was assumed that 20% of the client/visitor movements would be utilizing the public transportation that will be in effect for the site. The table below, Table 6, shows the estimated 2010 AADT and the 2030 AADT without site traffic (No-Build condition) along with the anticipated increases as a result of Columbia County occupying the Ockawamick site (the Build condition). The 2030 AADT includes an increase of 20% for client/visitor moments over that used for 2010.

Table 6

AADT Comparisons		Estimated	Estimated	Estimated	Estimated
Roadway	Segment	2010	2010	2030	2030
		AADT	AADT	AADT	AADT
		No-Build	Build	No-Build	Build
NY 217	NY 23 to Fish & Game Rd.	4,162	5,162	6,184	7,464
NY 217	Fish & Game Rd. to Martindale Rd.	5,244	5,584	7,792	8,227
NY 217	Martindale Rd. to TSP	1,436	1,576	2,134	2,310
NY 23	NY 9H to NY 217	8,198	8,495	12,183	12,564
NY 23	NY 217 to CR 16	5,098	5,208	7,576	7,716
Fish & Game Road	NY 217 to Tishouser Rd.	1,670	1,684	2,482	2,498
Fish & Game Road	Tishouser Rd. to NY 9H	2,347	2,361	3,488	3,504
Mellenville Rd.	NY 217 to Carpenter Rd.	1,124	1,304	1,670	1,901
Mellenville Rd.	Carpenter Rd. to Metz Rd.	1,419	1,599	2,108	2,339
Martindale Rd.	near NY 217	1,264	1,284	1,879	1,904
Tishouser Rd.	all	425	635	606	883

The roadway with the greatest increase in AADT is NY 217 from NY 23 to Fish and Game Road. This is the section of NY 217 where the Ockawamick School is located. To evaluate impact, comparable roadways in Columbia County were chosen to compare against the 2010 AADT Build value.

NY 217, from NY 23 to Fish and Game Road, is very similar in width, alignment and terrain to the following roadway segments:

- NY 66 from NY 9H to CR 9 (Mellenville Road) AADT of 5,110
- NY 9H from NY 23B end/NY 23 intersection to NY 66 AADT of 5,380
- US 9 from Atlantic Avenue (CR 20) to NY 9J AADT of 6,340

Each of these roadways currently operates very well and has AADT values equal to or greater than the projected 5,162 of NY 217 in the area of the Ockawamick School. From that comparison, this section of NY 217 will be minimally affected by the County using this site and continue to operate very well.

The remaining roadways show increases in AADT that are either not sufficiently significant to impact performance or capacity or have low AADT values that demonstrate a high level of ability to handle the increase in traffic.

SUMMARY AND OPINION

This Traffic Impact Assessment reveals several things. The first is that operationally, NY 217 from NY 23 to CR 11 functions very well. The LOS computed for the intersections selected as they currently exist are A at best and B at the worst. The additional traffic expected to be imposed upon the evaluated intersections in this corridor does not significantly diminish the intersections ability to pass vehicles. What follows, in Table 7, is a synopsis of the analysis performed.

Table 7

Intersection	Level of Service (LOS)		
	Existing / Now	2010 (Startup)	2030
NY 217 & NY 23	B	B	B
NY 217 & Tishauser Road	A	B	B
NY 217 & Site Driveway	n/a	B	B
NY 217 & Fish and Game Road (CR 18)	B	B	B
NY 217 & Mellenville Road (CR 9)	B	B	B
NY 217, Eagle Street & Martindale Road	B	B	B

The intersection with the greatest impact is the intersection of NY 217 and Tishauser Road. While a small impact at worst, a mitigative action for this intersection would be to reopen the access to Tishauser Road from the existing parking area at the Ockawamick site. This will effectively remove the anticipated number of vehicles that would use Tishauser Road from NY 217. This action will keep the LOS at the Tishauser intersection at startup at level A. In 2030 the Tishauser intersection will just climb into the LOS B level.

Roadways in the vicinity of the site were evaluated based upon a comparison of AADT values. The highest level of AADT increase was to the section of NY 217 at the Ockawamick site (between NY 23 and Fish and Game Road). Other New York State roadway sections in the County were identified that had similar characteristics as that of this section of NY 217. Those roadway sections carry similar or greater levels of AADT and their operational characteristics are very good. This too will be the case for the section of NY 217 near the project site. The remaining County roadways and the single local roadway evaluated will not be adversely affected by the anticipated volumes as their existing volumes are low and their capacities are high.

The roadways will function with the same capacity even with the increased traffic associated with the project. Based upon this traffic impact assessment, it is the opinion of this office that conversion of the Ockawamick School site for use as a County Office(s) will not significantly impact the operating levels of the intersections and roadways in the vicinity of the site.