
**PROPOSED CLOSURES FOR THE
PROPOSED GAMING FACILITY AT ADELAAR
TOWN OF THOMPSON, NEW YORK**

ATTACHMENT VIII.C.20.B-1

FINAL DRAFT

Prepared for:
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June 19, 2014

A. EXECUTIVE SUMMARY

The potential construction impacts related to Adelaar have been studied and are the subject of the 2013 Statement of Findings (included in Exhibit VIII.C.1.f), which was adopted by the Town of Thompson. This Statement of Findings details the potential for construction related impacts to occur and the steps that are required to mitigate those impacts. No road closures are anticipated, other than for short durations during the delivery of oversize construction material. Impacts from dust and noise will be minimal owing in large part to the distance between the site and sensitive receptors. Finally, Stormwater Pollution Prevention Plans (SWPPP's) have been approved for both Montreign Resort Casino and the infrastructure improvements related to Adelaar. These SWPPP's detail the precise techniques that will be used to manage stormwater and minimize erosion during construction.

B. GAMING FACILITY

MONTREIGN RESORT CASINO

The adopted 2013 Statement of Findings and approved 2014 Technical Memo (attached to Exhibit VIII.C.1.f) detail the potential impacts related to construction of Montreign, and the measures approved to mitigate those impacts, which are summarized below.

ROAD CLOSURES AND IMPACTS TO PARKING

There will be no impacts to the flow of traffic on Thompsonville Road, the only road that abuts Montreign, during construction. In addition, as there is no parking or pedestrian infrastructure on Thompsonville Road there will be no impact to parking.

A construction traffic management plan will be developed in conjunction with the Town for review and approval by the Town prior to issuance of building permits. This plan will address efforts to minimize adverse impacts from construction traffic and ensure pedestrian and vehicular safety during the early phases of construction, until construction of the Resort Entry Road has advanced to the point where it can be used as the primary construction route. It will detail the selected route or routes for construction vehicles. It will also include a robust plan to ensure the safety of area pedestrians, residents, and motorists. This plan may include any of the following:

- Assessment of the need for roadway improvements prior to and during the course of construction.
- Providing the construction managers' contact information to all stakeholders in the area and posted on the construction signs on the Project Site.
- Notification of local stakeholders of the date and times of exceptional truck activity (oversized/weight).

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- Development of Work Zone Traffic Control Plans (WZTCP), including measures to protect pedestrian safety, to be implemented by the Applicant with the approval of and in coordination with the governing roadway agency.
- Outreach to, and coordination with, the residents and stakeholders along the construction vehicle routes focusing on pedestrian safety.
- Use of alternate routes (Exits 105 and 107 off of NYS Route 17) by construction traffic during times of peak summer usage of the properties along Joyland Road.
- Other activities as agreed to by the Applicant and the Town as a condition of site plan approval.

Prior to the Resort Entry Road being used, it is expected that a majority of the construction equipment and construction trips will be accommodated during normal roadway operation. However, there may be times when oversized equipment will need to be brought to, or removed from, the Project Site. During these times, it is possible that traffic control measures, including the use of flagmen and temporary lane closures on local roads near the Project Site will be implemented. To minimize the disruption to existing traffic, the Applicant will take all reasonable steps to limit such temporary closures to off-peak hours (i.e. Mondays through Thursdays and Friday mornings).

Work Zone Traffic Control Plans will be developed and approved by the Town for any construction performed on roads. Roadway closures will be avoided to the furthest extent practicable. A Maintenance and Protection of Traffic Plan, as discussed above, will be developed prior to construction to minimize adverse impacts to traffic. The use of clearly marked road construction signs will be used to minimize impacts as well.

AIR QUALITY AND NOISE

Impacts from fugitive construction dust or emissions from construction vehicles and equipment will be minimal because the Montreign site is not in close proximity to any sensitive land uses, such as homes, and because such impacts will be temporary in nature. In addition, as stated in the 2013 Statement of Findings, “Erosion and dust control measures to minimize impacts during construction would include:

- Installing truck mats or anti-tracking pads at egress points to clean the trucks’ tires prior to leaving the Project Site;
- Watering of exposed areas during dry periods;
- Using drainage diversion methods (silt fences) to minimize soil erosion during site grading;
- Covering stored materials with a tarp to reduce windborne dust;
- Proper maintenance of equipment; and
- Using truck covers/tarp rollers that cover fully loaded trucks and keep debris and dust from being expelled/emitted from the truck along its haul route.

“Vehicle operators would be required to comply with any applicable idling restrictions; use clean fuels as feasible; conform to any applicable local, State, or Federal emission standards; and use vehicles and equipment with Tier 2-rated engines or better.”

With regards to noise, construction of Montreign will be conducted in full compliance with the Town’s noise ordinance (Chapter 170 of the Town Code), which restricts the use of certain excessively loud apparatus between the hours of 8:00pm and 7:00am, unless authorized by the Town. In addition, construction activities will comply with the general provision of the Town’s

noise ordinance that prohibits unreasonable and disruptive noise between 8:00pm and 7:00am on weekdays, and 8:00pm and 9:00am on Sundays and holidays.

STORMWATER MANAGEMENT

As detailed in the approved SWPPP (Attachment VIII.C.17.a-1), inspections of stormwater management and erosion and sediment control practices will be conducted by a qualified inspector periodically in accordance with the State Pollution Discharge Elimination System Permit. Maintenance will be performed in line with the findings and recommendations of the inspector during these periodic inspections and all measures of the Erosion and Sediment Control Plan will be maintained in good working order.

ENTERTAINMENT VILLAGE, INDOOR WATERPARK LODGE, MONSTER GOLF COURSE, INFRASTRUCTURE IMPROVEMENTS

The approved 2013 Statement of Findings (attached to Exhibit VIII.C.1.f) details the potential impacts related to construction of the Gaming Facility, and the measures approved to mitigate those impacts, which are summarized below.

ROAD CLOSURES AND IMPACTS TO PARKING

As noted in Exhibit VIII.C.17.d, several existing local roads will be resurfaced prior to the opening of the Gaming Facility. This work will require temporary lane closures, but is not expected to require any road closures. Because the majority of the roadways are wholly within the Project Site, impacts to adjacent land uses will be minimal. In addition, because there are no pedestrian or parking facilities in the area, there will be no impacts to those facilities from the local roadway improvements.

As described in Exhibit VIII.C.17.d, a new Resort Entry Road will be constructed. The four-lane Resort Entry Road will provide a clear and controlled experience for visitors to the Montreign Resort Casino. A boulevard, with two lanes each way, will be laid out to fit within the existing terrain and serve the casino guest traffic. Because the Resort Entry Road will be constructed on land that is owned by Adelaar, there will be no closures of existing roads associated with the construction of this new Resort Entry Road and no impacts to existing parking or pedestrian facilities.

Widening of the existing local roads that serve these components of the Gaming Facility, including Thompsonville, Joyland and Chalet Roads, to improve access and safety will require temporary lane closures, but the effort is not expected to require any road closures.

Interchange 106

As described in Exhibit VIII.C.17.d, Interchange 106 off of NYS Route 17 will be redesigned and re-constructed to provide the most efficient use of the new Resort Entry Road. Construction of the new Interchange 106 will be completed in approximately six stages and may result in temporary and partial roadway closures. There will be some lane closures, lane width reductions, and changes to existing signal operations to maintain traffic flow during construction. During construction, intersection operations are expected to remain at acceptable service levels. A description of the anticipated staging program is provided below.

- Stage 1 – The Stage 1 work area will occur within the southern shoulder of County Route (CR) 173 and on the grass area between CR 173 and the NYS Route 17 Eastbound On-Ramp. The signal operations and traffic flow will be similar to existing conditions. The NYS Route 17 Eastbound Off-Ramp will remain stop controlled.

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- Stage 2 – The Stage 2 work area will occur within the southern shoulder of CR 173 and along CR 173A between CR 173 and the NYS Route 17 Eastbound Ramps. The eastbound approach will have the exclusive left-turn lane and exclusive through lane replaced with a shared left-turn/through lane. A temporary signal will replace the existing signal at CR 173A/CR 173. The temporary signal will be a three phase signal, with the existing eastbound left-turn protected phase removed. The NYS Route 17 Eastbound Off-Ramp will remain stop controlled.
- Stage 3 – The Stage 3 work area will occur within the southern shoulder of CR 173 and on the grass area between CR 173 and the NYS Route 17 Eastbound On-Ramp. The eastbound approach will return to the existing conditions geometries to provide an exclusive left-turn lane and exclusive through lane. The southbound approach will continue to provide a left-turn lane and a right-turn lane; however, the lane widths will be reduced from 12 feet to 10 feet (it should be noted that once a contractor is selected and staging plans are finalized the 10 foot lane width could be wider, however, for purposes of this analysis a 10 foot wide lane is assumed). The temporary signal would remain in place. The NYS Route 17 Eastbound Off-Ramp will remain stop controlled.
- Stage 4 – The Stage 4 work area will occur along the CR 173 eastbound lane. The eastbound approach will have the exclusive left-turn lane and exclusive through lane replaced with a shared left-turn/through lane. Lane widths along CR 173 would be reduced from 12 feet to 10 feet (it should be noted that once a contractor is selected and staging plans are finalized the 10 foot lane width could be wider, however, for purposes of the intersection operation analysis a 10 foot wide lane was assumed). The temporary signal would remain in place. The NYS Route 17 Eastbound Off-Ramp will remain stop controlled.
- Stage 5 – The Stage 5 focuses on the construction of the roundabout splitter islands and curbs at the NYS Route 17 Eastbound ramps. While there will be no lane closures, lane widths approaching and departing the roundabout on the eastbound and westbound approaches would be reduced to 10 feet (it should be noted that once a contractor is selected and staging plans are finalized the 10 foot lane width could be wider, however, for purposes of the intersection analysis a 10 foot wide lane was assumed).
- Stage 6 – The Stage 6 work area will occur within the roundabout circle to construct the apron and inner landscape circle. There are no lane closures or lane width reductions during this stage.

All construction on existing roadways will be subject to Work Zone Traffic Control Plans (WZTCP), including measures to ensure pedestrian safety, which will be implemented with the approval of and in coordination with the governing roadway agency (ie, NYSDOT, County, and/or Town). The use of clearly marked road construction signs will be used to minimize impacts as well. Finally, there may be times when oversized equipment or building materials will need to be brought to, or removed from, the site. During these times, it is possible that traffic control measures, including the use of flagmen and temporary lane closures on local roads will be necessary. The Applicant will take all reasonable steps to limit such temporary closures to off-peak hours.

AIR QUALITY AND NOISE

With regards to air quality, construction vehicle operators will be required to comply with applicable idling restrictions; use clean fuels as feasible; conform to any applicable local, State, or Federal emission standards; and use vehicles and equipment with Tier 2-rated engines or better.

With regards to noise, all construction activities will be conducted in full compliance with existing regulations, including local day and hour construction limitations. Construction activities will be conducted in full compliance with the Town's noise ordinance (Chapter 170 of the Town Code) which restricts use of any pile driver, steam shovel, pneumatic hammer, derrick, steam or electrical hoist or other excessively loud apparatus between the hours and 8:00 PM and 7:00 AM, unless where authorized by the Town. The Town also has a general provision in its noise ordinance that prohibits unreasonable and disruptive noise between 8:00 PM and 7:00 AM on weekdays, and 8:00 PM and 9:00 AM on Sundays or holidays, with which construction activities will also comply.

STORMWATER MANAGEMENT

With regards to stormwater management and erosion control, inspections of stormwater management and erosion and sediment control practices will be conducted by a qualified inspector periodically in accordance with the State Pollution Discharge Elimination System Permit as detailed in the approved SWPPP (Attachment VIII.C.17.a-2). Maintenance will be performed in line with the findings and recommendations of the inspector during these periodic inspections and all measures of the Erosion and Sediment Control Plan would be maintained in good working order. Finally, a landscape plan will be implemented throughout the stages of construction to ensure the immediate revegetation of construction activity and to stabilize the site.

C. FUTURE DEVELOPMENT

The proposed conceptual roadway upgrades, discussed in Exhibit VIII.C.17.d, may require improvements to existing bridges and the potential re-alignment of existing roadways. All work will be coordinated with the Town of Thompson and other regulatory agencies. A traffic management plan will be in place to minimize impacts on local traffic. Measures will include clear signage, detours, and flagmen, as necessary. In addition, Work Zone Traffic Control Plans (WZTCP) will be developed as necessary and approved by the Town for any construction performed on its roads. Roadway closures will be avoided to the furthest extent possible. All other construction impacts will be mitigated as described in the 2013 Statement of Findings approved by the Town of Thompson for the construction of Adelaar.