

INFRASTRUCTURE REQUIREMENTS

Exhibit VIII. C.17.d

To adequately serve the expected volume of traffic destined to and from the Resorts World Hudson Valley project, new transportation infrastructure is proposed. The creation of a north-south access road and an east-west access road that traverses the site will provide the necessary access to all of the site elements. These new transportation facilities will provide direct vehicular access to the Resorts World Hudson Valley project via Route 17K and Route 747 both of which have excellent connectivity with I-84. The internal access roads also provide circulation of vehicles among the main building for Resorts World Hudson Valley and the surface parking. The east-west access road intersects Route 747 as a new two-lane roundabout and extends west through the proposed site until it terminates at the hotel Porte-Cochere. The north-south access road intersects Route 17K as a signalized T-intersection and extends south until it intersects the east-west access road.

To provide adequate transportation infrastructure to support the Resorts World Hudson Valley project there are three key roadway and traffic improvement projects that will be undertaken. Those projects are described below.

Route 747/East-West Access Road Intersection

The proposed intersection of Route 747/East-West Access Road will be developed as a new two-lane roundabout. Route 747 will be widened to a four-lane divided section from approximately 500 feet to the north and approximately 300 feet to the south of the new roundabout. Beyond the limits of the proposed widening, Route 747 will transition back to its current two-lane configuration.

The east-west access road, at its connection to Route 747 is proposed to consist of a four-lane divided section, with two receiving/inbound lanes. The eastbound approach to the roundabout will consist of two outbound lanes. The northbound and southbound approaches to the roundabout will be widened to allow for two lanes entering the roundabout and two lanes exiting the roundabout on Route 747.

Route 17K/North-South Access Road Intersection

Under the proposed project a proposed new T-intersection is proposed on Route 17K approximately 855 feet to the west of the existing intersection with Route 747. Route 17K currently operates with one moving lane in each direction in this location, before widening to six lanes (two eastbound and four westbound) approaching Route 747. Under the proposed project, the roadway would be further widened to accommodate two eastbound lanes approaching the new intersection (consisting of a through lane and a shared through/right-turn lane) and three westbound lanes (consisting of two through lanes and a left-turn lane). A three-lane approach (two northbound lanes and one southbound lane) is proposed for the project site's access roadway at this intersection. A two-phase signal timing plan coordinated with the signal timing at the adjacent Route 17K/Route 747 intersection was assumed for this new intersection. The spacing of the traffic signal to adjacent signals provides ample distance to ensure the proper progression of vehicles with minimal overall delays. As a T-intersection and with adequate side street laneage, the intersection will function at an acceptable level of service, with minimal queues and delays to through traffic along Route 17K. The northbound approach will consist of one exclusive left-turn lane and one exclusive right-turn lane.

Operational Improvements

Minor modifications to traffic signal timing and phasing are also proposed for two study area intersections—Route 17K/Rock Cut Road and Route 747/I-84 Eastbound Ramps—in order to accommodate new project-generated demand.

Route 17K/Rock Cut Road

A minor signal timing adjustment—the transfer of 4 seconds of signal green time from the Rock Cut Road northbound/southbound phase to the Route 17K eastbound/westbound phase in the Friday PM and

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Saturday midday peak periods—is recommended to provide additional capacity to accommodate project traffic using the Route 17K corridor east of the project site.

Route 747/I-84 Eastbound Ramps

A minor signal timing adjustment—the transfer of 4 seconds of signal green time from the eastbound I-84 exit ramp phase to the Route 747 leading southbound phase in the Friday PM peak hour—is recommended to provide additional capacity to accommodate project traffic using southbound Route 747. It is also recommended that the Route 747 southbound left-turn movement be permitted during the northbound/southbound signal phase.

Internal Access Roads

The internal access roadways provide adequate capacity to handle the expected volumes of traffic. To minimize disruption to through traffic and maximize operations and increase safety, turn lanes are provided at each access point/driveway that serves the Resorts World Hudson Valley project. The internal access roads will serve several points of access to the site as follows:

- Three points of access to the south along the two-lane, divided east-west access road will provide simple, convenient ingress and egress to the hotel entry, VIP entry, and casino and valet.
- Two points of access further north along the east-west access road will provide access to the parking garage, bus parking/drop-off/pick-up and the loading dock at the rear of the casino.
- Further east, the east-west access road provides two points of direct access to an on-site surface parking lot.

Figure VIII. C.17.d-1

