

INFRASTRUCTURE REQUIREMENTS

Exhibit VIII. C.17.d

To ensure adequate access to the Sterling Forest Resort site, the developer will expeditiously complete three significant roadway and traffic improvement projects, each described below. The developer has held a series of in-person, telephonic, and WebEx meetings with relevant agencies including New York State Thruway Authority (NYSTA), New York State Department of Transportation (NYSDOT), Federal Highway Administration (FHWA), and Orange County Transportation Council (OCTC) to discuss the technical elements of its proposed plans for these roadway and traffic improvement projects, to confirm that plans meet or exceed all agency design standards, and to ensure streamlined approval processes. For example, as discussed in the National Environmental Policy Act (NEPA) section of Exhibit VIII.C.3.c, FHWA has advised the developer that it will not be exercising jurisdiction or authority over this action. The developer expects to proactively complete all review processes in a timely manner, begin construction in June 2015, and complete all three roadway and traffic improvement projects by November 2016. The developer has discussed this time-frame with NYSTA, NYSDOT, FHWA, and OCTC, and those agencies believe the schedule, while somewhat expedited, is feasible. Given these objectives, the developer has conducted traffic counts, completed a topographical survey of the interchange site, conducted environmental and species surveys, run ETC+30 and other traffic impact analyses, and prepared advanced schematics and design drawings. Applicant has submitted two State Environmental Quality Review Act (SEQRA) environmental assessment forms: (i) an interchange 15B-specific form to NYSTA and (ii) a project-specific form to the Town of Tuxedo. Together, these cover all three roadway and traffic improvement projects.

Interchange 15B

A new, full movement interchange will be designed and constructed allowing direct access to Route 17A for patrons travelling to the Sterling Forest Resort site via the New York State Thruway (I-87). This interchange will decrease traffic along Route 17. Route 17 parallels the Thruway and would be the primary access route without construction of the new interchange.

There has been historical support and legislative authorization for an interchange at this location, but due to a lack of funding, the interchange has not been constructed. In 1985, the New York State Legislature amended the State Highway Law to authorize the design and construction of a new interchange between exits 15A and 16 to serve the Town of Tuxedo and Sterling Forest area of Orange County. This law remains in effect, simplifying the path to completion of this interchange. In 2002-2003, NYSTA conducted a feasibility study for an interchange at this location, concluding that the interchange is feasible.

The developer has discussed several design alternatives for this interchange with NYSTA, NYSDOT, and FHWA, and two alternatives were selected as preferred options: a full interchange with northbound loop ramp (Alternative 1, depicted in Figure VIII. C.17.d-1) and a full diamond interchange (Alternative 2, depicted in Figure VIII. C.17.d-2). The general consensus from discussions with the transportation agencies and Town of Tuxedo officials is that Alternative 1 is preferable. A small portion of the new construction in Alternative 1 would be located outside the I-87 right-of-way on about 0.7 acres of land in Harriman State Park, which is under Palisades Interstate Park Commission (PIPC)'s jurisdiction (illustrated by the green shading in Figure VIII. C.17.d-1). Alternative 2 would require extensive rock excavation to the adjacent hillside, queuing, and left turns, meaning that Alternative 1 has less impact to the landscape and results in better traffic operations.

Construction of the new interchange 15B is estimated to cost \$25 million. The developer expects to complete the interchange concurrently with construction of the Sterling Forest Resort in October 2016. The developer intends for there to be no toll at interchange 15B, at long as there is no toll at existing interchange 15A. When the developer wins the license, the developer will fund 100 percent of the cost of completion of the interchange and will assume long-term maintenance obligations for the interchange.

Figure VIII. C.17.d-1. Parkland Easement Interchange 15B Northbound Loops

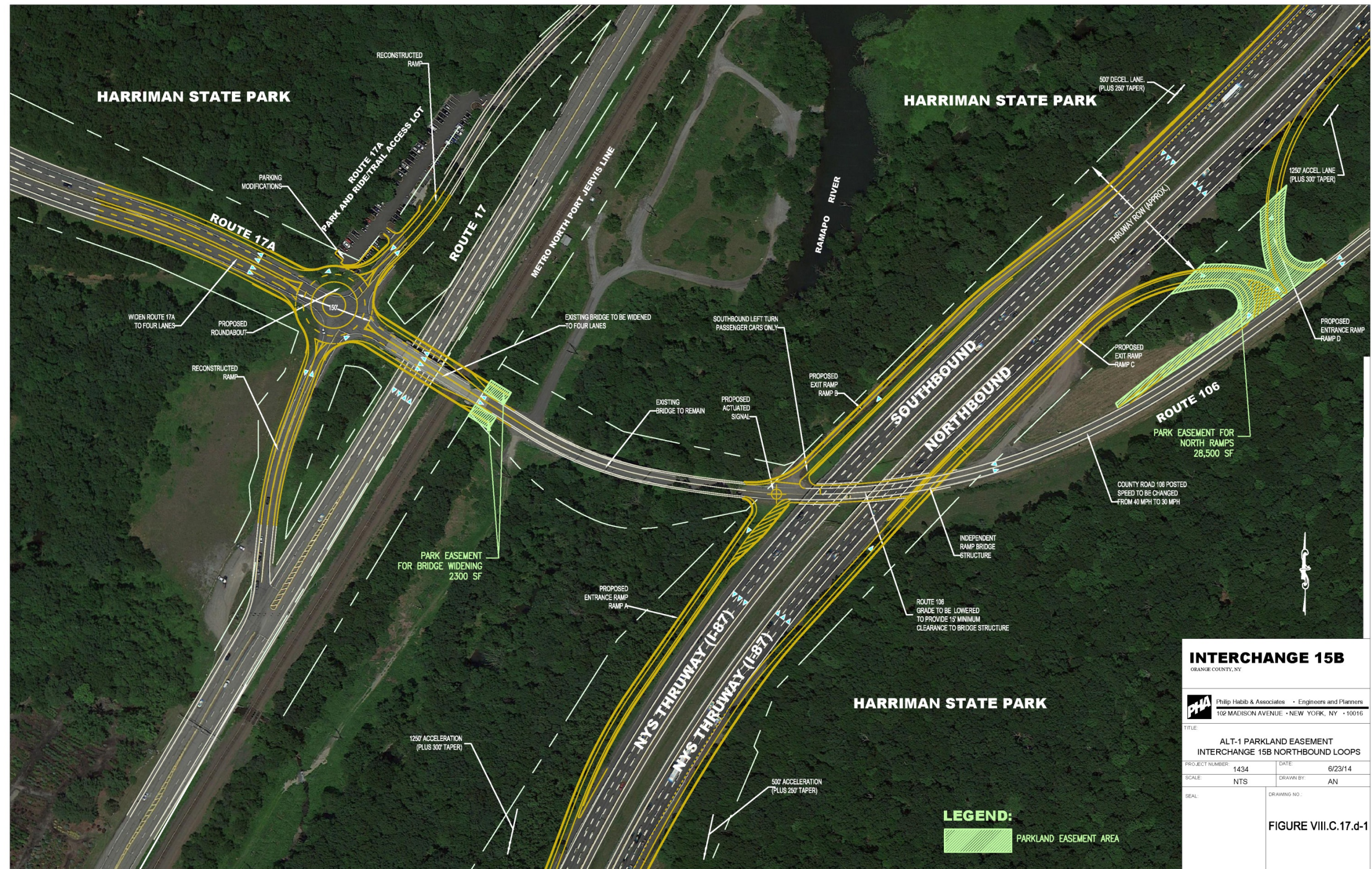
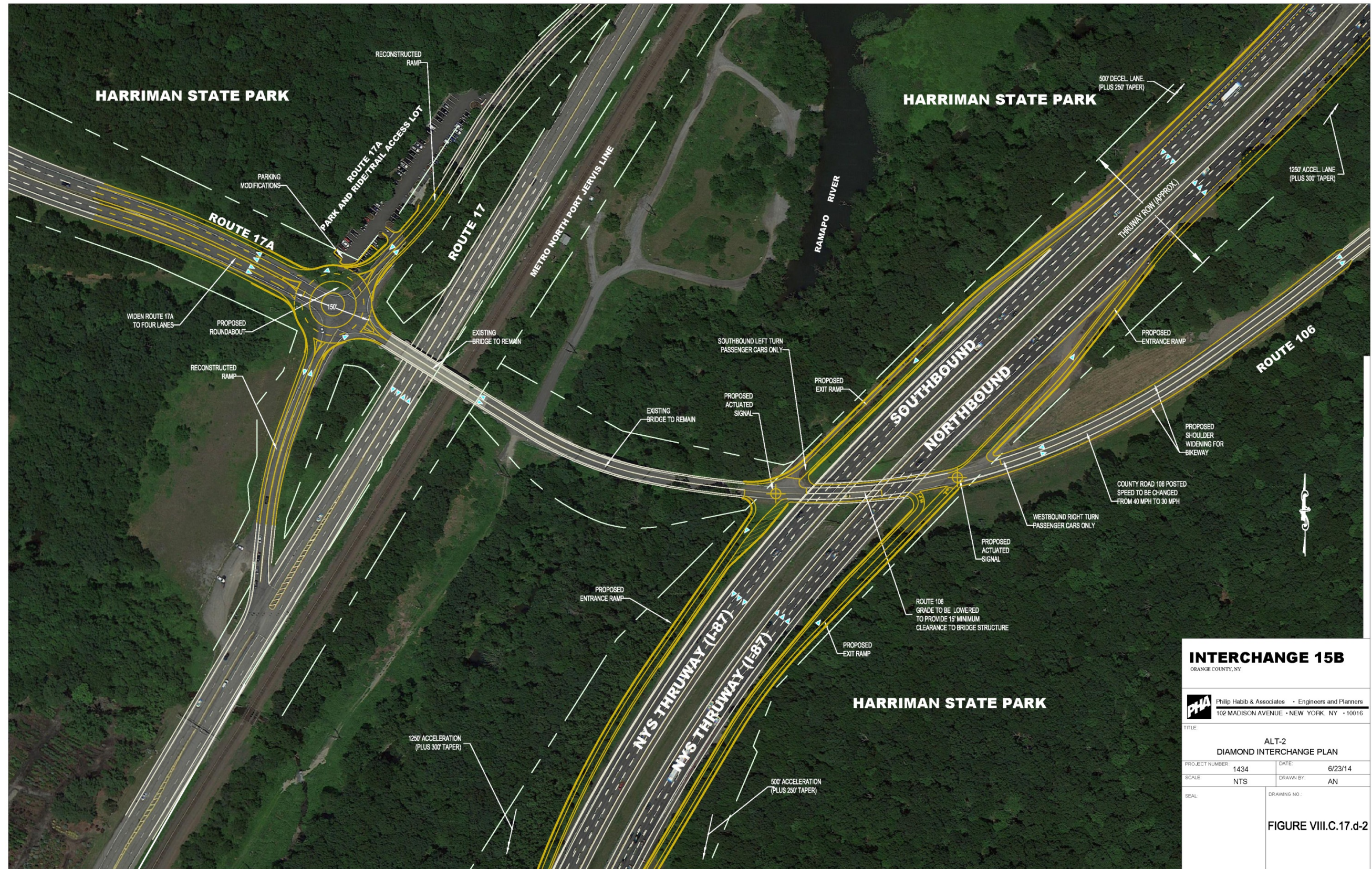


Figure VIII. C.17.d-2. Diamond Interchange Plan



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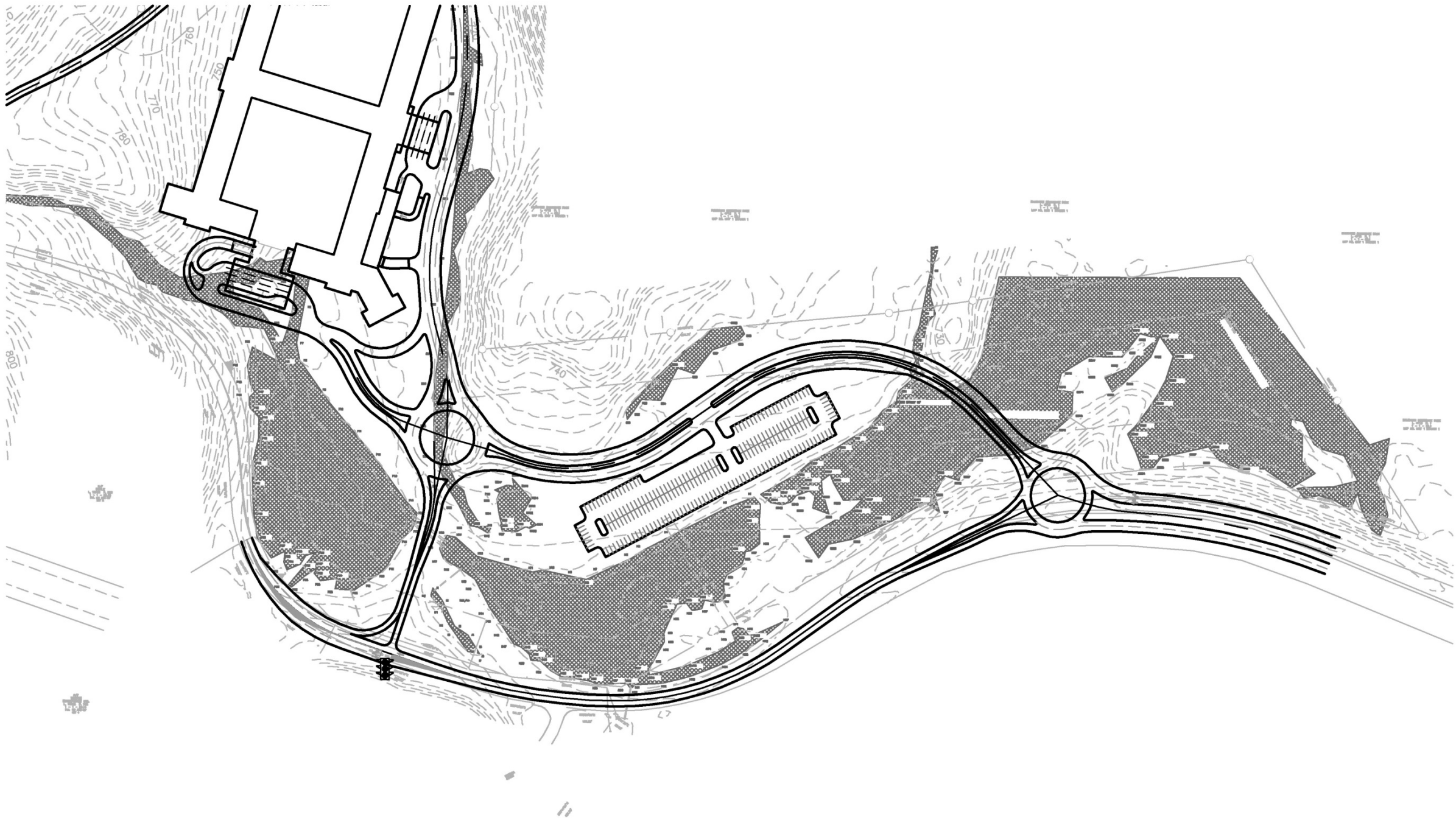
Route 17/Route 17A Roundabout

The developer will construct a new roundabout at the point at which the north and south ramps from Route 17 connect to Route 17A. With increased traffic volumes on Route 17A, this roundabout will streamline traffic operations at the intersection and maintain a high level of service. The developer will construct and bear the cost of the new roundabout, estimated to be \$3 million. Construction will be completed concurrently with the construction of the Sterling Forest Resort in October 2016.

Sterling Forest Resort Access from Route 17A

Access to the Sterling Forest Resort site will be provided along Route 17A at two locations, as depicted in Figure VIII. C.14.d-3. The first location is a roundabout at the eastern end of the site connecting 17A (four-lane, divided roadway east of the roundabout and two-lane, undivided roadway west of the roundabout) and the proposed access roadway to the Resorts World Grand Hotel (four-lane roadway). Between Route 17A and the internal roundabout, this access roadway will be a four-lane, divided section, providing a smooth and consistent connection to Route 17A. From the roundabout to the parking garage, the roadway will become a four-lane, undivided section. The second location, west of the first location, is an intersection along the two-lane section of Route 17A including a left-turn lane into the Resorts World Grand Hotel site and an acceleration lane onto Route 17A westbound from the site. If warranted, a traffic signal will be installed at this intersection to control traffic. West of the Resorts World Grand Hotel site and along the two-lane section of Route 17A, turn lanes will be added to serve the surface parking lots, which provide parking for the World Fairgrounds and Ski Village. Grade separation of the current at-grade pedestrian crossings will be constructed to minimize any pedestrian and vehicular conflicts along Route 17A. The developer will construct these access improvements, the cost of which is estimated to be \$11 million. The estimated date of completion is November 2016.

Figure VIII. C.17.d-3. Roadway Improvement



STERLING FOREST RESORTS
Tuxedo, NY



ROADWAY
IMPROVEMENT
06.10.2014 Scale: 1"=200'

Kimley»Horn
of New York, P.C.