



GTS Consulting

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March 28, 2008

Allen & O'Hara Development Company
530 Oak Court Drive, Suite 300
Memphis, TN 38117

Attn: Mr. William Harris

**Re: Proposed Syracuse University Apartments – Traffic Recount Results
Response to Resident Concerns
City of Syracuse, NY**

Dear Mr. Harris:

Per your request, I have completed updated traffic counts at the study area intersections to address local resident concerns that our previous data was not fully representative of existing operations. This letter summarizes the additional work completed and the results of the data comparisons.

The original traffic impact assessment completed for proposed student apartment project (December 12, 2007) was based on traffic counts completed on Wednesday, December 5, 2007. This was the final week of full classes for the students before final exam week. The local residents have expressed concern that these counts may be skewed and be lower than normal levels due to the near end of semester time they were gathered. Therefore, updated traffic counts have been collected to either confirm the accuracy of the past data or to be used to update the traffic study.

Updated traffic counts were collected at the four study area intersections (East Colvin Street with Slocum Drive, Skytop Road, and Comstock Avenue, as well as Skytop Road with Lambreth Lane) on Wednesday, March 26, 2008. This date is not within a week of any significant break in classes and provides an accurate count date for comparison to previous counts. The existing traffic counts collected in 2007 and used in the traffic impact assessment are attached as Figure 1. The updated counts collected in March, 2008 are attached as Figure 2.

Typical daily variations in traffic usually vary by as much as 10%, meaning it is extremely difficult to exactly repeat a count and get the same data. The general consensus and practice in traffic engineering would be that if the two days of data are within 10% of each other, they would be considered representative of typical operations. The following table provides comparisons of 2008 intersection count data to the original 2007 volumes used in the study:

Count Data Summary

	Morning Peak Hour			Evening Peak Hour		
	2007 Count	2008 Count	Difference	2007 Count	2008 Count	Difference
Total Intersection Volume (vehicles)						
Colvin @ Comstock	1,549	1,664	+7%	1,723	1,719	-1%
Colvin @ Skytop	1,312	1,377	+5%	1,491	1,563	+5%
Colvin @ Slocum	812	778	-4%	954	951	-1%
Skytop @ Lambreth	392	396	+1%	413	370	-10%



Mr. Harris
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All total intersection volumes are within the 10% rule of thumb, indicating that either count would be representative of the existing operations in the area. The 2008 morning peak hour data was generally a little higher than the 2007 data while the evening peak hour data was slightly lower.

Conclusions

The 2007 traffic counts used in the traffic impact assessment provided a reasonable representation of existing traffic operations in the study area. It can be concluded that most students were still in residence during the final week of classes. Based on the finding that the updated traffic counts are within 10% of the original count data, no further update to the traffic impact assessment is necessary.

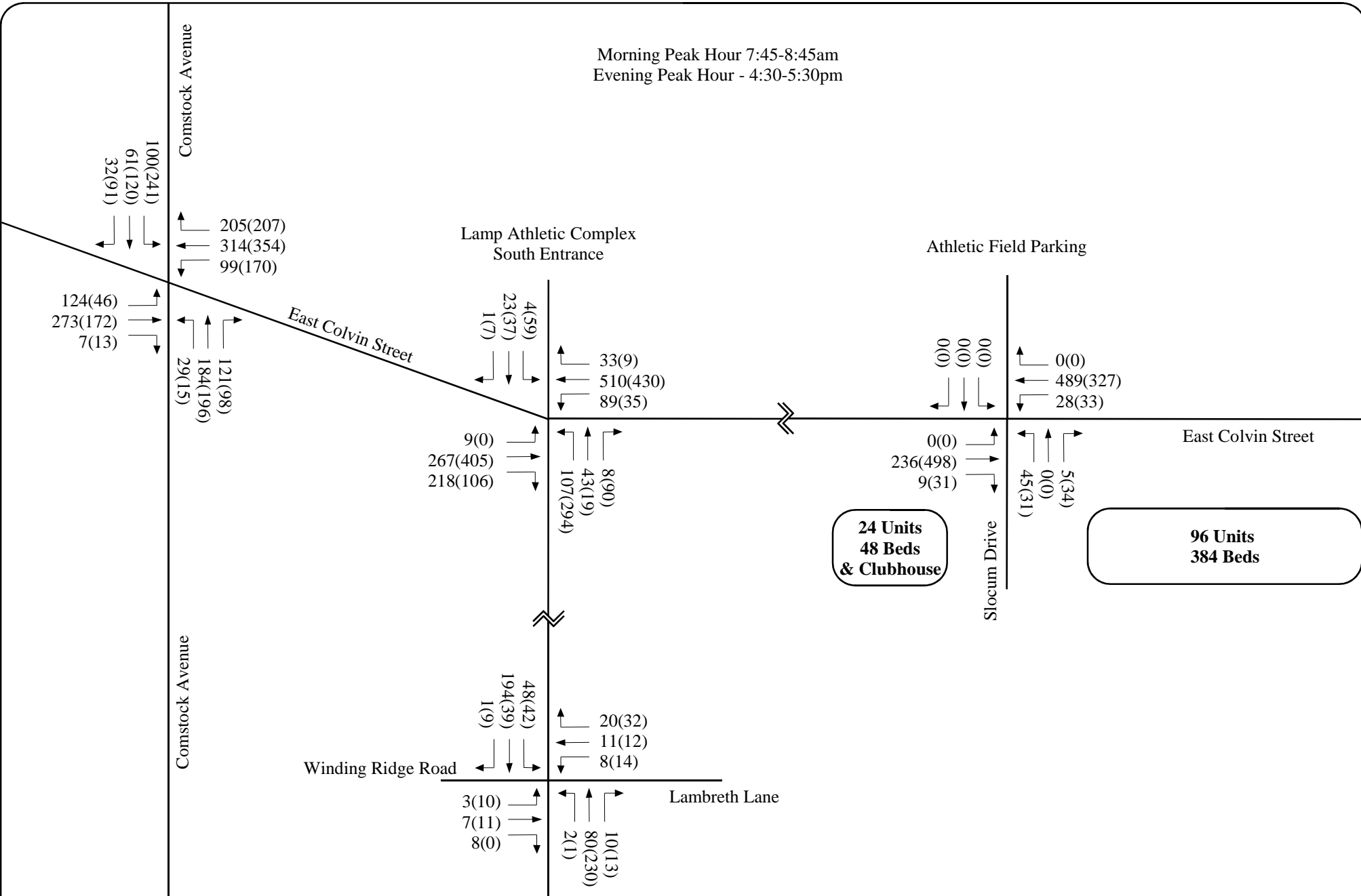
Please call if you have any questions or need anything further.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. T. Stansbury', is written over a light blue horizontal line.

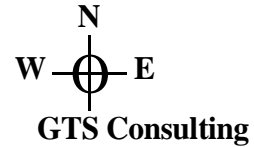
Gordon T. Stansbury, P.E., P.T.O.E.
GTS Consulting

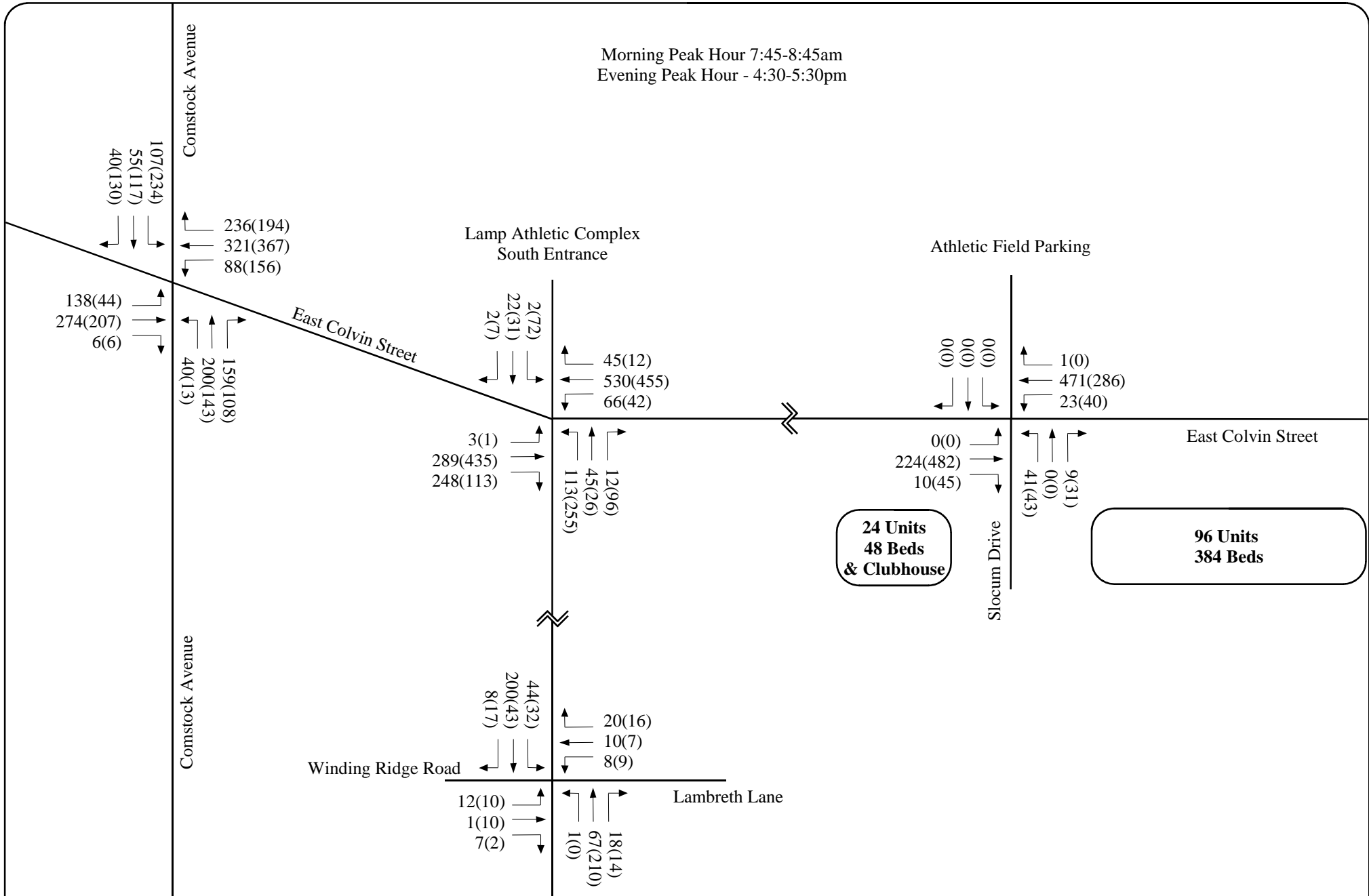
Morning Peak Hour 7:45-8:45am
 Evening Peak Hour - 4:30-5:30pm



Syracuse University Apartments - Syracuse, NY
 2007 Existing Traffic Volumes
 Morning (Evening) Peak Hour

Figure 1





Syracuse University Apartments - Syracuse, NY

2008 Updated Traffic Counts - Collected March 26, 2008

Morning (Evening) Peak Hour

Figure 2

