APPENDIX “J”

ALTERNATE ROUTES EVALUATION

DESCRIPTION OF ALTERNATE ROUTES INTERSECTIONS

Summarized in this Appendix is a summary of the existing geometry including traffic control, Existing Levels of Service, No-Build Levels of Service, any recommended improvements and the resulting Build Levels of Service for each of the alternate routes intersections.

52. Rumsey Road/Saw Mill River Parkway/Cross Country Parkway Ramps

EXISTING GEOMETRY

Rumsey Road and the Saw Mill River Parkway/Cross County Parkway intersect at a signalized intersection.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hours and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

53. Rumsey Road and Spruce Street/Truesdale Place

EXISTING GEOMETRY

Rumsey Road, Spruce Street and Truesdale Place intersect at a signalized intersection. The Rumsey Road northbound approach consists of one lane for left, through and right turn movements and Rumsey Road southbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane. The Spruce Street eastbound approach consists of one lane for left, through and right turn movements and the Truesdale Place westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is currently operating at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

54. Van Cortlandt Park Avenue and Spruce Street

EXISTING GEOMETRY

Van Cortlandt Park Avenue and Spruce Street intersect at an all-way "stop" controlled intersection. The Van Cortlandt Park Avenue northbound approach consists of one lane for through and right turn movements, the Van Cortlandt Park Avenue southbound approach consists of one lane for left and through movements and the Spruce Street westbound approach consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "A" during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service "B" during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "A" during the and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

55. Elm Street and Van Cortlandt Park Avenue

EXISTING GEOMETRY

Elm Street and Van Cortlandt Park Avenue intersect at an unsignalized intersection. The Elm Street eastbound approach consists of one lane for through and right turn movements and the Elm Street westbound approach consists of one lane for left and through movements. The Van Cortlandt Park Avenue northbound approach is "stop" sign controlled and consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at a Level of Service “B” during the Weekday Peak AM Highway Hour and is projected to operate at a Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at a Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

56. Elm Street and Walnut Street

EXISTING GEOMETRY

Elm Street and Walnut Street intersect at a signalized intersection. The Elm Street eastbound approach consists of one lane for left, through and right turn movements and the Elm Street westbound approach consists of one lane for left, through and right turn movements. The Walnut Street northbound approach consists of one lane for left, through and right turn movements and the Walnut Street southbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

57. Elm Street and Linden Street

EXISTING GEOMETRY

Elm Street and Linden Street intersect at an all-way "stop" controlled intersection. The Elm Street eastbound approach consists of one lane for left, through and right turn movements, the Elm Street westbound approach consists of one lane for left, through and right turn movements and the Linden Street northbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service "B" during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service "A" during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "A" during the and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

58. Lockwood Avenue and Saw Mill River Parkway SB On/Off Ramp (Manning Avenue)

EXISTING GEOMETRY

Lockwood Avenue and the Saw Mill River Parkway SB On/Off Ramp (Manning Avenue) intersect at an unsignalized intersection. The Lockwood Avenue eastbound approach consists of one lane for left and through movements and the Lockwood Avenue westbound approach consists of one lane for through and right turn movements. The Manning Avenue (Saw Mill River Parkway SB On/Off Ramp) southbound approach is "stop" sign controlled and consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service "C" during the Weekday Peak AM Highway Hour, is currently operating at a Level of Service "D" during the Weekday Peak PM Highway Hour and is currently operating at a Level of Service "C" during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

While signalization should be considered under Existing and No-Build Conditions, there are currently no improvements planned for this location under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "D" during the Weekday Peak AM Highway Hour, is projected to operate at a Level of Service "E" during the

Weekday Peak PM Highway Hour and is projected to operate at a Level of Service “C” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

This location is currently unsignalized, signalization may be required to improve operating conditions.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service “E” during the Weekday Peak AM Highway Hour, is projected to operate at a Level of Service “F” during the Weekday Peak PM Highway Hour and is projected to operate at a Level of Service “E” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at a Level of Service “F” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

59. Palmer Road and Saw Mill River Parkway NB On/Off Ramp

EXISTING GEOMETRY

Palmer Road and the Saw Mill River Parkway NB On/Off Ramp intersect at an unsignalized intersection. The Palmer Road eastbound approach consists of one lane for left and through movements and the Palmer Road westbound approach consists of one lane for through and right turn movements. The Saw Mill River Parkway NB On/Off Ramp northbound approach is "stop" sign controlled and consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service "F" during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is currently operating at a Level of Service "E" during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

While signalization should be considered under Existing and No-Build Conditions, there are currently no improvements planned for this location under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "F" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

This location is currently unsignalized, signalization may be required to improve operating conditions.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at a Level of Service “F” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at a Level of Service “F” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

60. Nepperhan Avenue and Executive Boulevard

EXISTING GEOMETRY

Rumsey Road, Spruce Street and Truesdale Place intersect at a signalized intersection. The Rumsey Road northbound approach consists of one lane for left, through and right turn movements and Rumsey Road southbound approach consists of two lanes in the form of a shared left/through and a separate right turn lane. The Spruce Street eastbound approach consists of one lane for left, through and right turn movements and the Truesdale westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

EXISTING GEOMETRY FIGURES

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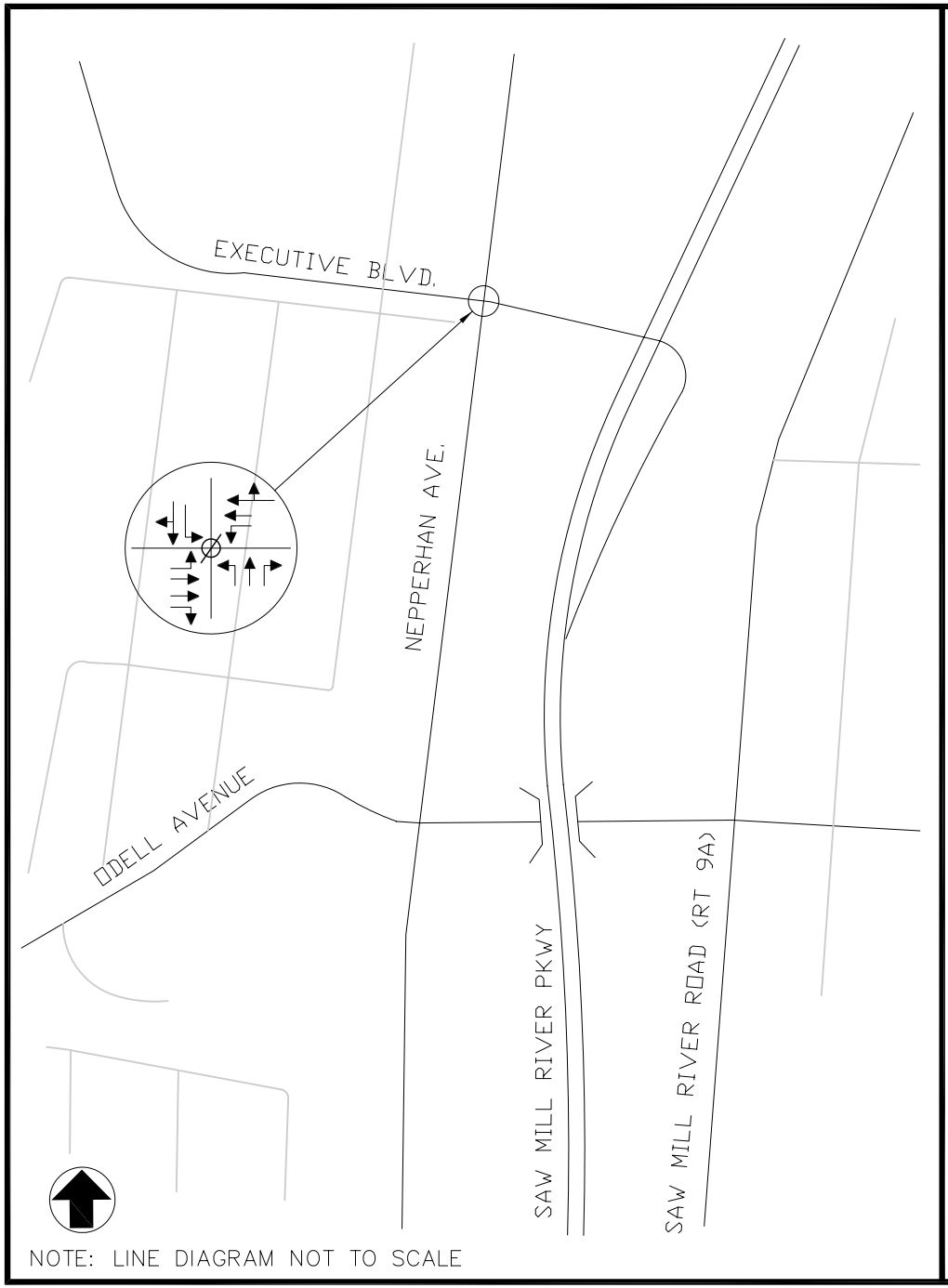
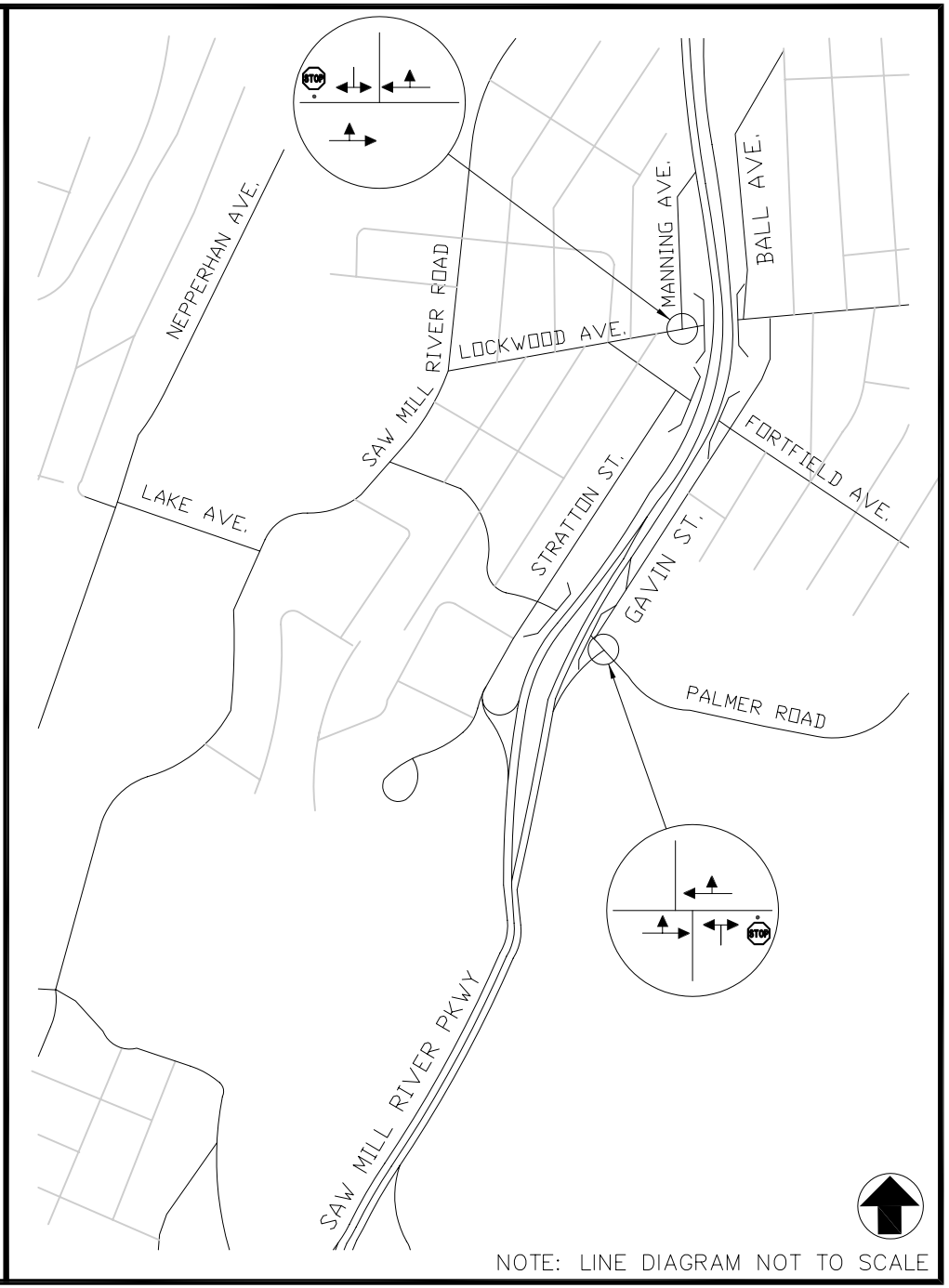
YONKERS, NEW YORK

EXISTING GEOMETRY

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.1G



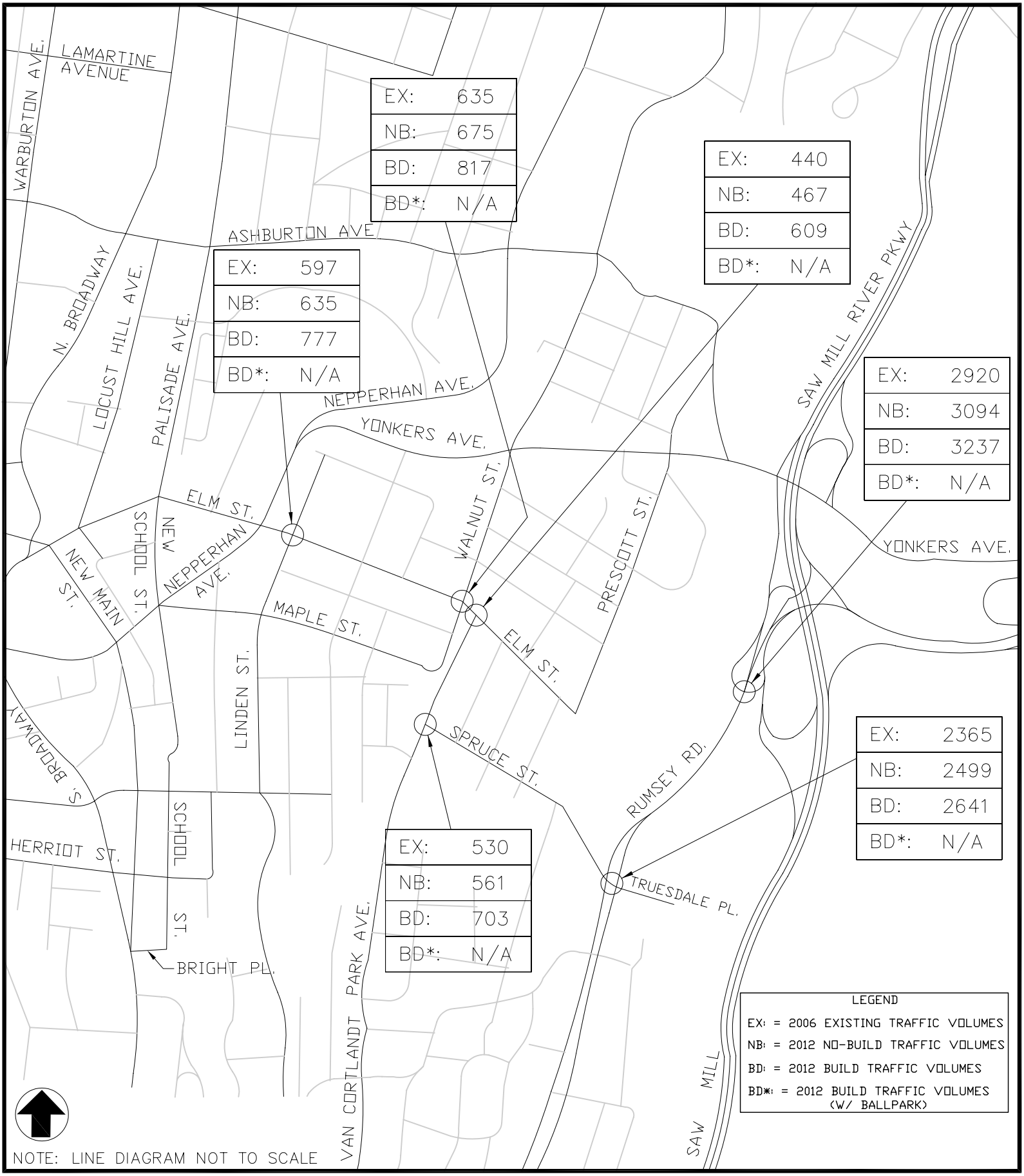


SFC YONKERS
YONKERS, NEW YORK

EXISTING GEOMETRY

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.1H

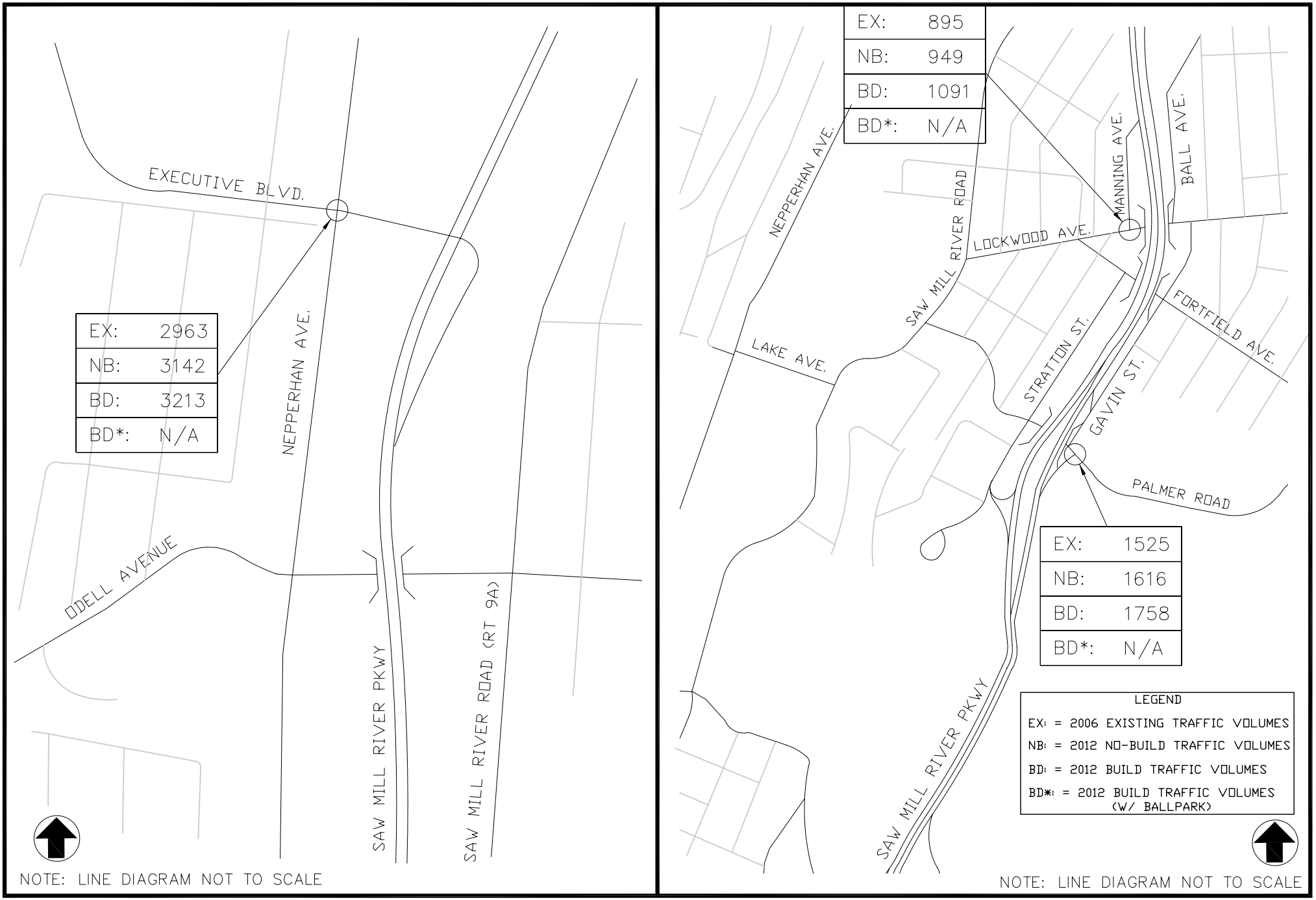


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.2G

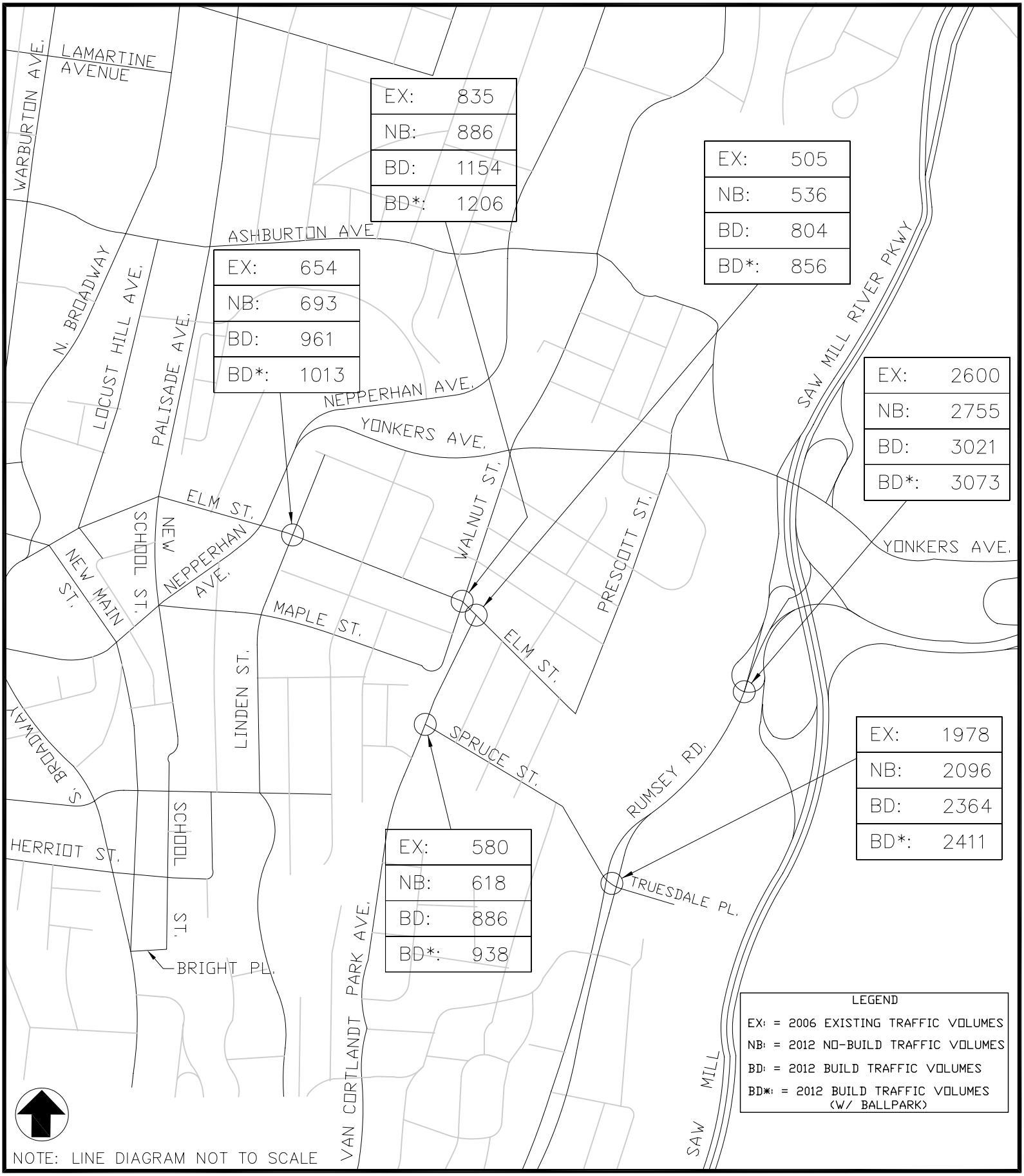


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.2H

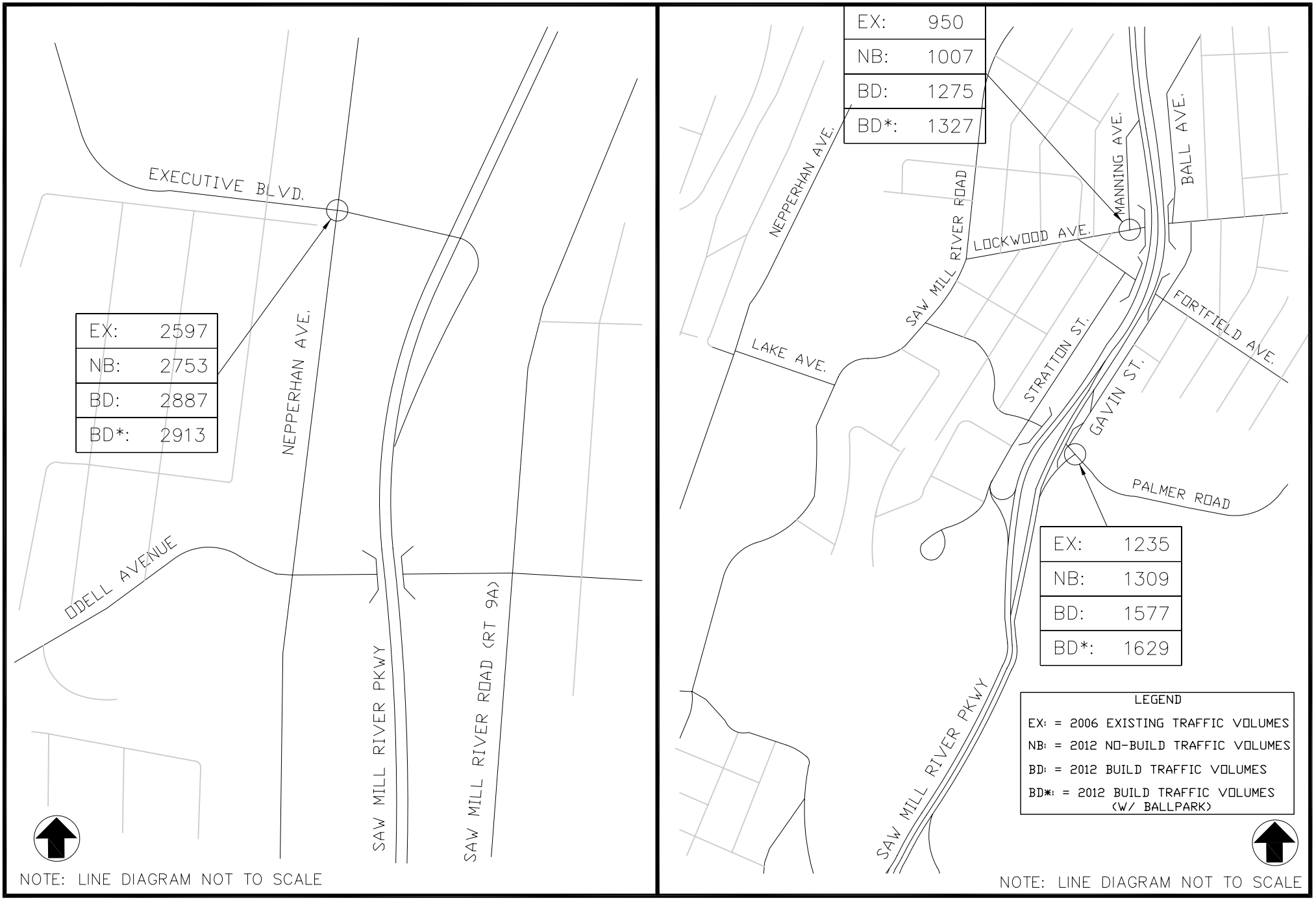


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.3G

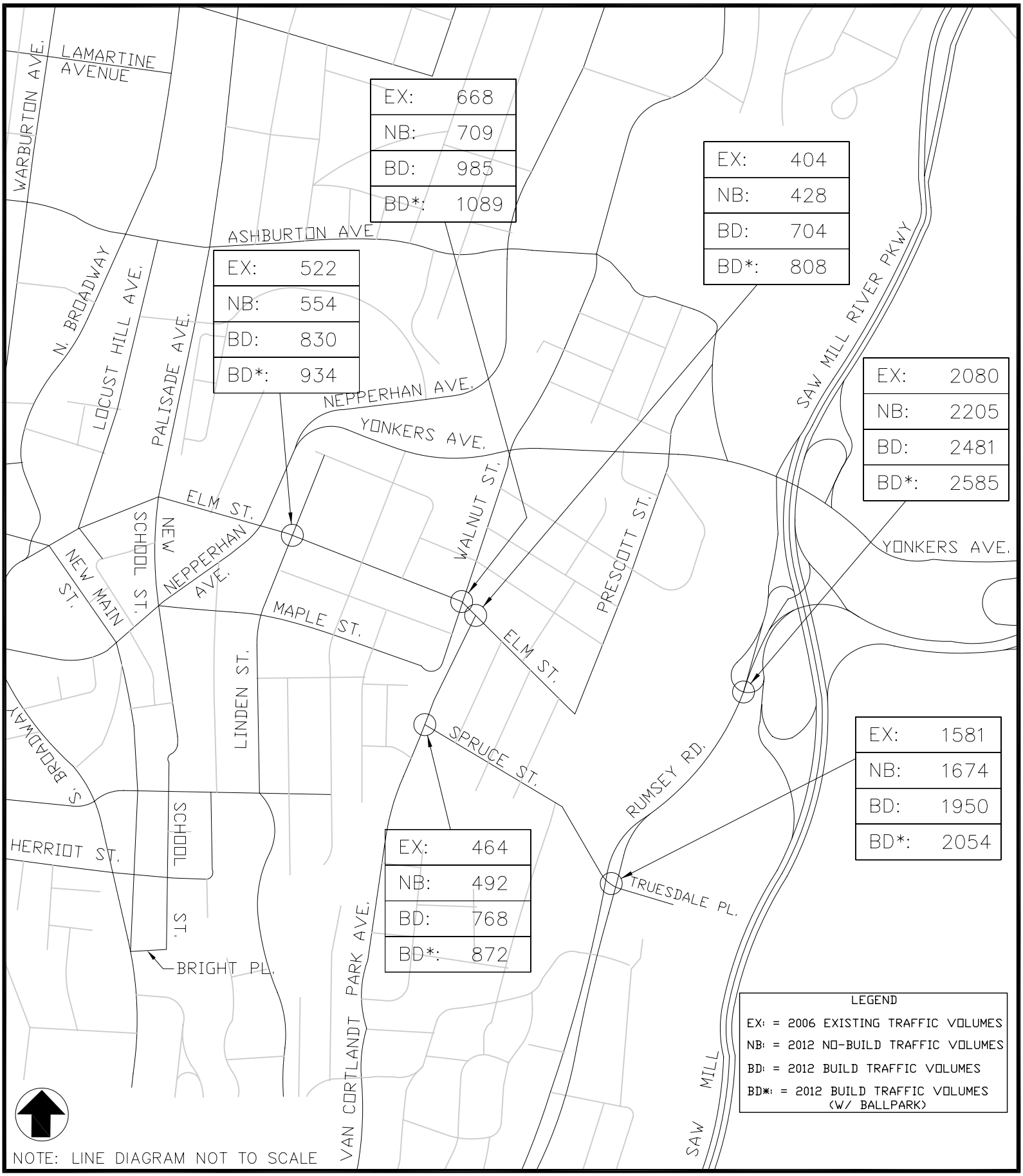


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.3H

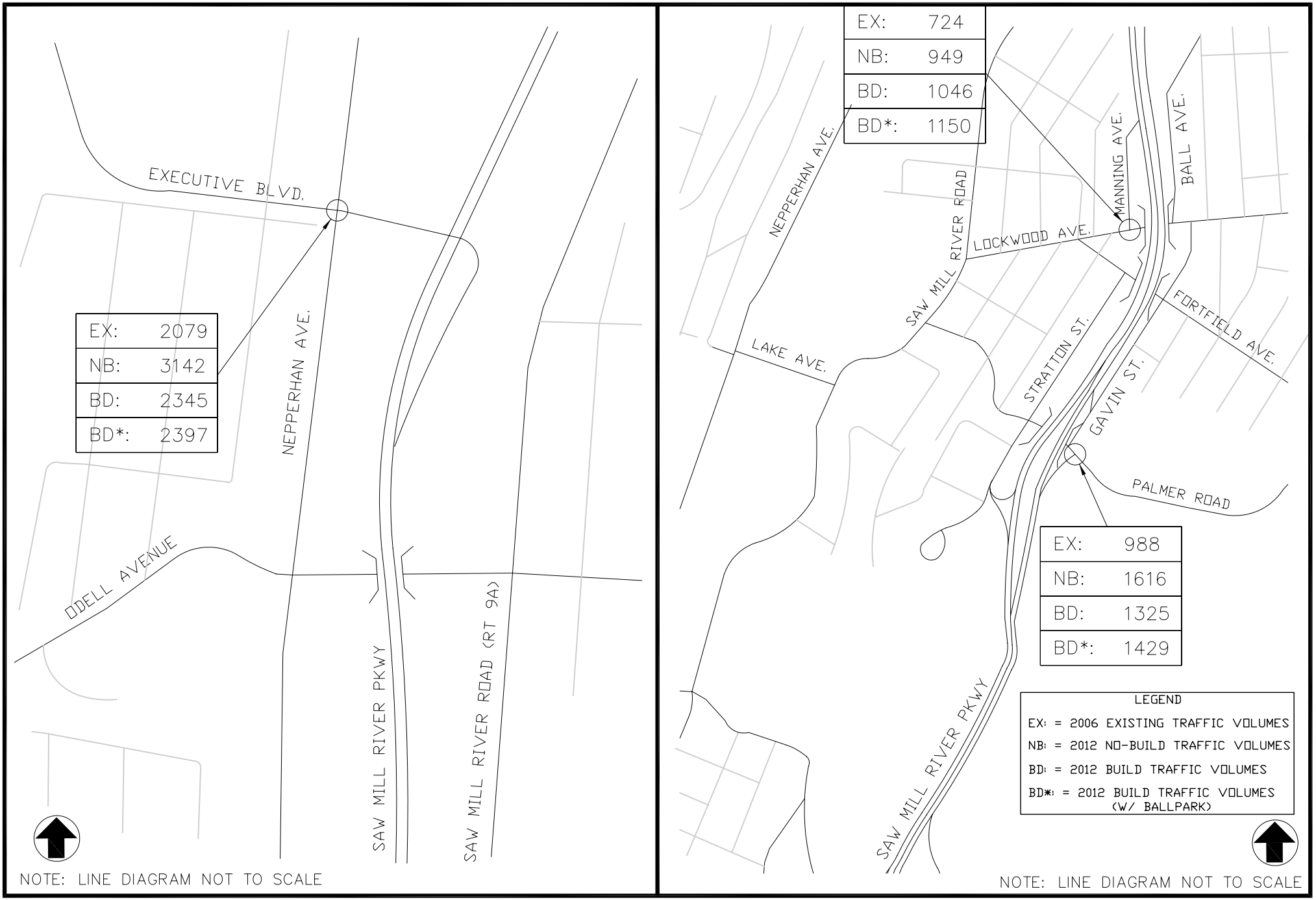


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.4G

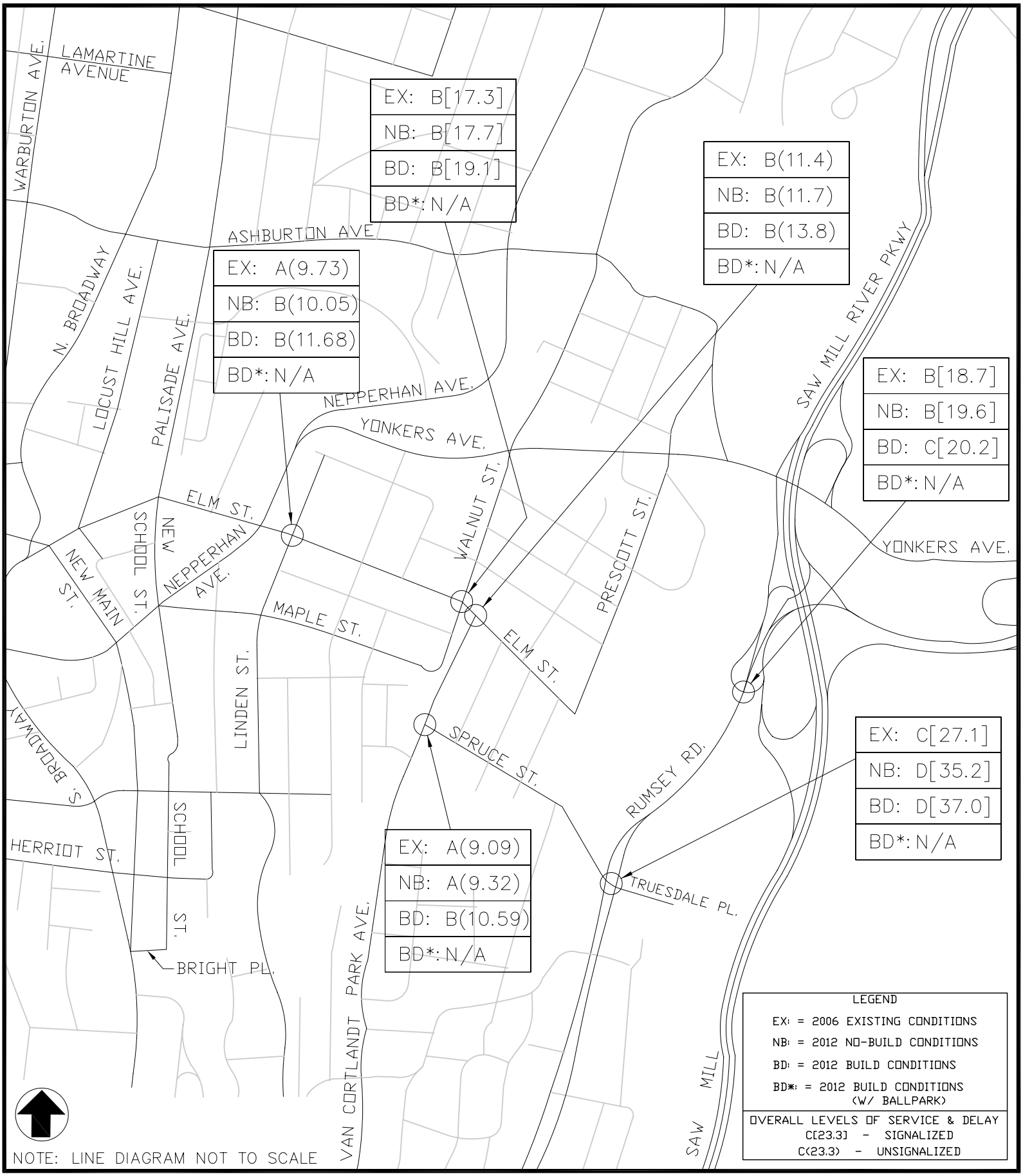


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.4H

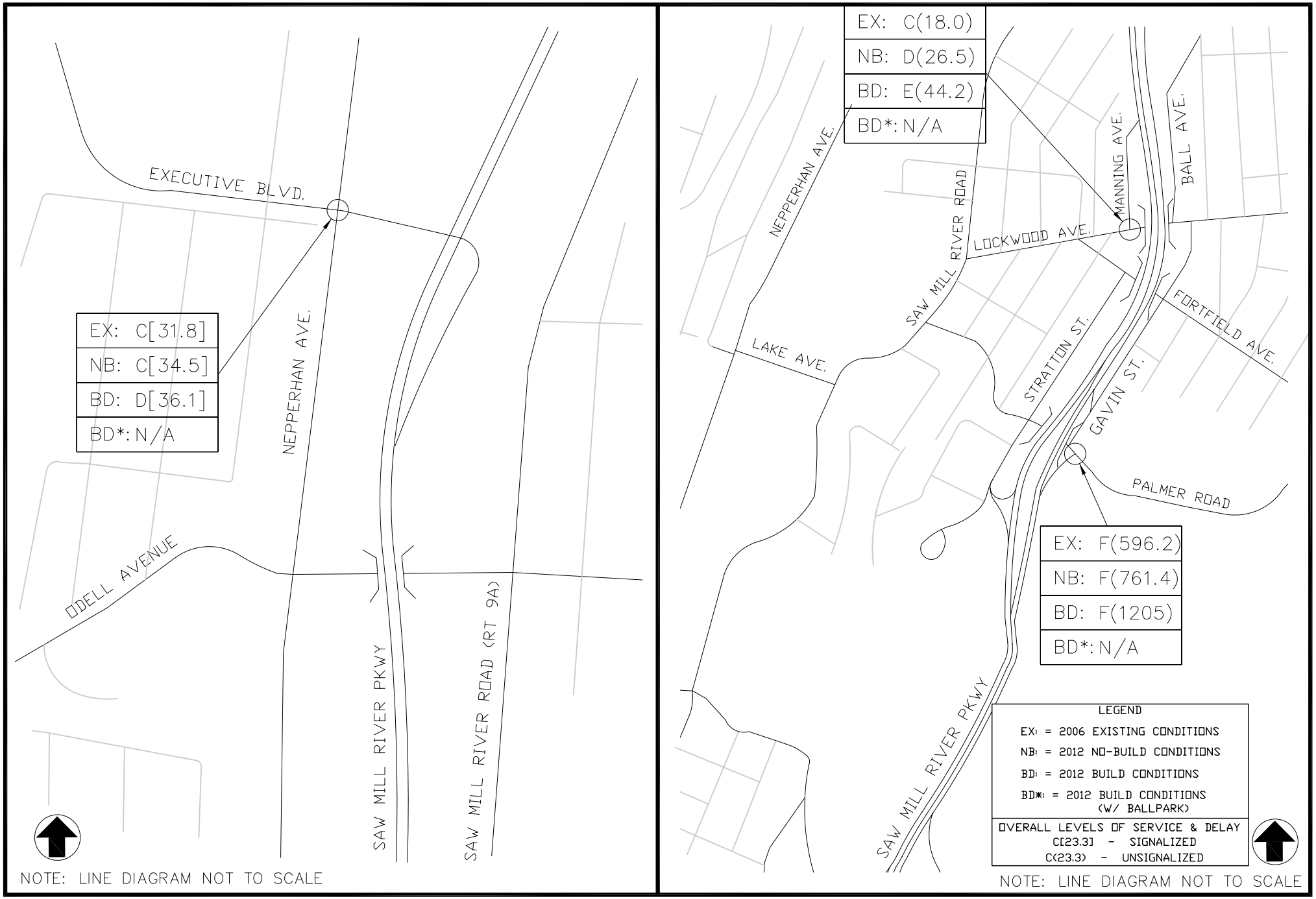


SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.5G

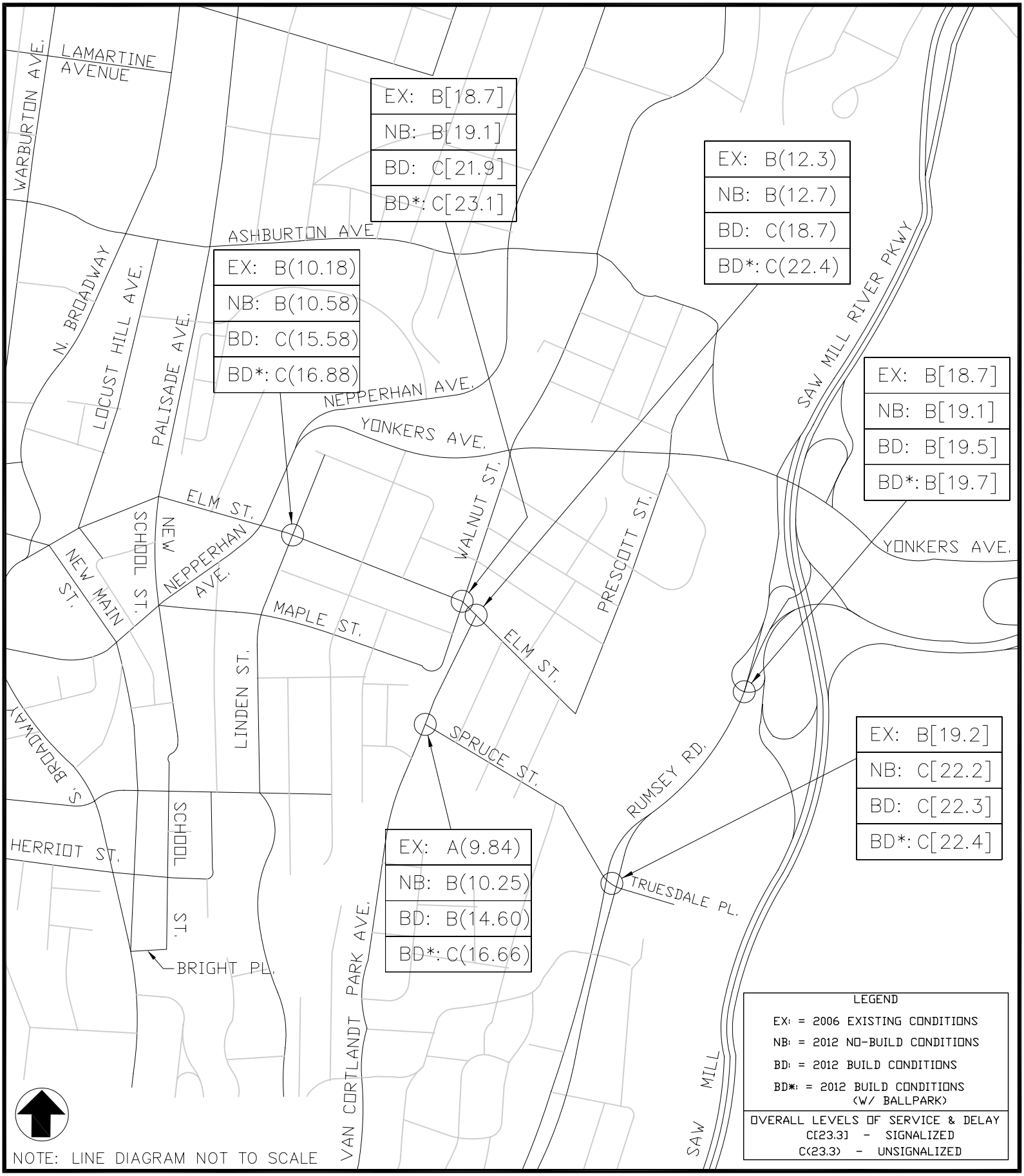


SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.5H



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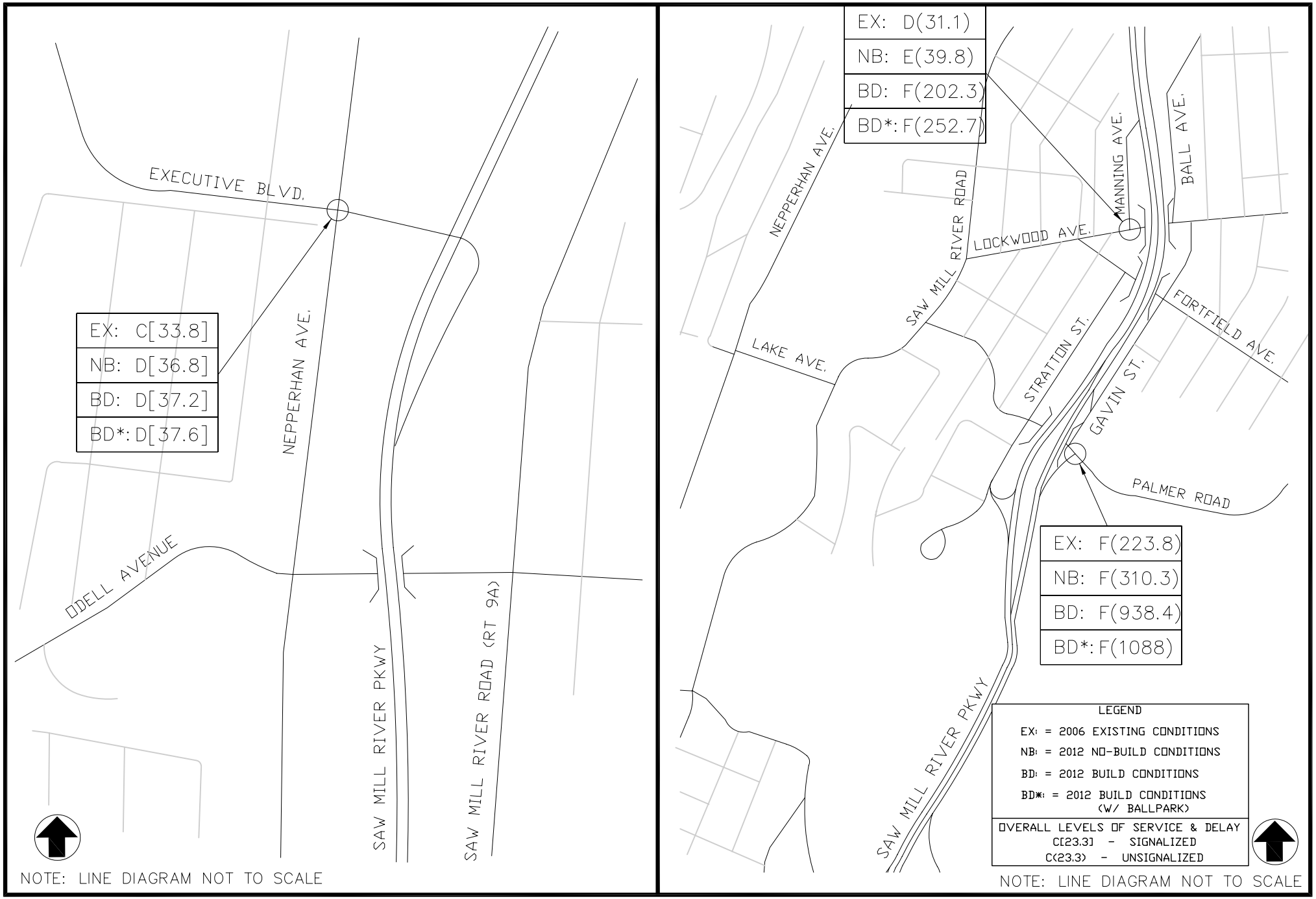
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.6G



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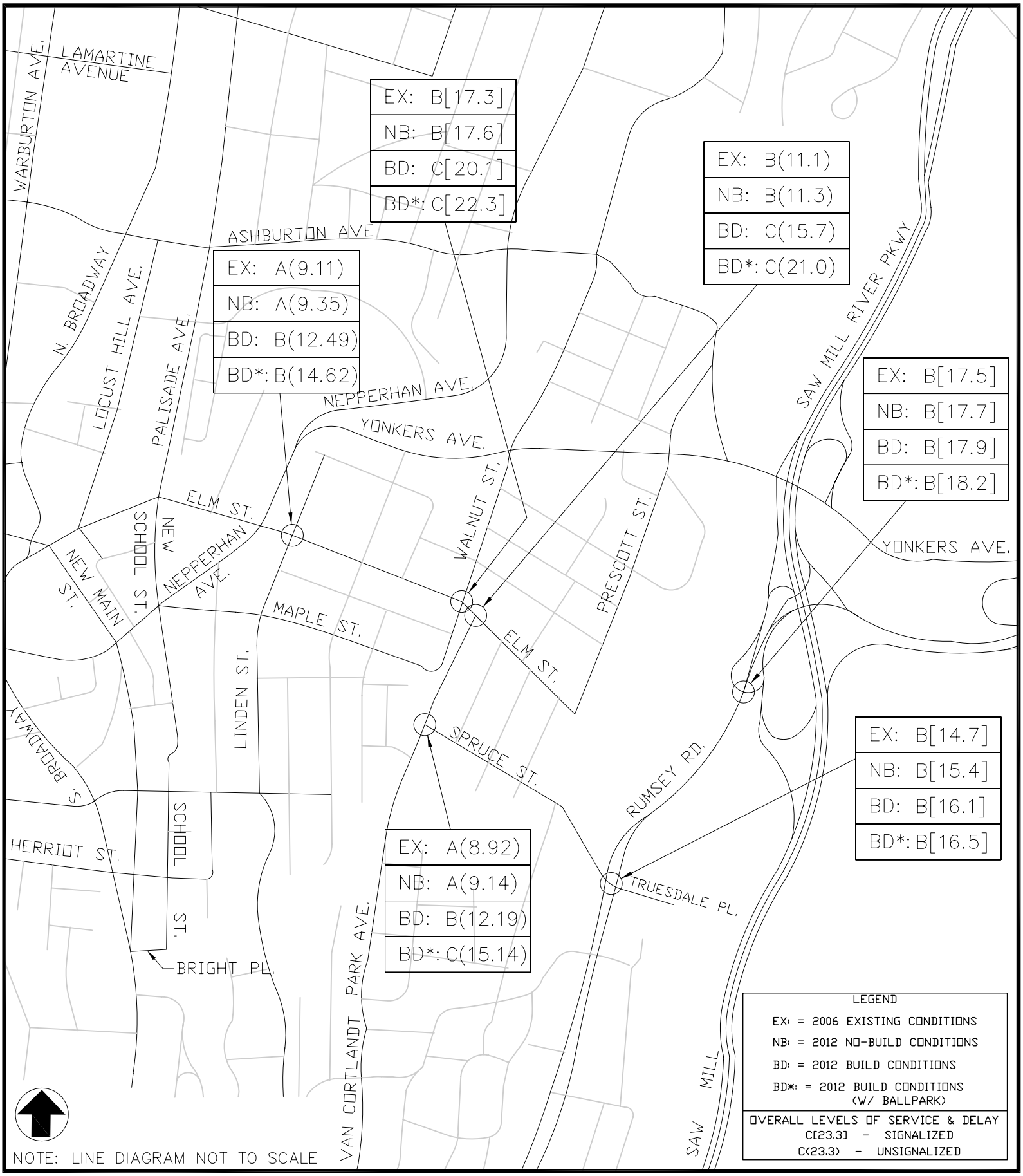
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.6H



SFC YONKERS
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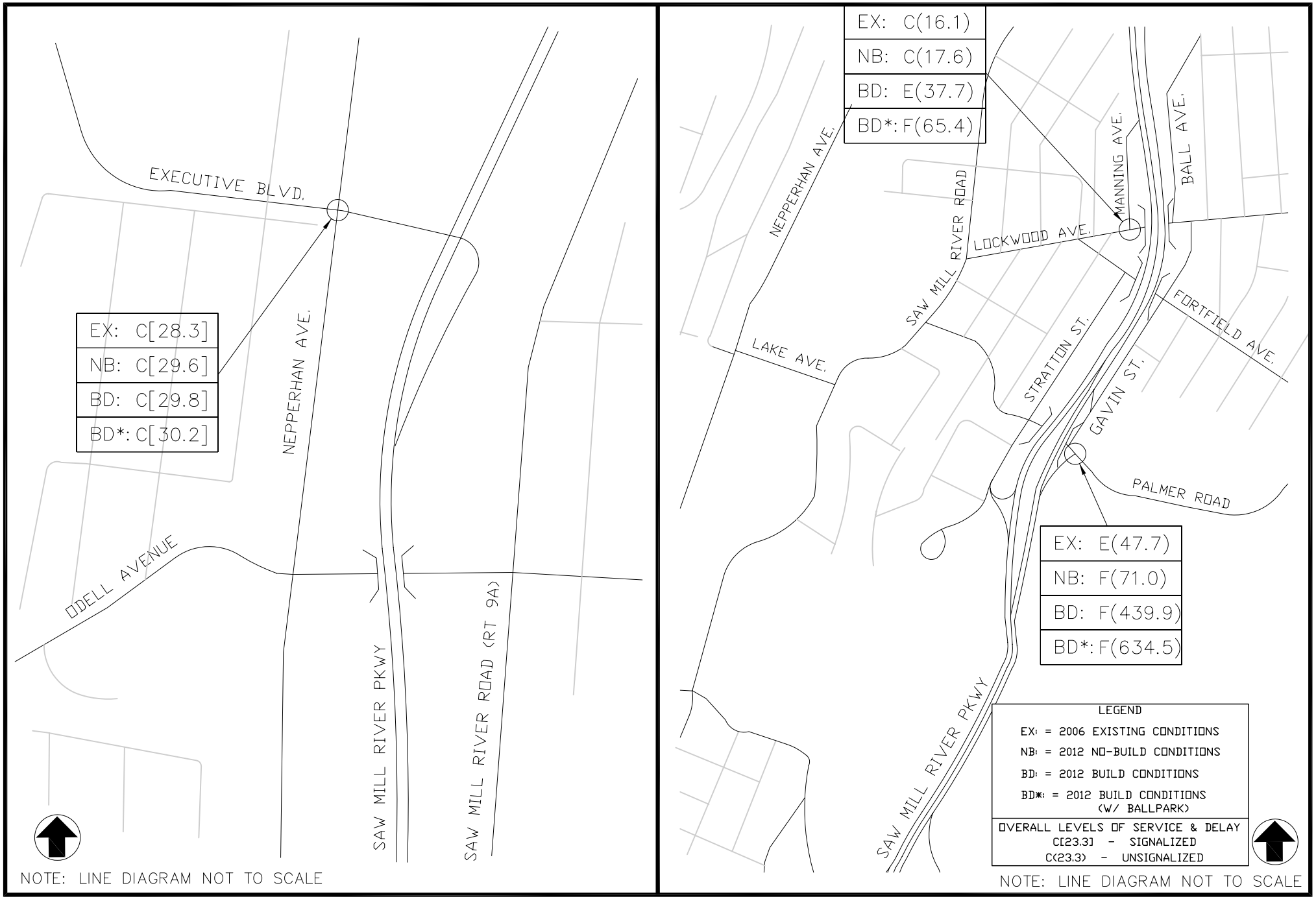
OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.7G



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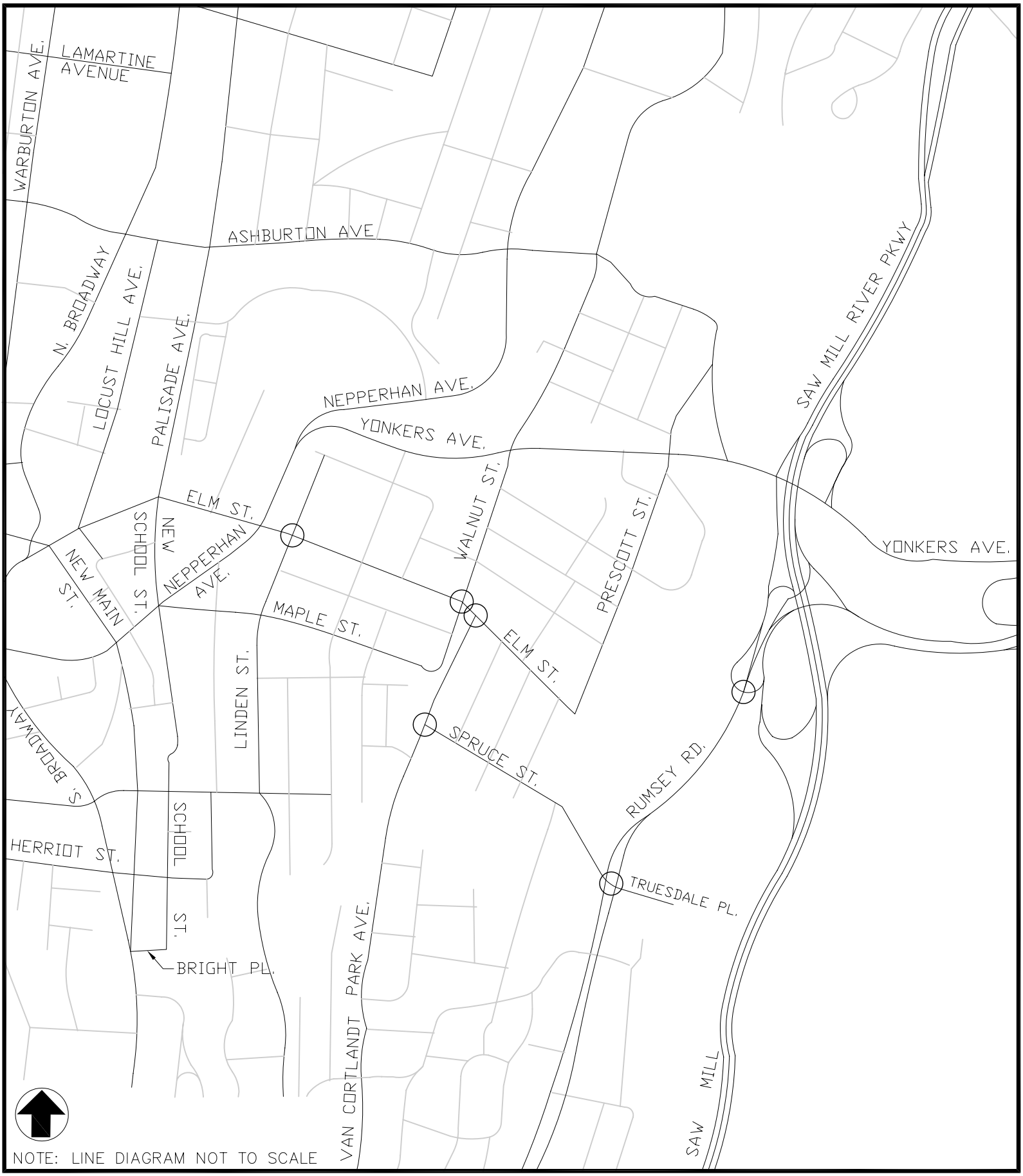
OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.7H



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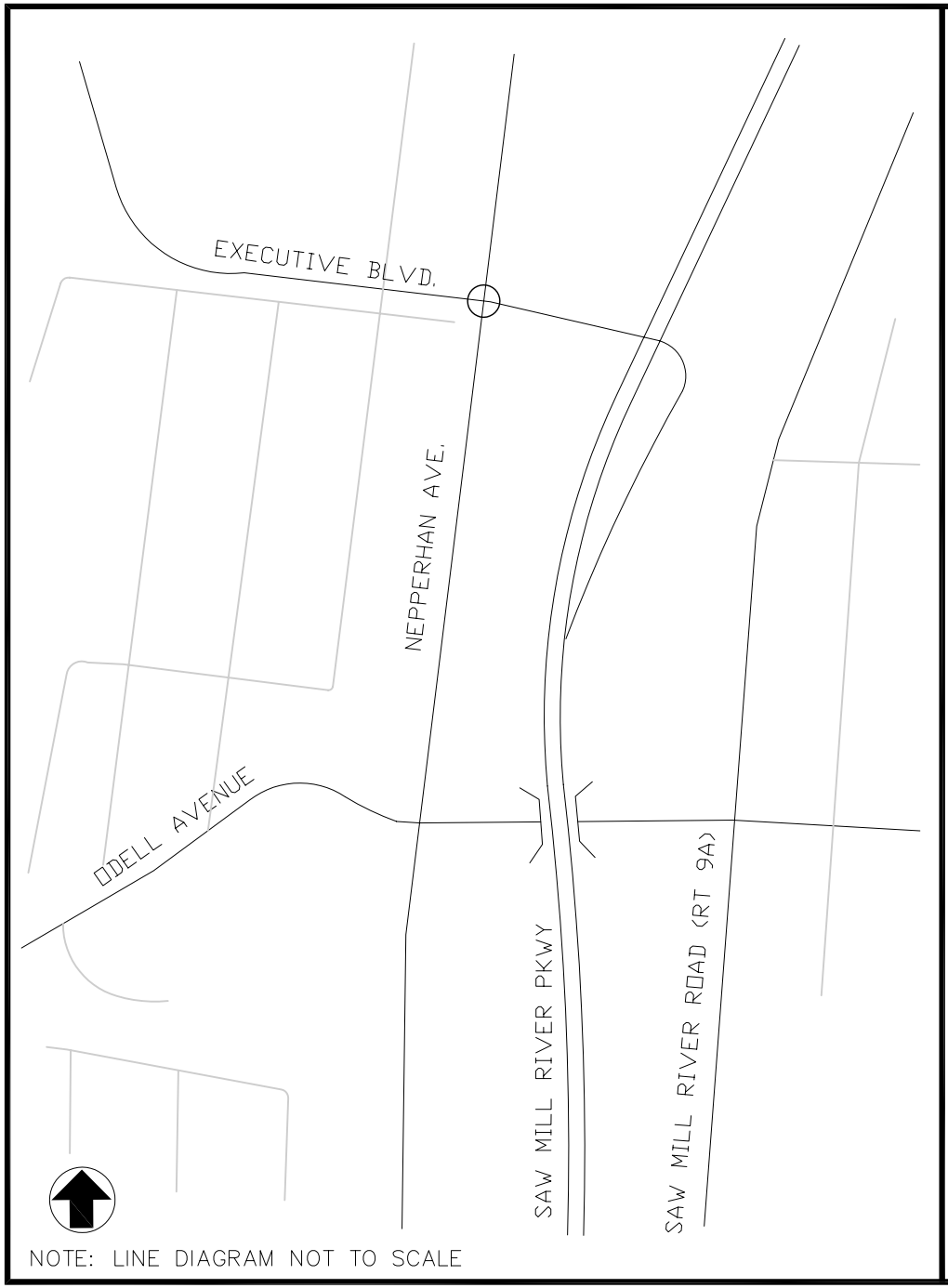
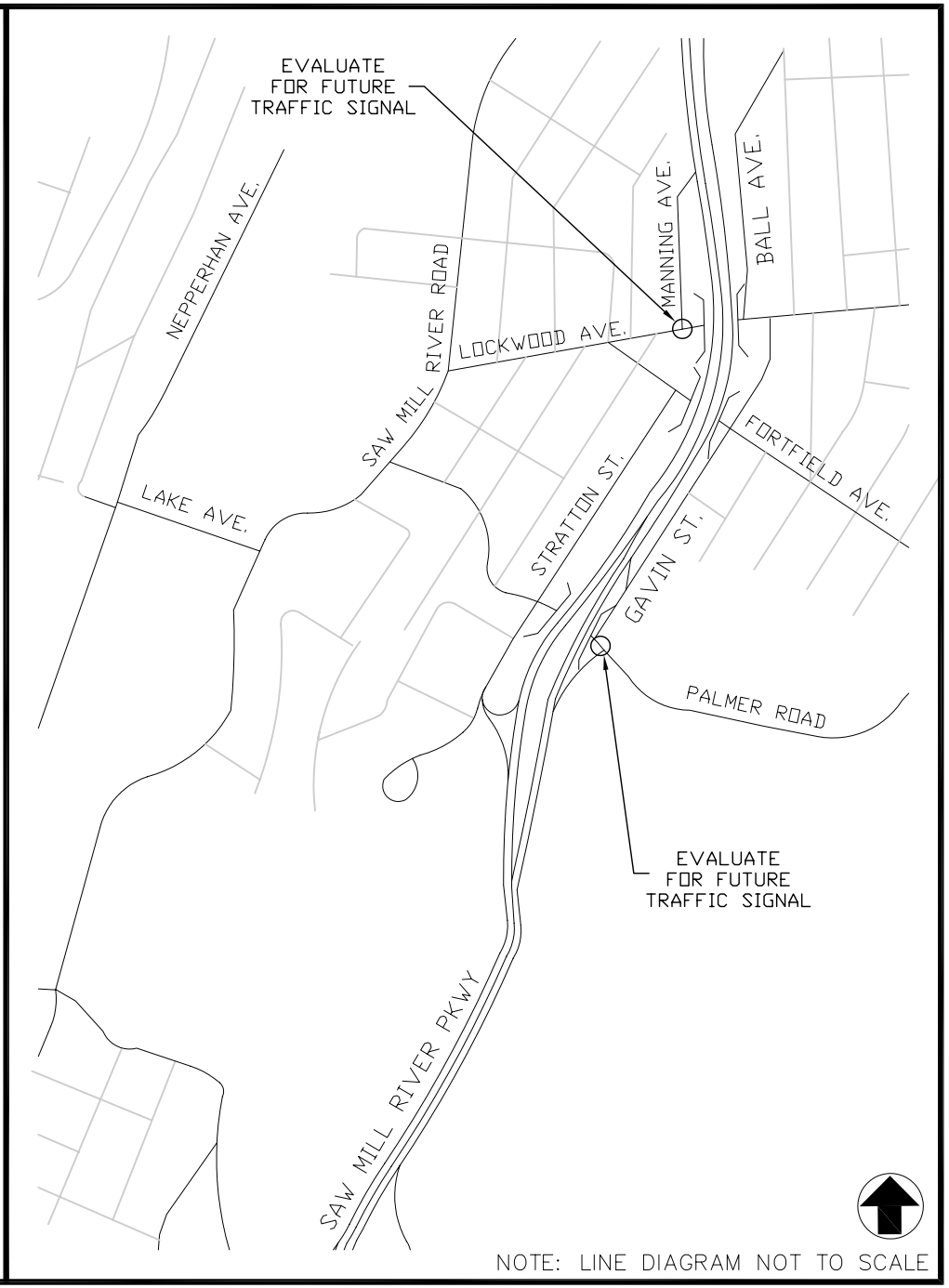
RECOMMENDED IMPROVEMENTS

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.10G





SFC YONKERS
YONKERS, NEW YORK

RECOMMENDED IMPROVEMENTS

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.10H

NOTE: LINE DIAGRAM NOT TO SCALE

SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.11G

SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

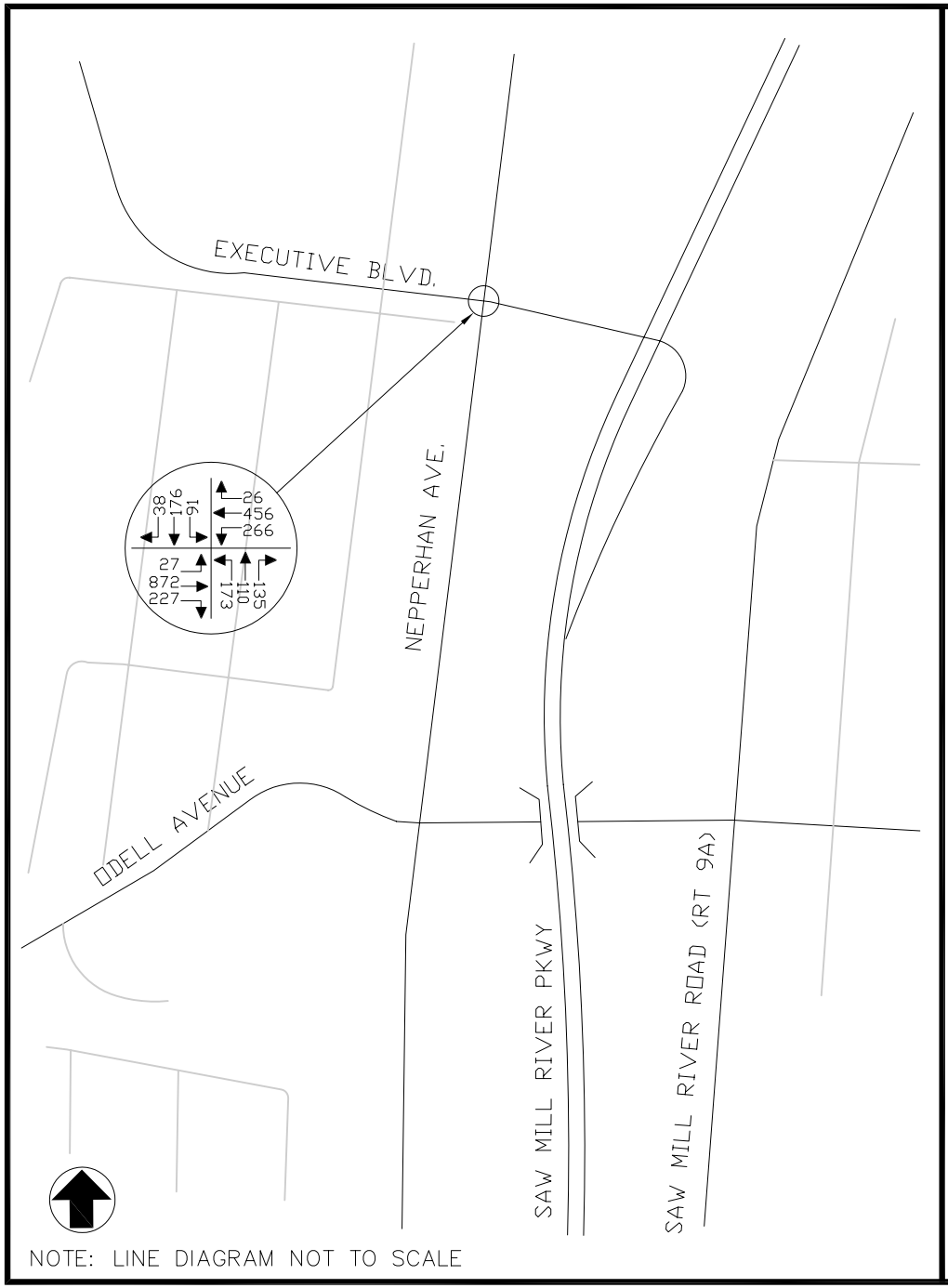
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.11H

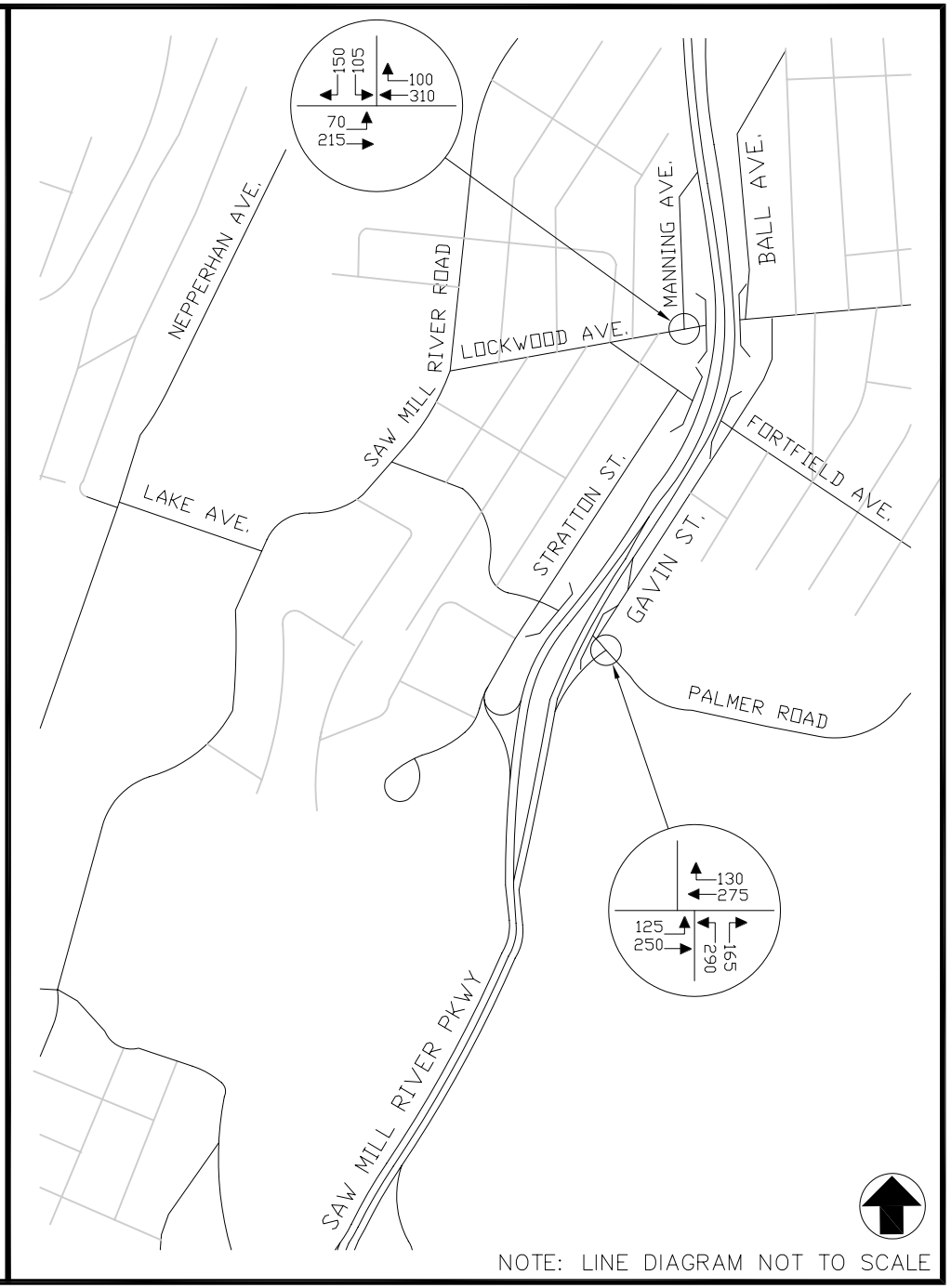
SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.12G



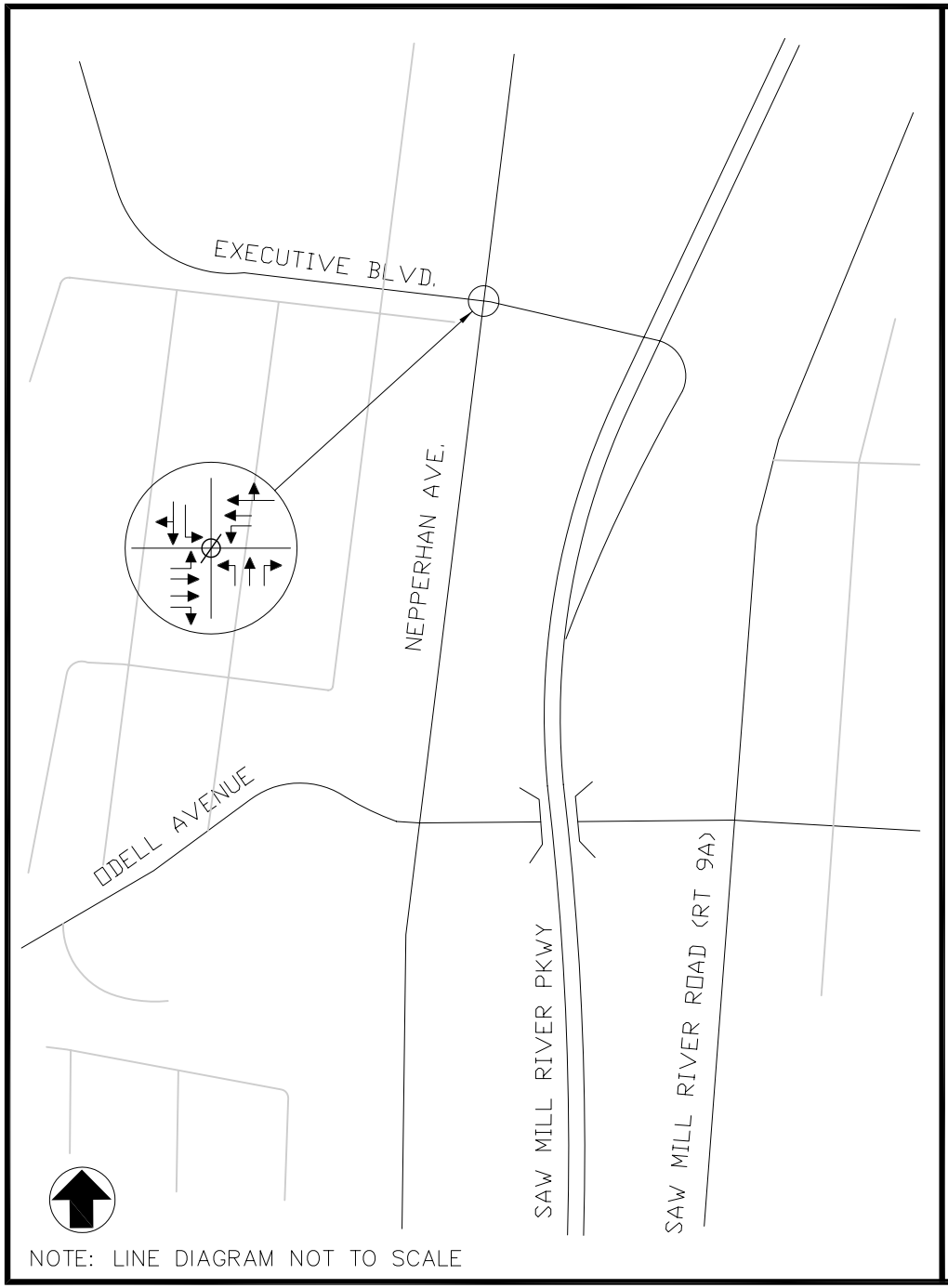


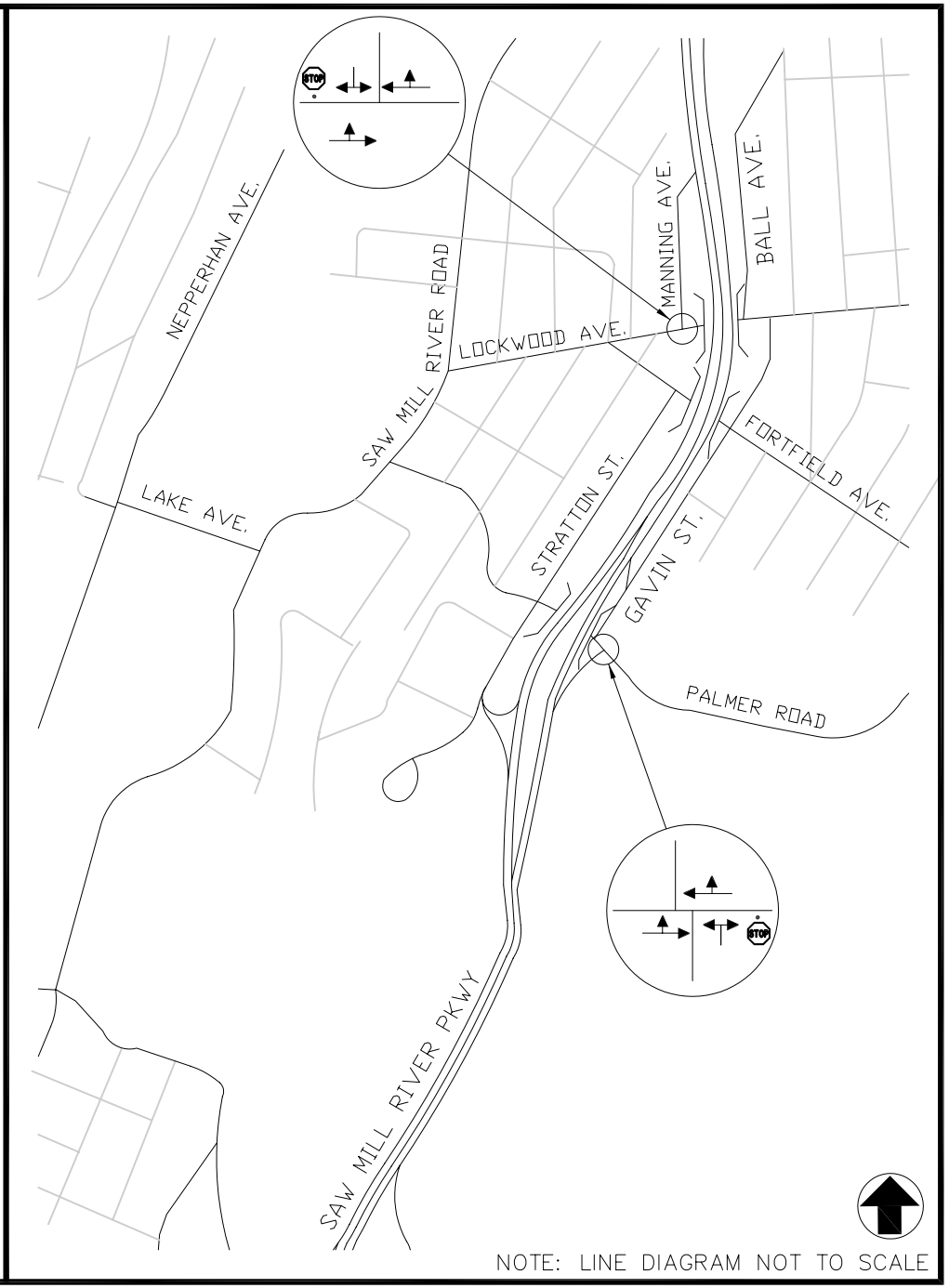
SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.12H





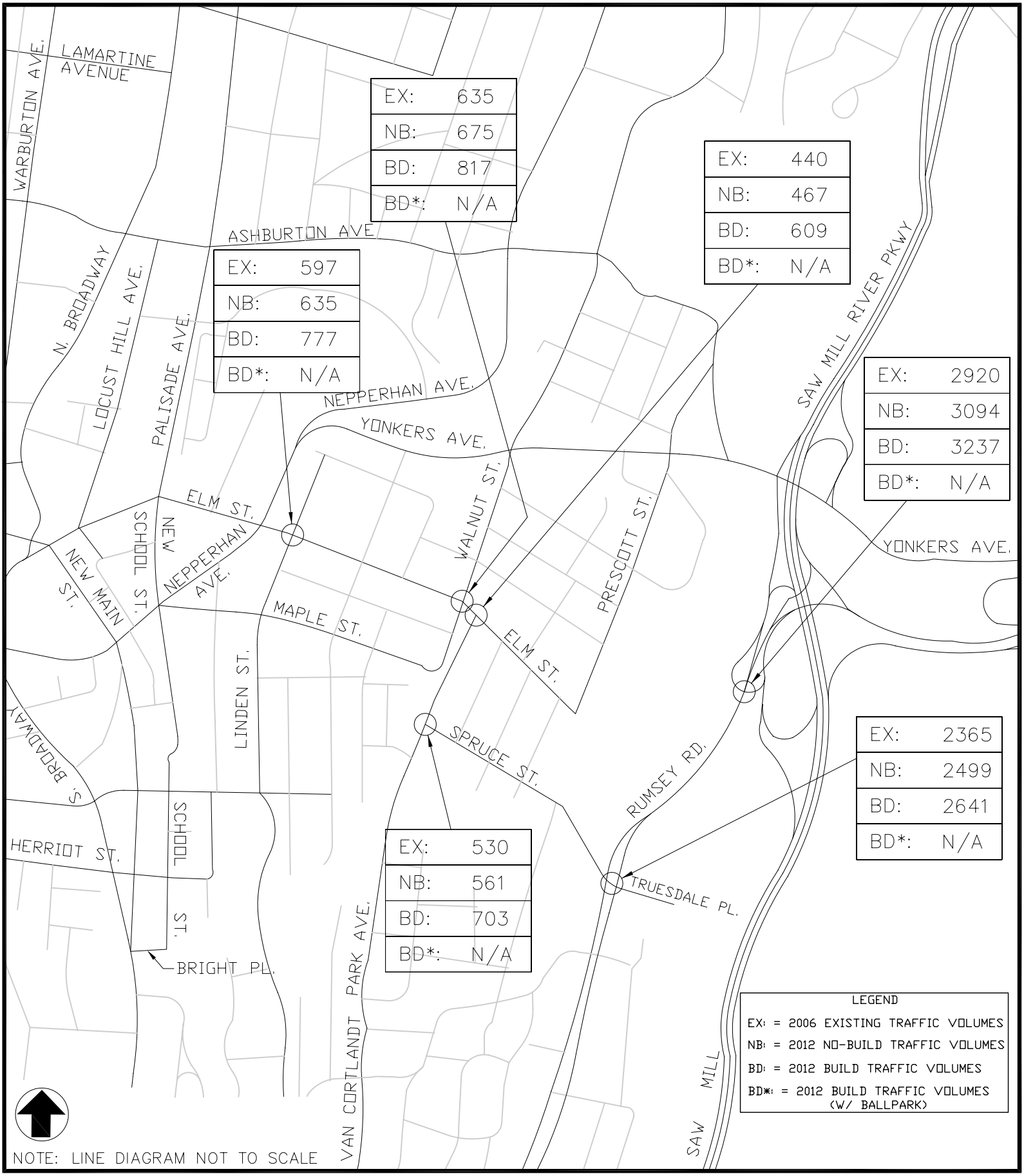
SFC YONKERS
YONKERS, NEW YORK

EXISTING GEOMETRY

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.1H

TOTAL INTERSECTION VOLUMES FIGURES

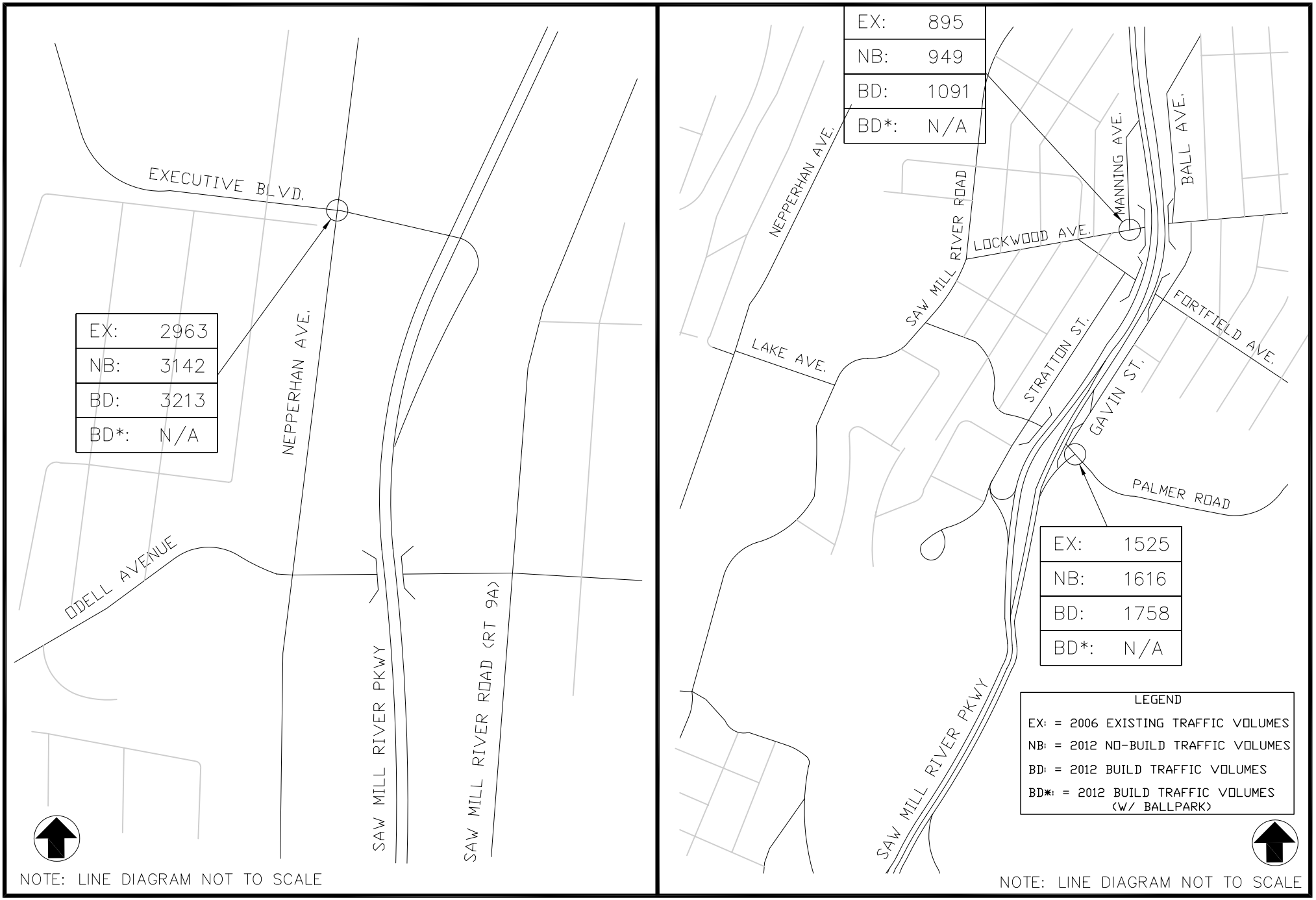


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.2G

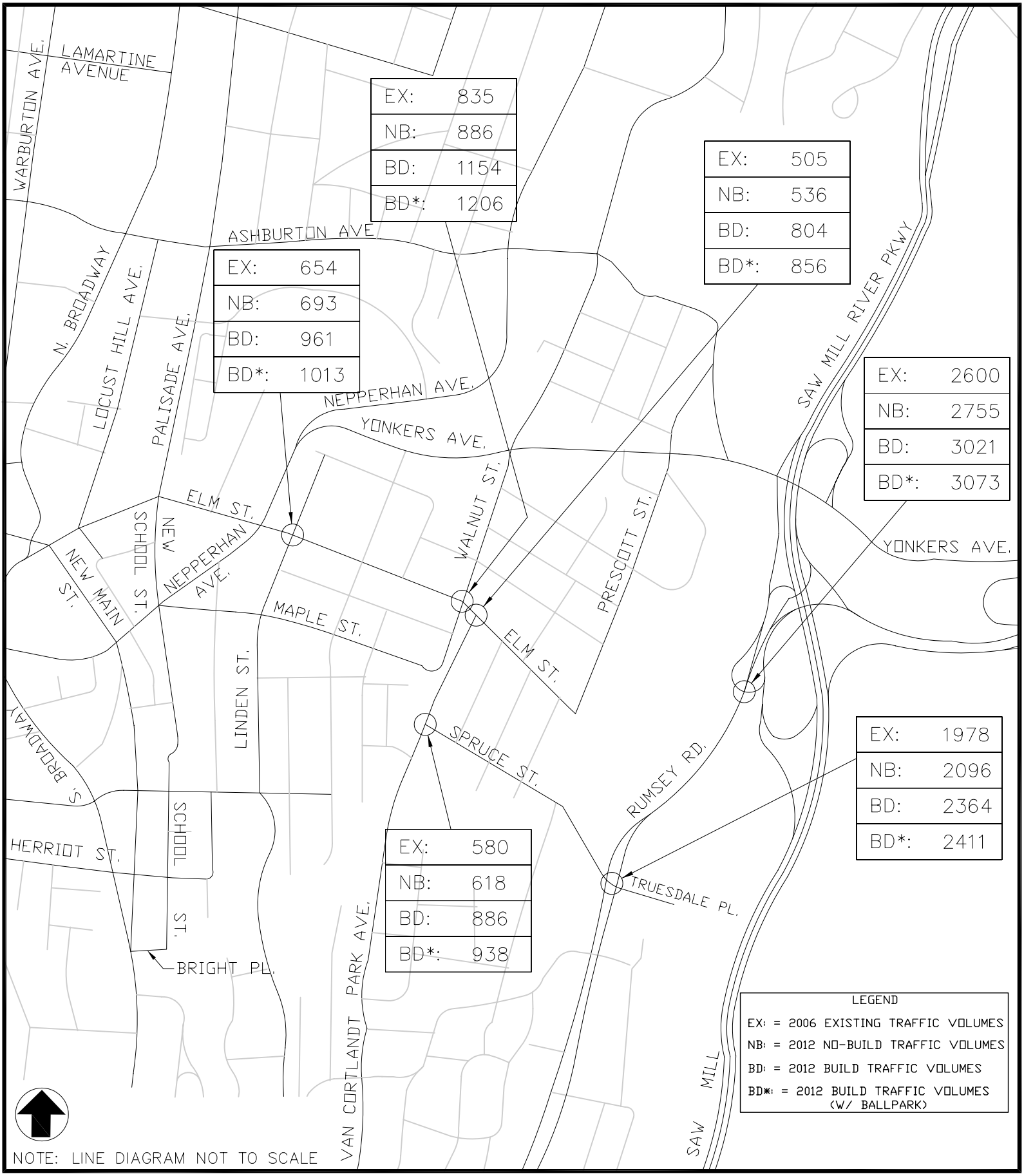


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.2H

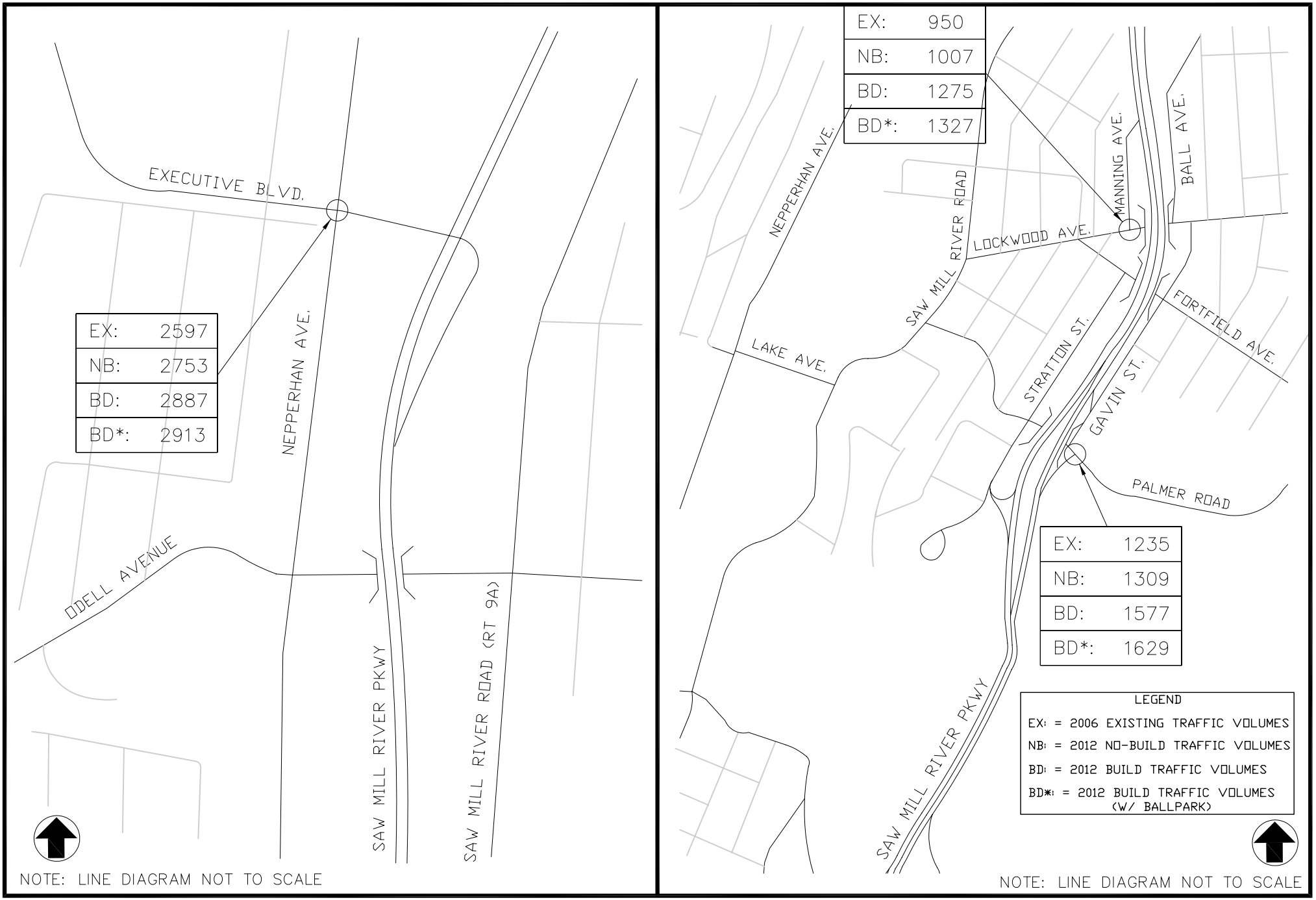


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.3G

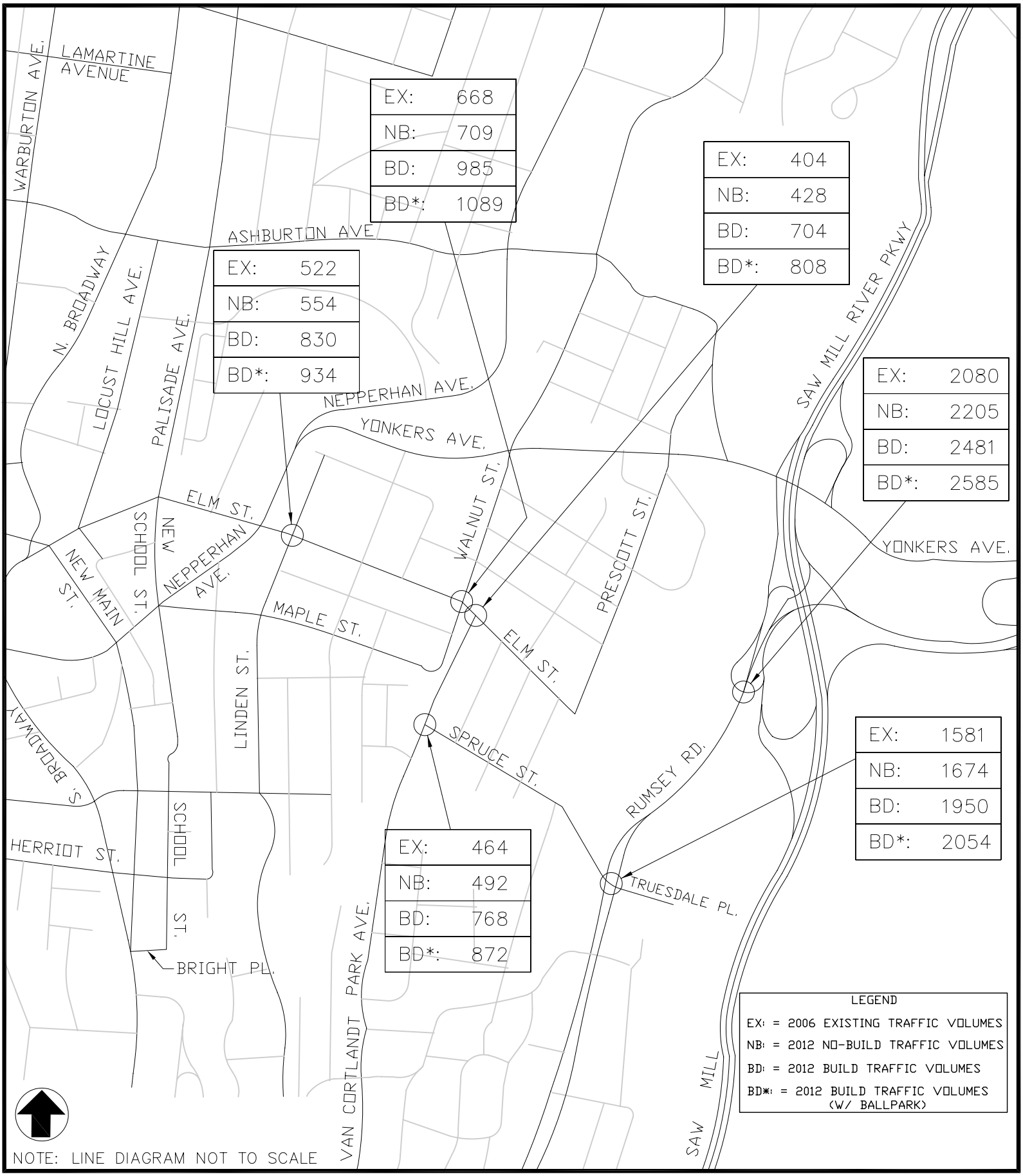


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.3H

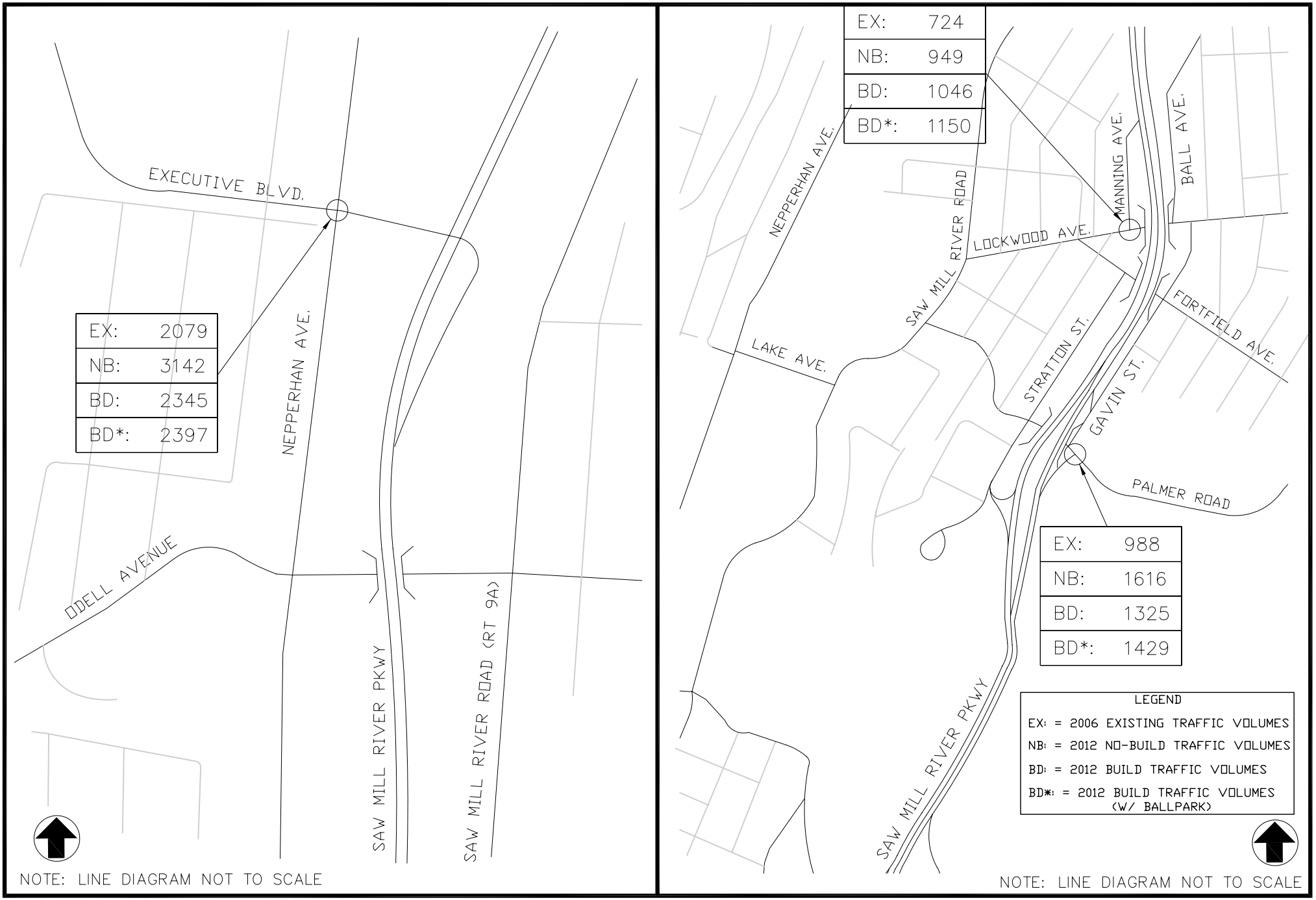


SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.4G



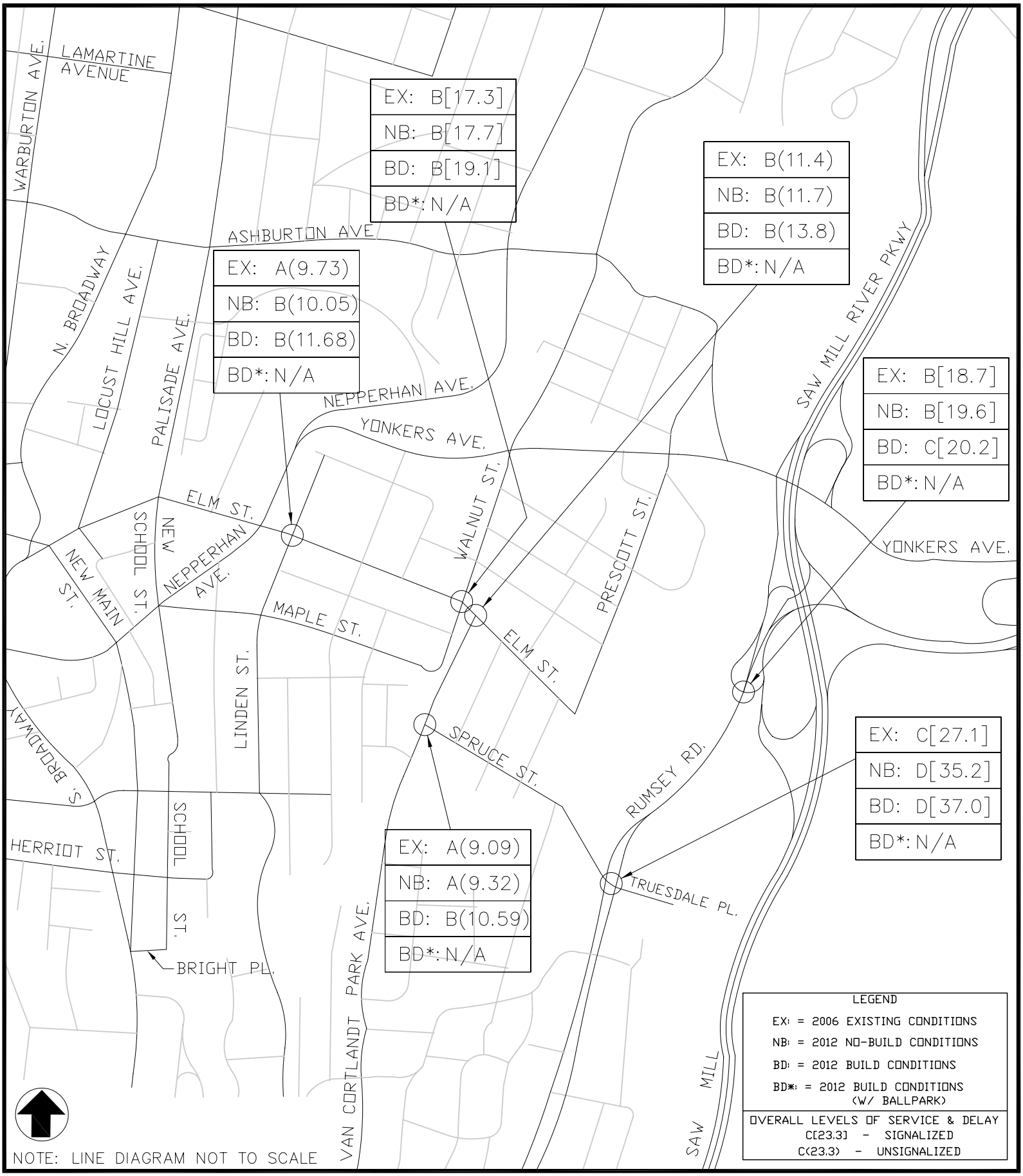
SFC YONKERS
YONKERS, NEW YORK

TOTAL INTERSECTION VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.4H

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS FIGURES

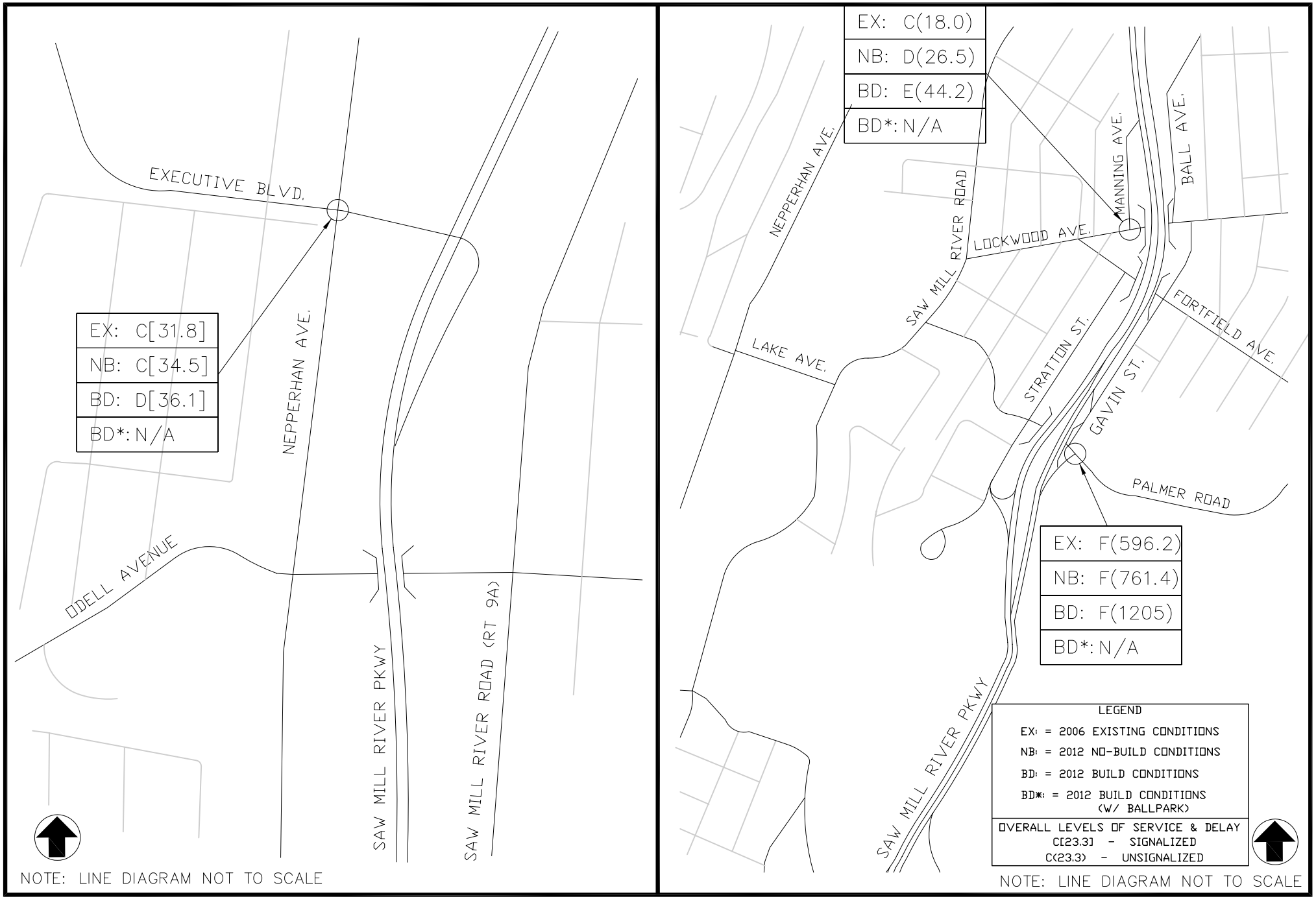


SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.5G

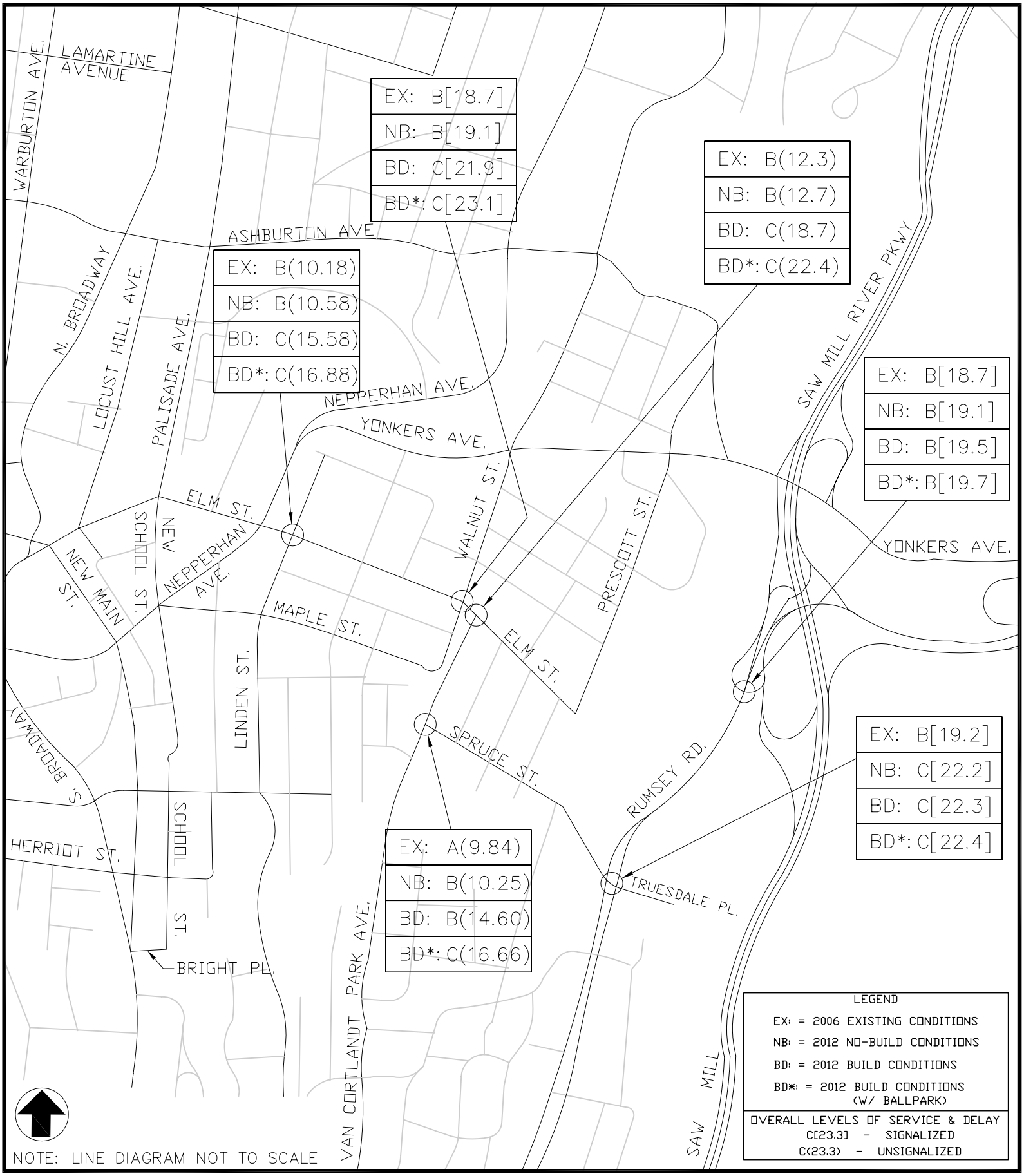


SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.5H

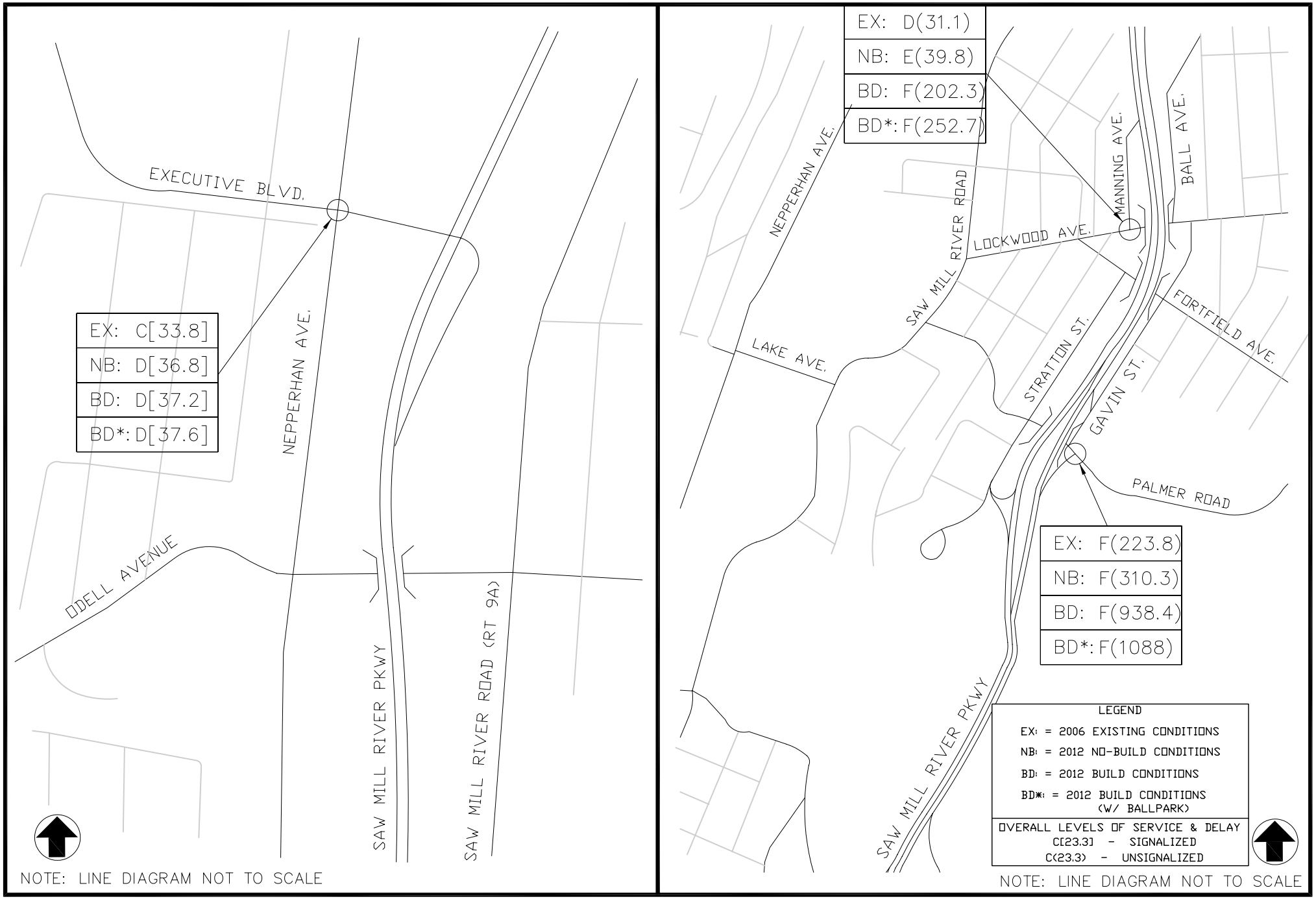


SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.6G

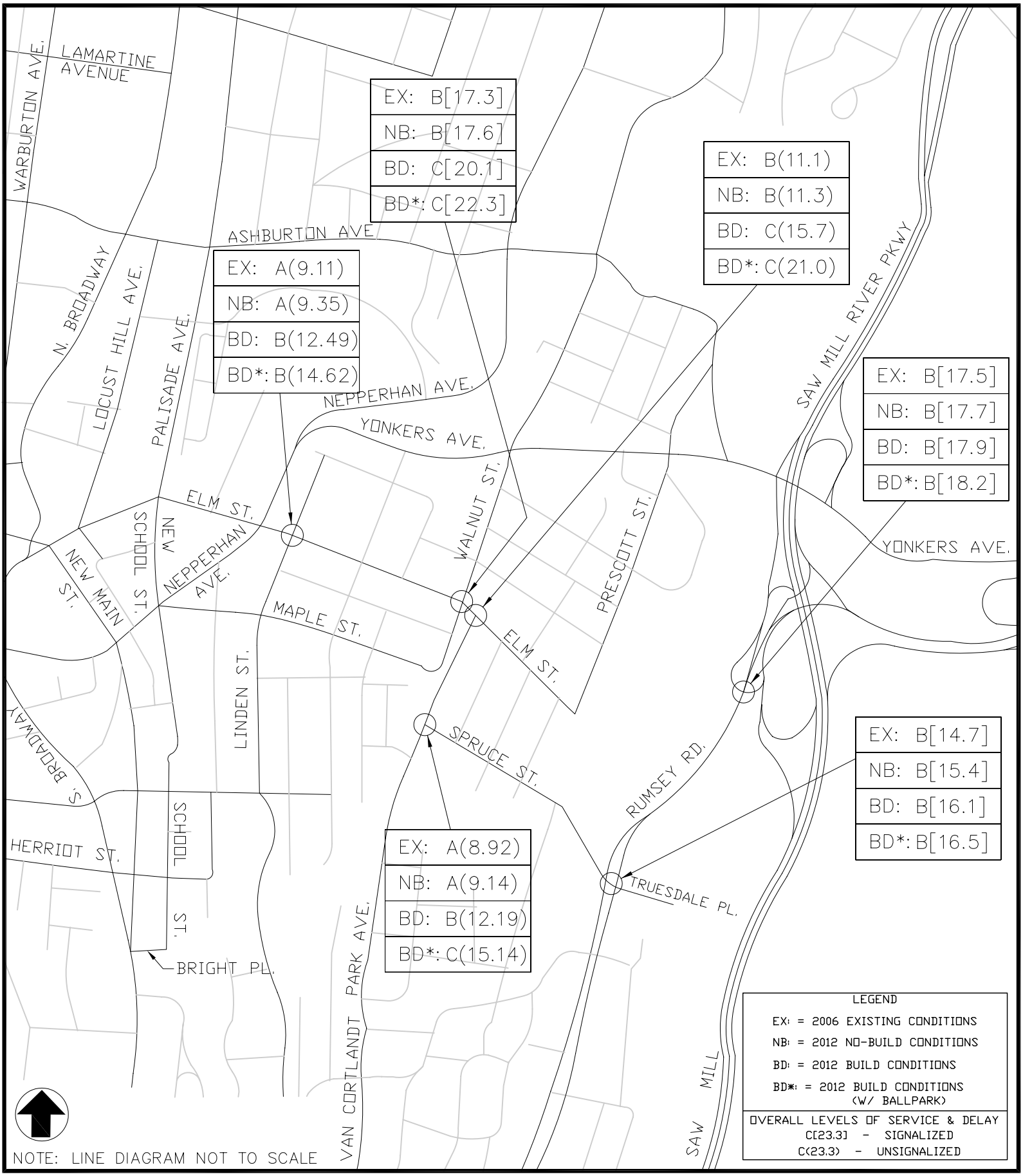


SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.6H

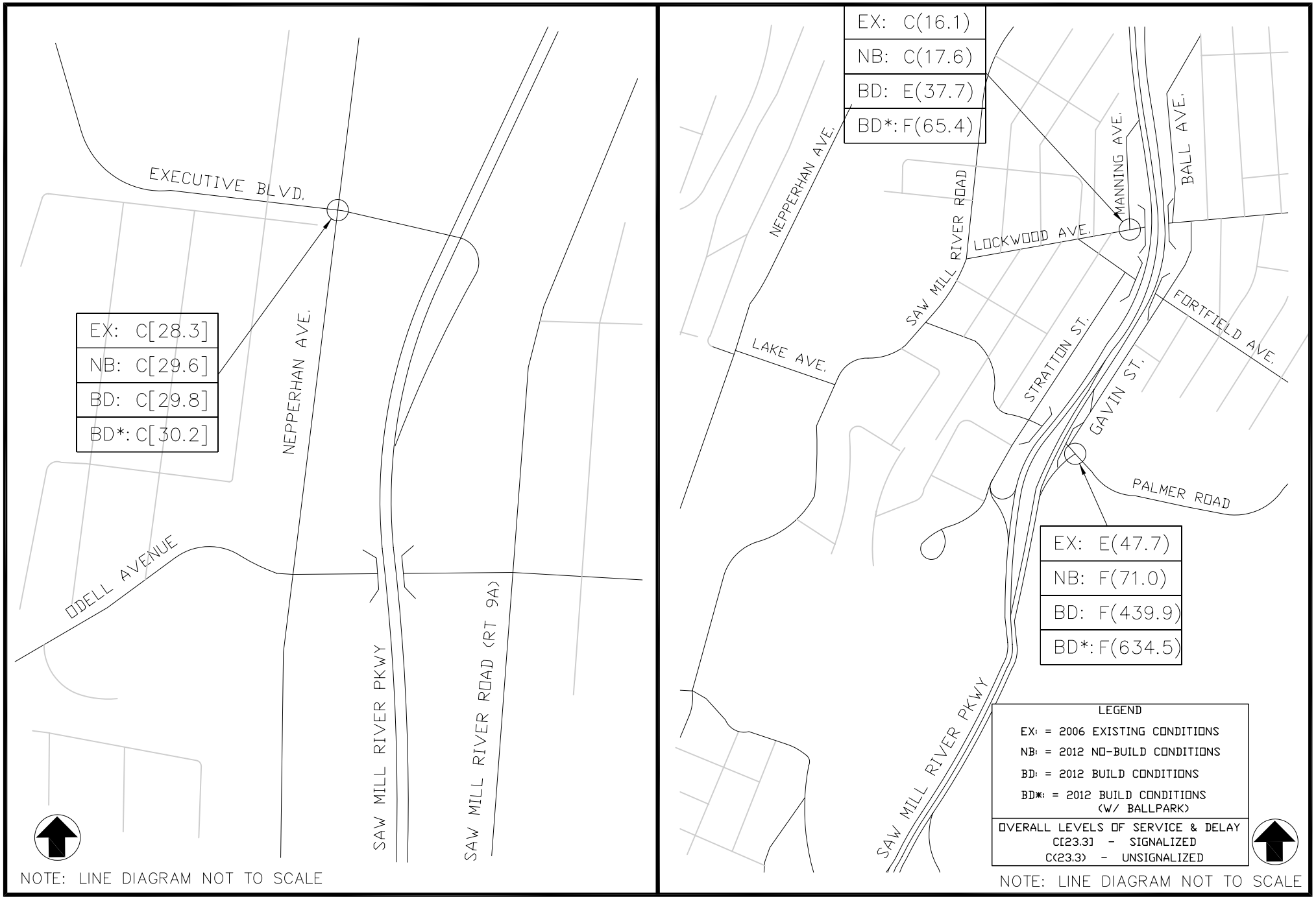


SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.7G



SFC YONKERS
YONKERS, NEW YORK

OVERALL INTERSECTION LEVELS OF SERVICE AND DELAYS
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.7H

TURNING MOVEMENT FIGURES

NOTE: LINE DIAGRAM NOT TO SCALE

SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.11G

SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

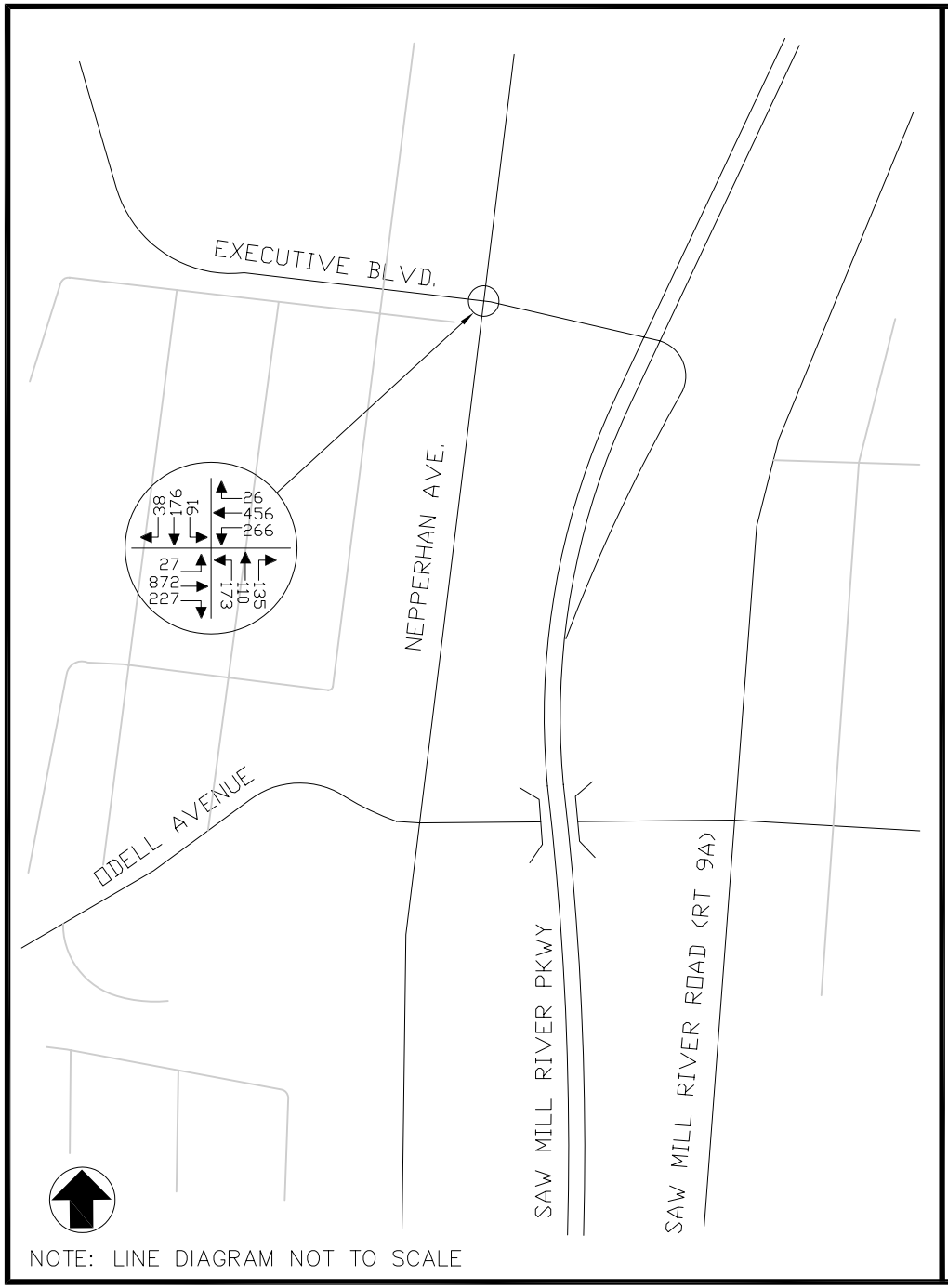
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.11H

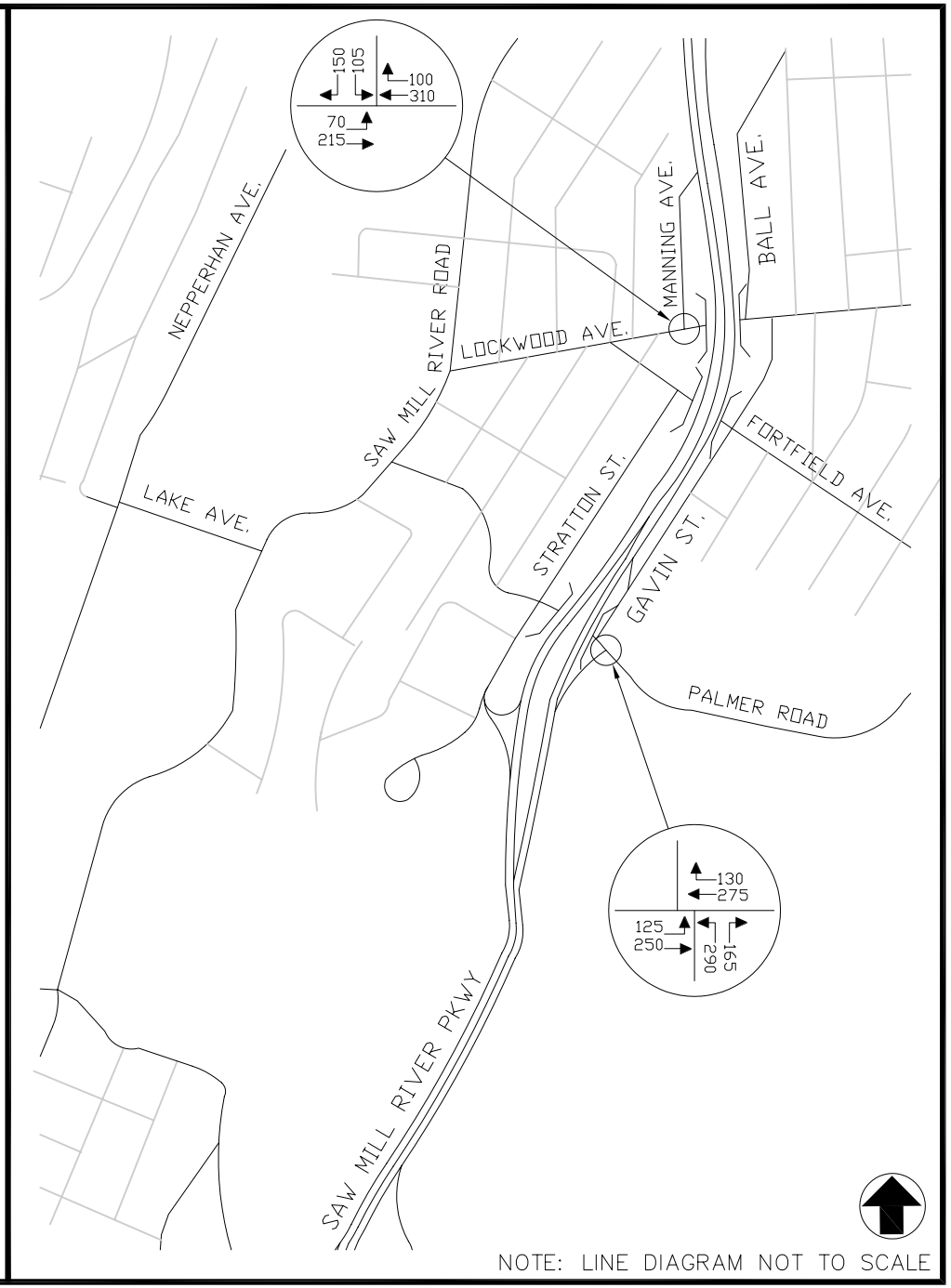
SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.12G





SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.12H

NOTE: LINE DIAGRAM NOT TO SCALE

SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.13G

SFC YONKERS
YONKERS, NEW YORK

2006 EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.13H

SFC YONKERS
YONKERS, NEW YORK

2012 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.20G

SFC YONKERS
YONKERS, NEW YORK

2012 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

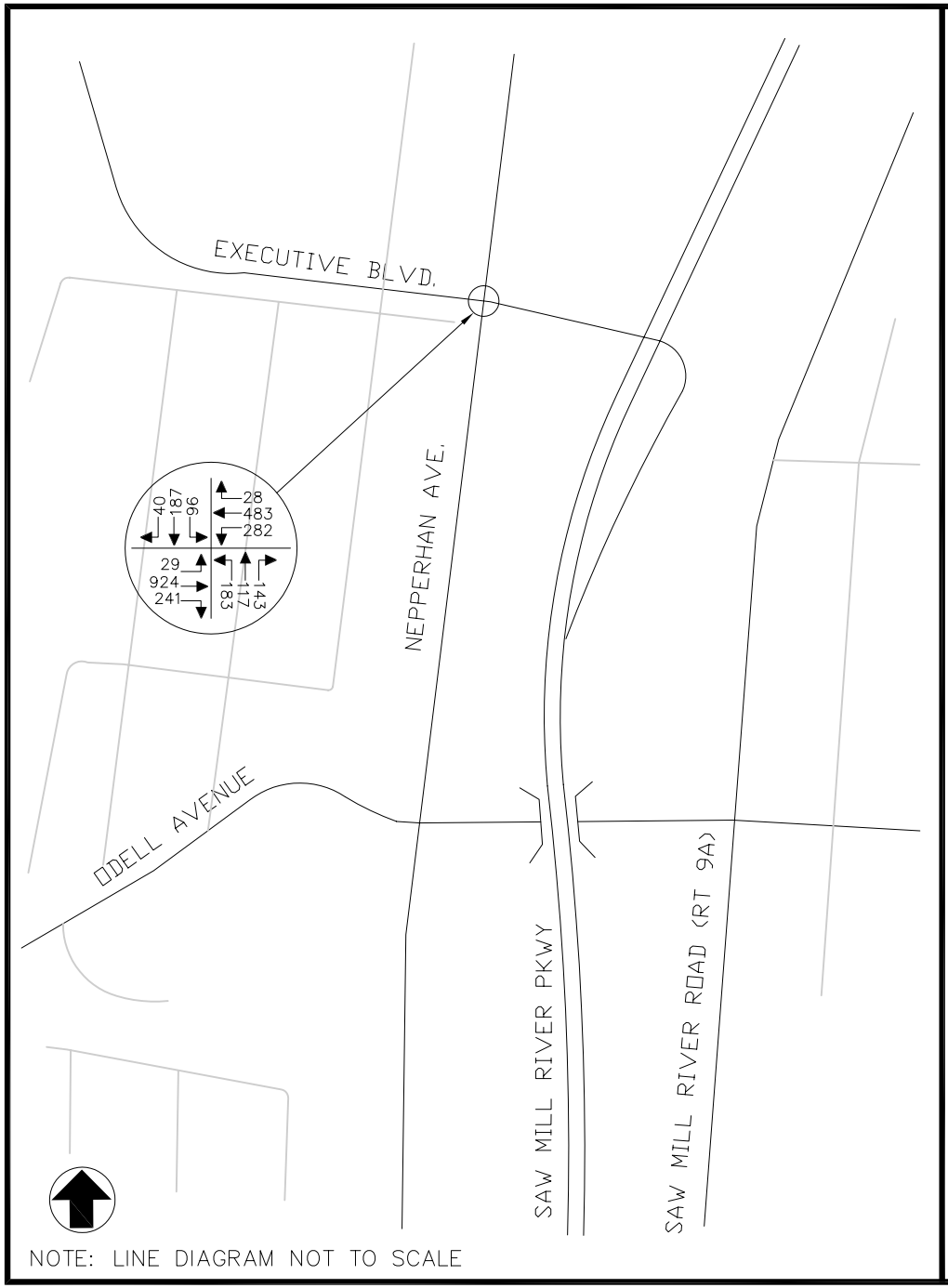
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.20H

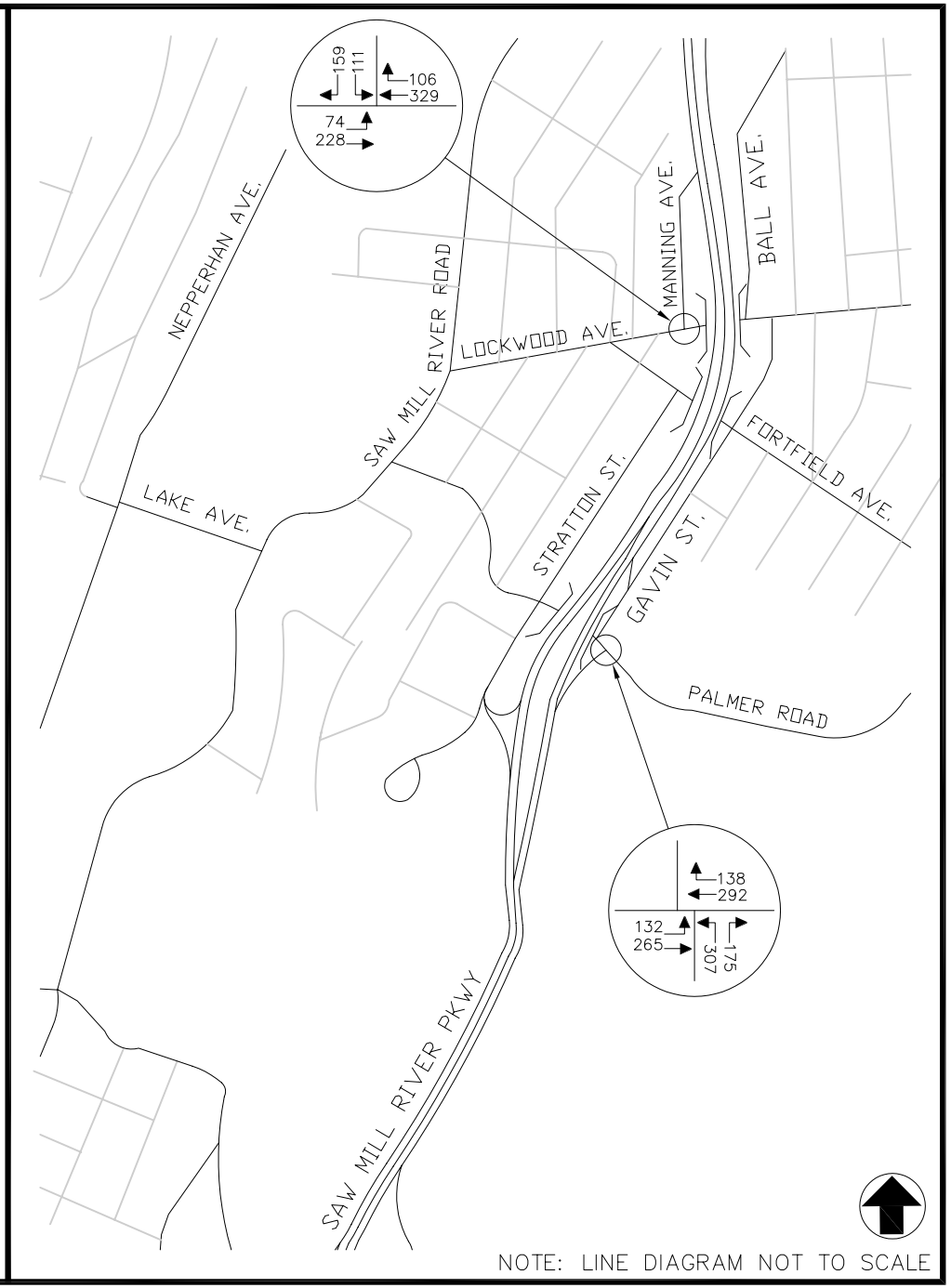
SFC YONKERS
YONKERS, NEW YORK

2012 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.21G





SFC YONKERS
YONKERS, NEW YORK

2012 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

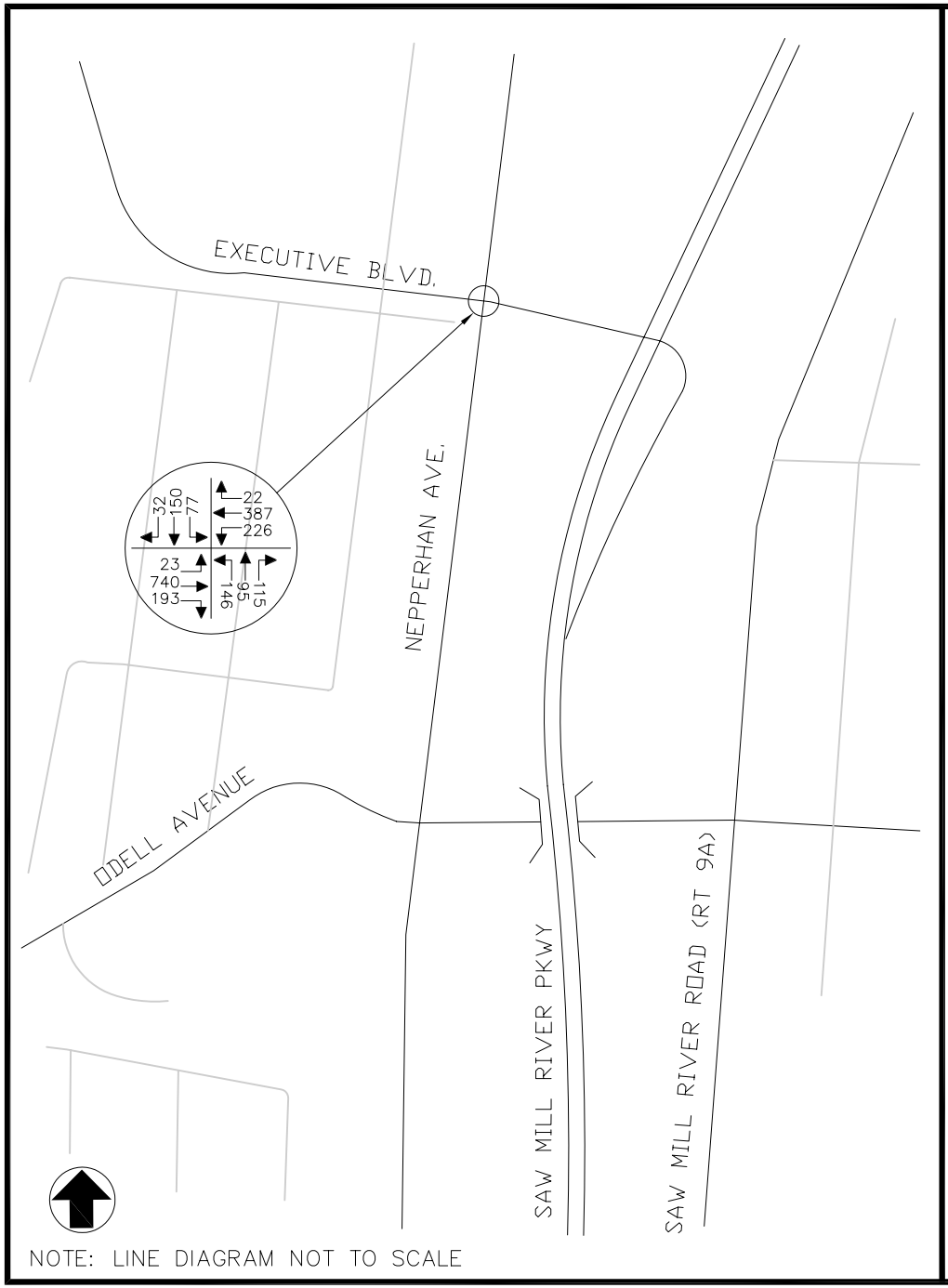
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.21H

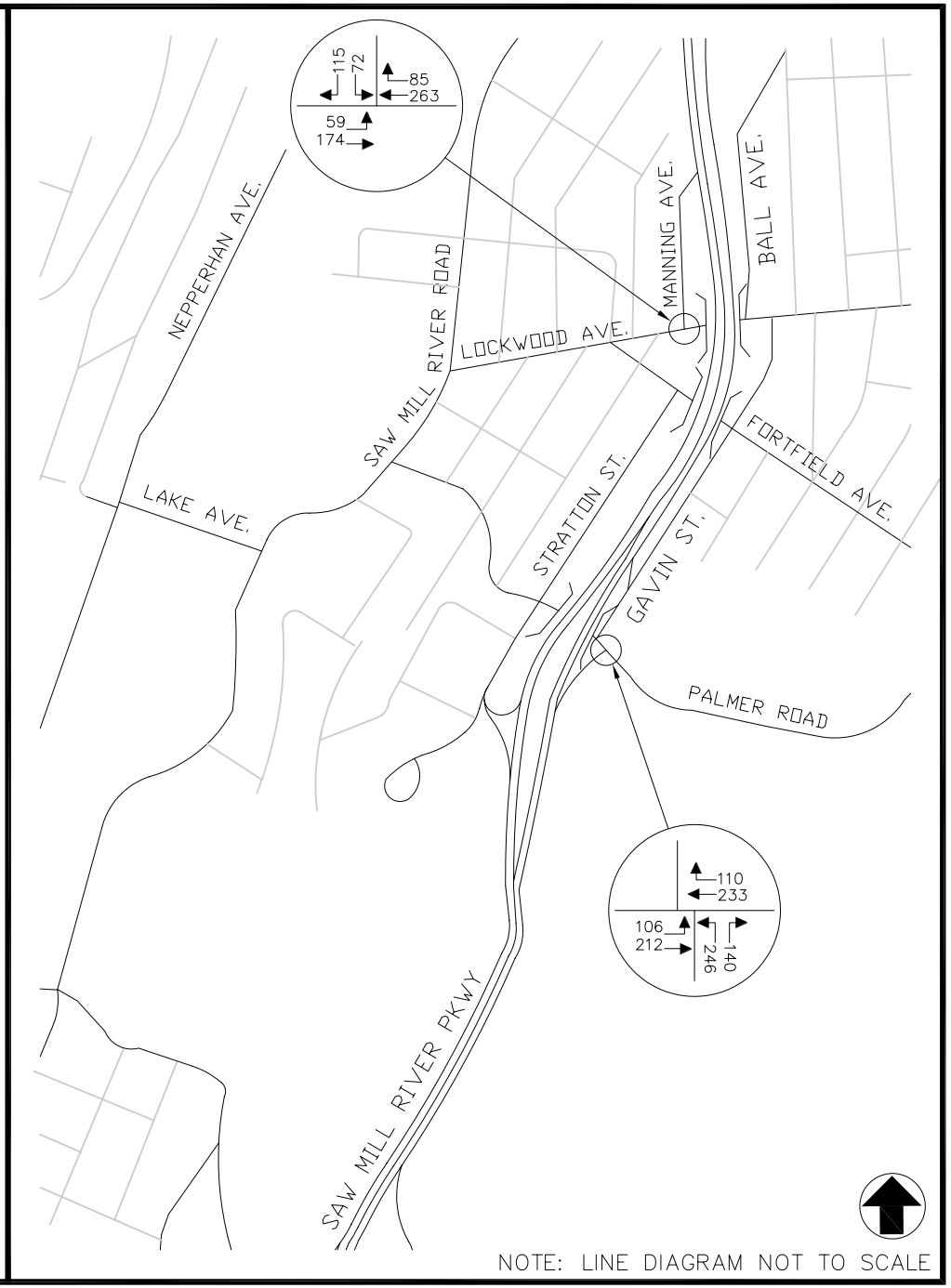
SFC YONKERS
YONKERS, NEW YORK

2012 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.22G





SFC YONKERS
YONKERS, NEW YORK

2012 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

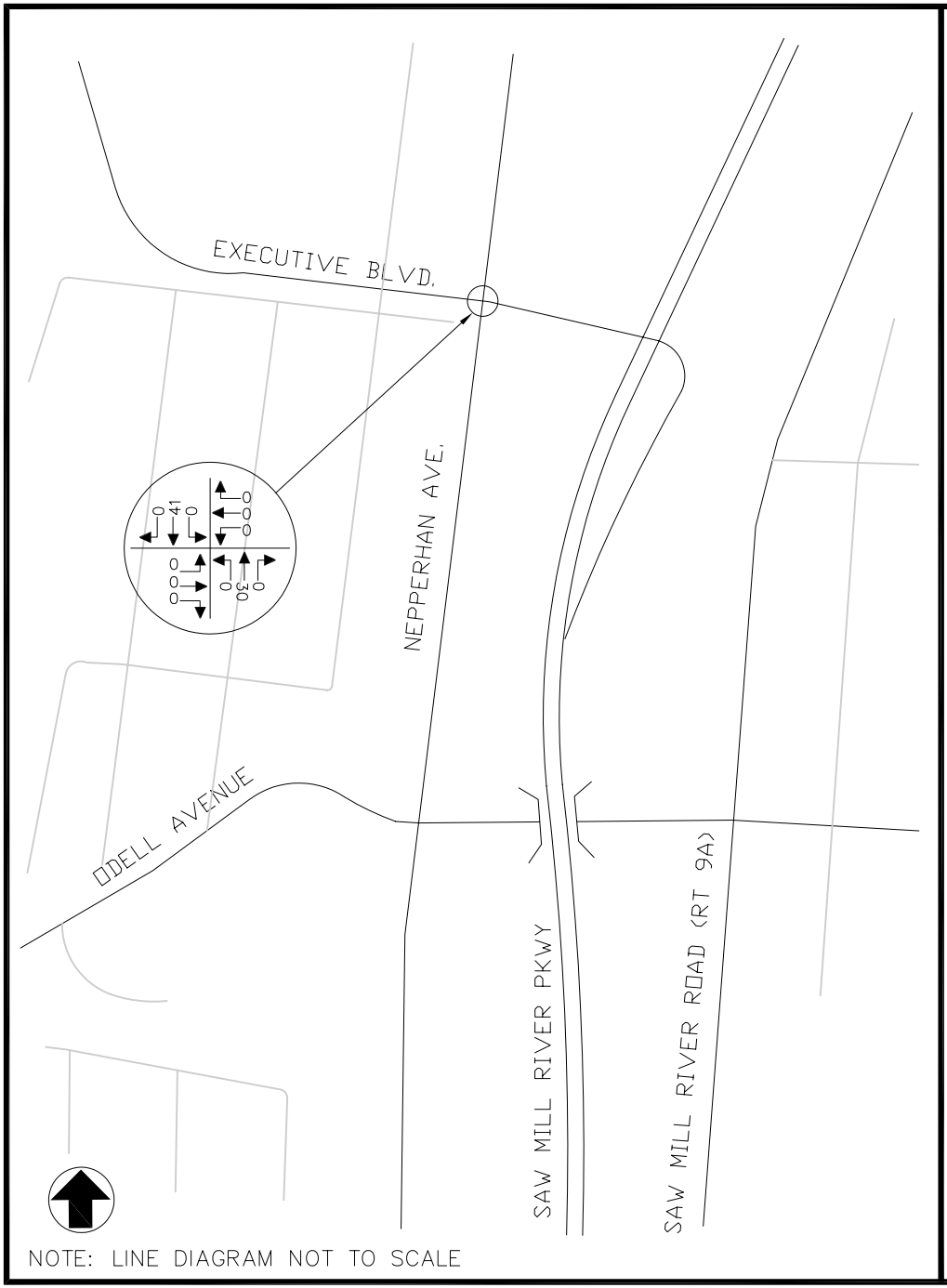
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.22H

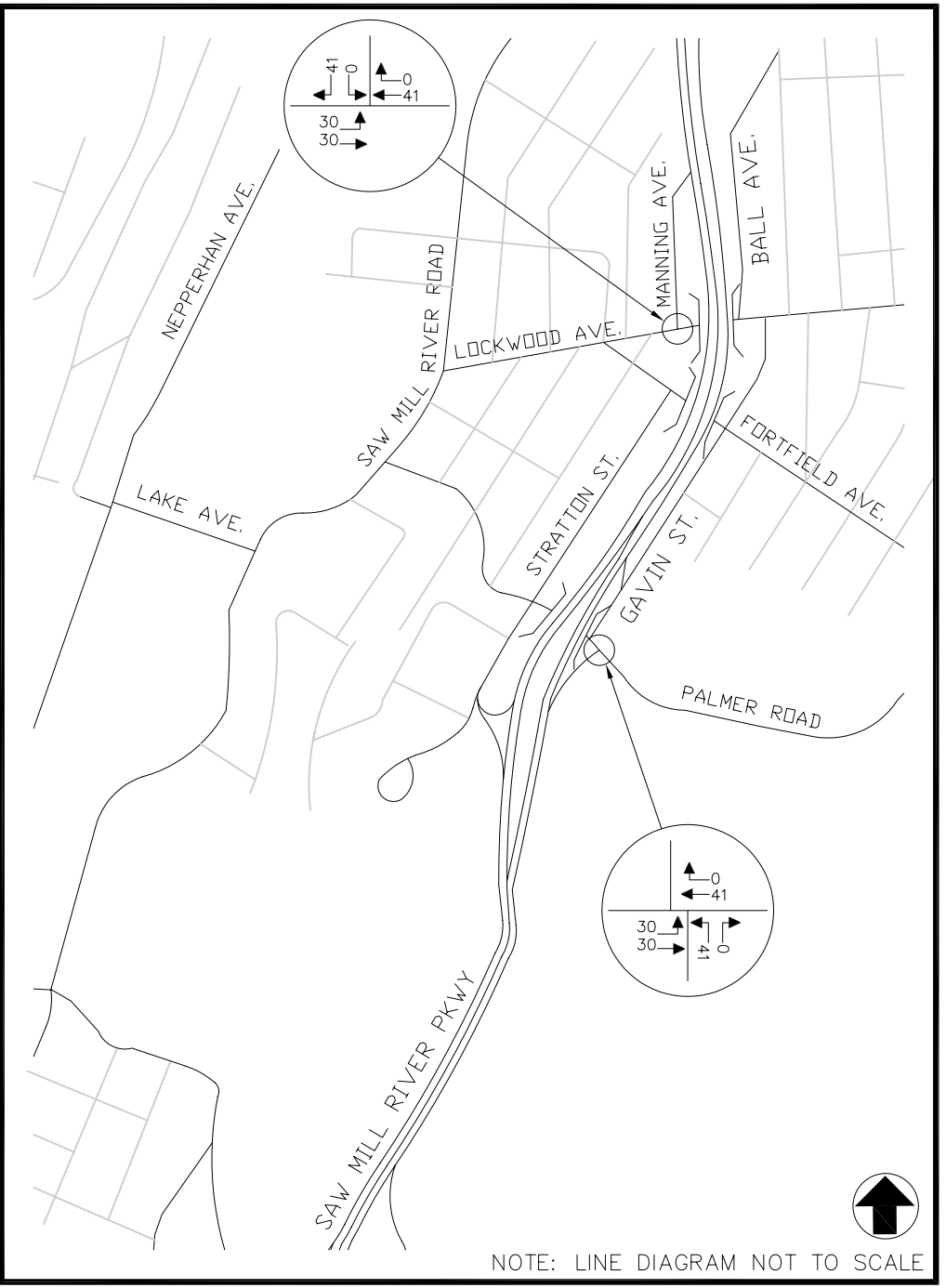
SFC YONKERS
YONKERS, NEW YORK

TOTAL–PROJECT GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.48G





SFC YONKERS
YONKERS, NEW YORK

TOTAL–PROJECT GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.48H

SFC YONKERS
YONKERS, NEW YORK

TOTAL–PROJECT GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.49G

SFC YONKERS
YONKERS, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

TOTAL–PROJECT GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

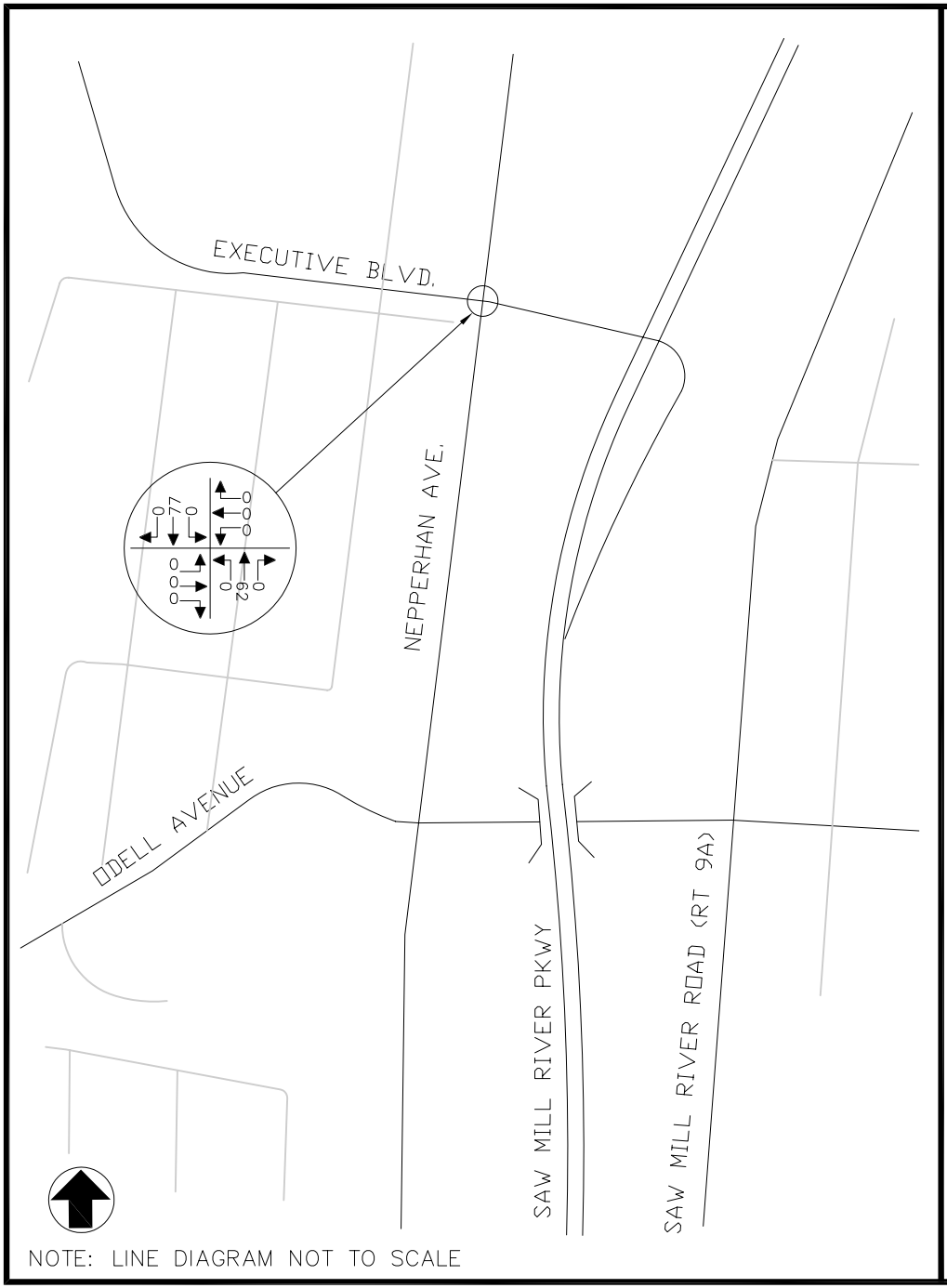
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.49H

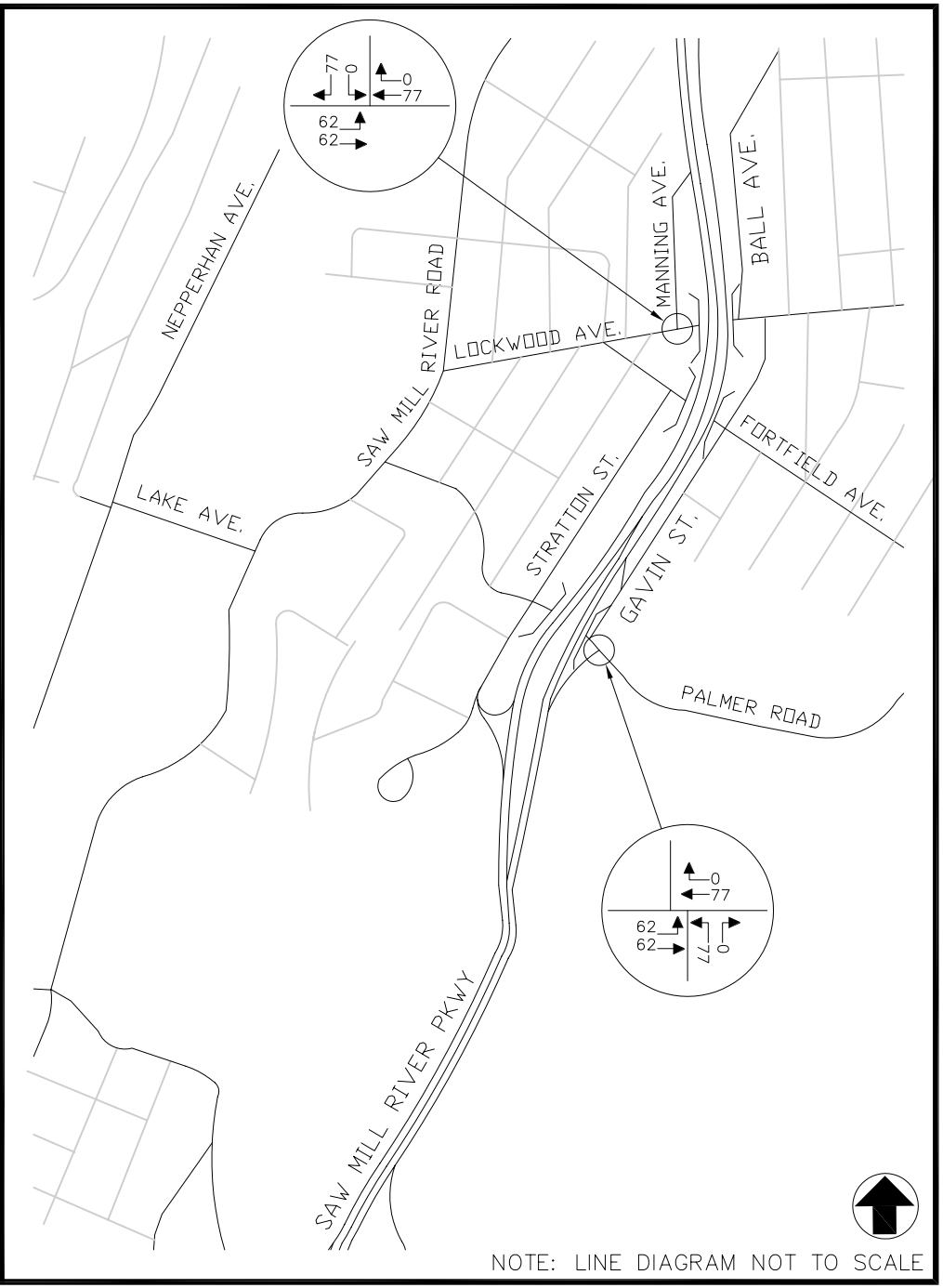
SFC YONKERS
YONKERS, NEW YORK

TOTAL–PROJECT GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.50G





SFC YONKERS
YONKERS, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

TOTAL–PROJECT GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

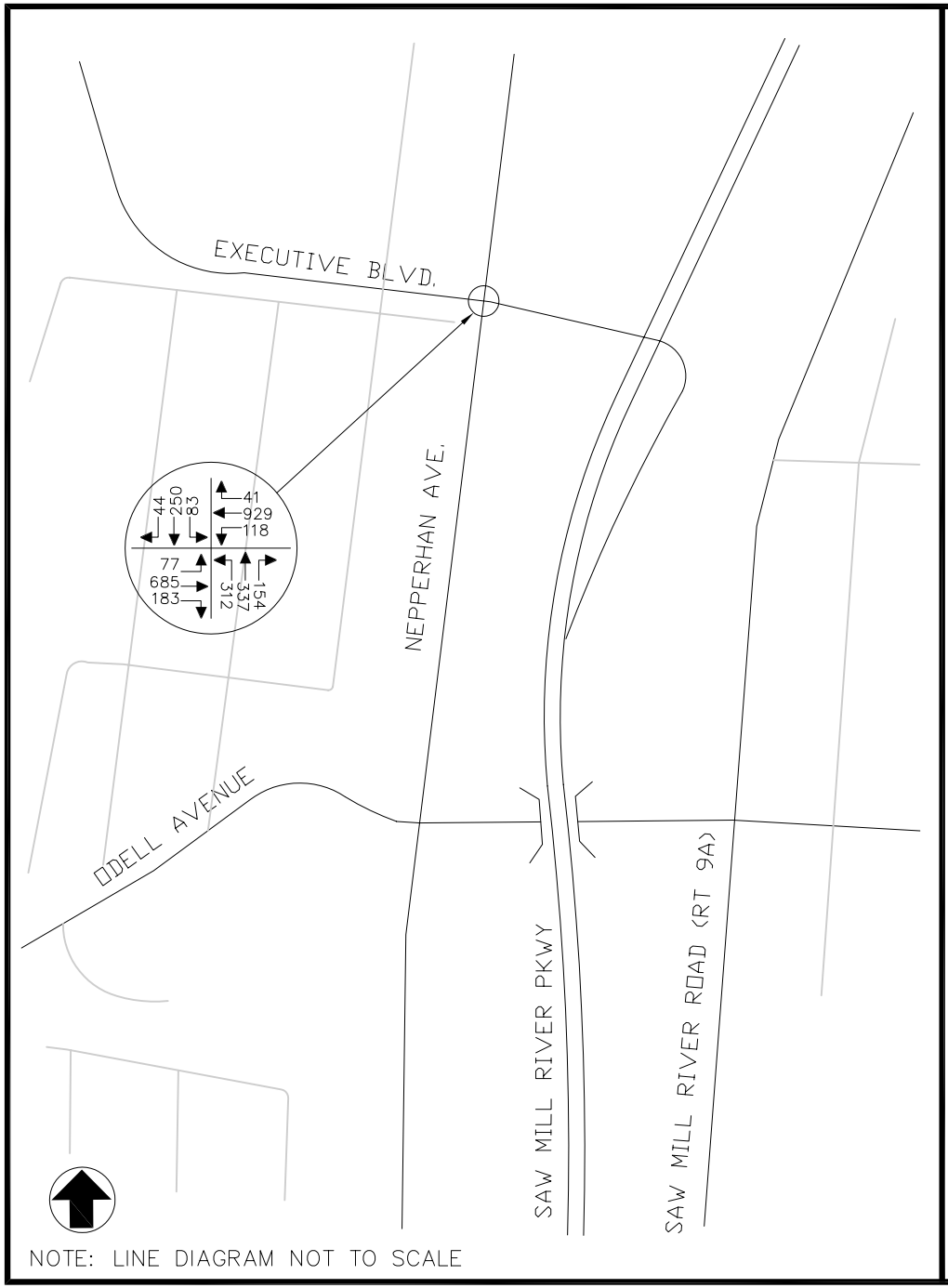
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.50H

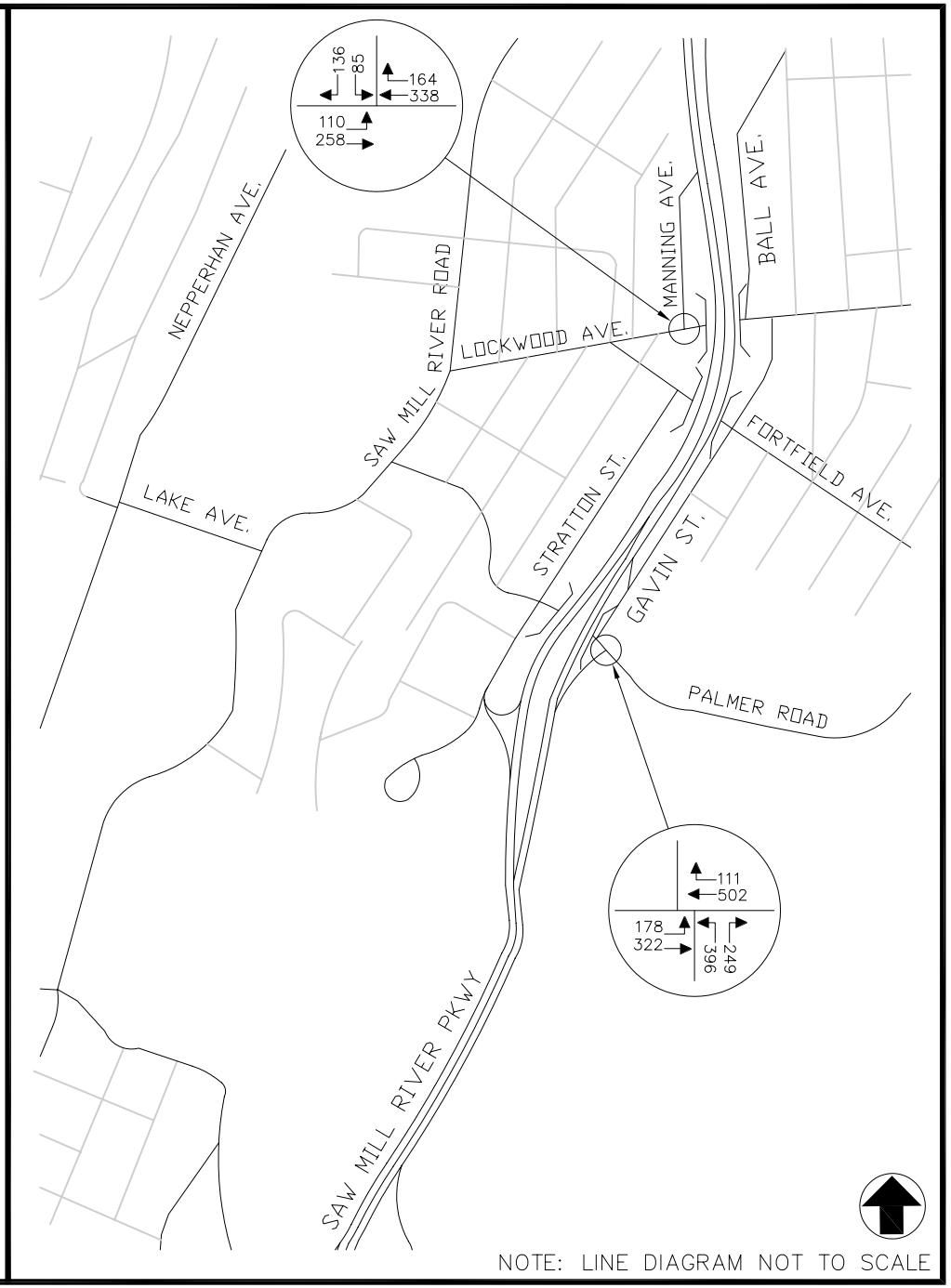
SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.54G





SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.54H

SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.55G

SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

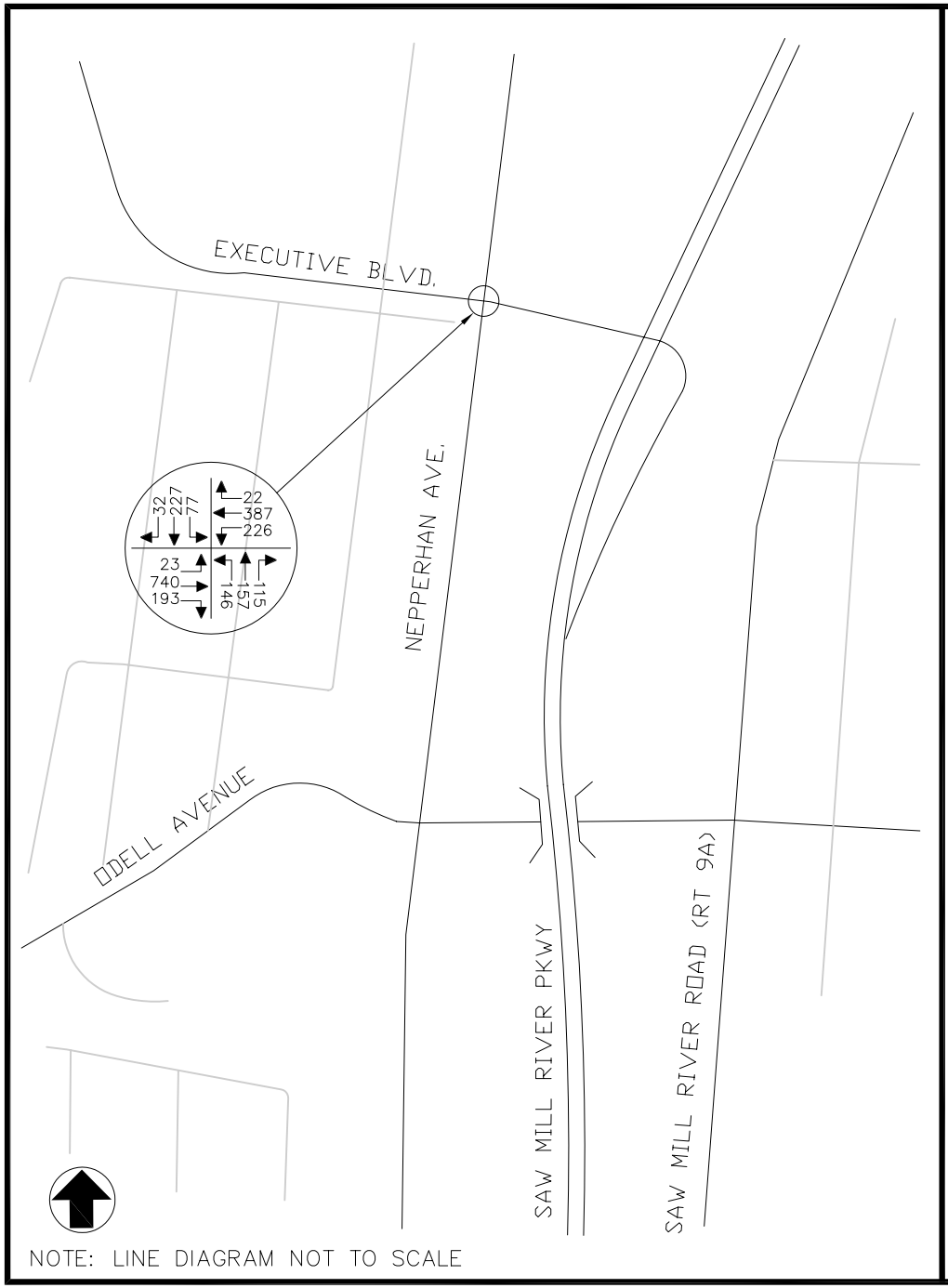
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.55H

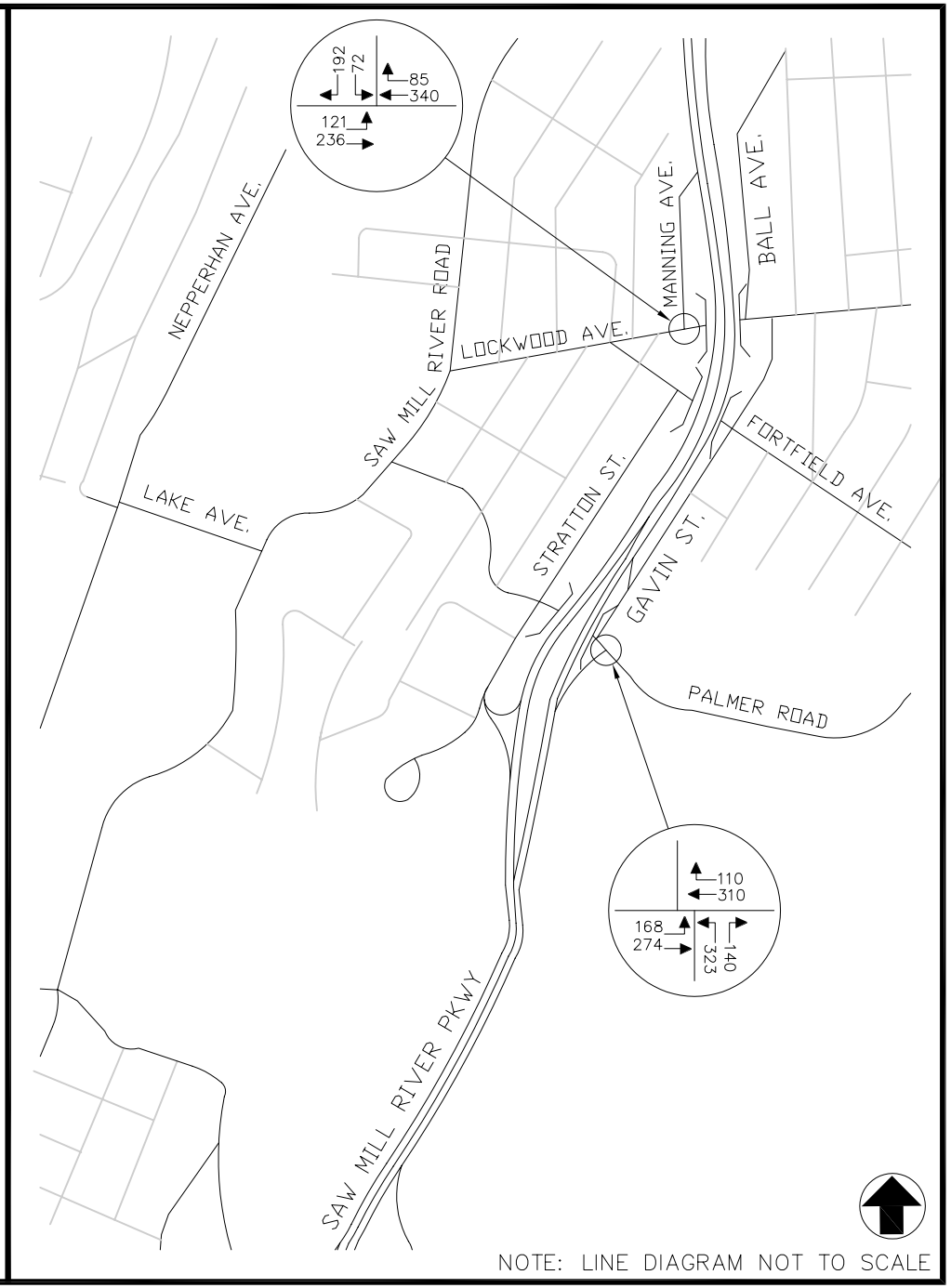
SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.56G





SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

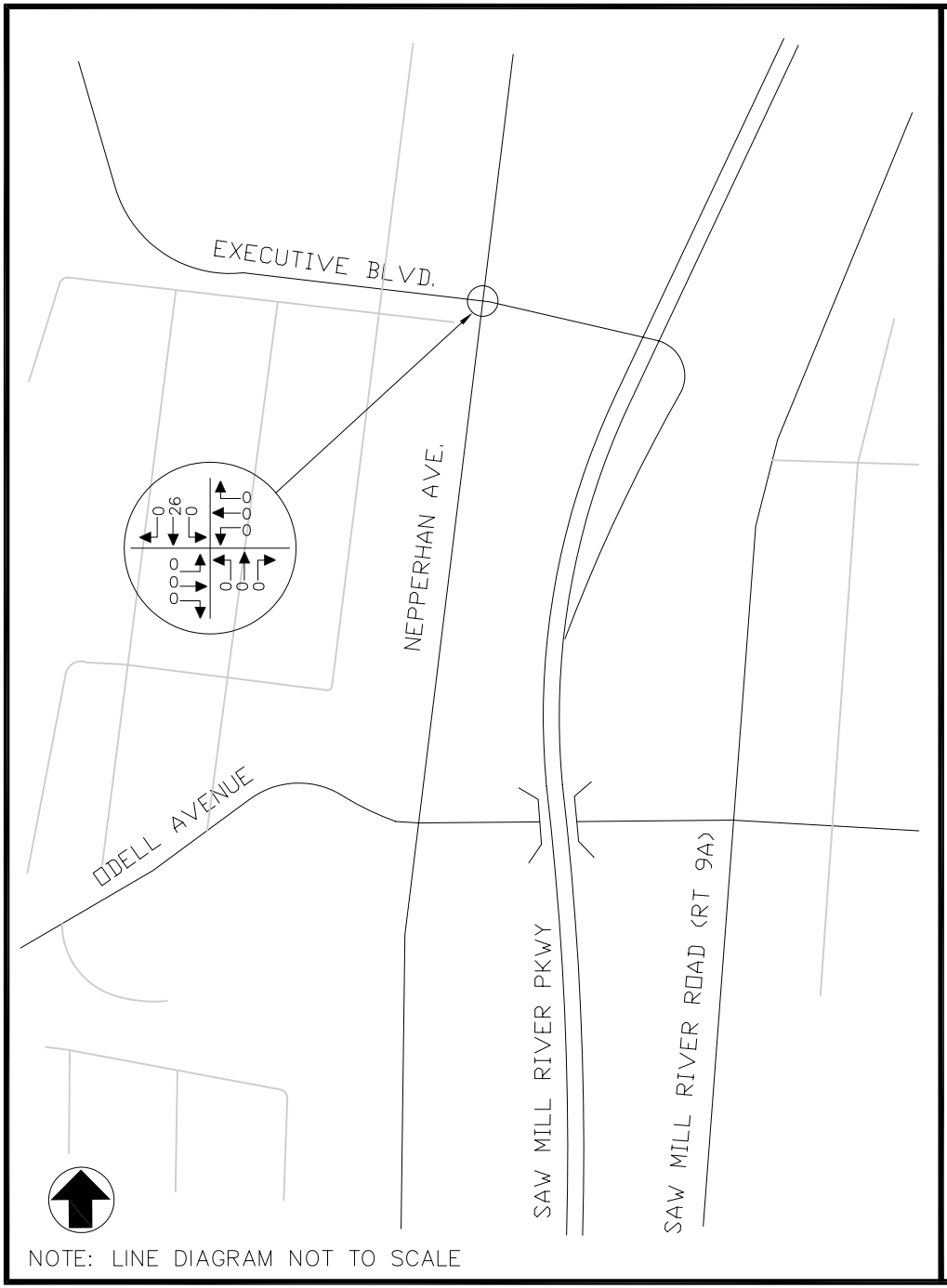
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.56H

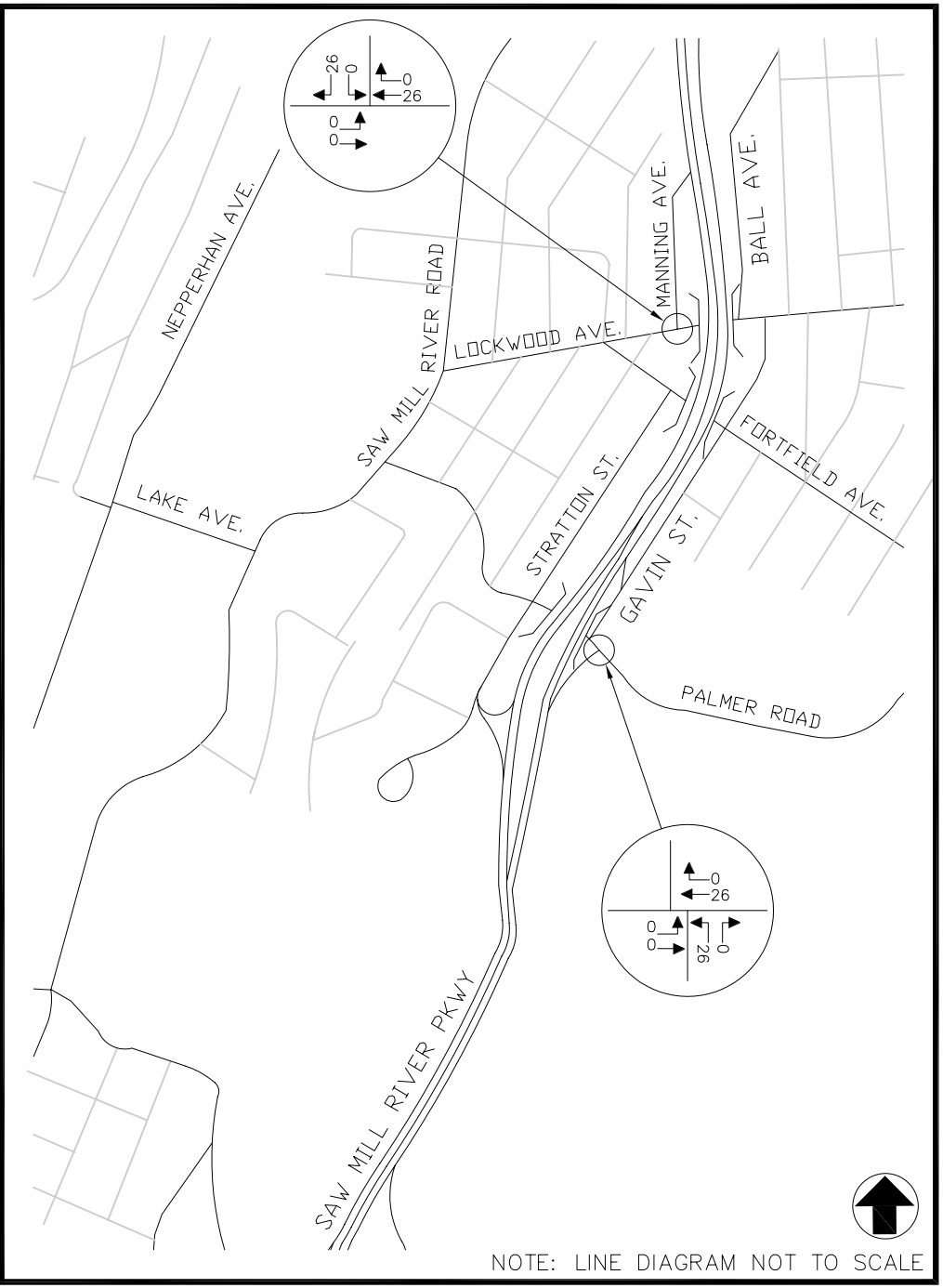
SFC YONKERS
YONKERS, NEW YORK

BALLPARK GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.59G





SFC YONKERS
YONKERS, NEW YORK

BALLPARK GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

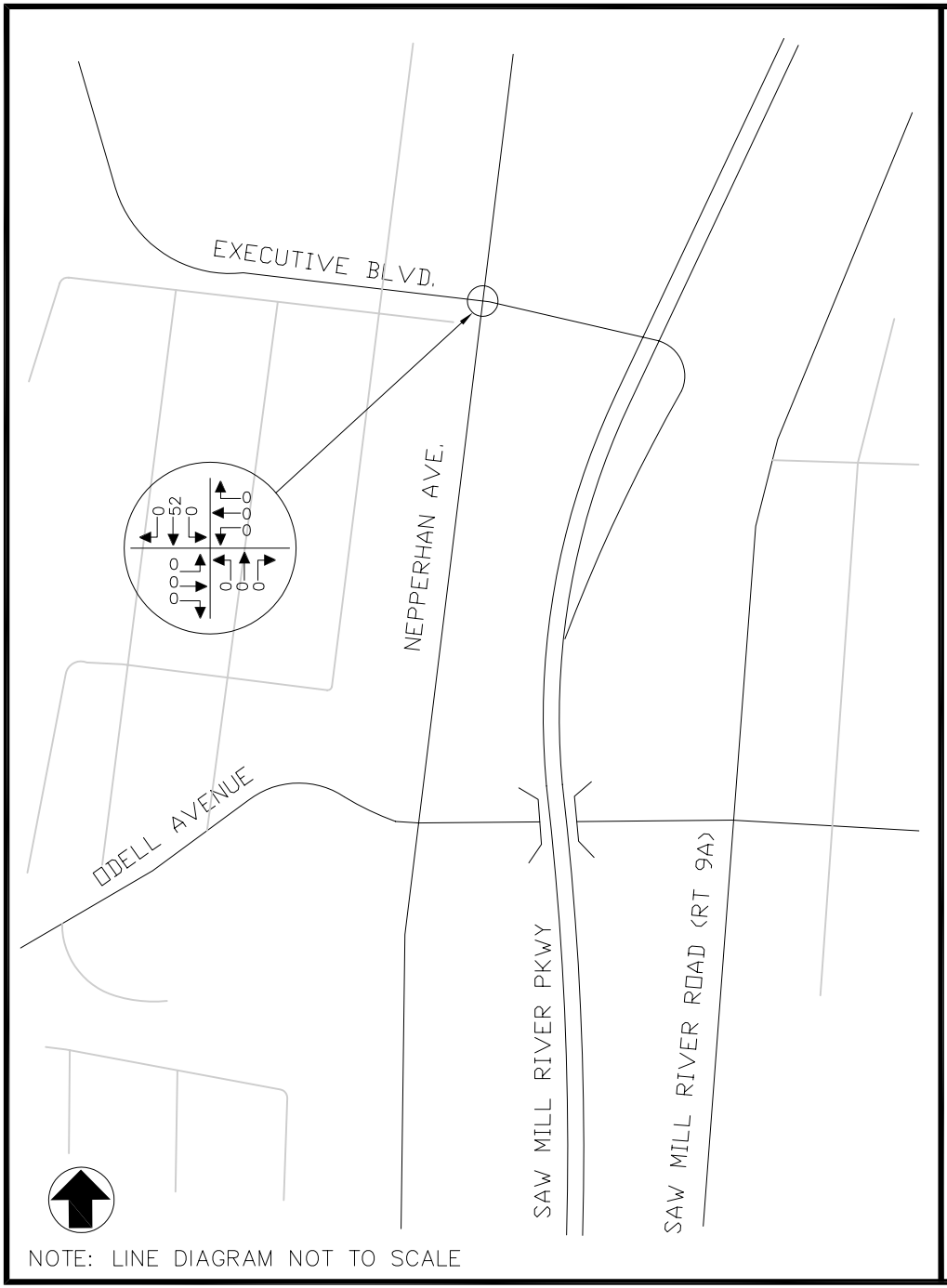
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.59H

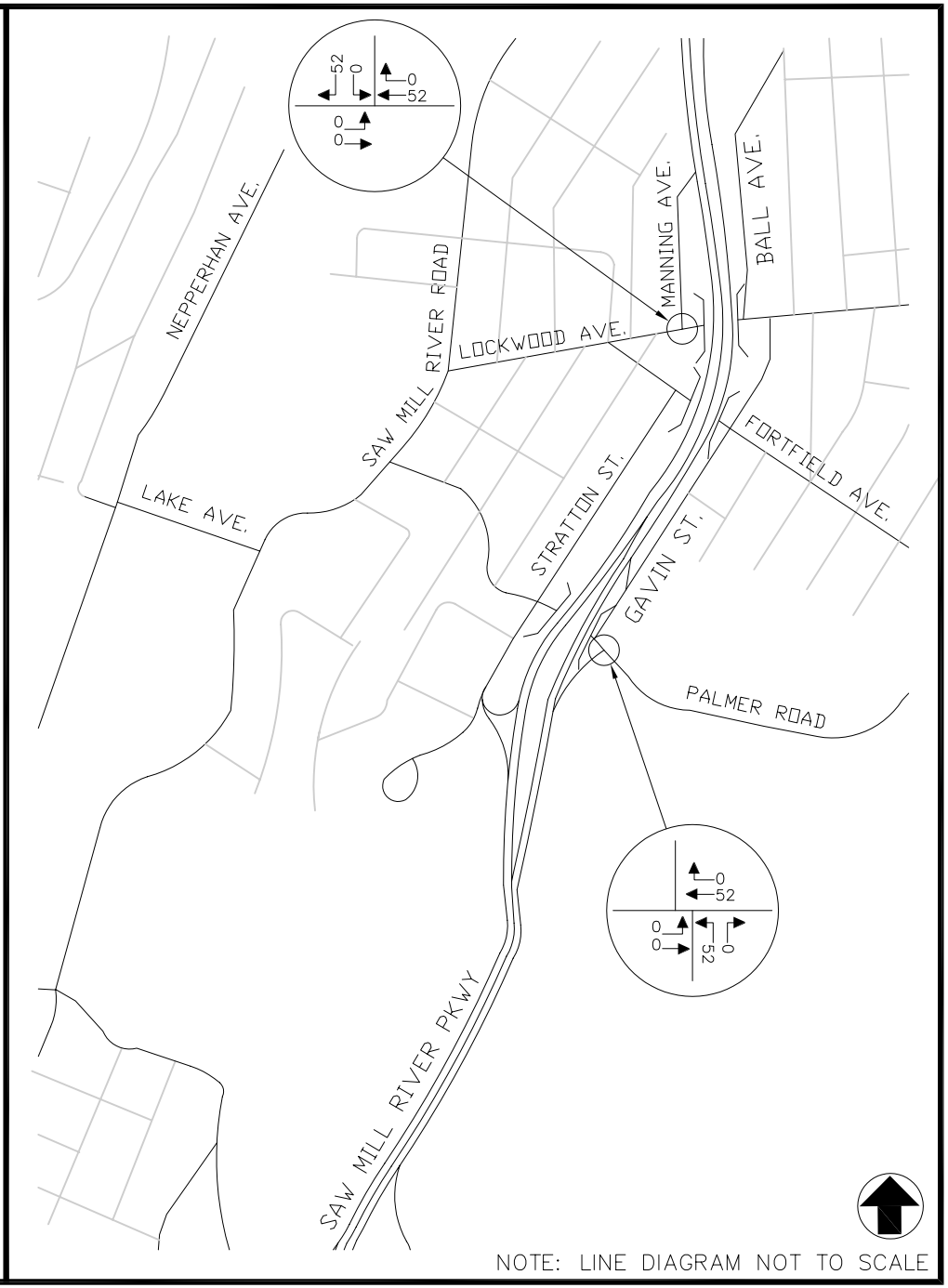
SFC YONKERS
YONKERS, NEW YORK

BALLPARK GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.60G





SFC YONKERS
YONKERS, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

BALLPARK GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

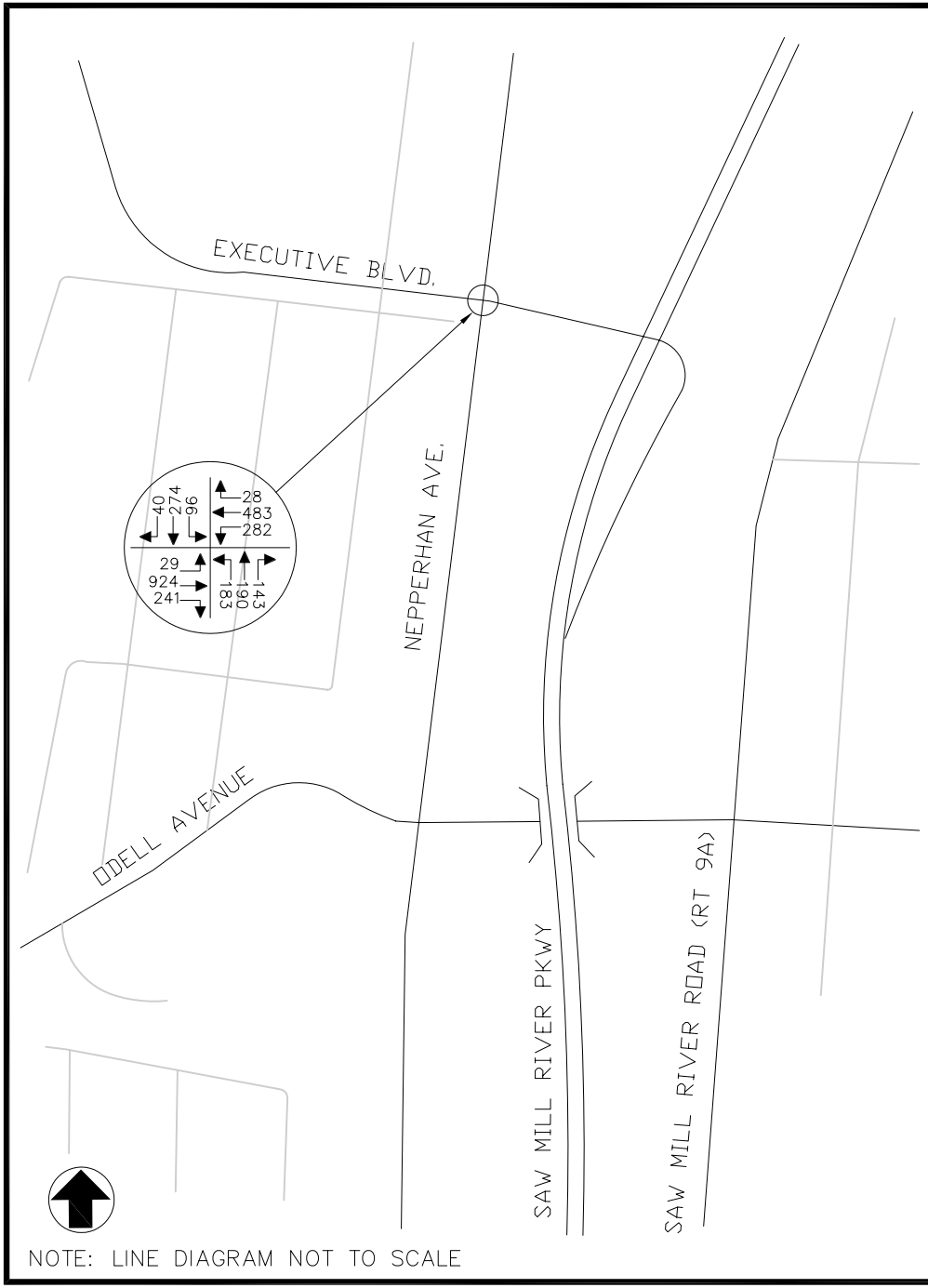
PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.60H

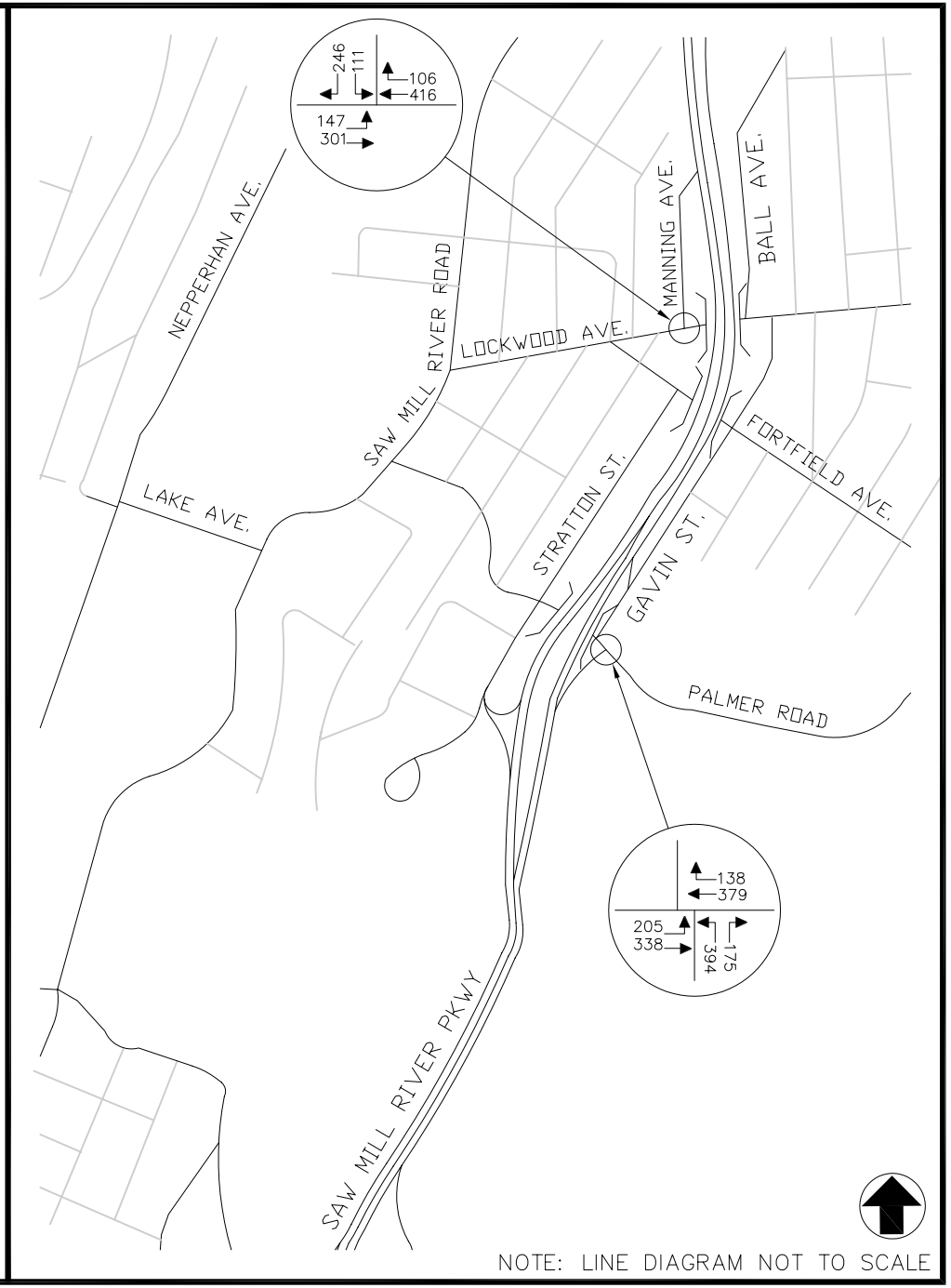
SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(W/ BALLPARK)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.61G





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YONKERS, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

2012 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(W/ BALLPARK)

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.61H

SFC YONKERS
YONKERS, NEW YORK

2012 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR
(W/ BALLPARK)

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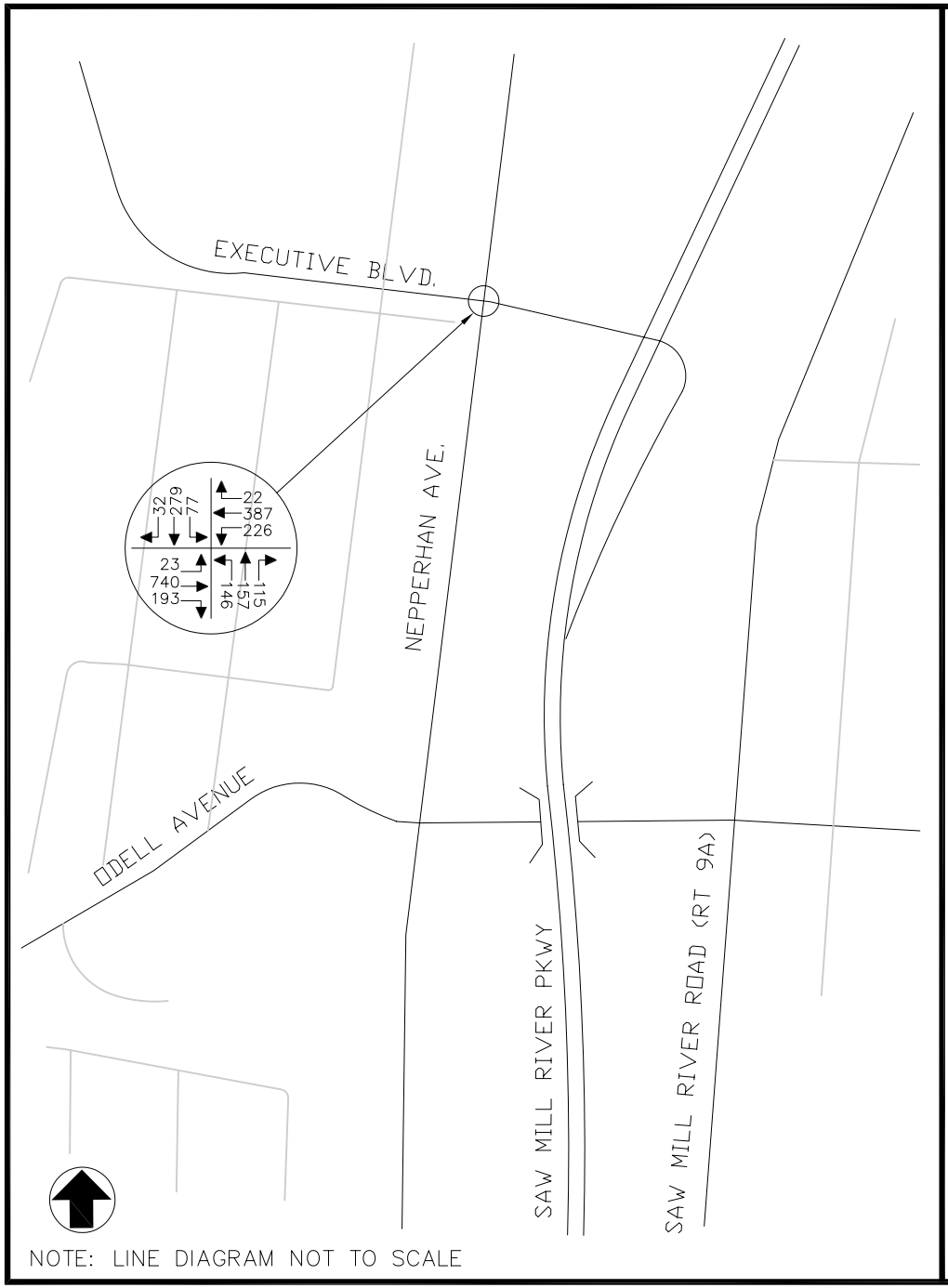
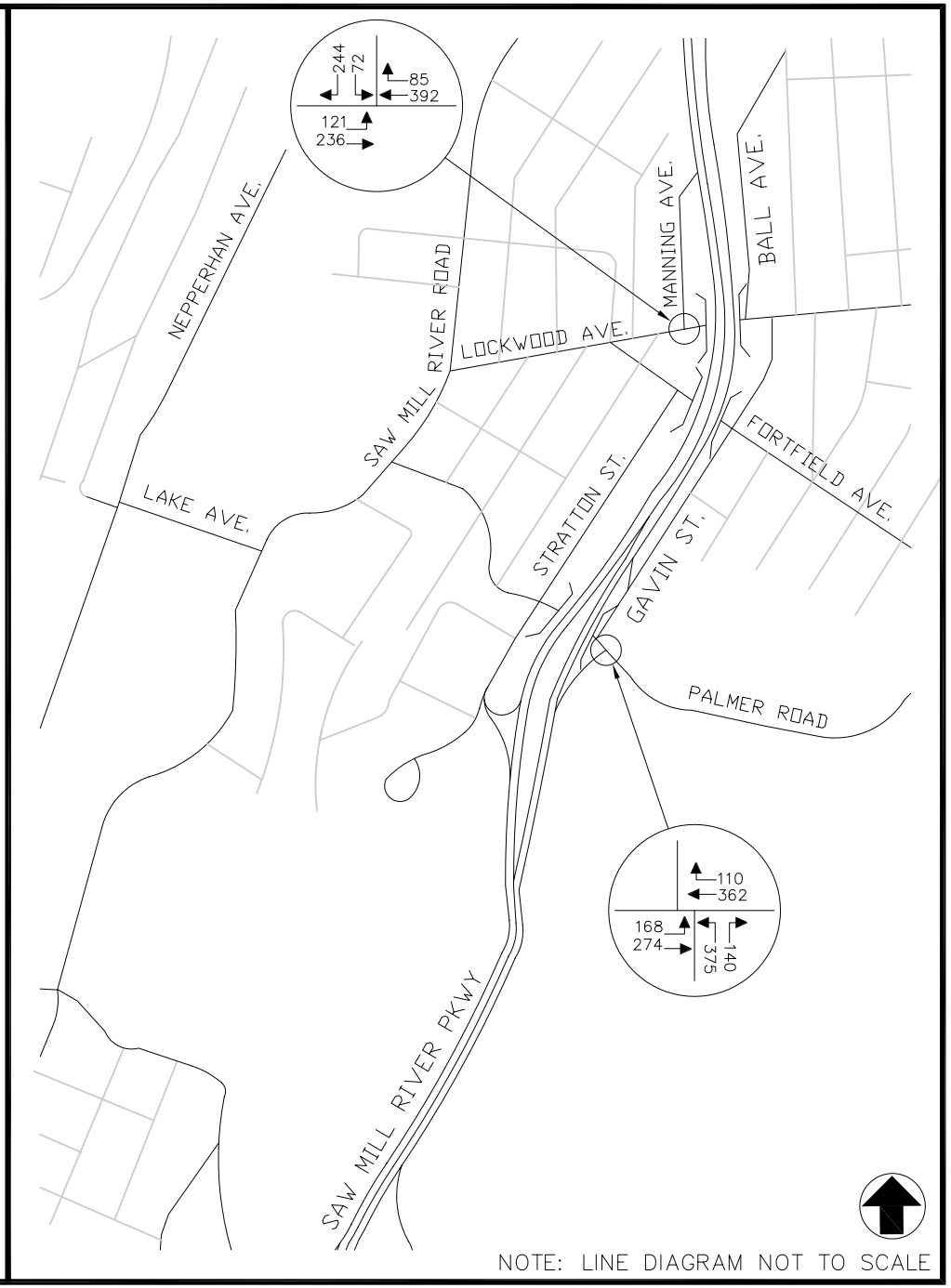
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.62G





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HAWTHORNE , NEW YORK

2012 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR
(W/ BALLPARK)

PROJECT NO. 281 DATE: APRIL 2007 FIG. NO.62H

LEVEL OF SERVICE SUMMARY TABLES

LOS TABLE NO. 8

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2006 EXISTING CONDITIONS WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
52	RUMSEY ROAD & SAW MILL RIVER PARKWAY/CROSS COUNTY PARKWAY RAMPS			
	SIGNALIZED			
	EASTBOUND LEFT	C [25.8]	C [25.8]	C [24.1]
	EASTBOUND APPROACH	C [25.8]	C [25.8]	C [24.1]
	WESTBOUND LEFT	C [22.9]	C [26.2]	C [24.3]
	WESTBOUND APPROACH	C [22.9]	C [26.2]	C [24.3]
	NORTHBOUND THROUGH	B [17.1]	B [11.8]	B [11.1]
	NORTHBOUND APPROACH	B [17.1]	B [11.8]	B [11.1]
	SOUTHBOUND THROUGH	B [10.5]	B [10.6]	B [10.2]
	SOUTHBOUND APPROACH	B [10.5]	B [10.6]	B [10.2]
	OVERALL INTERSECTION	B [18.7]	B [18.7]	B [17.5]
53	RUMSEY ROAD & SPRUCE STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	D [35.6]	C [22.2]	C[21.7]
	EASTBOUND APPROACH	D [35.6]	C [22.2]	C [21.7]
	NOTHBOUND LEFT / THROUGH	D [36.5]	B [17.6]	B [13.4]
	NORTHBOUND APPROACH	D [36.5]	B [17.6]	B [13.4]
	SOUTHBOUND THROUGH	B [12.6]	C [22.8]	B [15.9]
	SOUTHBOUND RIGHT	A [8.6]	B [11.4]	B [10.8]
	SOUTHBOUND APPROACH	B [11.6]	B [19.8]	B [14.5]
	OVERALL INTERSECTION	C [27.1]	B [19.2]	B [14.7]
54	VAN CORTLANDT PARK AVENUE & SPRUCE STREET			
	ALL-WAY STOP			
	WESTBOUND APPROACH	A (9.32)	B (10.66)	A (9.49)
	NORTHBOUND APPROACH	A (8.86)	A (9.14)	A (8.37)
	SOUTHBOUND APPROACH	A (9.17)	A (9.33)	A (8.69)
	OVERALL INTERSECTION	A (9.09)	A (9.84)	A (8.92)
55	ELM STREET & VAN CORTLANDT PARK AVENUE			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH	A (7.7)	A (7.8)	A (7.7)
	NORTHBOUND LEFT / RIGHT	B (11.4)	B (12.3)	B (11.1)
56	ELM STREET & WALNUT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [17.4]	B [18.0]	B [16.8]
	EASTBOUND APPROACH	B [17.4]	B [18.0]	B [16.8]
	WESTBOUND LEFT / THROUGH / RIGHT	B [18.2]	B [18.8]	B [17.5]
	WESTBOUND APPROACH	B [18.2]	B [18.8]	B [17.5]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [15.3]	B [16.1]	B [15.6]
	NORTHBOUND APPROACH	B [15.3]	B [16.1]	B [15.6]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [17.0]	C [20.3]	B [18.4]
	SOUTHBOUND APPROACH	B [17.0]	C [20.3]	B [18.4]
	OVERALL INTERSECTION	B [17.3]	B [18.7]	B [17.3]
57	ELM STREET & LINDEN STREET			
	ALL-WAY STOP			
	EASTBOUND APPROACH	A (9.89)	B (10.67)	A (9.36)
	WESTBOUND APPROACH	A (9.74)	A (9.87)	A (8.94)
	NORTHBOUND APPROACH	A (9.15)	A (9.35)	A (8.72)
	OVERALL INTERSECTION	A (9.73)	B (10.18)	A (9.11)

LOS TABLE NO. 8

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2006 EXISTING CONDITIONS WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
58	LOCKWOOD AVENUE & SAW MILL RIVER PARKWAY SB ON/OFF RAMP (MANNING AVENUE)			
	UNSIGNALIZED			
	EASTBOUND LEFT / THROUGH	A (8.5)	A (8.4)	A (8.1)
	SOUTHBOUND LEFT / RIGHT	C (18.0)	D (31.1)	C (16.1)
59	PALMER ROAD & SAW MILL RIVER PARKWAY NB ON/OFF RAMP			
	UNSIGNALIZED			
	EASTBOUND LEFT / THROUGH	A (9.2)	A (8.6)	A (8.2)
	NORTHBOUND LEFT / RIGHT	F (596.2)	F (223.8)	E (47.7)
60	NEPPERHAN AVENUE & EXECUTIVE BOULEVARD			
	SIGNALIZED			
	EASTBOUND LEFT	C [21.3]	B [13.6]	B [14.8]
	EASTBOUND THROUGH	C [29.6]	D [41.3]	C [33.0]
	EASTBOUND RIGHT	C [26.8]	C [30.4]	C [28.8]
	EASTBOUND APPROACH	C [28.4]	D [38.4]	C [31.7]
	WESTBOUND LEFT	B [19.1]	D [41.0]	C [26.9]
	WESTBOUND THROUGH / RIGHT	D [39.0]	C [29.0]	C [28.0]
	WESTBOUND APPROACH	D [36.8]	C [33.3]	C [27.6]
	NORTHBOUND LEFT	C [33.0]	C [22.0]	B [18.6]
	NORTHBOUND THROUGH	C [31.2]	C [28.8]	C [26.0]
	NORTHBOUND RIGHT	C [27.5]	C [29.8]	C [26.7]
	NORTHBOUND APPROACH	C [31.2]	C [26.3]	C [23.2]
	SOUTHBOUND LEFT	B [17.3]	B [19.4]	B [17.2]
	SOUTHBOUND THROUGH / RIGHT	C [29.4]	C [31.5]	C [27.8]
	SOUTHBOUND APPROACH	C [26.4]	C [27.9]	C [24.6]
	OVERALL INTERSECTION	C [31.8]	C [33.8]	C [28.3]

THE ABOVE REPRESENTS
THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
FOR THE SIGNALIZED INTERSECTIONS
AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
FOR THE UNSIGNALIZED INTERSECTIONS

LOS TABLE NO. 9

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2012 NO-BUILD CONDITIONS WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
52	RUMSEY ROAD & SAW MILL RIVER PARKWAY/CROSS COUNTY PARKWAY RAMPS			
	SIGNALIZED			
	EASTBOUND LEFT	C [26.4]	C [26.4]	C [24.4]
	EASTBOUND APPROACH	C [26.4]	C [26.4]	C [24.4]
	WESTBOUND LEFT	C [23.2]	C [26.9]	C [24.7]
	WESTBOUND APPROACH	C [23.2]	C [26.9]	C [24.7]
	NORTHBOUND THROUGH	B [18.6]	B [12.0]	B [11.2]
	NORTHBOUND APPROACH	B [18.6]	B [12.0]	B [11.2]
	SOUTHBOUND THROUGH	B [10.6]	B [10.7]	B [10.3]
	SOUTHBOUND APPROACH	B [10.6]	B [10.7]	B [10.3]
	OVERALL INTERSECTION	B [19.6]	B [19.1]	B [17.7]
53	RUMSEY ROAD & SPRUCE STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	D [38.6]	C [22.3]	C [21.8]
	EASTBOUND APPROACH	D [38.6]	C [22.3]	C [21.8]
	NOTHBOUND LEFT / THROUGH	D [52.5]	C [20.9]	B [14.0]
	NORTHBOUND APPROACH	D [52.5]	C [20.9]	B [14.0]
	SOUTHBOUND THROUGH	B [13.3]	C [27.1]	B [17.0]
	SOUTHBOUND RIGHT	A [8.7]	B [11.6]	B [11.0]
	SOUTHBOUND APPROACH	B [12.1]	C [23.0]	B [15.4]
	OVERALL INTERSECTION	D [35.2]	C [22.2]	B [15.4]
54	VAN CORTLANDT PARK AVENUE & SPRUCE STREET			
	ALL-WAY STOP			
	WESTBOUND APPROACH	A (9.56)	B (11.22)	A (9.75)
	NORTHBOUND APPROACH	A (9.09)	A (9.44)	A (8.55)
	SOUTHBOUND APPROACH	A (9.37)	A (9.60)	A (8.85)
	OVERALL INTERSECTION	A (9.32)	B (10.25)	A (9.14)
55	ELM STREET & VAN CORTLANDT PARK AVENUE			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH	A (7.7)	A (7.8)	A (7.7)
	NORTHBOUND LEFT / RIGHT	B (11.7)	B (12.7)	B (11.3)
56	ELM STREET & WALNUT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [17.9]	B [18.4]	B [17.1]
	EASTBOUND APPROACH	B [17.9]	B [18.4]	B [17.1]
	WESTBOUND LEFT / THROUGH / RIGHT	B [18.6]	B [19.2]	B [17.8]
	WESTBOUND APPROACH	B [18.6]	B [19.2]	B [17.8]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [15.4]	B [16.2]	B [15.7]
	NORTHBOUND APPROACH	B [15.4]	B [16.2]	B [15.7]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [17.4]	C [21.0]	B [18.9]
	SOUTHBOUND APPROACH	B [17.4]	C [21.0]	B [18.9]
	OVERALL INTERSECTION	B [17.7]	B [19.1]	B [17.6]
57	ELM STREET & LINDEN STREET			
	ALL-WAY STOP			
	EASTBOUND APPROACH	B (10.25)	B (11.18)	A (9.65)
	WESTBOUND APPROACH	B (10.07)	B (10.21)	A (9.14)
	NORTHBOUND APPROACH	A (9.33)	A (9.56)	A (8.87)
	OVERALL INTERSECTION	B (10.05)	B (10.58)	A (9.35)

LOS TABLE NO. 9

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2012 NO-BUILD CONDITIONS WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
58	LOCKWOOD AVENUE & SAW MILL RIVER PARKWAY SB ON/OFF RAMP (MANNING AVENUE)			
	UNSIGNALIZED			
	EASTBOUND LEFT / THROUGH	A (8.6)	A (8.5)	A (8.2)
	SOUTHBOUND LEFT / RIGHT	D (26.5)	E (39.8)	C (17.6)
59	PALMER ROAD & SAW MILL RIVER PARKWAY NB ON/OFF RAMP			
	UNSIGNALIZED			
	EASTBOUND LEFT / THROUGH	A (9.4)	A (8.7)	A (8.3)
	NORTHBOUND LEFT / RIGHT	F (761.4)	F (310.3)	F (71.0)
60	NEPPERHAN AVENUE & EXECUTIVE BOULEVARD			
	SIGNALIZED			
	EASTBOUND LEFT	C [22.1]	B [13.8]	B [14.9]
	EASTBOUND THROUGH	C [30.3]	D [47.0]	C [34.3]
	EASTBOUND RIGHT	C [27.1]	C [31.2]	C [29.1]
	EASTBOUND APPROACH	C [29.0]	D [43.0]	C [32.8]
	WESTBOUND LEFT	B [19.8]	D [49.4]	C [34.0]
	WESTBOUND THROUGH / RIGHT	D [44.3]	C [29.4]	C [28.2]
	WESTBOUND APPROACH	D [41.6]	D [36.6]	C [30.3]
	NORTHBOUND LEFT	D [40.2]	C [23.0]	B [18.8]
	NORTHBOUND THROUGH	C [32.1]	C [28.9]	C [26.1]
	NORTHBOUND RIGHT	C [27.8]	C [30.0]	C [26.8]
	NORTHBOUND APPROACH	C [34.5]	C [26.8]	C [23.4]
	SOUTHBOUND LEFT	B [17.6]	B [19.5]	B [17.3]
	SOUTHBOUND THROUGH / RIGHT	C [29.9]	C [32.0]	C [28.0]
	SOUTHBOUND APPROACH	C [26.9]	C [28.3]	C [24.8]
	OVERALL INTERSECTION	C [34.5]	D [36.8]	C [29.6]

THE ABOVE REPRESENTS
THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
FOR THE SIGNALIZED INTERSECTIONS
AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
FOR THE UNSIGNALIZED INTERSECTIONS

LOS TABLE NO. 10

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2012 BUILD CONDITIONS WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
52	RUMSEY ROAD & SAW MILL RIVER PARKWAY/CROSS COUNTY PARKWAY RAMPS			
	SIGNALIZED			
	EASTBOUND LEFT	C [26.4]	C [26.4]	C [24.4]
	EASTBOUND APPROACH	C [26.4]	C [26.4]	C [24.4]
	WESTBOUND LEFT	C [23.5]	C [28.3]	C [25.7]
	WESTBOUND APPROACH	C [23.5]	C [28.3]	C [25.7]
	NORTHBOUND THROUGH	B [20.0]	B [12.9]	B [11.9]
	NORTHBOUND APPROACH	B [20.0]	B [12.9]	B [11.9]
	SOUTHBOUND THROUGH	B [10.8]	B [10.9]	B [10.5]
	SOUTHBOUND APPROACH	B [10.8]	B [10.9]	B [10.5]
	OVERALL INTERSECTION	C [20.2]	B [19.5]	B [17.9]
53	RUMSEY ROAD & SPRUCE STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	D [52.1]	C [24.8]	C [23.8]
	EASTBOUND APPROACH	D [52.1]	C [24.8]	C [23.8]
	NOTHBOUND LEFT / THROUGH	D [52.5]	C [20.9]	B [14.0]
	NORTHBOUND APPROACH	D [52.5]	C [20.9]	B [14.0]
	SOUTHBOUND THROUGH	B [13.3]	C [27.1]	B [17.0]
	SOUTHBOUND RIGHT	A [9.4]	B [13.4]	B [12.7]
	SOUTHBOUND APPROACH	B [12.1]	C [22.5]	B [15.4]
	OVERALL INTERSECTION	D [37.0]	C [22.3]	B [16.1]
54	VAN CORTLANDT PARK AVENUE & SPRUCE STREET			
	ALL-WAY STOP			
	WESTBOUND APPROACH	B (10.94)	C (16.74)	B (13.40)
	NORTHBOUND APPROACH	A (9.85)	B (11.03)	A (9.76)
	SOUTHBOUND APPROACH	B (10.92)	B (14.26)	B (12.08)
	OVERALL INTERSECTION	B (10.59)	B (14.60)	B (12.19)
55	ELM STREET & VAN CORTLANDT PARK AVENUE			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH	A (7.9)	A (8.2)	A (8.1)
	NORTHBOUND LEFT / RIGHT	B (13.8)	C (18.7)	C (15.7)
56	ELM STREET & WALNUT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [19.4]	C [23.1]	C [20.6]
	EASTBOUND APPROACH	B [19.4]	C [23.1]	C [20.6]
	WESTBOUND LEFT / THROUGH / RIGHT	C [20.8]	C [23.5]	C [21.8]
	WESTBOUND APPROACH	C [20.8]	C [23.5]	C [21.8]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [15.4]	B [16.2]	B [15.7]
	NORTHBOUND APPROACH	B [15.4]	B [16.2]	B [15.7]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [17.4]	C [21.0]	B [18.9]
	SOUTHBOUND APPROACH	B [17.4]	C [21.0]	B [18.9]
	OVERALL INTERSECTION	B [19.1]	C [21.9]	C [20.1]
57	ELM STREET & LINDEN STREET			
	ALL-WAY STOP			
	EASTBOUND APPROACH	B (11.85)	C (17.86)	B (13.29)
	WESTBOUND APPROACH	B (11.96)	B (14.01)	B (12.20)
	NORTHBOUND APPROACH	A (9.84)	B (10.63)	A (9.83)
	OVERALL INTERSECTION	B (11.68)	C (15.58)	B (12.49)

LOS TABLE NO. 10

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2012 BUILD CONDITIONS WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
58	LOCKWOOD AVENUE & SAW MILL RIVER PARKWAY SB ON/OFF RAMP (MANNING AVENUE)			
	UNSIGNALIZED			
	EASTBOUND LEFT / THROUGH	A (8.9)	A (9.1)	A (8.7)
	SOUTHBOUND LEFT / RIGHT	E (44.2)	F (202.3)	E (37.7)
59	PALMER ROAD & SAW MILL RIVER PARKWAY NB ON/OFF RAMP			
	UNSIGNALIZED			
	EASTBOUND LEFT / THROUGH	A (9.9)	A (9.4)	A (8.9)
	NORTHBOUND LEFT / RIGHT	F (1205)	F (938.4)	F (439.9)
60	NEPPERHAN AVENUE & EXECUTIVE BOULEVARD			
	SIGNALIZED			
	EASTBOUND LEFT	C [22.1]	B [13.8]	B [14.9]
	EASTBOUND THROUGH	C [30.3]	D [47.0]	C [34.3]
	EASTBOUND RIGHT	C [27.1]	C [31.2]	C [29.1]
	EASTBOUND APPROACH	C [29.0]	D [43.0]	C [32.8]
	WESTBOUND LEFT	B [19.8]	D [49.4]	C [34.0]
	WESTBOUND THROUGH / RIGHT	D [44.3]	C [29.4]	C [28.2]
	WESTBOUND APPROACH	D [41.6]	D [36.6]	C [30.3]
	NORTHBOUND LEFT	D [53.6]	C [26.3]	B [19.7]
	NORTHBOUND THROUGH	C [34.0]	C [30.7]	C [27.4]
	NORTHBOUND RIGHT	C [27.8]	C [30.0]	C [26.8]
	NORTHBOUND APPROACH	D [40.4]	C [28.9]	C [24.5]
	SOUTHBOUND LEFT	B [18.0]	B [19.9]	B [17.5]
	SOUTHBOUND THROUGH / RIGHT	C [31.8]	D [35.6]	C [30.1]
	SOUTHBOUND APPROACH	C [28.8]	C [31.7]	C [27.2]
	OVERALL INTERSECTION	D [36.1]	D [37.2]	C [29.8]

THE ABOVE REPRESENTS
THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
FOR THE SIGNALIZED INTERSECTIONS
AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
FOR THE UNSIGNALIZED INTERSECTIONS

LOS TABLE NO. 11

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2012 BUILD CONDITIONS W/ BALLPARK WEEKDAY PM PEAK HOUR	 SATURDAY PEAK HOUR
52	RUMSEY ROAD & SAW MILL RIVER PARKWAY/CROSS COUNTY PARKWAY RAMPS		
	SIGNALIZED		
	EASTBOUND LEFT	C [26.4]	C [24.4]
	EASTBOUND APPROACH	C [26.4]	C [24.4]
	WESTBOUND LEFT	C [29.0]	C [26.6]
	WESTBOUND APPROACH	C [29.0]	C [26.6]
	NORTHBOUND THROUGH	B [12.9]	B [11.9]
	NORTHBOUND APPROACH	B [12.9]	B [11.9]
	SOUTHBOUND THROUGH	B [11.0]	B [10.7]
	SOUTHBOUND APPROACH	B [11.0]	B [10.7]
	OVERALL INTERSECTION	B [19.7]	B [18.2]
53	RUMSEY ROAD & SPRUCE STREET		
	SIGNALIZED		
	EASTBOUND LEFT / RIGHT	C [24.8]	C [23.8]
	EASTBOUND APPROACH	C [24.8]	C [23.8]
	NOTHBOUND LEFT / THROUGH	C [20.9]	B [14.0]
	NORTHBOUND APPROACH	C [20.9]	B [14.0]
	SOUTHBOUND THROUGH	C [27.1]	B [17.0]
	SOUTHBOUND RIGHT	B [14.6]	B [14.9]
	SOUTHBOUND APPROACH	C [22.6]	B [16.1]
	OVERALL INTERSECTION	C [22.4]	B [16.5]
54	VAN CORTLANDT PARK AVENUE & SPRUCE STREET		
	ALL-WAY STOP		
	WESTBOUND APPROACH	C {20.14)	C (17.96)
	NORTHBOUND APPROACH	B (11.48)	B (10.42)
	SOUTHBOUND APPROACH	C (15.01)	B (13.06)
	OVERALL INTERSECTION	C (16.66)	C (15.14)
55	ELM STREET & VAN CORTLANDT PARK AVENUE		
	UNSIGNALIZED		
	WESTBOUND LEFT / THROUGH	A (8.2)	A (8.1)
	NORTHBOUND LEFT / RIGHT	C (22.4)	C (21.0)
56	ELM STREET & WALNUT STREET		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [23.5]	C [20.8]
	EASTBOUND APPROACH	C [23.5]	C [20.8]
	WESTBOUND LEFT / THROUGH / RIGHT	C [26.2]	C [26.7]
	WESTBOUND APPROACH	C [26.2]	C [26.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [16.2]	B [15.7]
	NORTHBOUND APPROACH	B [16.2]	B [15.7]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [21.0]	B [18.9]
	SOUTHBOUND APPROACH	C [21.0]	B [18.9]
	OVERALL INTERSECTION	C [23.1]	C [22.3]
57	ELM STREET & LINDEN STREET		
	ALL-WAY STOP		
	EASTBOUND APPROACH	C (18.66)	B (14.06)
	WESTBOUND APPROACH	C (16.36)	C (15.96)
	NORTHBOUND APPROACH	B (10.85)	B (10.20)
	OVERALL INTERSECTION	C (16.88)	B (14.62)

LOS TABLE NO. 11

LEVEL OF SERVICE SUMMARY TABLE

ALTERNATE ROUTES

	LOCATION	YEAR 2012 BUILD CONDITIONS W/ BALLPARK WEEKDAY PM PEAK HOUR	 SATURDAY PEAK HOUR
58	LOCKWOOD AVENUE & SAW MILL RIVER PARKWAY SB ON/OFF RAMP (MANNING AVENUE)		
	UNSIGNALIZED		
	EASTBOUND LEFT / THROUGH SOUTHBOUND LEFT / RIGHT	A (9.2) F (252.7)	A (8.9) F (65.4)
59	PALMER ROAD & SAW MILL RIVER PARKWAY NB ON/OFF RAMP		
	UNSIGNALIZED		
	EASTBOUND LEFT / THROUGH NORTHBOUND LEFT / RIGHT	A (9.5) F (1088)	A (9.1) F (634.5)
60	NEPPERHAN AVENUE & EXECUTIVE BOULEVARD		
	SIGNALIZED		
	EASTBOUND LEFT	B [13.8]	B [14.9]
	EASTBOUND THROUGH	D [47.0]	C [34.3]
	EASTBOUND RIGHT	C [31.2]	C [29.1]
	EASTBOUND APPROACH	D [43.0]	C [32.8]
	WESTBOUND LEFT	D [49.4]	C [34.0]
	WESTBOUND THROUGH / RIGHT	C [29.4]	C [28.2]
	WESTBOUND APPROACH	D [36.6]	C [30.3]
	NORTHBOUND LEFT	C [29.1]	C [20.6]
	NORTHBOUND THROUGH	C [30.7]	C [27.4]
	NORTHBOUND RIGHT	C [30.0]	C [26.8]
	NORTHBOUND APPROACH	C [29.9]	C [24.9]
	SOUTHBOUND LEFT	B [19.9]	B [17.5]
	SOUTHBOUND THROUGH / RIGHT	D [37.9]	C [32.7]
	SOUTHBOUND APPROACH	C [33.7]	C [29.7]
	OVERALL INTERSECTION	D [37.6]	C [30.2]

THE ABOVE REPRESENTS
THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
FOR THE SIGNALIZED INTERSECTIONS
AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
FOR THE UNSIGNALIZED INTERSECTIONS

RECOMMENDED IMPROVEMENTS TABLE

TABLE NO. 3B

RECOMMENDED IMPROVEMENTS

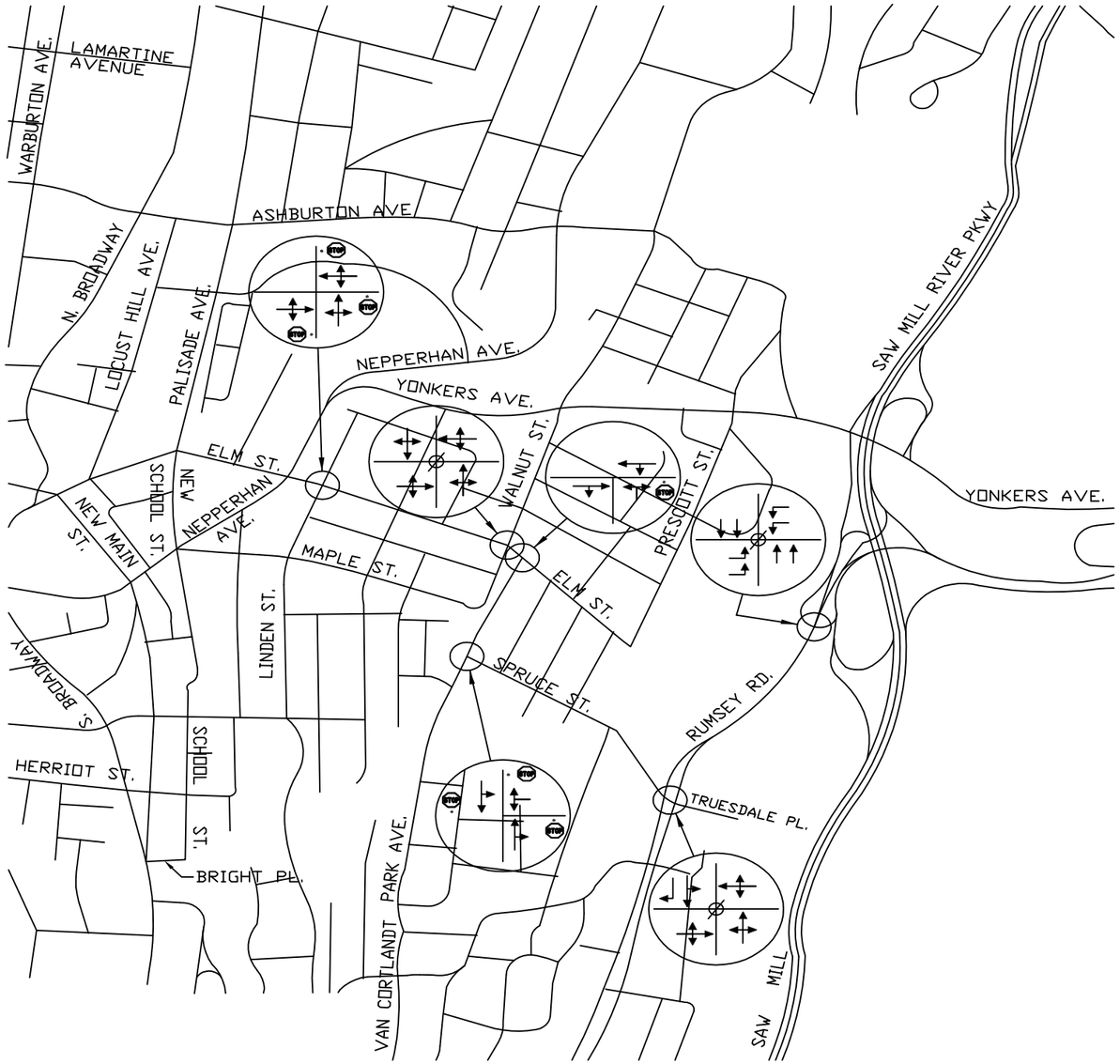
ALTERNATE ROUTES INTERSECTIONS

	LOCATION	RECOMMENDED IMPROVEMENTS [1]
52	RUMSEY ROAD & SAW MILL RIVER PARKWAY/CROSS COUNTY PARKWAY RAMPS	NO IMPROVEMENTS PROPOSED *
53	RUMSEY ROAD & SPRUCE STREET	NO IMPROVEMENTS PROPOSED *
54	VAN CORTLANDT PARK AVENUE & SPRUCE STREET	NO IMPROVEMENTS PROPOSED
55	ELM STREET & VAN CORTLANDT PARK AVENUE	NO IMPROVEMENTS PROPOSED
56	ELM STREET & WALNUT STREET	NO IMPROVEMENTS PROPOSED *
57	ELM STREET & LINDEN STREET	NO IMPROVEMENTS PROPOSED
58	LOCKWOOD AVENUE & SAW MILL RIVER PARKWAY SB ON/OFF RAMP (MANNING AVENUE)	EVALUATE FOR FUTURE TRAFFIC SIGNAL
59	PALMER ROAD & SAW MILL RIVER PARKWAY NB ON/OFF RAMP	EVALUATE FOR FUTURE TRAFFIC SIGNAL
60	NEPPERHAN AVENUE & EXECUTIVE BOULEVARD	NO IMPROVEMENTS PROPOSED *

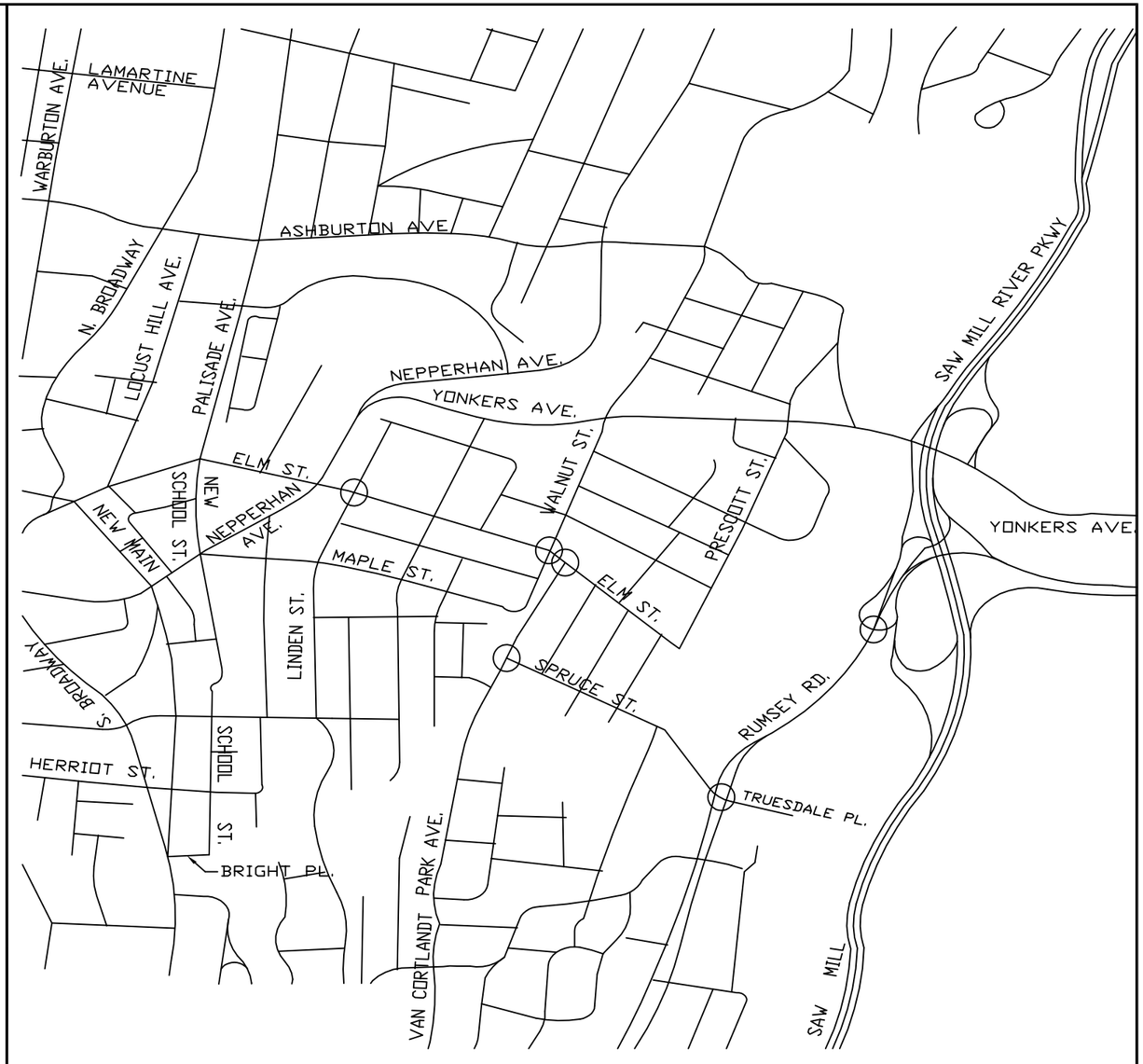
[1] - RECOMMENDED IMPROVEMENTS AS SHOWN ON FIGURES NO. 10G AND 10H

* - TIMING CHANGES MAY BE REQUIRED TO OPTIMIZE THE OPERATION OF THE TRAFFIC SIGNAL

RECOMMENDED IMPROVEMENTS FIGURES



EXISTING GEOMETRY



NO RECOMMENDED IMPROVEMENTS

Ø **TRAFFIC SIGNAL**

STOP **STOP SIGN**

Ø **TRAFFIC SIGNAL**

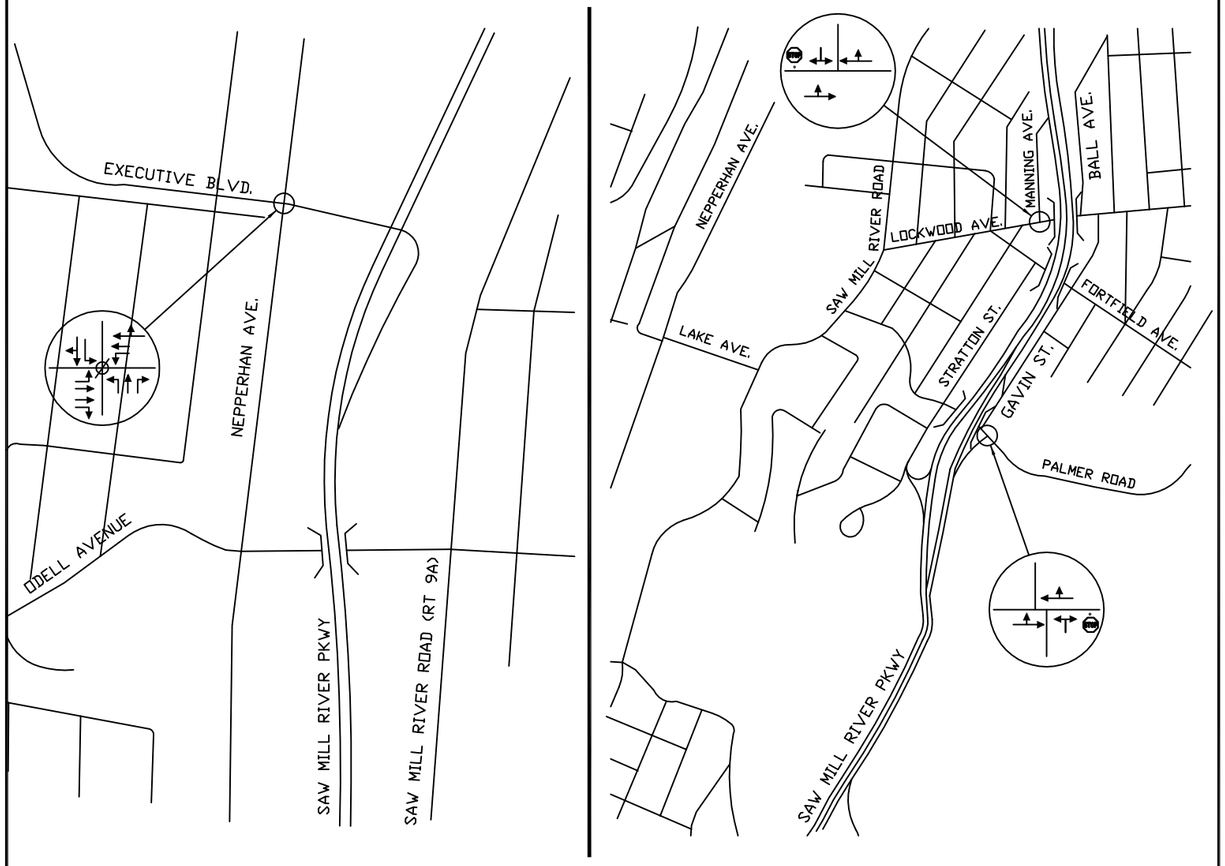
STOP **STOP SIGN**

S.F.C. YONKERS
YONKERS, NEW YORK

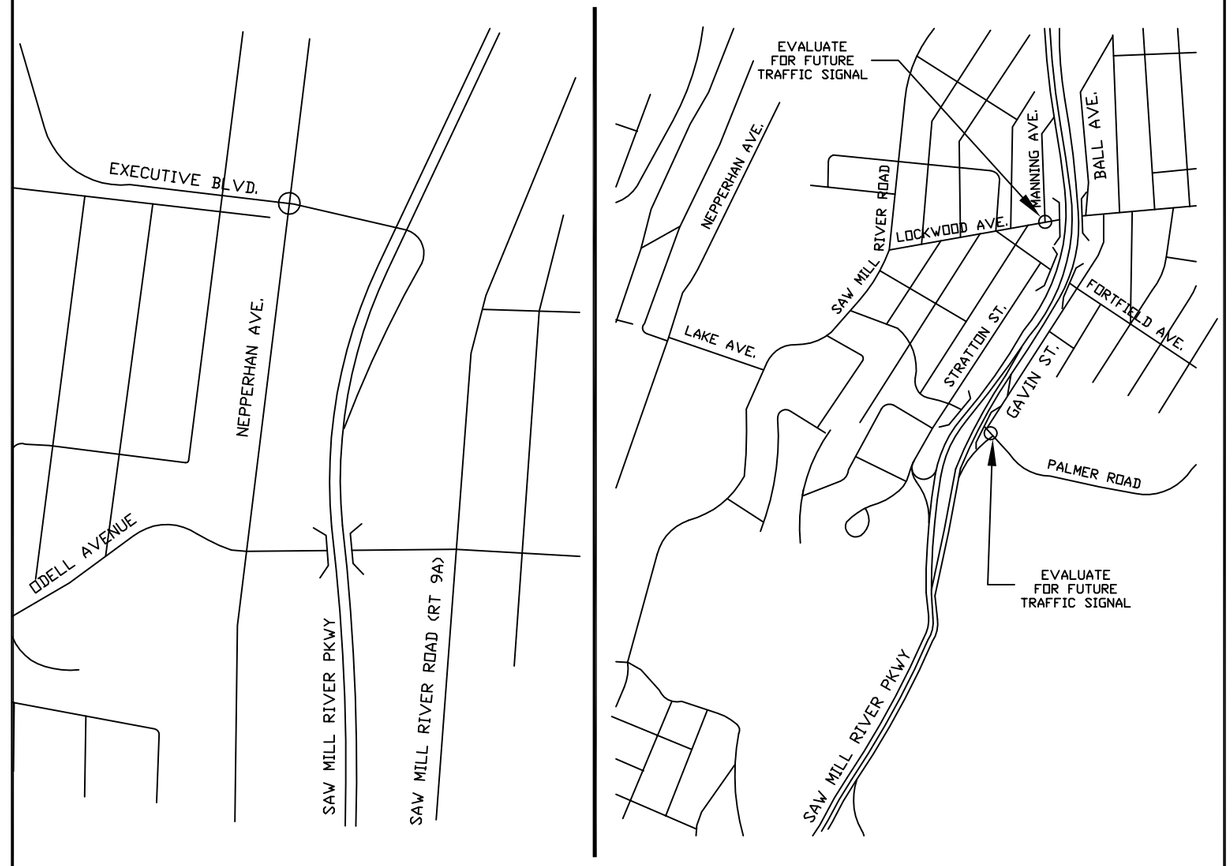
EXISITING GEOMETRY AND RECOMMENDED IMPROVEMENTS

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: DEC. 2007 FIG. NO. 10G



EXISTING GEOMETRY



RECOMMENDED IMPROVEMENTS

Ø **TRAFFIC SIGNAL**

STOP **STOP SIGN**

Ø **TRAFFIC SIGNAL**

STOP **STOP SIGN**

S.F.C. YONKERS
YONKERS, NEW YORK

EXISITING GEOMETRY AND RECOMMENDED IMPROVEMENTS

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 281 DATE: DEC. 2007 FIG. NO. 10H