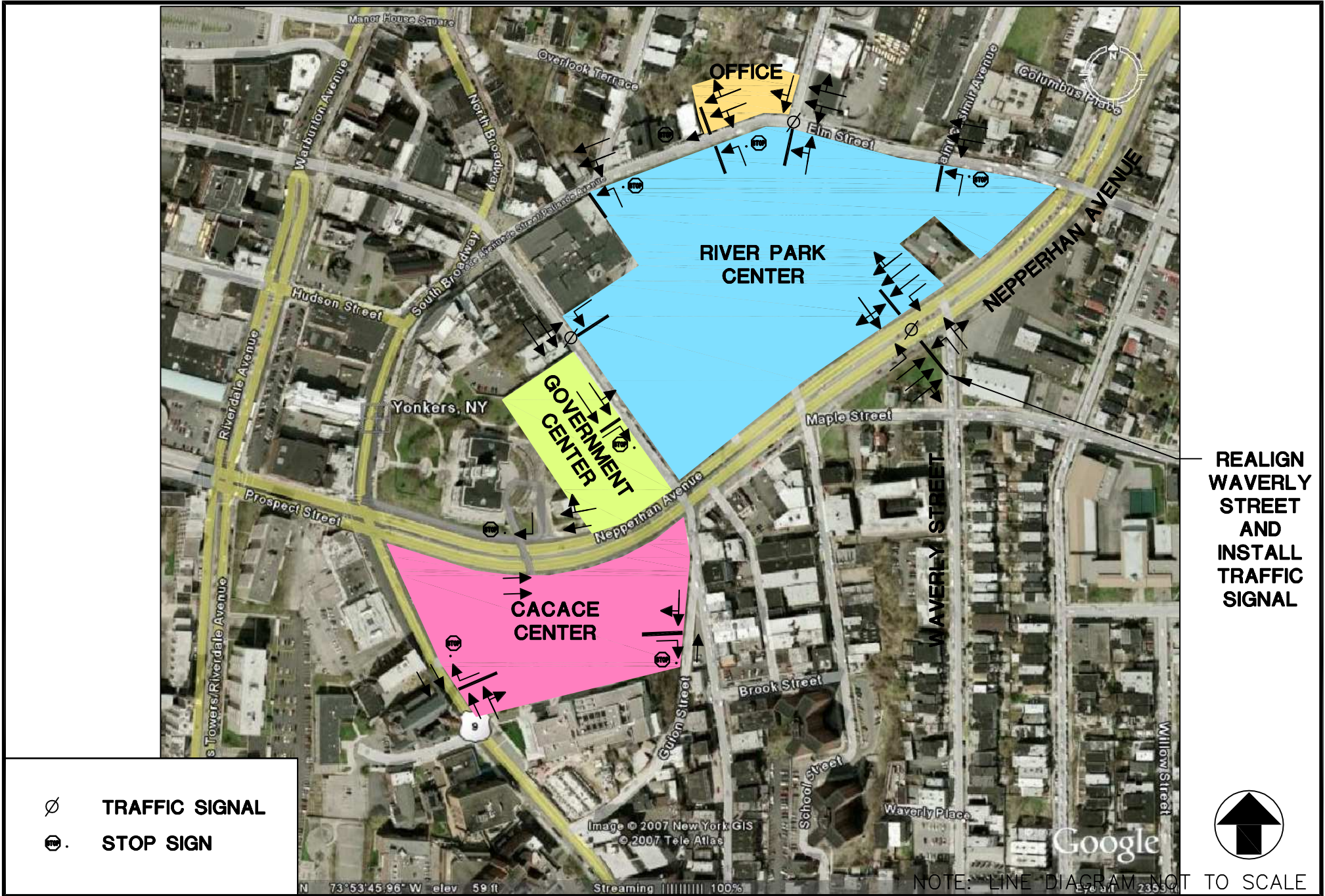


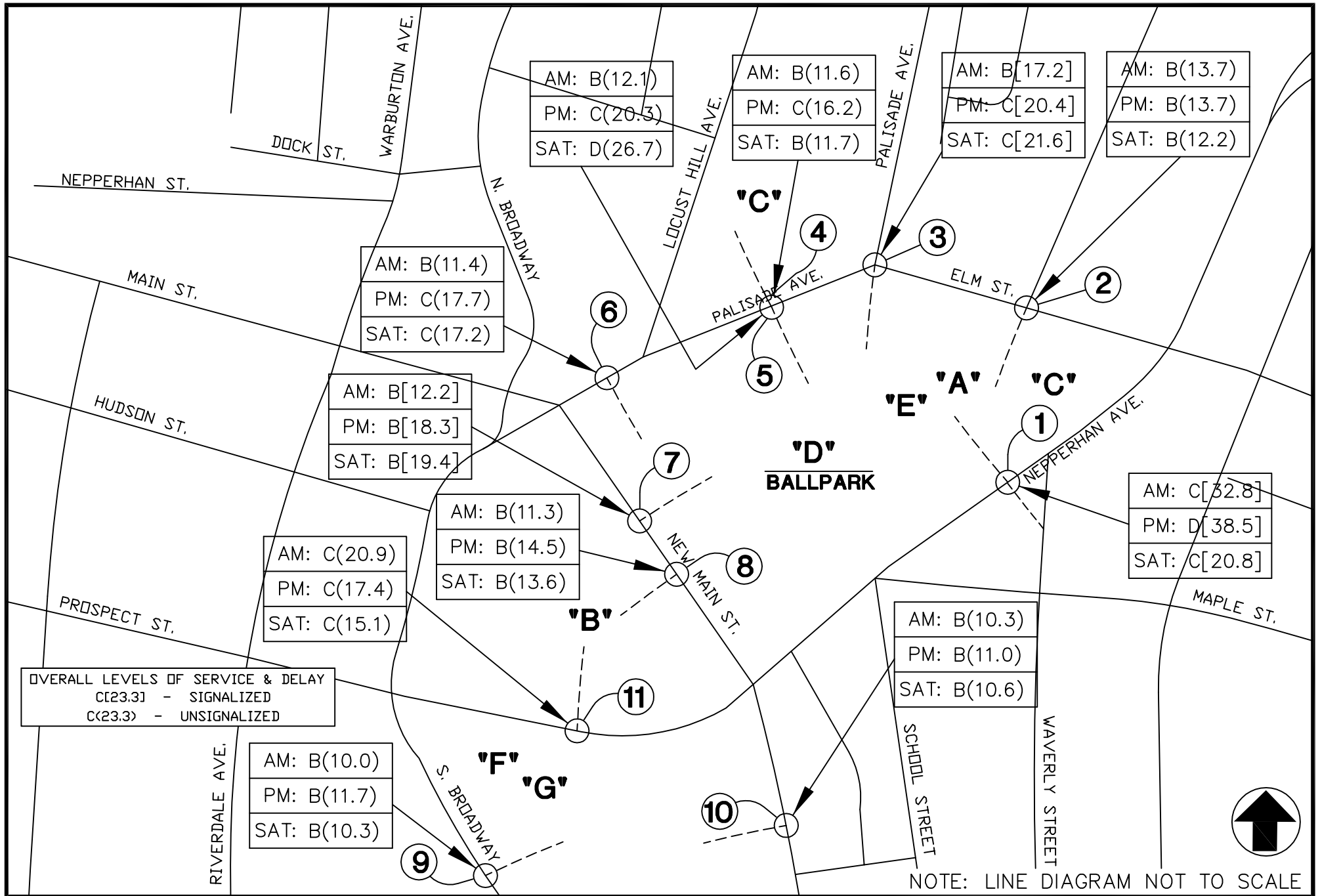
APPENDIX “H”
DRIVEWAY EVALUATION



S.F.C. YONKERS
YONKERS, NEW YORK

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

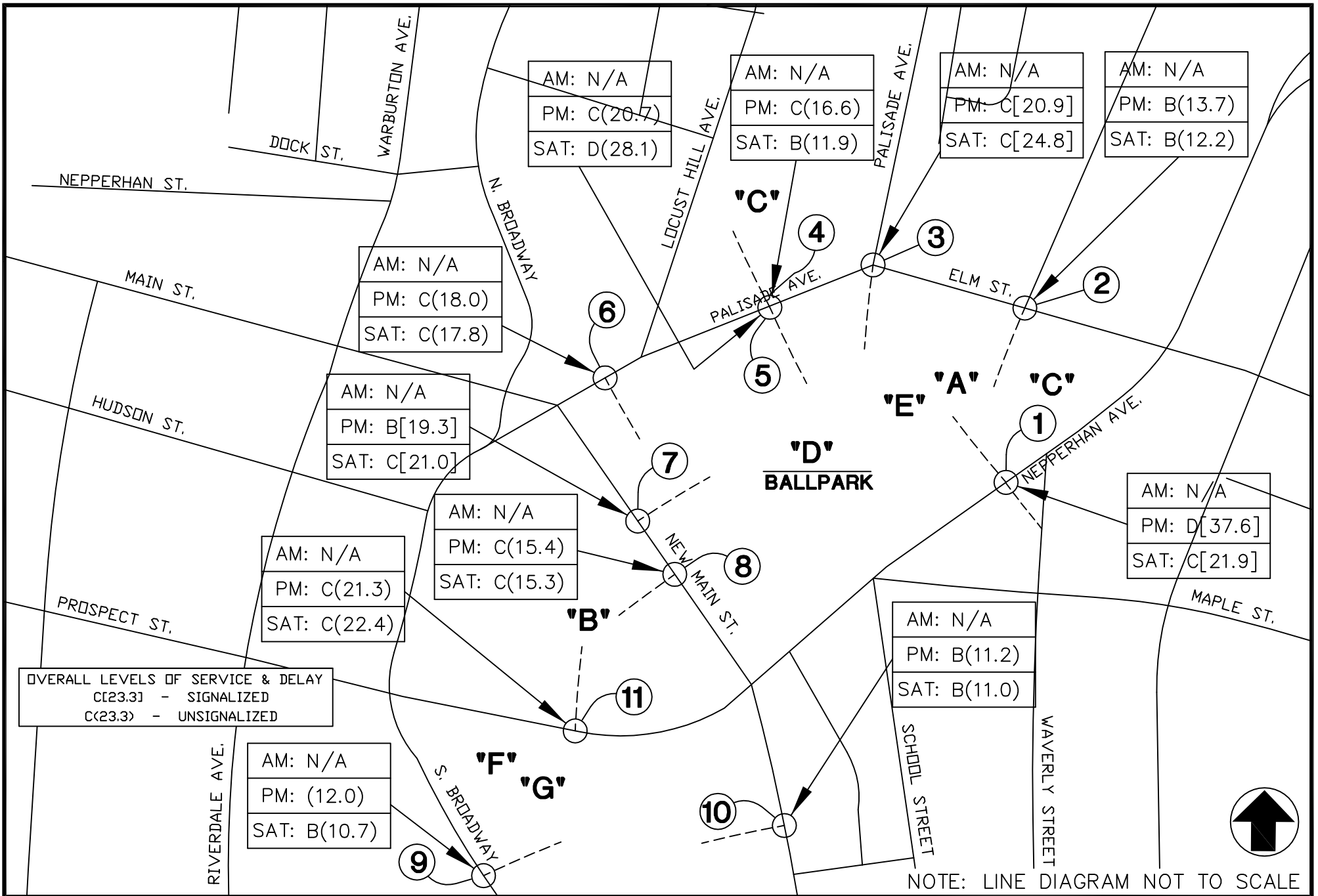
DRIVEWAY GEOMETRY AND TRAFFIC CONTROL



**SFC YONKERS
 YONKERS, NEW YORK**

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

DRIVEWAY LEVELS OF SERVICE AND DELAYS



**SFC YONKERS
 YONKERS, NEW YORK**

**DRIVEWAY LEVELS OF SERVICE AND DELAYS
 (W/ BALLPARK)**

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

PROJECT NO. 281 DATE: DEC. 2007

FIG. NO. 8B

LOS TABLE NO. 5
 LEVEL OF SERVICE SUMMARY TABLE
 DRIVEWAY ANALYSIS

	LOCATION	YEAR 2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
1	NEPPERHAN AVENUE & PROPOSED SITE ACCESS #1 REALIGNED WAVERLY STREET			
	SIGNALIZED			
	EASTBOUND LEFT	D [36.4]	D [42.0]	D [41.6]
	EASTBOUND THROUGH / RIGHT	C [31.0]	D [49.0]	C [20.5]
	EASTBOUND APPROACH	C [31.0]	D [48.9]	C [20.7]
	WESTBOUND LEFT	D [40.4]	D [46.0]	D [44.1]
	WESTBOUND THROUGH / RIGHT	C [33.3]	B [14.8]	B [13.9]
	WESTBOUND APPROACH	C [33.7]	B [16.6]	B [15.5]
	NORTHBOUND LEFT	C [32.5]	E [62.8]	D [45.1]
	NORTHBOUND THROUGH / RIGHT	C [33.8]	D [35.3]	C [34.6]
	NORTHBOUND APPROACH	C [33.2]	D [53.6]	D [41.6]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [43.0]	D [38.3]	D [38.2]
	SOUTHBOUND APPROACH	D [43.0]	D [38.3]	D [38.2]
OVERALL INTERSECTION	C [32.8]	D [38.5]	C [20.8]	
2	ELM STREET & PROPOSED SITE ACCESS #2			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT	A (7.4) B (13.7)	A (7.3) B (13.7)	A (7.3) B (12.2)
3	PALISADE AVENUE / ELM STREET & PROPOSED SITE ACCESS #3			
	W/ NEW TRAFFIC PATTERN			
	SIGNALIZED			
	WESTBOUND LEFT / THROUGH / RIGHT	B [17.4]	C [20.6]	B [19.3]
	WESTBOUND APPROACH	B [17.4]	C [20.6]	B [19.3]
	NORTHBOUND LEFT / THROUGH	B [13.2]	C [24.2]	C [33.9]
	NORTHBOUND APPROACH	B [13.2]	C [24.2]	C [33.9]
	SOUTHBOUND THROUGH / RIGHT SOUTHBOUND APPROACH	B [17.2] B [17.2]	B [16.8] B [16.8]	B [16.4] B [16.4]
OVERALL INTERSECTION	B [17.2]	C [20.4]	C [21.6]	
4	PALISADE AVENUE & PROPOSED SITE ACCESS #4			
	UNSIGNALIZED SOUTHBOUND RIGHT	B (11.6)	C (16.2)	B (11.7)
5	PALISADE AVENUE & PROPOSED SITE ACCESS #5			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT	A (7.3) B (12.1)	A (7.5) C (20.3)	A (7.6) D (26.7)
6	PALISADES AVENUE & PROPOSED SITE ACCESS #6			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT	A (7.3) B (11.4)	A (7.4) C (17.7)	A (7.4) C (17.2)

LOS TABLE NO. 5
 LEVEL OF SERVICE SUMMARY TABLE
 DRIVEWAY ANALYSIS

	LOCATION	YEAR 2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
7	NEW MAIN STREET & PROPOSED SITE ACCESS #7			
	SIGNALIZED			
	WESTBOUND LEFT	C [20.9]	C [27.4]	C [32.2]
	WESTBOUND APPROACH	C [20.9]	C [27.4]	C [32.2]
	SOUTHBOUND LEFT/ THROUGH	B [11.3]	B [15.9]	B [14.9]
	SOUTHBOUND APPROACH	B [11.3]	B [15.9]	B [14.9]
	OVERALL INTERSECTION	B [12.2]	B [18.3]	B [19.4]
8	NEW MAIN STREET & PROPOSED SITE ACCESS #8			
	UN SIGNALIZED EASTBOUND RIGHT	B (11.3)	B (14.5)	B (13.6)
9	SOUTH BROADWAY & PROPOSED SITE ACCESS #9			
	UN SIGNALIZED WESTBOUND RIGHT	B (10.0)	B (11.7)	B (10.3)
10	NEW MAIN STREET & PROPOSED SITE ACCESS #10			
	UN SIGNALIZED EASTBOUND RIGHT	B (10.3)	B (11.0)	B (10.6)
11	NEPPERHAN AVENUE & PROPOSED SITE ACCESS #11			
	UN SIGNALIZED SOUTHBOUND RIGHT	C (17.4)	C (15.1)	C (20.9)

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. 6
 LEVEL OF SERVICE SUMMARY TABLE
 DRIVEWAY ANALYSIS W/ BALLPARK

	LOCATION	YEAR 2012 BUILD CONDITIONS	
		W/ BALLPARK WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
1	NEPPERHAN AVENUE & PROPOSED SITE ACCESS #1 REALIGNED WAVERLY STREET		
	SIGNALIZED		
	EASTBOUND LEFT	D [42.0]	D [41.6]
	EASTBOUND THROUGH / RIGHT	D [49.0]	C [20.5]
	EASTBOUND APPROACH	D [48.9]	C [20.7]
	WESTBOUND LEFT	D [46.0]	D [44.1]
	WESTBOUND THROUGH / RIGHT	B [17.3]	B [18.9]
	WESTBOUND APPROACH	B [18.6]	B [19.8]
	NORTHBOUND LEFT	E [62.8]	D [45.1]
	NORTHBOUND THROUGH / RIGHT	D [35.3]	C [34.6]
	NORTHBOUND APPROACH	D [53.6]	D [41.6]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [38.3]	D [38.2]
SOUTHBOUND APPROACH	D [38.3]	D [38.2]	
OVERALL INTERSECTION	D [37.6]	C [21.9]	
2	ELM STREET & PROPOSED SITE ACCESS #2		
	UNSIGNALIZED		
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT	A (7.3) B (13.7)	A (7.3) B (12.2)
3	PALISADE AVENUE / ELM STREET & PROPOSED SITE ACCESS #3		
	W/ NEW TRAFFIC PATTERN		
	SIGNALIZED		
	WESTBOUND LEFT / THROUGH / RIGHT	C [20.6]	B [19.3]
	WESTBOUND APPROACH	C [20.6]	B [19.3]
	NORTHBOUND LEFT / THROUGH	C [26.9]	D [50.0]
	NORTHBOUND APPROACH	C [26.9]	D [50.0]
	SOUTHBOUND THROUGH / RIGHT	B [17.5]	B [17.6]
SOUTHBOUND APPROACH	B [17.5]	B [17.6]	
OVERALL INTERSECTION	C [20.9]	C [24.8]	
4	PALISADE AVENUE & PROPOSED SITE ACCESS #4		
	UNSIGNALIZED		
SOUTHBOUND RIGHT	C (16.6)	B (11.9)	
5	PALISADE AVENUE & PROPOSED SITE ACCESS #5		
	UNSIGNALIZED		
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT	A (7.5) C (20.7)	A (7.6) D (28.1)
6	PALISADES AVENUE & PROPOSED SITE ACCESS #6		
	UNSIGNALIZED		
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT	A (7.4) C (18.0)	A (7.4) C (17.8)

LOS TABLE NO. 6
 LEVEL OF SERVICE SUMMARY TABLE
 DRIVEWAY ANALYSIS W/ BALLPARK

	LOCATION	YEAR 2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
7	NEW MAIN STREET & PROPOSED SITE ACCESS #7		
	SIGNALIZED		
	WESTBOUND LEFT	C [27.4]	C [32.2]
	WESTBOUND APPROACH	C [27.4]	C [32.2]
	SOUTHBOUND LEFT/ THROUGH	B [17.3]	B [17.7]
	SOUTHBOUND APPROACH	B [17.3]	B [17.7]
	OVERALL INTERSECTION	B [19.3]	C [21.0]
8	NEW MAIN STREET & PROPOSED SITE ACCESS #8		
	UN SIGNALIZED EASTBOUND RIGHT	C (15.4)	C (15.3)
9	SOUTH BROADWAY & PROPOSED SITE ACCESS #9		
	UN SIGNALIZED WESTBOUND RIGHT	B (12.0)	B (10.7)
10	NEW MAIN STREET & PROPOSED SITE ACCESS #10		
	UN SIGNALIZED EASTBOUND RIGHT	B (11.2)	B (11.0)
11	NEPPERHAN AVENUE & PROPOSED SITE ACCESS #11		
	UN SIGNALIZED SOUTHBOUND RIGHT	C (21.3)	C (22.4)

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

TABLE NO. 7
DRIVEWAY QUEUES

	LOCATION	TRAFFIC CONTROL	QUEUE* (# OF VEHICLES)		
			AM	PM	SAT
1	NEPPERHAN AVENUE & PROPOSED SITE ACCESS #1 REALIGNED WAVERLY STREET	SIGNALIZED	7.5	5.5	6.2
2	ELM STREET & PROPOSED SITE ACCESS #2	UNSIGNALIZED	0.10	0.66	0.08
3	PALISADE AVENUE / ELM STREET & PROPOSED SITE ACCESS #3	SIGNALIZED	1.5	10.9	14.8
4	PALISADE AVENUE & PROPOSED SITE ACCESS #4	UNSIGNALIZED	0.17	1.93	0.18
5	PALISADE AVENUE & PROPOSED SITE ACCESS #5	UNSIGNALIZED	0.19	1.99	3.24
6	PALISADES AVENUE & PROPOSED SITE ACCESS #6	UNSIGNALIZED	0.09	0.85	1.00
7	NEW MAIN STREET & PROPOSED SITE ACCESS #7	SIGNALIZED	2.5	15.6	20.0
8	NEW MAIN STREET & PROPOSED SITE ACCESS #8	UNSIGNALIZED	0.67	0.53	0.57
9	SOUTH BROADWAY & PROPOSED SITE ACCESS #9	UNSIGNALIZED	0.17	0.86	0.23
10	NEW MAIN STREET & PROPOSED SITE ACCESS #10	UNSIGNALIZED	0.02	0.09	0.02
11	NEPPERHAN AVENUE & PROPOSED SITE ACCESS #11	UNSIGNALIZED	0.70	0.55	0.45

W/ BALLPARK QUEUE* (# OF VEHICLES)	
PM	SAT
5.5	6.2
0.66	0.08
11.3	16.9
1.98	0.18
2.03	3.42
0.87	1.05
15.6	20.0
0.58	0.68
0.90	0.25
0.09	0.02
0.72	0.76

* HCS 95% QUEUE LENGTH REPRESENTED IN NUMBER OF VEHICLES