FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR THE CROTON WATER TREATMENT PLANT AT THE EASTVIEW SITE

ALL FIGURES ARE LOCATED AT END OF SECTION

5.9. TRAFFIC AND TRANSPORTATION

5.9.1. Introduction

This section examines the potential operational and construction impacts on the nearby transportation system due to the Croton Water Treatment Plant project (Croton project) at the Eastview Site. The existing operating conditions of the nearby transportation system, including traffic, parking, pedestrian safety and transit are presented. The study areas were established based upon anticipated volumes, logical traffic routes and potentially problematic areas. The methodology used to prepare this analysis is presented in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation.

The analyses presented in this section encompass a variety of scenarios depending on assumptions made for future conditions (e.g., with or without the Cat/Del UV Facility, and where construction workers might park). Because the analyses are involved and are often subdivided into different scenarios and options, a chart showing the analysis framework for this section, and where information for the various analysis conditions can be found in the section, is shown in Flowchart 5.9-1.

5.9.2. Baseline Conditions

5.9.2.1. Existing Conditions

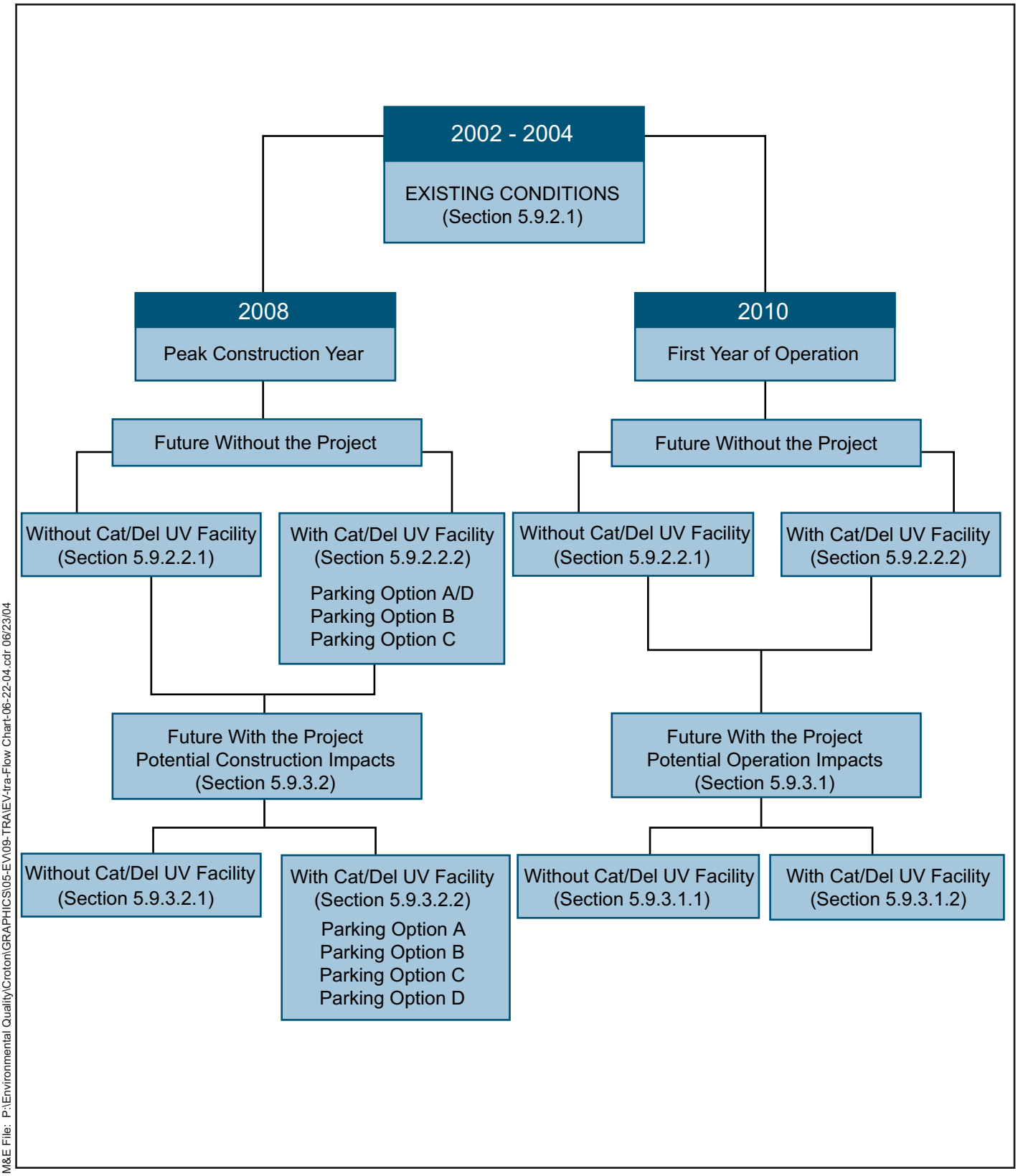
The Eastview Site is located in the Town of Mount Pleasant, Westchester County, New York. The study area for this site has been selected to encompass those roadways most likely to be used by the majority of vehicular traffic traveling to and from the Eastview Site. The study area is bounded by Broadway/Bradhurst Avenue/Sprain Brook Parkway to the north, Tarrytown Road to the south, Bradhurst Avenue (Route 100) and Saw Mill River Parkway to the east, and Route 9A (Saw Mill River Road) to the west. The traffic study area for the site is presented in Figure 5.9-1. (**Note: All figures are located at end of section.)**

The street network consists primarily of four north-south arterials connected by two east-west collectors. The collector roadways, Grasslands Road (Route 100C) and Route 119, distribute traffic from the north-south arterials of Route 9A, the Saw Mill River and Sprain Brook Parkways, and Knollwood Road to the local streets and destinations. Route 100C and the local streets, such as Woods Road and Dana Road, provide access to office parks, private residences, and institutions, such as the Westchester Community College and the Westchester County Medical Center and Correctional Complex located on the Grasslands Reservation. The following analyses consider the intersections near the water treatment plant site that are most likely to be affected by project-generated traffic. A discussion of the key travel routes follows.

The Sprain Brook Parkway is a major north-south arterial roadway that begins at the Cross County Parkway in the City of Yonkers and travels north before merging with the Bronx River Parkway in Hawthorne to form the Taconic State Parkway. In this area, the Sprain Brook Parkway consists of three travel lanes in each direction with a grassed center median and wide shoulders. All intersections along this limited-access parkway are grade separated and yield

controlled. Currently, the parkway experiences no considerable delays for thru traffic, but there exists some friction for local traffic at the exit ramps.

Overall, the parkway operates acceptably during peak commuter hours. It would be anticipated to handle the majority of the employee-related construction traffic generated by the water treatment plant site, as well as, full-time employees upon completion of the proposed plant. Truck traffic is not allowed on the parkway.



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Traffic and Transportation Framework of Analysis

Croton Water Treatment Plant

Flowchart 5.9-1

Route 9A is a north-south arterial roadway that extends from Manhattan to Ossining, where it merges with Route 9. In the traffic study area, the route has two lanes per direction separated by a double-yellow line. There are no shoulders, and parking is difficult on the curbed or grassed embankments lining both sides of the road. Route 9A contains a mix of unsignalized, signalized, and limited-access, grade-separated intersections. The roadway operates with slight delays at the intersection of Hunter Lane/Executive Boulevard, but delays increase at the southern limit of the study area towards Route 119. Route 9A would accommodate a portion of both construction and full-time employee-related traffic and the majority of the construction truck deliveries for the proposed plant.

Route 100C is an east-west collector roadway that becomes Old Saw Mill River Road between the Saw Mill River Parkway and Route 9A. To the west of Walker Road and Clearbrook Road, this roadway consists of one travel lane in each direction. Between this intersection and the Woods Road/Taylor Road intersection, Route 100C consists of three lanes, one westbound lane and two eastbound lanes. It then widens to four lanes (two travel lanes in each direction) between the Woods Road/Taylor Road and Knollwood Road intersection. Traffic signals along Route 100C between Knollwood Road (Route 100A) and Woods/Taylor Roads are coordinated to smoothly process Route 100C traffic. The majority of all traffic destined to the water treatment plant site during the construction phase and full-time operation would use Route 100C via the signalized intersection at Walker Road.

Walker Road and Clearbrook Road are two-lane, north-south local roads. Clearbrook Road provides access to the Cross Westchester Executive Park, which abuts the water treatment plant site to the south. Walker Road, located west of the water treatment plant site, currently provides access to the Beeline Bus facility and would be the primary access point for the proposed project. Previously known as Bee-line Boulevard, construction has recently extended the roadway north to connect with Dana Road, renaming the roadway to Walker Road.

Woods and Taylor Roads form a two-lane, north-south local roadway that is signalized at the intersection with Route 100C. Taylor Road dead-ends to the south, and carries only residential traffic. Woods Road provides access to the New York Medical College, the Westchester Medical Center, and the County Correctional Complex, all located on the Grasslands Reservation.

Knollwood Road and Bradhurst Avenue (Routes 100A and 100) are two-lane, north-south local roadways that are signalized at Route 100C and other major intersections. Knollwood Road is east of, and parallels, Route 9A from Route 119 in Elmsford to its terminus at Route 100C at the Town of Mount Pleasant border. The roadway is known as Bradhurst Avenue north of Route 100C.

Knollwood Road and Route 100C both provide access to the Westchester Community College.

Dana Road is a two-lane, east-west local roadway that forms the westbound approach of a “T” intersection with Route 9A.

Executive Boulevard is a two-lane, east-west local roadway that is signalized at the intersection with Route 9A. The eastbound approach of the intersection is formed by the West's driveway. Executive Boulevard provides access to the Cross Westchester Park and connects to Clearbrook Road.

Route 119 intersects Route 9A just south of I-287 in the Village of Elmsford. This section of Route 119 generally consists of four 11-foot travel lanes and two 8-foot parking lanes. West of Route 9A, between the I-287 overpass and the Saw Mill River Parkway overpass, the number of travel lanes varies from two lanes in the eastbound direction and three lanes westbound, to three lanes in both directions. There are left-turn lanes at some intersections outside the Village of Elmsford. Interim improvements to the Route 9A/Route 119 intersection created left-turn lanes on Route 119 through the elimination of some parking along the north side of Route 119 between Route 9A and Stone Avenue.

Virginia Road is a collector road that generally runs in an east-west direction within the study area, forming intersections with Grasslands Road and the Bronx River Parkway that would be anticipated to carry project-related traffic.

Legion Drive is a collector road that generally runs in a north-south direction within the study area.

5.9.2.1.1. Traffic Conditions and Analysis

Traffic counts were collected during school periods in June 2002, September/October 2002 and September 2003. Additional counts for the Cat/Del UV Facility were taken in March 2004. Due to the completion of Walker Road, additional traffic counts were taken in that area. The counts documented traffic conditions on key study area roadways and intersections. The data collection included manual turning movement counts (TMC), automatic traffic recorders (ATR), vehicle classification counts, and travel speed runs along principal corridors. Below is a list of intersections where turning movement counts were performed:

Turning Movement Count Locations:

- Sprain Brook Parkway Southbound On Ramps and Broadway (Route 9A/ Bradhurst Avenue at Route 100)
- Saw Mill River Road (Route 9A) and Beverly Road
- Saw Mill River Road (Route 9A) and Stevens Avenue (North)
- Saw Mill River Road (Route 9A) and Stevens Avenue (South)
- Saw Mill River Road (Route 9A) and Saw Mill River Parkway Ramps to Mid-Westchester Executive Park
- Bradhurst Avenue (Route 100) and Lakeview Avenue
- Bradhurst Avenue (Route 100) and Route 100C/Knollwood Road (Route 100A)
- Knollwood Road (Route 100A) and Hevelyne Road
- Knollwood Road (Route 100A) and Cross Westchester Expressway (I-287) Westbound Ramps
- Knollwood Road (Route 100A) and Cross Westchester Expressway (I-287) Eastbound Ramps

- Knollwood Road (Route 100A) and Tarrytown White Plains Road Westbound Ramps
- Knollwood Road (Route 100A) and Tarrytown White Plains Road (Route 119) Eastbound Ramps
- Saw Mill River Road (Route 9A)/North Central Avenue and Cross Westchester Expressway (I-287) Westbound Ramps
- Saw Mill River Road (Route 9A)/Cross Westchester Expressway (I-287) Eastbound Ramps
- Saw Mill River Road (Route 9A)/Cross Westchester Expressway (I-287) Westbound Ramps
- Saw Mill River Road (Route 9A)/North Central Avenue and Tarrytown Road White Plains Road
- Saw Mill River Road (Route 9A) and Hunter Lane
- Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza Entrance
- Old Saw Mill River Road and Saw Mill River Road (Route 9A) Southbound Ramps
- Route 100C and Saw Mill River Road (Route 9A) Northbound Ramps
- Saw Mill River Road (Route 9A) and Dana Road
- Old Saw Mill River Road and Saw Mill River Parkway Southbound Ramps
- Old Saw Mill River Road and Saw Mill River Parkway Northbound Ramps
- Route 100C and Clearbrook Road/Walker Road (Walker Road)
- Route 100C and Woods Drive/Taylor Road
- Route 100C and Sprain Brook Parkway Southbound Ramps
- Route 100C and Sprain Brook Parkway Northbound Ramps
- Dana Road and Walker Road (Walker Road)

Seven additional intersections were added to the study area, primarily to enable the evaluation of impacts associated with construction worker parking options if both the Cat/Del UV Facility and the potential Croton project were under construction at the same time. For these seven intersections, an additional counting program was undertaken in March 2004, similar to that performed for the other intersections listed above in the primary study area. It included TMC, vehicle classification counts, and speed runs. The following list indicates the locations where TMCs were performed for these seven additional intersections:

- Old Saw Mill River Road and the Landmark at Eastview West Driveway
- Old Saw Mill River Road and the Landmark at Eastview East Driveway
- Grasslands Road (Route 100) and the Westchester Community College (WCC) Campus West Entrance
- Grasslands Road (Route 100) and the WCC Campus East Entrance
- Grasslands Road (Route 100) and Legion Drive
- Grasslands Road (Route 100) and Virginia Road
- Virginia Road and Bronx River Parkway

The turning movement counts (TMC) at the above listed intersections were conducted on mid-weekdays (Tuesday to Thursday) from 7AM to 10AM and from 2PM to 6PM to capture the AM and PM peak hours.

In addition to TMC, ATR counts have been performed for a 24-hour period for seven days at the following locations:

- Saw Mill River Road – North of Fieldcrest Drive
- Old Saw Mill River Road – East of Saw Mill River Parkway
- Saw Mill River Road – South of Dana Road
- Route 100C – West of Sprain Brook Parkway
- Saw Mill River Road (Route 9A) – North of Belmont Road

The vehicle classification counts were performed from 7AM to 10AM and 2PM to 8PM. These hours, as well as the hours for which the turning movement counts were performed, were chosen as representative of the periods of heaviest traffic volumes during the potential construction period and plant operation. It has been assumed that construction would typically commence at 7:30 AM and finish no later than 3:30 PM with construction traffic arrivals/departures between 6:30 – 7:30 for the AM period and 3:30 – 4:30 for the PM period.

To develop year 2002, 2003 and 2004 traffic volumes for the study intersections, the traffic volumes from the TMC were factored utilizing adjacent ATR counts. The resultant intersection turning movement volumes represent an average mid-weekday volume. Since the study intersections represent only a portion of the roadways in the study area, the turning movement volumes of adjacent intersections may not balance, i.e., the traffic exiting one study intersection may not equal the traffic entering the adjacent study intersection. This is due to several possible factors including other intersecting roads and residential and commercial entrances between study intersections, different count days, and counts performed in Spring versus Fall.

The year 2002, 2003 and 2004 traffic volumes for the AM and PM peak hours are illustrated in Figure 5.9-2. A review of the manual count data and the 24-hour ATR data indicated that traffic in the area exhibits typical commuter characteristics. Traffic volumes along both directions of Route 9A and Route 100C increase from the early morning hours and peak between 8AM and 9AM. Traffic decreases in the midday periods until the evening peak between 5PM and 6PM.

Traffic along Route 100C by Walker Road is directional throughout the peak periods. During the AM peak hour, 62 percent of traffic travels westbound and 38 percent eastbound; the opposite pattern is exhibited in the PM peak hour. Currently, traffic volumes on Route 100C range between 850 and 1,450 vehicles per hour (vph) in each direction in the AM peak hour. During the PM peak hour, traffic volumes increase slightly, ranging between 850 and 1,650 vph on Route 100C.

Traffic along Route 9A to the north of Route 100C exhibits similar commuter characteristics, with peak travel in the northbound direction. During the AM peak hour, 58 percent of traffic flow northbound and 42 percent southbound (the reverse is true in the PM peak hour). In the AM peak hour, traffic volumes along Route 9A north of Route 100C range between 750 and 1,200 vph per direction. Route 9A just south of Route 100C also exhibits directional flow, favoring the southbound direction (55 percent). In this area, during the AM peak hour, 45 percent of traffic flows northbound and 55 percent flows southbound. During the peak AM hour, between 800 and 1,100 vph travel Route 9A in each direction. In the PM, traffic volumes

increase slightly, ranging between 800 and 1,200 vehicles per direction. Northbound and southbound volumes are nearly balanced.

As noted above, each study area intersection was analyzed in terms of its capacity to accommodate existing traffic volumes and its resulting Level of Service (LOS) using the Highway Capacity Manual (HCM) procedures. A summary of findings is presented in Table 5.9-1 with the key findings discussed below. See Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation for the procedural details.

Currently, 19 of the 20 signalized intersections in the study area operate at an overall LOS D or better in both peak hours, although some individual approaches and movements are worse. Nine of the fourteen unsignalized intersections in the study area operate at an overall LOS D or better in both peak hours. In some instances, there are insufficient green times to process existing traffic demands. Such disproportions can be easily remedied by shifting a modest amount of time from one approach that has unused green time to another that is congested. Other intersections experience existing delays due to high traffic volumes that are not as easily remedied.

TABLE 5.9-1. 2002, 2003 & 2004 EXISTING TRAFFIC CONDITIONS FOR EASTVIEW SITE

SIGNALIZED INTERSECTIONS	LANE GROUP	EXISTING CONDITIONS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.59	30.0	C	0.48	28.6	C
	EB – LTR	0.11	24.8	C	0.07	25.3	C
	WB – L	0.13	32.3	C	0.13	34.1	C
	WB – LT	0.09	32.0	C	0.08	33.8	C
	WB - R	0.02	31.6	C	0.04	33.5	C
	NB-L	0.12	13.5	B	0.58	16.8	B
	NB-TR	0.27	14.5	B	0.47	14.4	B
	SB-L	0.04	12.9	B	0.10	21.1	C
	SB-TR	0.48	16.3	B	0.83	33.7	C
	Intersection		**18.9**	**B**		**24.0**	**C**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.60	30.8	C	1.01	113.0	F
	EB - T	0.93	52.5	D	0.52	21.0	C
	EB - R	0.31	15.9	B	0.24	11.8	B
	WB-L	0.62	45.7	D	0.18	17.5	B
	WB-TR	0.38	25.2	C	0.88	37.1	D
	NB - L	0.20	21.9	C	0.72	41.9	D
	NB - TR	0.31	25.5	C	0.18	16.2	B
	SB - L	0.44	38.1	D	0.27	24.7	C
	SB - TR	0.62	46.7	D	1.01	76.1	E
	Intersection		**36.5**	**D**		**42.6**	**D**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.42	27.2	C	0.72	34.8	C
	WB-R	0.21	25.2	C	0.41	27.1	C
	NB-L	0.45	9.4	A	0.83	30.9	C
	NB-T	0.46	9.8	A	0.47	9.9	A
	SB-T	0.28	13.2	B	0.40	14.4	B
	SB-R	0.12	12.0	B	0.20	12.7	B
	Intersection		**14.0**	**B**		**21.3**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.62	30.8	C	0.44	23.9	C
	EB-TR	0.01	23.6	C	0.00	20.0	C
	EB-R	0.52	28.6	C	0.70	30.3	C
	NB-T	0.44	14.8	B	0.78	26.0	C
	NB-R	0.47	15.1	B	0.56	19.5	B
	SB-L	0.34	9.3	A	0.67	19.5	B
	SB-T	0.26	8.2	A	0.59	14.2	B
	Intersection		**17.8**	**B**		**22.1**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.13	24.5	C	0.32	26.2	C
	WB-R	0.46	27.6	C	0.87	47.1	D
	NB-LT	0.36	9.8	A	0.52	11.4	B
	SB-T	0.18	15.2	B	0.40	17.0	B
	SB-R	0.17	15.1	B	0.42	17.5	B
	Intersection		**15.2**	**B**		**21.4**	**C**
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.64	31.6	C	0.70	33.9	C
	EB – R	0.13	24.5	C	0.30	26.0	C
	NB-TR	0.36	19.8	B	0.37	19.8	B
	SB-L	0.27	10.9	B	0.41	12.8	B
	SB-T	0.25	9.1	A	0.49	11.1	B
	Intersection		**19.4**	**B**		**19.5**	**B**

TABLE 5.9-1. 2002, 2003 & 2004 EXISTING TRAFFIC CONDITIONS FOR EASTVIEW SITE

SIGNALIZED INTERSECTIONS	LANE GROUP	EXISTING CONDITIONS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	0.87	45.5	D	0.51	31.2	C
	WB-R	0.74	35.7	D	0.93	60.0	E
	NB-LTR	0.31	8.5	A	0.55	19.5	B
	SB-TR	0.41	9.3	A	0.75	18.2	B
	Intersection		**22.0**	**C**		**26.9**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.27	12.0	B	0.78	28.4	C
	SB-L	0.43	1.0	A	0.63	17.0	B
	SB-T	0.22	0.2	A	0.68	1.5	A
	Intersection		**4.8**	**A**		**14.9**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	0.88	48.1	D	0.92	76.7	E
	EB-TR	0.36	16.3	B	0.45	26.0	C
	WB-L	0.14	22.0	C	0.50	41.5	D
	WB-TR	0.26	23.0	C	0.82	49.2	D
	NB-L	0.26	30.4	C	0.23	26.0	C
	NB-TR	0.50	34.2	C	0.73	38.2	D
	SB-L	0.20	32.6	C	0.33	27.0	C
	SB-T	0.38	34.4	C	0.21	21.9	C
	SB-R	0.25	24.8	C	0.55	19.4	B
	Intersection		**28.4**	**C**		**37.8**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB–LTR	0.01	29.1	C	0.01	32.9	C
	WB–LT	0.28	32.0	C	0.73	48.9	D
	WB-R	0.01	18.7	B	0.07	22.9	C
	NB–LTR	0.56	19.7	B	0.60	17.5	B
	SB–LTR	0.57	12.4	B	0.59	10.3	B
	Intersection		**16.8**	**B**		**17.3**	**B**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	WB-LR	0.31	34.7	C	0.70	34.5	C
	NB-TR	0.29	2.9	A	0.46	7.4	A
	SB-LT	0.42	3.4	A	0.49	7.7	A
	Intersection		**4.4**	**A**		**11.3**	**B**
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.77	20.8	C	0.73	19.4	B
	WB-TR	0.20	4.2	A	0.29	4.6	A
	SB-LR	0.58	33.0	C	0.56	32.5	C
	Intersection		**16.7**	**B**		**14.1**	**B**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.40	16.7	B	0.34	12.7	B
	WB-T	0.17	7.6	A	0.23	4.0	A
	NB-L	0.06	21.4	C	0.29	30.0	C
	NB-R	0.66	29.7	C	0.45	31.6	C
	Intersection		**17.1**	**B**		**11.8**	**B**

TABLE 5.9-1. 2002, 2003 & 2004 EXISTING TRAFFIC CONDITIONS FOR EASTVIEW SITE

		EXISTING CONDITIONS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.01	2.6	A	0.03	9.1	A
	EB-TR	0.33	3.6	A	0.61	14.3	B
	WB-L	0.32	3.7	A	0.82	34.3	C
	WB-TR	0.34	3.6	A	0.60	14.2	B
	NB-LT	0.20	33.6	C	0.18	19.8	B
	SB-LT	0.19	33.7	C	0.21	20.1	C
	SB-R	0.00	32.2	C	0.01	18.5	B
	Intersection		**5.2**	**A**		**17.4**	**B**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.24	6.5	A	0.25	11.7	B
	EB-TR	0.23	5.1	A	0.48	11.4	B
	WB-L	0.00	9.3	A	0.00	12.5	B
	WB-TR	0.50	13.1	B	0.63	19.1	B
	NB-LTR	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.50	37.9	D	0.72	37.0	D
	SB-R	0.08	21.1	C	0.10	17.1	B
	Intersection		**12.1**	**B**		**17.8**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.24	7.3	A	0.57	10.1	B
	WB-T	0.28	7.6	A	0.46	8.9	A
	SB-L	0.50	33.0	C	0.16	29.5	C
	SB-R	0.27	30.6	C	0.10	29.0	C
	Intersection		**12.8**	**B**		**10.4**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.06	14.4	B	0.43	14.4	B
	EB-T	0.45	17.4	B	0.28	8.7	A
	WB-TR	0.42	24.0	C	0.95	39.6	D
	NB-LT	0.88	43.7	D	0.58	26.1	C
	NB-R	0.92	50.6	D	0.32	22.8	C
	Intersection		**32.3**	**C**		**27.9**	**C**
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.03	98.9	F	1.05	103.3	F
	EB-R	0.20	19.5	B	0.36	34.2	C
	WB-LTR	0.36	34.2	C	1.05	107.4	F
	NB-L	0.04	46.2	D	0.04	10.5	B
	NB-TR	0.25	19.9	B	0.58	24.6	C
	SB-L	1.04	121.7	F	0.12	11.2	B
	SB-T	0.66	26.3	C	0.55	24.0	C
	Intersection		**46.9**	**D**		**46.1**	**D**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.38	7.5	A	0.66	15.0	B
	WB-L	0.23	4.8	A	0.19	10.3	B
	WB-T	0.22	3.1	A	0.53	7.4	A
	NB-L	0.06	45.7	D	0.58	29.5	C
	Intersection		**6.1**	**A**		**13.5**	**B**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.63	6.6	A	0.48	5.2	A
	WB-LTR	0.22	4.0	A	0.39	4.7	A
	NB-LTR	0.02	21.0	C	0.07	21.2	C
	SB-LTR	0.04	21.0	C	0.03	21.0	C
	Intersection		**6.1**	**A**		**5.3**	**A**

TABLE 5.9-1. 2002, 2003 & 2004 EXISTING TRAFFIC CONDITIONS FOR EASTVIEW SITE

UNSIGNALIZED INTERSECTIONS	LANE GROUP	EXISTING CONDITIONS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.10	10.2	B	0.17	9.2	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	9.8	A	0.02	11.9	B
	EB-LR	0.05	18.2	C	0.03	22.8	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	10.3	B	0.01	9.3	A
	SB-LT	0.03	8.9	A	0.02	9.8	A
	WB-LTR	0.03	15.5	C	0.05	13.9	B
	EB-LTR	0.02	27.5	D	0.09	18.6	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.5	A	0.00	9.8	A
	WB-LR	0.03	18.6	C	0.10	25.2	D
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.1	A	0.01	8.0	A
	WB-LR	0.22	14.0	B	0.38	16.4	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.2	A	0.00	7.9	A
	EB-LR	0.03	12.5	B	0.01	10.5	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.07	9.5	A	0.12	9.6	A
	SB-LT	0.01	8.5	A	0.01	9.0	A
	WB-LT	0.07	26.0	D	0.07	39.3	E
	WB-TR	0.01	10.3	B	0.02	14.9	B
	EB-L	0.01	25.7	D	0.01	35.5	E
	EB-T	0.01	29.2	D	0.05	53.6	F
Dana Road & Walker Road	WB-LT	0.00	8.2	A	0.01	7.7	A
	NB-LR	0.08	10.4	B	0.04	10.3	B
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	WB-L	0.12	10.7	B	0.14	10.2	B
	NB-L	0.56	47.4	E	0.67	61.2	F
	NB-R	0.14	14.6	B	0.13	12.5	B
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.16	9.5	A	0.09	9.5	A
	NB-TR	0.04	21.4	C	0.03	18.5	C
	EB-L	0.06	12.9	B	0.13	12.5	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.21	8.2	A	0.33	9.9	A
	WB-LR	0.49	15.0	B	1.04	84.6	F
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.36	25.5	D	1.04	123.1	F
	SB-R	0.18	11.7	B	0.41	17.4	C
	EB-LT	0.06	8.4	A	0.21	10.3	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.05	19.0	C	0.21	40.5	E
	NB-R	0.01	13.1	B	0.44	16.4	C
	WB-LT	0.00	9.7	A	0.11	8.9	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.06	15.0	B	0.08	23.3	C
	SB-LTR	0.01	9.9	A	0.06	15.4	C
	EB-LTR	0.01	7.9	A	0.00	8.5	A
	WB-LTR	0.01	9.5	A	0.01	8.7	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway
V/C Ratio - Volume to Capacity Ratio
SEC/VEH - Seconds per Vehicle
LOS - Level of Service
--- HCS results not provided for given lane group

The Virginia Road at the Bronx River Parkway intersection experiences marginally unacceptable LOS D during the AM and PM peak hours.

The unsignalized intersections that would experience increased overall delay are as follows.

The Saw Mill River Road (Route 9A) at the Ramada Inn/Broadway Plaza intersection experiences LOS E and LOS F in the PM peak hours at the stop controlled approaches. The eastbound traffic experiences LOS E and LOS F conditions in the PM peak hour. The westbound approach experiences LOS E during the PM peak hours.

The northbound approach of the Old Saw Mill River Road at Saw Mill River Road (Rt. 9A) SB Ramps intersection experiences LOS E and F conditions during the AM and PM peak hours, respectively. This delay is due to northbound traffic turning left onto Old Saw Mill River Road.

The westbound approach of the intersection of Grasslands Road and Virginia Road experiences LOS F conditions during the PM peak hour.

The southbound left-turn movement at the intersection of Grasslands Road and Legion Drive experiences LOS F during the PM peak hour.

The northbound left-turn movement at the intersection of Grasslands Road and the Westchester Community College (WCC) Campus West Gate experiences LOS E during the PM peak hour.

5.9.2.1.2. Safety

Accident data information was obtained for the period from 5/01/98 thru 4/30/01 (see Table 5.9-2 for details). Within the study area, there were a total of 183 reportable accidents that occurred between 5/01/98 and 4/30/01. None involved fatalities, 79 involved injuries, and 104 involved property damage only.

5.9.2.1.3. Parking

There are no posted parking regulations on the local streets within the study area, and because the area is generally commercial in nature, on-street parking demand is very low. Off-street lots provide parking for all of the offices and municipal buildings with ample parking space supplied for employees and visitors.

5.9.2.1.4. Transit and Pedestrians

The area is served by six Westchester County Beeline bus lines that operate along Executive Boulevard, Route 100C, Dana Road, Clearbrook Road, and Woods Roads, Route 9A, and Bradhurst Avenue. These bus routes, a mix of local and express service, provide transit to locations as far north as Peekskill and south to Yonkers, Mount Vernon, Valhalla and the Bronx.

Local bus service in the area is provided by four lines. Refer to Table 5.9-3 for details on the weekday ridership registration of Beeline bus routes. The No. 1 C bus provides service between

the IRT Nos. 1 and 9 Subway station at 242nd Street in the Bronx and Westchester Medical Center in Town of Mount Pleasant. Headways are long, typically about one (1) hour between buses when service is in operation between the early morning and late afternoon periods. The Eastview Nos.14 and 15 buses travel between Peekskill and White Plains, with headways ranging between 60 minutes (Monday through Saturday) and two (2) hours (Sundays). Both buses make stops into major developments and institutions in the area. The No.40 bus runs from Mount Vernon to the Westchester Medical Center with 30-minute headways on weekdays.

TABLE 5.9-2. EASTVIEW SITE INVENTORY OF ACCIDENTS (5/01/98 to 4/30/01)

Intersection	Total # of Reportable Accidents (1)	Total # of FTL	Total # of INJ	Total # of PDO
Sprain Parkway SB On Ramps and Broadway (Rt. 9A/Bradhurst Ave (Rt. 100)	13	0	7	6
Broadway (Rt. 9A) and Beverly Road	2	0	0	2
Broadway (Rt. 9A) and Stevens Ave	1	0	1	0
Broadway (Rt. 9A) and Saw Mill River Pkwy Ramps to Mid Westchester Exec. Park	13	0	7	6
Bradhurst Ave. (Rt. 100) and Lakeview Ave.	0	0	0	0
Bradhurst Ave. (Rt. 100) and Grasslands Rd./Knollwood Road Rt. 100A	17	0	8	9
Knollwood Road (Rt. 100A) and Hevelyne Road	2	0	2	0
Knollwood Road (Rt. 100A) and Cross Westchester Exp. (I-287) WB Ramps	9	0	5	4
Knollwood Road (Rt. 100A) and Cross Westchester Exp. (I-287) EB Ramps	16	0	8	8
Knollwood Road (Rt. 100A) and Tarrytown White Plains Rd. (Rt. 119) EB/WB Ramps	30	0	10	20
Saw Mill River Road (Rt. 9A) and Cross Westchester Exp. (I-287) Ramps	16	0	8	8
Saw Mill River Road (Rt. 9A) and Tarrytown White Plains Rd. (Rt. 119)	27	0	12	15
Saw Mill River Road (Rt. 9A) and Hunters Lane	14	0	6	8
Saw Mill River Road (Rt. 9A) and Broadway Plaza	6	0	1	5
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	5	0	3	2
Grasslands Road (Rt. 100C) and Saw Mill River Road (Rt. 9A) Northbound Ramps	6	0	1	5
Saw Mill River Road (Rt. 9A) and Dana Road	0	0	0	0
Old Saw Mill River Road and Saw Mill River Parkway Ramps	1	0	0	1
Grasslands Road (Rt. 100C) and Clearbrook Road and Walker Road	N/A	N/A	N/A	N/A
Grasslands Road (Rt. 100C) and Woods Drive/Taylor Road	4	0	0	4
Grasslands Road (Rt. 100C) and Sprain Brook Parkway SB Ramp	1	0	0	1
Grasslands Road (Rt. 100C) and Sprain Brook Parkway NB Ramp	0	0	0	0

NOTES:

(1) Reportable accidents consist of all fatal, injury or property damage accidents that exceed NYS criteria for minimum damage.

SOURCE:

New York Department of Transportation

ABBREVIATION:

FTL – Accidents with a fatality

INJ – Accidents with personal injury

PDO – Property Damage Only Accidents

N/A - Data not available.

Express service within the study area is provided by two bus lines, typically operating only during the weekday AM and PM peak hours with 30- to 60-minute headways. The No. 27 bus travels from White Plains to Elmsford, with 60-minute headways on weekdays. The No.41 bus follows the No. 1C bus route between the Bronx and Westchester, with headways ranging between 12 and 30 minutes in the AM and PM peak hours, respectively.

Observations of pedestrian conditions in the study area during peak commuter periods indicate that pedestrian volumes are low. Where sidewalks do exist, only a few people each hour cross the streets. Most roadsides do not have sidewalks and pedestrians would be forced to walk on paved or grassed shoulders.

TABLE 5.9-3. AVERAGE WEEKDAY RIDERSHIP REGISTRATION OF BEELINE BUS ROUTES FROM JANUARY 1998 TO DECEMBER 1998

BUS ROUTE NO.	AVERAGE WEEKDAY RIDERS
1C	2,018
14	2,149
15	613
27	239
40	5921
41	988

Source:
Westchester County Department of Transportation

There is a Westchester County Bee Line Bus Depot located just north of Grasslands Road, on Walker Road (a.k.a. Bee Line Boulevard /Clearbrook Road) on the west side of the street (across from the Eastview Site). At the bus and employee entrances to the depot, a center lane is provided on Walker Road for left turns into the depot's driveways. It was observed that at the bus depot, the street widths on Walker Road are wide enough to accommodate bus maneuvers, and no safety issues were observed in the field.

Based on bus counts conducted in May 2004, approximately 25 bus trips exit the bus depot weekdays between 6:30AM and 7:30AM (the morning peak hour analyzed for this study). During the rest of the morning peak period (7:30 AM to 9:30 AM) there are only 1 to 2 bus trips per hour entering and leaving the bus depot. During the PM peak period (4:30 PM to 5:30 PM) there are approximately 20 buses entering and 5 buses exiting the bus depot; during the 3:30 PM to 4:30 PM (the afternoon peak examined in this study), and 5:30 PM to 6:30 PM hours, there are approximately 5 exiting and 1 entering buses per hour.

5.9.2.2. Future Without the Project

The Future Without the Project conditions were developed for the anticipated year of operation and the anticipated peak year of construction for the proposed Croton project. Anticipated year of operation for the proposed Croton project was 2010, and the anticipated year of peak construction for traffic was 2008. For the traffic analysis, two scenarios are assessed:

one in which the NYCDEP Catskill/Delaware Ultraviolet Light Disinfection Facility (Cat/Del UV Facility) is not analyzed on the Eastview Site and another in which the Cat/Del UV Facility is included in the site analysis. The Cat/Del UV Facility would be located in the southeastern area of the Eastview Site. It should be noted that the Eastview Site is the only location under consideration for the Cat/Del UV Facility. By the peak construction year, two additional NYCDEP projects (a Police Precinct and possibly an Administration Building) could be located on the Eastview Site. The Police Precinct may be located in the southwest corner of the Eastview Site. The Administration Building is less certain as the Eastview Site is one of several properties currently being evaluated as a possible site for that particular building. In addition to these projects, NYCDEP's Kensico-City Tunnel may be under construction at the Eastview Site starting in 2009. All of these NYCDEP projects are analyzed in this Final SEIS to the extent to which information is available. They are all separate actions from the proposed project and will undergo their own independent environmental reviews. The staging areas for these projects could overlap with each other and the proposed Croton project's staging area. The generic impacts associated with the KCT are discussed in Section 3.8.2, Treated Water Conveyance Alternatives.

There are two Future Without the Project analysis years considered in the traffic analyses for this project. 2008 Future Without the Project conditions represent the anticipated peak year of construction activities (workers and trucks combined) for the proposed Croton project. 2010 Future Without the Project conditions are representative of the anticipated first full year of operation of the proposed Croton project. In addition, each of the Future Without the Project analyses consider scenarios with and without the Cat/Del UV Facility, as outlined below:

- A Future Without the Project condition that incorporates the growth factor (as discussed below) and traffic from four proposed developments (also discussed below), but does not include traffic from the Cat/Del UV Facility).

- A Future Without the Project condition that is exactly the same scenario as describe above, but that also includes the traffic generated by the Cat/Del UV Facility, during either construction (2008) or operation (2010), depending on the analysis year being examined.

In addition, for the 2008 Future Without the Project scenario with the Cat/Del UV Facility under construction, a number of different construction worker parking Options are considered. This is because if both the Cat/Del UV Facility and the proposed Croton project were to be under construction at the Eastview Site at the same time, there would not be enough space on-site for all of the workers for both projects to park. The various construction worker parking Options, and how they integrate into the 2008 Future Without the Project construction analyses, are discussed in more detail in section 5.9.2.2.2, With Cat/Del UV Facility at Eastview Site, below.

The Future Without the Project traffic analyses include the anticipated year of peak construction activities (2008) and the anticipated year of operation (2010) for the proposed plant. The traffic growth would arise from anticipated site developments as well as from general background traffic growth in the study area. To account for potential general traffic increases in Westchester

County, an annual growth rate of 1.5 percent per year was applied to the 2002, 2003 and 2004 Existing Traffic Volumes.

5.9.2.2.1. Without Cat/Del UV Facility at Eastview Site

Figures 5.9-3 and 5.9-4 show the turning movements anticipated for the study intersections in 2008 and 2010, respectively.

There are a few project developments in the vicinity of the proposed project that could have additional traffic impact within the study area beyond annual growth. These have been addressed in a qualitative manner below because engineering detail was not available in time for the preparation of this environmental review. Therefore, predicted impacts on traffic due to the proposed project during construction may be worsened or exacerbated as a result of combined construction generated traffic. Alternatively, those projects would be responsible for the potential effects of their projects together with the proposed plant.

NYCDEP Police Precinct.

A NYCDEP police precinct is proposed to be constructed at the Eastview Site with a projected construction completion of 2005. The construction would have a total of approximately 700 truck trips over a 2-3 month period (10/day). This construction would not overlap the construction of the proposed plant. The operation of the precinct is anticipated to have a low trip generation. This trip generation in of itself would not create a potential significant adverse impact within the study area.

Avalon Green.

This proposed residential development would be located on the south side of Route 119 just east of I-287. This development project would include 794 residential rental units, a daycare center, 200,000 sq. ft. of office space, and 30,000 sq. ft. of retail space.

Landmark at Eastview.

This proposed development would be located south of Old Saw Mill River Road and west of Route 9A. This development project would include a 125,000 sq. ft. athletic complex and a 320,000 sq. ft. laboratory addition.

Home Depot.

This proposed retail store would be located to the west of Saw Mill River Road (Route 9A) at Dana Road. The development would be an 117,000 sq. ft. Home Depot store home improvement retail store.

Grasslands Biotech Center.

A biotech center is currently being proposed on the Grasslands Reservation. This project is in the planning stages and could require rezoning from the Town of Mount Pleasant. The project is anticipated to be a 600,000 square foot facility completed in 2010. The implementation of this would create a new traffic generator that is anticipated to utilize Woods Drive, Dana Road, Cottage Road, and Walker Road as access routes to the site. An operational traffic estimate associated with the anticipated completion of this project by 2010 has been incorporated into the 2010 Future Without the Project background traffic volumes. Therefore, the analysis of the proposed plant operational traffic in 2010 includes this. However, no engineering information is available to make an estimate for the construction traffic for this project. This construction traffic could overlap the proposed plant construction traffic and cause additional impacts. With Dana Road as a primary access for the proposed plant, this additional construction traffic generation could cause additional potential significant adverse impacts to this location.

The development and planning for the biotech center would be required to mitigate its own traffic impacts on the roadway network. These potential biotech mitigation measures are not anticipated to conflict with the potential mitigation measures for the Eastview Site. Part of this proposed mitigation could include components of the Route 9A bypass project that this project would accelerate. Discussions would take place with the involved agencies to coordinate traffic enhancement projects with mitigation measures for the planned NYCDEP projects at the Eastview Site.

Route 9A Bypass.

The Route 9A Bypass project is in the early stages of design. A wide range of preliminary alternatives has been developed, some resulting from suggestions from the local community. The alternatives that are considered feasible and are recommended for further consideration are discussed below. At this point in time, Alternative 7 is the preferred alternative, due to the fact that it was deemed the most reasonable and cost effective alternative for achieving the State's goal.

- No Action/Null Alternative. This alternative would include only routine maintenance to Route 9A, without any structural modifications.

- Alternative 1 – Widen and Reconstruct Route 9A. This alternative would widen and reconstruct Route 9A on its existing alignment. The Route 100C overpass across Route 9A would also be reconstructed as part of this alternative.

- Alternative 1A – Widen and Reconstruct Route 9A and Provide Eastbound Route I-287 Off-Ramp Directly to Route 9A. This is the same as Alternative 1 with the addition of a new off-ramp from eastbound Route I-287 directly to Route 9A. The ramp would be located along the south side of Route I-287.

- Alternative 6 – Widen and Reconstruct Route 9A and Provide Closed Loop Access Road. This alternative proposes to widen and reconstruct Route 9A to provide a continuous left-turn lane/median and two through lanes in each direction. A new eastbound Route I-287 off-ramp with direct access to Route 9A (along south side of Route I-287) would also be included. Finally, a loop road servicing the commercial/industrial areas of Warehouse Lane and Fairview Park Drive would be created. This loop would begin at the intersection of Vreeland Avenue and the eastbound off-ramp and proceed northerly along the former railroad right-of-way, crossing then running parallel to the proposed Millennium Pipeline route. The roadway would loop around the northerly most business on Fairview Park Drive and then proceed southerly along the rights-of-way for Fairview Park Drive and Hayes Street back to its point of origin on Vreeland Avenue.

- Alternative 7 – Widen and Reconstruct Route 9A and Provide Bypass with New Route 119 Intersection. There are three sub-alternatives to Alternative 7. Under all three sub-alternatives, the bypass would proceed northerly crossing over the Saw Mill River Parkway and under the Route I-287 viaduct while paralleling the Saw Mill River. It would then follow the rights-of-way of Vreeland Avenue, Hayes Street, and Fairview Park Drive (through the Landmark at Eastview Site), and the former Putnam Division of the New York Central Railroad, to an intersection on Route 9A opposite Dana Road. An off-ramp from eastbound Route I-287 to the bypass would be included.

Under the first sub-alternative, Alternative 7A, the bypass would begin with a new intersection on Route 119 opposite Undercliff Avenue. Alternative 7B would include a bypass intersection with Route 119 opposite the Nob Hill entrance drive, and would include an eastbound Route 119 exit ramp and fly over to connect to the northbound direction of the bypass, thereby eliminating the left-turn lane on Route 119. Alternative 7C would include construction of a new southbound Saw Mill River Parkway on and off ramp. Alternative 7 would result in the largest divergence of traffic from existing Route 9A.

Due to the size of these developments, there would potentially be increased delay in the vicinity along Route 119 and Route 9A. Assuming that the developments would be finished by the peak construction year (2008) of the proposed plant, mitigation measures recommended within these development plans would be implemented as part of the Future Without the Project conditions. If these developments and their associated traffic mitigations are not constructed, the Future Without the Project conditions would remain valid since both the induced development traffic and mitigations would not be on the roadway network. Mitigation measures have been proposed by no build project sponsors at the following locations:

Saw Mill River Road (Route 9A)/Cross Westchester Expressway (I-287) Westbound Ramps.

Add a second right turn lane to the westbound exit ramp. This improvement is to be completed by the NYSDOT.

Saw Mill River Road (Route 9A) and Cross Westchester Expressway (I-287) Eastbound Ramps.

Widen the eastbound service road and entrance ramp to accommodate two lanes of traffic. This improvement is to be completed by the NYSDOT.

Saw Mill River Road (Route 9A)/Tarrytown White Plains Road (Route 119).

Add exclusive left turn lane on each approach and add an additional southbound right turn lane. The Avalon Green site development project would incorporate this improvement.

Saw Mill River Road (Route 9A)/Dana Road.

Implement a four-way signalized intersection to accommodate a new eastbound approach, the Home Depot Store entrance. Add an additional westbound egress lane on Dana Road, and an exclusive left-turn lane in the northbound and southbound approaches. The developer of the Home Depot store would implement these intersection improvements.

Old Saw Mill River Road (Route 9A)/Saw Mill River Parkway Southbound Off Ramp.

Widen the off-ramp to provide an additional lane creating separate left and shared left/right turn lane; widen Old Saw Mill River Road where practicable to receive the dual left turns. Revise traffic signal timing to provide additional westbound green time; and stripe Old Saw Mill River Road eastbound to delineate a two-lane approach. The Landmark at Eastview project would incorporate these improvements.

Old Saw Mill River Road/Saw Mill River Parkway Northbound Off Ramp.

Modify existing left turn lane to provide shared right turns in addition to the existing right turn lane along the ramp; widen Old Saw Mill River Road to receive dual right turns. These improvements would be completed as part of the Landmark at Eastview development project.

Sprain Brook Parkway Northbound Ramps /Route 100C.

Modify traffic signal timing to provide up to 42 seconds of green time for parkway off-ramp. This signal timing was proposed as part of The Landmark at Eastview project.

The traffic volumes due to these proposed site developments and background growth are anticipated to increase the congestion in the project area. Results of the 2008 analysis are presented in Table 5.9-4 and the 2010 analysis are presented in Table 5.9-5. In the 2008 analysis year, there are one signalized and four unsignalized intersections that experience marginally unacceptable LOS D conditions or worse for the AM and/or PM peak hours. In the 2010 analysis year, there are three signalized and five unsignalized intersections that experience marginally unacceptable LOS D conditions or worse for the AM and/or PM peak hours. These intersections are as follows:

Signalized.

- Route 100C and Bradhurst Avenue
- Route 100C and Clearbrook Road/Walker Road (In the 2010 analysis year only)
- Route 100C and Sprain Brook Parkway Northbound Ramp (In the 2010 analysis year only)

Unsignalized.

- Saw Mill River Road (Route 9A) and Beverly Road (In the 2010 analysis year only)
- Saw Mill River Road (Route 9A) and Stevens Avenue North
- Saw Mill River Road (Route 9A) and Stevens Avenue South
- Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza Entrance
- Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps

All 8 of these intersections would experience increased overall delay (or worse LOS) from the 2002, 2003 and 2004 Existing Conditions to the 2008 and 2010 Future Without the Project conditions in the AM and/or PM peak hours. Six other intersections would experience improved overall or similar LOS from the 2002, 2003 and 2004 Existing Conditions to the 2008 and 2010 Future Without the Project conditions due to intersection improvements (both geometric and signal) associated with site developments. All other study intersections in this area would continue to experience acceptable levels of service in the future analysis years. The intersections being affected and their relative operations are described below.

TABLE 5.9-4. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C
	NB-L	0.18	14.1	B	0.81	31.5	C
	NB-TR	0.31	14.8	B	0.55	15.4	B
	SB-L	0.05	13.0	B	0.13	21.4	C
	SB-TR	0.54	17.1	B	0.98	54.3	D
	Intersection		**19.5**	**B**		**33.7**	**C**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.71	36.6	D	>1.50	>150	F
	EB - T	1.03	75.1	E	0.59	22.3	C
	EB - R	0.35	16.3	B	0.27	12.1	B
	WB-L	0.68	56.6	E	0.22	18.0	B
	WB-TR	0.43	25.8	C	0.98	55.5	E
	NB - L	0.23	23.3	C	0.87	58.7	E
	NB - TR	0.34	25.9	C	0.20	16.3	B
	SB - L	0.50	40.1	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F
	Intersection		**45.2**	**D**		**70.0**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.4	C	0.45	27.6	C
	NB-L	0.50	9.8	A	0.95	52.6	D
	NB-T	0.51	10.3	B	0.52	10.5	B
	SB-T	0.30	13.4	B	0.44	14.8	B
	SB-R	0.13	12.1	B	0.23	12.8	B
	Intersection		**14.4**	**B**		**26.7**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.67	32.7	C	0.48	24.4	C
	EB-TR	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C
	NB-T	0.49	15.3	B	0.86	31.6	C
	NB-R	0.52	15.9	B	0.62	20.9	C
	SB-L	0.39	9.8	A	0.79	29.3	C
	SB-T	0.29	8.4	A	0.65	15.4	B
	Intersection		**18.6**	**B**		**25.6**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	64.3	E
	NB-LT	0.40	10.1	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.43	17.4	B
	SB-R	0.19	15.3	B	0.47	18.0	B
	Intersection		**15.5**	**B**		**24.4**	**C**

TABLE 5.9-4. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.2	C	0.78	38.4	D
	EB – R	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.1	C	0.41	20.3	C
	SB-L	0.31	11.9	B	0.47	14.7	B
	SB-T	0.28	9.2	A	0.54	11.8	B
	Intersection		**20.4**	**C**		**21.1**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D
	WB-R	0.48	27.5	C	0.42	20.4	C
	NB-LTR	0.36	8.9	A	0.69	22.8	C
	SB-TR	0.47	9.7	A	0.85	22.5	C
	Intersection		**34.3**	**C**		**24.4**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.31	12.3	B	0.89	34.7	C
	SB-L	0.50	1.7	A	0.74	23.2	C
	SB-LT	0.16	0.2	A	0.53	0.5	A
	Intersection		**5.0**	**A**		**17.5**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	0.97	66.8	E	0.99	76.6	E
	EB-TR	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.30	23.5	C	0.88	48.6	D
	NB-L	0.38	34.2	C	0.30	25.0	C
	NB-TR	0.62	40.3	D	0.82	41.0	D
	SB-L	0.24	33.9	C	0.54	35.0	C
	SB-T	0.42	34.9	C	0.26	22.8	C
	SB-R	0.23	22.1	C	0.39	11.0	B
	Intersection		**31.8**	**C**		**35.0**	**C**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB–LTR	0.01	29.1	C	0.01	32.9	C
	WB–LT	0.31	32.4	C	0.81	56.6	E
	WB-R	0.01	18.7	B	0.07	22.9	C
	NB–LTR	0.64	21.3	C	0.69	19.4	B
	SB–LTR	0.67	14.5	B	0.73	13.3	B
	Intersection		**18.6**	**B**		**20.1**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.28	27.4	C
	EB-R	0.08	25.6	C	0.24	26.9	C
	WB-L	0.12	25.9	C	0.44	29.1	C
	WB-TR	0.06	25.4	C	0.40	28.4	C
	NB-L	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.63	25.1	C	0.84	31.9	C
	SB-L	0.38	32.6	C	0.15	30.7	C
	SB-TR	0.59	24.1	C	0.74	27.7	C
	Intersection		**25.4**	**C**		**29.8**	**C**

TABLE 5.9-4. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.87	28.2	C	1.04	70.0	E
	WB-TR	0.23	4.7	A	0.42	9.2	A
	SB-L	0.68	36.9	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C
	Intersection		**21.2**	**C**		**33.9**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.48	17.5	B	0.41	13.3	B
	WB-T	0.19	7.7	A	0.28	4.2	A
	NB-LR	0.44	24.7	C	0.45	31.5	C
	NB-R	0.41	24.3	C	0.41	31.1	C
	Intersection		**16.5**	**B**		**12.0**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.01	2.6	A	0.04	9.2	A
	EB-TR	0.37	3.8	A	0.73	17.2	B
	WB-L	0.38	4.0	A	1.40	>150	F
	WB-TR	0.39	3.9	A	0.70	16.7	B
	NB-LT	0.21	33.7	C	0.19	19.9	B
	SB-LT	0.21	33.8	C	0.23	20.3	C
	SB-R	0.00	32.2	C	0.01	18.5	B
	Intersection		**5.3**	**A**		**42.3**	**D**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.28	7.5	A	0.33	13.8	B
	EB-TR	0.26	5.2	A	0.57	12.5	B
	WB-L	0.00	9.3	A	0.01	12.5	B
	WB-TR	0.57	14.1	B	0.73	21.2	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B
	Intersection		**12.8**	**B**		**19.6**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.27	7.5	A	0.67	11.7	B
	WB-T	0.32	7.8	A	0.52	9.5	A
	SB-L	0.55	34.0	C	0.17	29.6	C
	SB-R	0.32	31.0	C	0.12	29.2	C
	Intersection		**13.1**	**B**		**11.5**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.09	14.7	B	0.50	15.4	B
	EB-T	0.50	18.0	B	0.32	9.0	A
	WB-TR	0.47	24.6	C	1.06	67.9	E
	NB-LT	1.00	68.7	E	0.69	29.4	C
	NB-R	1.02	74.8	E	0.35	23.1	C
	Intersection		**44.0**	**D**		**42.6**	**D**

NOTES:

1. Conditions improved in Future No-Build due to future traffic improvements

TABLE 5.9-4. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.6	B	0.19	9.5	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.3	B	0.03	13.1	B
	EB-LR	0.07	21.1	C	0.05	29.7	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	10.9	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.5	B
	WB-LTR	0.03	16.7	C	0.07	15.7	C
	EB-LTR	0.02	35.0	D	0.13	24.1	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.4	B
	WB-LR	0.03	21.4	C	0.14	34.0	D
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.1	B	0.01	10.9	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.09	10.0	A	0.15	10.3	B
	SB-LT	0.01	8.7	A	0.01	9.4	A
	WB-LT	0.10	33.1	D	0.11	56.3	F
	WB-TR	0.01	10.6	B	0.03	17.0	C
	EB-L	0.01	31.9	D	0.01	48.4	E
	EB-T	0.02	36.9	E	0.08	79.9	F
Dana Road & Walker Road	WB-LT	0.00	8.3	A	0.01	7.8	A
	NB-LR	0.09	10.5	B	0.04	10.5	B
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	WB-L	0.15	11.3	B	0.17	11.2	B
	NB-L	0.78	85.3	F	0.99	145.4	F
	NB-R	0.20	16.3	C	0.28	15.7	C
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	EB-L	0.21	10.1	B	0.17	10.5	B
	NB-LT	0.06	25.7	D	0.05	25.0	C
	NB-TR	0.07	13.7	B	0.16	14.2	B

ABBREVIATIONS:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway
V/C Ratio - Volume to Capacity Ratio
SEC/VEH - Seconds per Vehicle
LOS - Level of Service
--- HCS results not provided for given lane group

TABLE 5.9-5. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.66	32.4	C	0.54	29.6	C
	EB – LTR	0.14	25.0	C	0.15	25.8	C
	WB – L	0.15	32.4	C	0.14	34.2	C
	WB – LT	0.10	32.1	C	0.09	33.8	C
	WB - R	0.05	31.8	C	0.22	34.8	C
	NB-L	0.19	14.2	B	0.83	34.6	C
	NB-TR	0.32	14.9	B	0.57	15.6	B
	SB-L	0.10	13.3	B	0.16	21.7	C
	SB-TR	0.56	17.3	B	1.01	61.2	E
	Intersection		**19.7**	**B**		**36.8**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.77	41.7	D	>1.50	>150	F
	EB - T	1.06	84.2	F	0.60	22.7	C
	EB - R	0.36	16.5	B	0.28	12.2	B
	WB-L	0.70	59.8	E	0.23	18.2	B
	WB-TR	0.45	26.2	C	1.01	63.9	E
	NB - L	0.23	23.7	C	0.89	63.4	E
	NB - TR	0.35	26.1	C	0.20	16.4	B
	SB - L	0.53	41.2	D	0.34	25.6	C
	SB - TR	0.70	50.8	D	1.15	121.9	F
	Intersection		**48.9**	**D**		**76.7**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.47	27.8	C	0.82	41.1	D
	WB-R	0.25	25.5	C	0.46	27.8	C
	NB-L	0.53	10.2	B	1.00	66.7	E
	NB-T	0.52	10.5	B	0.54	10.7	B
	SB-T	0.31	13.5	B	0.46	14.9	B
	SB-R	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.6**	**B**		**30.1**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.70	33.6	C	0.49	24.6	C
	EB-TR	0.01	23.6	C	0.00	20.0	C
	EB-R	0.60	30.5	C	0.80	36.2	D
	NB-T	0.51	15.5	B	0.89	34.4	C
	NB-R	0.54	16.2	B	0.65	21.5	C
	SB-L	0.41	10.0	B	0.84	35.5	D
	SB-T	0.30	8.5	A	0.67	15.9	B
	Intersection		**19.0**	**B**		**27.4**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.15	24.6	C	0.36	26.5	C
	WB-R	0.52	28.6	C	0.99	73.0	E
	NB-LT	0.42	10.3	B	0.62	13.0	B
	SB-T	0.21	15.3	B	0.45	17.5	B
	SB-R	0.20	15.4	B	0.49	18.2	B
	Intersection		**15.6**	**B**		**26.9**	**C**

TABLE 5.9-5. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.73	35.1	D	0.81	40.2	D
	EB – R	0.16	24.8	C	0.36	26.6	C
	NB-TR	0.41	20.3	C	0.43	20.4	C
	SB-L	0.32	12.3	B	0.49	15.3	B
	SB-T	0.28	9.3	A	0.56	12.0	B
	Intersection		**20.8**	**C**		**21.7**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.11	107.4	F	0.76	39.2	D
	WB-R	0.50	27.7	C	0.43	20.6	C
	NB-LTR	0.37	9.0	A	0.72	24.0	C
	SB-TR	0.48	9.9	A	0.88	24.2	C
	Intersection		**36.7**	**D**		**25.6**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.32	12.4	B	0.91	37.4	D
	SB-L	0.51	2.0	A	0.76	25.0	C
	SB-LT	0.16	0.2	A	0.55	0.5	A
	Intersection		**5.1**	**A**		**18.9**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.00	78.1	E	1.02	84.8	F
	EB-TR	0.39	14.7	B	0.48	20.4	C
	WB-L	0.18	22.4	C	0.43	34.7	C
	WB-TR	0.31	23.6	C	0.91	51.6	D
	NB-L	0.40	34.4	C	0.32	25.3	C
	NB-TR	0.63	41.0	D	0.85	43.5	D
	SB-L	0.25	34.4	C	0.57	36.8	D
	SB-T	0.43	35.1	D	0.27	22.9	C
	SB-R	0.23	22.1	C	0.40	11.1	B
	Intersection		**33.9**	**C**		**37.1**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB–LTR	0.01	29.1	C	0.01	32.9	C
	WB–LT	0.32	32.5	C	0.83	59.5	E
	WB-R	0.01	18.7	B	0.08	23.0	C
	NB–LTR	0.71	23.1	C	0.72	20.2	C
	SB–LTR	0.73	16.3	B	0.81	16.3	B
	Intersection		**20.3**	**C**		**21.8**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.31	27.8	C
	EB-R	0.08	25.6	C	0.24	26.9	C
	WB-L	0.16	26.2	C	0.68	36.0	D
	WB-TR	0.07	25.5	C	0.48	29.3	C
	NB-L	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.71	27.0	C	0.87	34.4	C
	SB-L	0.46	33.4	C	0.17	30.8	C
	SB-TR	0.61	24.4	C	0.76	28.5	C
	Intersection		**26.5**	**C**		**31.6**	**C**

TABLE 5.9-5. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.92	34.2	C	1.10	92.7	F
	WB-TR	0.25	4.8	A	0.50	9.8	A
	SB-L	0.70	37.9	D	0.29	23.2	C
	SB-LR	0.17	28.3	C	0.22	22.6	C
	Intersection		**24.1**	**C**		**40.8**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.50	17.7	B	0.42	13.4	B
	WB-T	0.21	7.8	A	0.33	4.4	A
	NB-LR	0.54	26.1	C	0.48	31.8	C
	NB-R	0.51	25.5	C	0.46	31.7	C
	Intersection		**17.3**	**B**		**11.9**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.16	3.1	A	0.16	10.3	B
	EB-TR	0.38	3.8	A	0.75	17.9	B
	WB-L	0.39	4.1	A	>1.50	>150	F
	WB-TR	0.40	3.9	A	0.72	17.2	B
	NB-LT	0.22	33.8	C	0.21	20.1	C
	SB-LT	0.21	33.8	C	0.24	20.4	C
	SB-R	0.08	32.7	C	0.19	19.9	B
	Intersection		**5.5**	**A**		**50.5**	**D**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.30	7.9	A	0.35	14.5	B
	EB-TR	0.27	5.3	A	0.58	12.7	B
	WB-L	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.59	14.4	B	0.75	21.9	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.56	39.7	D	0.81	43.5	D
	SB-R	0.09	21.2	C	0.12	17.2	B
	Intersection		**13.0**	**B**		**20.2**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.28	7.6	A	0.69	12.0	B
	WB-T	0.33	7.9	A	0.54	9.7	A
	SB-L	0.56	34.4	C	0.18	29.7	C
	SB-R	0.34	31.2	C	0.13	29.2	C
	Intersection		**13.2**	**B**		**11.8**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.09	14.8	B	0.51	15.6	B
	EB-T	0.51	18.2	B	0.33	9.0	A
	WB-TR	0.48	24.8	C	1.09	79.6	E
	NB-LT	1.03	76.4	E	0.71	30.2	C
	NB-R	1.05	84.7	F	0.37	23.2	C
	Intersection		**48.2**	**D**		**48.7**	**D**

TABLE 5.9-5. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.8	B	0.20	9.6	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.3	B
	EB-LR	0.07	21.9	C	0.06	31.5	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.0	B	0.01	9.9	A
	SB-LT	0.03	9.2	A	0.02	10.6	B
	WB-LTR	0.04	17.1	C	0.08	16.1	C
	EB-LTR	0.03	37.1	E	0.14	25.2	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.5	B
	WB-LR	0.04	22.6	C	0.16	36.2	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.3	A	0.01	8.1	A
	WB-LR	0.28	15.8	C	0.48	20.2	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.04	13.4	B	0.01	10.9	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.10	10.2	B	0.17	10.8	B
	SB-LT	0.01	9.0	A	0.01	9.6	A
	WB-LT	0.12	38.9	E	0.14	69.1	F
	WB-TR	0.01	10.9	B	0.03	18.7	C
	EB-L	0.02	36.0	E	0.01	59.5	F
	EB-T	0.02	42.9	E	0.12	102.0	F
Dana Road & Walker Road	WB-LT	0.02	8.7	A	0.11	8.1	A
	NB-LR	0.23	12.1	B	0.09	11.7	B
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	WB-L	0.17	12.2	B	0.19	11.6	B
	NB-L	1.00	>150	F	1.31	>150	F
	NB-R	0.24	18.6	C	0.30	16.5	C
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	EB-L	0.22	10.3	B	0.19	11.3	B
	NB-LT	0.07	29.2	D	0.06	28.8	D
	NB-TR	0.08	15.1	C	0.18	14.7	B

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

Under the 2008 and 2010 Future Without the Project conditions, the Route 100C and Bradhurst Avenue intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM peak hour, the intersection would operate at marginally unacceptable LOS D in both 2008 and 2010, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions. In the PM peak hour, the level of service would be reduced from marginally acceptable D to LOS E conditions in both future years.

Under the 2008 and 2010 Future Without the Project conditions, the Route 100C and Clearbrook/Walker Road intersection would experience increased overall delay from the 2002, 2003, 2004 Existing Conditions. In the AM peak hour, the intersection would continue to operate at LOS A. In the PM peak hour, the intersection would operate at a marginally unacceptable LOS D.

Under the 2010 Future Without the Project conditions, the intersection of Route 100C and Sprain Brook Parkway Northbound Ramps would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the AM and PM peak hours. The intersection would experience marginally unacceptable LOS D in both the AM and PM peak hours, a change from LOS C in 2002, 2003 and 2004. The intersection would experience marginally acceptable LOS D conditions in both the AM and PM peak hours in the 2008 Future Without the Project, a change from LOS C in 2002, 2003 and 2004.

The unsignalized intersections that would experience increased overall delay are as follows.

Under the 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Beverly Road eastbound approach would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hours. The eastbound approach would experience a marginally unacceptable LOS D condition in the future, a change from LOS C in 2002, 2003 and 2004 Existing Conditions. During the 2008 Future Without the Project, the eastbound approach would experience marginally acceptable LOS D during the PM peak hour.

Under the 2008 and 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue North intersection would experience increased delay from the 2002, 2003 and 2004 Existing Conditions. The eastbound approach would experience a change in the AM peak hour from marginally acceptable LOS D to marginally unacceptable LOS D in 2008 and LOS E in 2010.

Under the 2008 and 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue South intersection would experience an increase in delay from the 2002, 2003 and 2004 Existing Conditions. The westbound approach would operate at marginally unacceptable LOS D in the PM peak hour in 2008 and LOS E in 2010, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 and 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The westbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to

marginally unacceptable LOS D in 2008 and LOS E conditions in 2010. The eastbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to marginally unacceptable LOS D and LOS E in 2008 and LOS E conditions in 2010. The westbound approaches in the PM peak hour would experience decreased levels of service from LOS E to LOS F conditions in 2008 and 2010. The eastbound approaches in the PM peak hour would continue to experience conditions of LOS E and LOS F in 2008 and would experience decreased levels of service from LOS E and LOS F to LOS F conditions in 2010.

Under the 2008 and 2010 Future Without the Project conditions, the Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the northbound left approach would experience LOS F conditions in both future analysis years, a change from LOS E in 2002, 2003 and 2004. The intersection would continue to operate at LOS F conditions in the PM peak hour.

Under the 2008 and 2010 Future Without the Project conditions, the following intersection would experience improvement in the LOS due to geometric and/or signal timing improvements: Tarrytown White Plains Road and Saw Mill River Road. The intersection listed would experience marginally acceptable LOS D conditions or better in both the AM and PM peak hours in future analysis years.

5.9.2.2.2. With Cat/Del UV Facility at Eastview Site

The traffic volumes resulting from the completion and operation of the four proposed No Build site developments (as described above), the No Build background growth, and the Cat/Del UV Facility, would collectively be anticipated to experience increased overall delay (or worse LOS) in the project area for both 2008 Future Without the Project and 2010 Future Without the Project conditions.

For the 2008 Future Without the Project conditions which include the Cat/Del UV Facility under construction, different construction worker parking Options are considered. This is because if both the Cat/Del UV Facility and the proposed Croton project were to be under construction at the Eastview Site at the same time, there would not be enough space on-site for all of the workers for both projects to park, as most of the available land area would be under construction. (While sufficient space for construction worker parking would be available on-site if only the proposed Croton project or the Cat/Del UV Facility were to be built alone, the Future Without the Project conditions described in this section allow for an assessment of the incremental impact associated with the proposed Croton project's construction.) These construction worker parking Options have been selected for analysis purposes, as representative of the types of routings that worker vehicles would use for off-site parking. Each of the four construction worker parking Options also includes an additional assignment for shuttle buses that would transport the workers between the Eastview Site and the parking areas. These four construction worker parking options are described below:

- *Option A/D:* All of the construction workers for the proposed Croton project would park at the Landmark at Eastview, west of the project site, and would be shuttled to the

construction site in buses or vans. Parking Option D is identical to Option A for 2008 Future Without the Project Conditions; the only difference between these Options occurring for 2008 Construction Option D Conditions, where the Cat/Del UV Facility workers would park at the new Home Depot being constructed off Dana Road.

- *Option B*: All of the construction workers for the Cat/Del UV Facility would park at the Westchester Community College (WCC) Campus, east of the project site, and would be shuttled to the construction site in buses or vans.

- *Option C:* Parking for all of the construction workers for the Cat/Del UV Facility would be split evenly between the Landmark at Eastview and WCC, and would be shuttled to the construction site in buses or vans.

The following discussions describe the anticipated 2008 Future Without the Project conditions (under each of the construction worker parking Option), as well as the anticipated 2010 Future Without the Project conditions which include the traffic from the No Build projects, background growth, and the Cat/Del UV Facility, all added to the existing traffic at the study area's signalized and unsignalized intersections under examination in this study.

The traffic volumes due to these proposed site developments and background growth are anticipated to increase the congestion in the project area. Results of the 2008 Options A/D, B and C analysis are presented in Tables 5.9-6, 5.9-7 and 5.9-8 respectively and the 2010 analysis is presented in Table 5.9-9. Figures 5.9-5 through 5.9-10 show the turning movements anticipated for the study intersections in 2008 and Figures 5.9-11 and 5.9-12 reflect the turning movements for 2010.

2008 Future Without the Project (Options A/D).

In the 2008 analysis year, there are four signalized and ten unsignalized intersections that experience marginally unacceptable LOS D conditions or worse for the AM and/or PM peak hours. These intersections are as follows:

Signalized.

- Route 100C and Bradhurst Avenue
- Route 100C and Clearbrook Road/Walker Road
- Route 100C and Sprain Brook Parkway Northbound Ramp
- Virginia Road and Bronx River Parkway Westbound

Unsignalized.

- Saw Mill River Road (Route 9A) and Beverly Road
- Saw Mill River Road (Route 9A) and Stevens Avenue North
- Saw Mill River Road (Route 9A) and Stevens Avenue South
- Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza Entrance
- Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps
- Route 100C and Saw Mill River Road NB Ramps

- Route 100C and Virginia Road
- Route 100C and Legion Drive
- Route 100C and Westchester Community College West Gate
- Old Saw Mill River Road and Landmark East Driveway

All 14 of these intersections would experience increased overall delay (or worse LOS) from the 2002, 2003 and 2004 Existing Conditions to the 2008 Future Without the Project – Option A/D conditions in the AM and/or PM peak hours. The intersections being affected and their relative operations are described below.

Under the 2008 Future Without the Project – Option A/D conditions, the Route 100C and Bradhurst Avenue intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM peak hour, the intersection would operate at marginally unacceptable LOS D in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions. In the PM peak hour, the level of service would be reduced from marginally acceptable LOS D to LOS E conditions in 2008.

Under the 2008 Future Without the Project – Option A/D conditions, the Route 100C and Clearbrook/Walker Road intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM peak hour, the intersection would continue to operate at LOS A. In the PM peak hour, the intersection would operate at an unacceptable LOS F.

Under the 2008 Future Without the Project – Option A/D conditions, the intersection of Route 100C and Sprain Brook Parkway Northbound Ramps would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the AM and PM peak hours. The intersection would experience unacceptable LOS E in the AM peak hour and marginally acceptable LOS D in the PM peak hour, a change from LOS C in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option A/D conditions, the intersection of Virginia Road and Bronx River Parkway Westbound would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The intersection would experience unacceptable LOS E in the PM peak hour. The intersection would continue to experience marginally unacceptable LOS D in the AM peak hour.

The unsignalized intersections that would experience increased overall delay are as follows.

Under the 2008 Future Without the Project – Option A/D conditions, the Saw Mill River Road (Route 9A) and Beverly Road eastbound approach would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The eastbound approach would experience a marginally unacceptable LOS D condition in the future, a change from LOS C in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option A/D conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue North intersection would experience increased delay from the

2002, 2003 and 2004 Existing Conditions. The eastbound approach would experience a change in the AM peak hour from marginally acceptable LOS D to unacceptable LOS E in 2008.

Under the 2008 Future Without the Project – Option A/D conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue South intersection would experience an increase in delay from the 2002 Existing Conditions. The westbound approach would operate at unacceptable LOS E in the PM peak hour in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option A/D conditions, the Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The westbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to unacceptable LOS E conditions in 2008. The eastbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to unacceptable LOS E in 2008. The westbound approaches in the PM peak hour would experience decreased levels of service from LOS E to LOS F conditions in 2008. The eastbound approaches in the PM peak hour would experience decreased levels of service from LOS E and LOS F to LOS F conditions in 2008.

Under the 2008 Future Without the Project – Option A/D conditions, the Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the northbound left approach would experience LOS F conditions in 2008, a change from LOS E in 2002, 2003 and 2004. The intersection would continue to operate at LOS F conditions in the PM peak hour.

Under the 2008 Future Without the Project – Option A/D conditions, the Route 100C and Saw Mill River Road NB Ramps intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the northbound left through approach would experience LOS E conditions, a change from LOS C in 2002, 2003 and 2004. During the PM peak hour, the same approach would experience unacceptable LOS D conditions, a change from LOS C in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option A/D conditions, the westbound approach of the Route 100C and Virginia Road intersection experience LOS F conditions in 2008 during the PM peak hour.

Under the 2008 Future Without the Project – Option A/D conditions, the Route 100C and Legion Drive intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the southbound left turn approach would experience marginally unacceptable LOS D conditions in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004. The PM peak hour for the southbound left turn approach would continue to experience LOS F conditions in 2008.

Under the 2008 Future Without the Project – Option A/D conditions, the Route 100C and WCC West Gate intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The PM peak hour for the northbound left approach would experience LOS F conditions in 2008, a change from LOS E in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option A/D conditions, the Old Saw Mill River Road and Landmark East Driveway intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the southbound approaches would experience LOS F conditions in 2008, a change from LOS A in 2002, 2003 and 2004. The PM peak hour for the southbound approaches would experience LOS F conditions in 2008, a change from LOS C in 2002, 2003 and 2004.

TABLE 5.9-6. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION A/D

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION A/D					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C
	NB-L	0.19	14.2	B	0.81	31.5	C
	NB-TR	0.32	14.9	B	0.58	15.8	B
	SB-L	0.05	13.0	B	0.13	21.5	C
	SB-TR	0.56	17.4	B	0.99	56.0	E
	Intersection		**19.6**	**B**		**34.3**	**C**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.72	37.6	D	>1.50	>150	F
	EB - T	1.03	75.1	E	0.60	22.6	C
	EB - R	0.36	16.4	B	0.28	12.2	B
	WB-L	0.68	56.6	E	0.22	18.0	B
	WB-TR	0.44	26.0	C	0.98	55.5	E
	NB - L	0.24	23.6	C	0.88	61.6	E
	NB - TR	0.34	25.9	C	0.20	16.3	B
	SB - L	0.50	40.1	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F
	Intersection		**45.1**	**D**		**70.0**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.4	C	0.45	27.6	C
	NB-L	0.51	9.9	A	0.96	55.0	D
	NB-T	0.51	10.4	B	0.52	10.5	B
	SB-T	0.31	13.5	B	0.45	14.9	B
	SB-R	0.13	12.1	B	0.23	12.9	B
	Intersection		**14.4**	**B**		**27.1**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.68	32.8	C	0.48	24.5	C
	EB-TR	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C
	NB-T	0.50	15.4	B	0.87	32.1	C
	NB-R	0.52	15.9	B	0.62	20.9	C
	SB-L	0.40	9.9	A	0.80	30.5	C
	SB-T	0.29	8.4	A	0.65	15.6	B
	Intersection		**18.6**	**B**		**25.8**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	64.8	E
	NB-LT	0.40	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.44	17.4	B
	SB-R	0.19	15.3	B	0.47	18.1	B
	Intersection		**15.5**	**B**		**25.2**	**C**

TABLE 5.9-6. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION A/D

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION A/D					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.6	C	0.79	38.6	D
	EB – R	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.2	C	0.41	20.3	C
	SB-L	0.31	12.0	B	0.47	14.7	B
	SB-T	0.28	9.2	A	0.54	11.8	B
	Intersection		**20.6**	**C**		**21.1**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D
	WB-R	0.52	28.1	C	0.43	20.5	C
	NB-LTR	0.39	9.1	A	0.72	23.8	C
	SB-TR	0.49	9.9	A	0.89	25.8	C
	Intersection		**33.6**	**C**		**26.1**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.33	12.5	B	0.89	35.5	D
	SB-L	0.52	2.3	A	0.77	25.2	C
	SB-LT	0.16	0.2	A	0.55	0.5	A
	Intersection		**5.4**	**A**		**18.0**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.03	84.7	F	1.01	79.6	E
	EB-TR	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.31	23.6	C	0.89	49.1	D
	NB-L	0.39	34.3	C	0.32	25.3	C
	NB-TR	0.66	42.0	D	0.83	41.6	D
	SB-L	0.26	35.0	C	0.56	35.7	D
	SB-T	0.43	35.1	D	0.29	23.2	C
	SB-R	0.23	22.1	C	0.41	11.1	B
	Intersection		**35.7**	**D**		**35.4**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.31	32.4	C	0.81	56.6	E
	W-R	0.01	18.7	B	0.07	22.9	C
	NB – LTR	0.71	23.2	C	0.70	19.8	B
	SB – LTR	0.72	15.8	B	0.79	15.4	B
	Intersection		**20.1**	**C**		**20.9**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.29	27.5	C
	EB-R	0.08	25.6	C	0.24	26.9	C
	WB-L	0.19	26.5	C	0.50	29.8	C
	WB-TR	0.10	25.7	C	0.41	28.5	C
	NB-L	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.65	25.5	C	0.88	34.7	C
	SB-L	0.39	32.8	C	0.16	30.8	C
	SB-TR	0.61	24.5	C	0.74	27.7	C
	Intersection		**25.8**	**C**		**31.0**	**C**

TABLE 5.9-6. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION A/D

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION A/D					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.88	29.4	C	1.05	75.6	E
	WB-TR	0.23	4.7	A	0.47	9.6	A
	SB-L	0.69	37.5	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C
	Intersection		**21.9**	**C**		**34.9**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.49	17.5	B	0.41	13.3	B
	WB-T	0.20	7.7	A	0.32	4.3	A
	NB-LR	0.52	25.7	C	0.46	31.5	C
	NB-R	0.49	25.2	C	0.42	31.2	C
	Intersection		**17.2**	**B**		**11.7**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.06	2.8	A	0.04	9.2	A
	EB-TR	0.38	3.8	A	0.93	31.6	C
	WB-L	0.38	4.1	A	>1.50	>150	F
	WB-TR	0.56	5.0	A	0.71	17.0	B
	NB-LT	0.21	33.7	C	0.19	19.9	B
	SB-LT	0.21	33.8	C	0.16	19.7	B
	SB-R	0.00	32.2	C	0.08	19.0	B
	Intersection		**5.6**	**A**		**100.8**	**F**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.35	11.0	B	0.33	14.1	B
	EB-TR	0.27	5.3	A	0.68	14.3	B
	WB-L	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.71	16.7	B	0.74	21.5	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B
	Intersection		**14.6**	**B**		**20.1**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.28	7.5	A	0.78	14.3	B
	WB-T	0.38	8.3	A	0.53	9.6	A
	SB-L	0.55	34.0	C	0.17	29.6	C
	SB-R	0.52	33.5	C	0.14	29.3	C
	Intersection		**13.8**	**B**		**13.1**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.11	14.9	B	0.74	26.5	C
	EB-T	0.50	18.0	B	0.33	9.0	A
	WB-TR	0.48	24.8	C	1.07	69.5	E
	NB-LT	1.26	>150	F	0.71	29.9	C
	NB-R	1.02	74.8	E	0.35	23.1	C
	Intersection		**70.9**	**E**		**43.5**	**D**

TABLE 5.9-6. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION A/D

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION A/D					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.12	126.9	F	1.16	142.8	F
	EB-R	0.21	19.6	B	0.39	34.6	C
	WB-LTR	0.38	34.4	C	1.27	>150	F
	NB-L	0.06	46.4	D	0.06	10.9	B
	NB-TR	0.26	20.1	C	0.62	25.3	C
	SB-L	1.10	141.5	F	0.13	11.7	B
	SB-T	0.70	27.3	C	0.59	24.7	C
	Intersection		**53.9**	**D**		**62.7**	**E**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.41	7.7	A	0.73	16.9	B
	WB-L	0.26	5.2	A	0.22	11.2	B
	WB-T	0.24	3.2	A	0.58	7.9	A
	NB-L	0.07	45.8	D	0.62	30.6	C
	Intersection		**6.3**	**A**		**14.7**	**B**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.78	10.0	A	0.58	6.0	A
	WB-LTR	0.26	4.1	A	0.43	4.9	A
	NB-LTR	0.04	21.0	C	0.41	23.6	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C
	Intersection		**8.7**	**A**		**6.8**	**A**

TABLE 5.9-6. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION A/D

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION A/D					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.7	B	0.20	9.7	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.1	B
	EB-LR	0.07	21.8	C	0.05	30.7	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.1	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.7	B
	EB-LTR	0.03	37.1	E	0.14	25.0	C
	WB-LTR	0.04	17.2	C	0.07	16.2	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.6	B
	WB-LR	0.03	22.2	C	0.15	35.7	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.2	B	0.01	10.9	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.14	10.4	B	0.16	10.4	B
	SB-LT	0.01	8.9	A	0.01	9.5	A
	EB-L	0.02	39.6	E	0.01	51.2	F
	EB-T	0.02	46.4	E	0.08	84.9	F
	WB-LT	0.13	42.8	E	0.12	60.3	F
	WB-TR	0.01	10.8	B	0.03	17.5	C
Dana Road & Walker Road	NB-LR	0.16	11.2	B	0.09	11.3	B
	WB-LT	0.00	8.4	A	0.01	7.8	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	>1.50	>150	F	>1.50	>150	F
	NB-R	0.21	16.9	C	0.40	23.0	C
	WB-L	0.15	11.5	B	0.24	14.2	B
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.36	44.8	E	0.08	33.8	D
	NB-TR	0.07	14.1	B	0.22	18.2	C
	EB-L	0.26	11.8	B	0.22	11.0	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.23	8.4	A	0.37	10.4	B
	WB-LR	0.55	16.8	C	1.25	>150	F

TABLE 5.9-6. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION A/D

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION A/D					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.42	30.3	D	1.28	>150	F
	SB-R	0.20	12.2	B	0.47	19.7	C
	EB-LT	0.07	8.5	A	0.24	10.7	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.06	20.7	C	0.26	50.7	F
	NB-R	0.01	13.7	B	0.50	18.7	C
	WB-LT	0.00	9.9	A	0.12	9.1	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.13	18.3	C	0.49	24.4	C
	SB-LTR	0.36	106.9	F	>1.50	>150	F
	EB-LTR	0.02	8.5	A	0.01	8.7	A
	WB-LTR	0.23	11.6	B	0.03	9.2	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

2008 Future Without the Project (Option B)

In the 2008 analysis year, there are five signalized and eight unsignalized intersections that experience marginally unacceptable LOS D conditions or worse for the AM and/or PM peak hours. These intersections are as follows:

Signalized.

- Route 100C and Bradhurst Avenue
- Route 100C and Clearbrook Road/Walker Road
- Route 100C and Sprain Brook Parkway Northbound Ramp
- Virginia Road and Bronx River Parkway
- Route 100C and Westchester Community College East Gate

Unsignalized.

- Saw Mill River Road (Route 9A) and Beverly Road
- Saw Mill River Road (Route 9A) and Stevens Avenue North
- Saw Mill River Road (Route 9A) and Stevens Avenue South
- Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza Entrance
- Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps
- Route 100C and Virginia Road
- Route 100C and Legion Drive
- Route 100C and Westchester Community College West Gate

All 13 of these intersections would experience increased overall delay (or worse LOS) from the 2002, 2003 and 2004 Existing Conditions to the 2008 Future Without the Project – Option B conditions in the AM and/or PM peak hours. The intersections being affected and their relative operations are described below.

Under the 2008 Future Without the Project – Option B conditions, the Route 100C and Bradhurst Avenue intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM and PM peak hours, the intersection would operate at unacceptable LOS F in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option B conditions, the Route 100C and Clearbrook/Walker Road intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM peak hour, the intersection would continue to operate at LOS A. In the PM peak hour, the intersection would operate at marginally unacceptable LOS D.

Under the 2008 Future Without the Project – Option B conditions, the intersection of Route 100C and Sprain Brook Parkway Northbound Ramps would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the AM and PM peak hours. The

intersection would experience unacceptable LOS E in the AM peak hour and LOS F in the PM peak hour, a change from LOS C in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option B conditions, the intersection of Virginia Road and Bronx River Parkway Westbound would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The intersection would experience unacceptable LOS E in the PM peak hour. The intersection would continue to experience marginally unacceptable LOS D in the AM peak hour.

Under the 2008 Future Without the Project – Option B conditions, the intersection of Route 100C and Westchester Community College East Gate would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The intersection would experience unacceptable LOS F in the PM peak hour. The intersection would continue to operate at LOS A conditions in the AM peak hour.

The unsignalized intersections that would experience increased overall delay are as follows.

Under the 2008 Future Without the Project – Option B conditions, the Saw Mill River Road (Route 9A) and Beverly Road eastbound approach would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The eastbound approach would experience a marginally unacceptable LOS D condition in the future, a change from LOS C in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option B conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue North intersection would experience increased delay from the 2002, 2003 and 2004 Existing Conditions. The eastbound approach would experience a change in the AM peak hour from marginally acceptable LOS D to unacceptable LOS E in 2008.

Under the 2008 Future Without the Project – Option B conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue South intersection would experience an increase in delay from the 2002 Existing Conditions. The westbound approach would operate at unacceptable LOS E in the PM peak hour in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option B conditions, the Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The westbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to unacceptable LOS E conditions in 2008. The eastbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to unacceptable LOS E in 2008. The westbound approaches in the PM peak hour would experience decreased levels of service from LOS E to LOS F conditions in 2008. The eastbound approaches in the PM peak hour would experience decreased levels of service from LOS E and LOS F to LOS F conditions in 2008.

Under the 2008 Future Without the Project– Option B conditions, the Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the northbound left approach would experience LOS F conditions in 2008, a change from LOS E in 2002, 2003 and 2004. The intersection would continue to operate at LOS F conditions in the PM peak hour.

Under the 2008 Future Without the Project – Option B conditions, the westbound approach of the Route 100C and Virginia Road intersection would continue to experience LOS F conditions in 2008 during the PM peak hour.

Under the 2008 Future Without the Project – Option B conditions, the Route 100C and Legion Drive intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the southbound left turn approach would experience unacceptable LOS E conditions in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004. The PM peak hour for the southbound left turn approach would continue to experience LOS F conditions in 2008.

Under the 2008 Future Without the Project– Option B conditions, the Route 100C and WCC West Gate intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The northbound left approach would experience marginally unacceptable LOS D conditions during the AM peak hour, a change from LOS C in 2002, 2003 and 2004. The PM peak hour for the northbound left approach would experience LOS F conditions in 2008, a change from LOS E in 2002, 2003 and 2004.

TABLE 5.9-7. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION B

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION B					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C
	NB-L	0.19	14.2	B	0.81	31.5	C
	NB-TR	0.32	14.9	B	0.57	15.7	B
	SB-L	0.05	13.0	B	0.13	21.5	C
	SB-TR	0.56	17.4	B	0.99	56.0	E
	Intersection		**19.6**	**B**		**34.3**	**C**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.78	42.7	D	1.08	>150	F
	EB - T	1.48	>150	F	0.63	23.4	C
	EB - R	0.36	16.4	B	0.28	12.2	B
	WB-L	0.68	56.6	E	0.26	18.4	B
	WB-TR	0.47	26.5	C	1.38	>150	F
	NB - L	0.24	23.5	C	0.88	61.6	E
	NB - TR	0.35	26.0	C	0.20	16.3	B
	SB - L	0.51	40.3	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F
	Intersection		**122.7**	**F**		**108.8**	**F**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.4	C	0.45	27.6	C
	NB-L	0.51	9.9	A	0.96	55.0	D
	NB-T	0.51	10.4	B	0.52	10.5	B
	SB-T	0.31	13.5	B	0.45	14.9	B
	SB-R	0.13	12.1	B	0.23	12.9	B
	Intersection		**14.4**	**B**		**27.1**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.68	32.8	C	0.48	24.5	C
	EB-TR	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C
	NB-T	0.50	15.4	B	0.87	32.1	C
	NB-R	0.52	15.9	B	0.62	20.9	C
	SB-L	0.40	9.9	A	0.80	30.5	C
	SB-T	0.29	8.4	A	0.65	15.6	B
	Intersection		**18.6**	**B**		**25.8**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	64.8	E
	NB-LT	0.41	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.44	17.4	B
	SB-R	0.19	15.3	B	0.47	18.1	B
	Intersection		**15.5**	**B**		**25.2**	**C**

TABLE 5.9-7. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION B

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION B					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.6	C	0.79	38.6	D
	EB – R	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.2	C	0.41	20.3	C
	SB-L	0.31	12.0	B	0.47	14.7	B
	SB-T	0.28	9.2	A	0.54	11.8	B
	Intersection		**20.6**	**C**		**21.1**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D
	WB-R	0.52	28.1	C	0.43	20.5	C
	NB-LTR	0.39	9.1	A	0.72	23.8	C
	SB-TR	0.49	9.9	A	0.89	25.4	C
	Intersection		**33.6**	**C**		**25.9**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.33	12.5	B	0.89	35.5	D
	SB-L	0.52	2.3	A	0.77	25.0	C
	SB-LT	0.16	0.2	A	0.55	0.5	A
	Intersection		**5.4**	**A**		**17.9**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.03	84.7	F	1.01	79.6	E
	EB-TR	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.31	23.6	C	0.89	49.1	D
	NB-L	0.39	34.3	C	0.32	25.3	C
	NB-TR	0.66	42.0	D	0.83	41.6	D
	SB-L	0.26	35.0	C	0.56	35.7	D
	SB-T	0.43	35.1	D	0.29	23.2	C
	SB-R	0.23	22.1	C	0.41	11.1	B
	Intersection		**35.7**	**D**		**35.4**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.31	32.4	C	0.81	56.6	E
	W-R	0.01	18.7	B	0.07	22.9	C
	NB – LTR	0.71	23.2	C	0.70	19.8	B
	SB – LTR	0.72	15.8	B	0.78	15.1	B
	Intersection		**20.1**	**C**		**20.9**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.29	27.5	C
	EB-R	0.08	25.6	C	0.24	26.9	C
	WB-L	0.19	26.5	C	0.50	29.8	C
	WB-TR	0.10	25.7	C	0.41	28.5	C
	NB-L	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.65	25.5	C	0.87	34.1	C
	SB-L	0.47	33.6	C	0.17	30.8	C
	SB-TR	0.59	24.1	C	0.74	27.7	C
	Intersection		**25.8**	**C**		**30.7**	**C**

TABLE 5.9-7. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION B

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION B					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.88	29.4	C	1.05	75.0	E
	WB-TR	0.23	4.7	A	0.46	9.5	A
	SB-L	0.69	37.5	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C
	Intersection		**21.9**	**C**		**34.8**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.49	17.5	B	0.41	13.3	B
	WB-T	0.20	7.7	A	0.31	4.3	A
	NB-LR	0.51	25.5	C	0.46	31.5	C
	NB-R	0.48	25.1	C	0.42	31.2	C
	Intersection		**17.1**	**B**		**11.8**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.01	2.6	A	0.07	9.7	A
	EB-TR	0.47	4.2	A	0.73	17.4	B
	WB-L	0.46	4.7	A	1.45	>150	F
	WB-TR	0.41	4.0	A	0.86	24.4	C
	NB-LT	0.22	33.8	C	0.20	20.0	B
	SB-LT	0.40	35.9	D	0.27	20.7	C
	SB-R	0.00	32.2	C	0.01	18.5	B
	Intersection		**6.0**	**A**		**45.8**	**D**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.29	7.9	A	0.37	16.7	B
	EB-TR	0.34	5.6	A	0.58	12.7	B
	WB-L	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.59	14.4	B	0.83	24.9	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B
	Intersection		**12.4**	**B**		**21.4**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.34	7.9	A	0.68	11.9	B
	WB-T	0.33	7.9	A	0.60	10.5	B
	SB-L	0.68	38.1	D	0.18	29.7	C
	SB-R	0.32	31.0	C	0.12	29.2	C
	Intersection		**14.0**	**B**		**12.0**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.09	15.0	B	0.50	15.4	B
	EB-T	0.67	21.0	C	0.34	9.1	A
	WB-TR	0.51	25.1	C	1.39	>150	F
	NB-LT	1.00	68.7	E	0.52	24.9	C
	NB-R	1.22	145.2	F	0.36	23.2	C
	Intersection		**59.3**	**E**		**123.8**	**F**

TABLE 5.9-7. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION B

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION B					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.14	134.3	F	1.28	>150	F
	EB-R	0.22	19.7	B	0.50	36.3	D
	WB-LTR	0.41	34.8	C	1.44	>150	F
	NB-L	0.30	48.6	D	0.06	10.9	B
	NB-TR	0.26	20.1	C	0.62	25.3	C
	SB-L	1.10	141.5	F	0.13	11.7	B
	SB-T	0.70	27.3	C	0.59	24.7	C
	Intersection		**54.9**	**D**		**78.8**	**E**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.41	7.7	A	0.72	16.6	B
	WB-L	0.36	5.9	A	0.22	11.2	B
	WB-T	0.24	3.2	A	0.58	7.9	A
	NB-L	0.27	47.4	D	>1.50	>150	F
	Intersection		**7.9**	**A**		**90.9**	**F**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.79	10.1	B	0.58	6.1	A
	WB-LTR	0.26	4.1	A	0.48	5.1	A
	NB-LTR	0.02	21.0	C	0.08	21.2	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C
	Intersection		**8.8**	**A**		**5.9**	**A**

TABLE 5.9-7. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION B

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION B					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.7	B	0.20	9.7	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.1	B
	EB-LR	0.07	21.8	C	0.05	30.5	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.1	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.6	B
	EB-LTR	0.03	37.1	E	0.14	24.9	C
	WB-LTR	0.04	17.2	C	0.07	16.1	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.5	B
	WB-LR	0.03	22.2	C	0.15	35.5	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.1	B	0.01	10.9	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.09	10.1	B	0.16	10.5	B
	SB-LT	0.01	9.0	A	0.01	9.5	A
	EB-L	0.02	35.5	E	0.01	52.4	F
	EB-T	0.02	42.9	E	0.09	88.6	F
	WB-LT	0.12	39.2	E	0.12	61.1	F
	WB-TR	0.01	11.0	B	0.03	17.7	C
Dana Road & Walker Road	NB-LR	0.16	11.3	B	0.09	11.3	B
	WB-LT	0.00	8.5	A	0.01	7.8	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	0.90	118.9	F	>1.50	>150	F
	NB-R	0.22	17.7	C	0.28	15.8	C
	WB-L	0.16	11.9	B	0.28	12.1	B
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.06	27.4	D	0.06	28.7	D
	NB-TR	0.26	17.1	C	0.17	14.3	B
	EB-L	0.21	10.1	B	0.20	11.5	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.23	8.4	A	0.44	11.1	B
	WB-LR	0.65	19.1	C	1.47	>150	F

TABLE 5.9-7. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION B

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION B					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.48	36.2	E	1.41	>150	F
	SB-R	0.22	13.2	B	0.47	19.9	C
	EB-LT	0.08	8.8	A	0.24	10.7	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.10	33.3	D	0.45	104.1	F
	NB-R	0.02	19.2	C	0.52	19.7	C
	WB-LT	0.01	11.8	B	0.12	9.3	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.08	18.7	C	0.12	33.3	D
	SB-LTR	0.01	10.3	B	0.08	18.8	C
	EB-LTR	0.01	8.1	A	0.01	8.9	A
	WB-LTR	0.02	10.5	B	0.01	9.2	A

ABBREVIATIONS:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway
V/C Ratio - Volume to Capacity Ratio
SEC/VEH - Seconds per Vehicle
LOS - Level of Service
--- HCS results not provided for given lane group

2008 Future Without the Project (Option C)

In the 2008 analysis year, there are four signalized and ten unsignalized intersections that experience marginally unacceptable LOS D conditions or worse for the AM and/or PM peak hours. These intersections are as follows:

Signalized.

- Route 100C and Bradhurst Avenue
- Route 100C and Clearbrook Road/Walker Road
- Route 100C and Sprain Brook Parkway Northbound Ramp
- Virginia Road and Bronx River Parkway

Unsignalized.

- Saw Mill River Road (Route 9A) and Beverly Road
- Saw Mill River Road (Route 9A) and Stevens Avenue North
- Saw Mill River Road (Route 9A) and Stevens Avenue South
- Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza Entrance
- Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps
- Route 100C and Saw Mill River Road NB Ramps
- Route 100C and Virginia Road
- Route 100C and Legion Drive
- Route 100C and Westchester Community College West Gate
- Old Saw Mill River Road and Landmark East Driveway

All 14 of these intersections would experience increased overall delay (or worse LOS) from the 2002, 2003 and 2004 Existing Conditions to the 2008 Future Without the Project – Option C conditions in the AM and/or PM peak hours. The intersections being affected and their relative operations are described below.

Under the 2008 Future Without the Project – Option C conditions, the Route 100C and Bradhurst Avenue intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM and PM peak hours, the intersection would operate at unacceptable LOS E and LOS F in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option C conditions, the Route 100C and Clearbrook/Walker Road intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM peak hour, the intersection would continue to operate at LOS A. In the PM peak hour, the intersection would operate at LOS F, a change from LOS B in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option C conditions, the intersection of Route 100C and Sprain Brook Parkway Northbound Ramps would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the AM and PM peak hours. The

intersection would experience unacceptable LOS E in the AM and PM peak hours, a change from LOS C in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option C conditions, the intersection of Virginia Road and Bronx River Parkway Westbound would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The intersection would experience unacceptable LOS E in the AM and PM peak hours, a change from marginally unacceptable LOS D in 2002, 2003 and 2004.

The unsignalized intersections that would experience increased overall delays are as follows.

Under the 2008 Future Without the Project– Option C conditions, the Saw Mill River Road (Route 9A) and Beverly Road eastbound approach would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The eastbound approach would experience a marginally unacceptable LOS D condition in the future, a change from LOS C in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option C conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue North intersection would experience increased delay from the 2002, 2003 and 2004 Existing Conditions. The eastbound approach would experience a change in the AM peak hour from marginally acceptable LOS D to unacceptable LOS E in 2008.

Under the 2008 Future Without the Project – Option C conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue South intersection would experience an increase in delay from the 2002 Existing Conditions. The westbound approach would operate at unacceptable LOS E in the PM peak hour in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions.

Under the 2008 Future Without the Project – Option C conditions, the Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The westbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to unacceptable LOS E conditions in 2008. The eastbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to unacceptable LOS E in 2008. The westbound approaches in the PM peak hour would experience decreased levels of service from LOS E to LOS F conditions in 2008. The eastbound approaches in the PM peak hour would experience decreased levels of service from LOS E and LOS F to LOS F conditions in 2008.

Under the 2008 Future Without the Project – Option C conditions, the Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the northbound left approach would experience LOS F conditions in 2008, a change from LOS E in 2002, 2003 and 2004. The intersection would continue to operate at LOS F conditions in the PM peak hour.

Under the 2008 Future Without the Project – Option C conditions, the Route 100C and Saw Mill River Road NB Ramps intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM and PM peak hours for the northbound left through approach would experience marginally unacceptable LOS D conditions, changed from LOS C in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option C conditions, the westbound approach of the Route 100C and Virginia Road intersection would continue to experience LOS F conditions in 2008 during the PM peak hour.

Under the 2008 Future Without the Project – Option C conditions, the Route 100C and Legion Drive intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the southbound left turn approach would experience marginally unacceptable LOS D conditions in 2008, a change from marginally acceptable LOS D in 2002, 2003 and 2004. The PM peak hour for the southbound left turn approach would continue to experience LOS F conditions in 2008.

Under the 2008 Future Without the Project – Option C conditions, the Route 100C and WCC West Gate intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The PM peak hour for the northbound left approach would experience LOS F conditions in 2008, a change from LOS E in 2002, 2003 and 2004.

Under the 2008 Future Without the Project – Option C conditions, the Old Saw Mill River Road and Landmark East Driveway intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the southbound approaches would experience LOS E conditions in 2008, a change from LOS A in 2002, 2003 and 2004. The PM peak hour for the southbound approaches would experience LOS F conditions in 2008, a change from LOS C in 2002, 2003 and 2004.

TABLE 5.9-8. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION C

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION C					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C
	NB-L	0.19	14.2	B	0.81	31.5	C
	NB-TR	0.32	14.9	B	0.57	15.7	B
	SB-L	0.05	13.0	B	0.13	21.5	C
	SB-TR	0.56	17.4	B	0.99	56.0	E
	Intersection		**19.6**	**B**		**34.3**	**C**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.75	39.9	D	>1.50	>150	F
	EB - T	1.25	>150	F	0.61	22.9	C
	EB - R	0.36	16.4	B	0.28	12.2	B
	WB-L	0.68	56.6	E	0.24	18.2	B
	WB-TR	0.45	26.2	C	1.18	121.7	F
	NB - L	0.24	23.5	C	0.88	61.6	E
	NB - TR	0.34	26.0	C	0.20	16.3	B
	SB - L	0.51	40.2	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F
	Intersection		**78.1**	**E**		**89.7**	**F**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.5	C	0.45	27.6	C
	NB-L	0.51	9.9	A	0.96	55.0	D
	NB-T	0.51	10.4	B	0.52	10.5	B
	SB-T	0.31	13.5	B	0.45	14.9	B
	SB-R	0.13	12.1	B	0.23	12.9	B
	Intersection		**14.4**	**B**		**27.1**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.68	32.8	C	0.48	24.5	C
	EB-TR	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C
	NB-T	0.50	15.4	B	0.87	32.1	C
	NB-R	0.52	15.9	B	0.62	20.9	C
	SB-L	0.40	9.9	A	0.80	30.5	C
	SB-T	0.29	8.4	A	0.65	15.6	B
	Intersection		**18.6**	**B**		**25.8**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	65.3	E
	NB-LT	0.41	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.44	17.4	B
	SB-R	0.20	15.4	B	0.44	18.1	B
	Intersection		**15.5**	**B**		**25.3**	**C**

TABLE 5.9-8. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION C

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION C					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.6	C	0.79	38.6	D
	EB – R	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.2	C	0.41	20.3	C
	SB-L	0.31	12.0	B	0.47	14.7	B
	SB-T	0.28	9.2	A	0.54	11.8	B
	Intersection		**20.6**	**C**		**21.1**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D
	WB-R	0.54	28.3	C	0.43	20.5	C
	NB-LTR	0.39	9.1	A	0.72	23.8	C
	SB-TR	0.49	9.9	A	0.89	25.6	C
	Intersection		**33.6**	**C**		**26.0**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.33	12.5	B	0.89	35.5	D
	SB-L	0.52	2.3	A	0.77	25.1	C
	SB-LT	0.16	0.2	A	0.55	0.5	A
	Intersection		**5.4**	**A**		**18.0**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.03	84.7	F	1.01	79.6	E
	EB-TR	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.31	23.6	C	0.88	48.8	D
	NB-L	0.39	34.3	C	0.32	25.3	C
	NB-TR	0.66	42.0	D	0.83	41.6	D
	SB-L	0.26	35.0	C	0.56	35.7	D
	SB-T	0.43	35.1	D	0.29	23.2	C
	SB-R	0.23	22.1	C	0.41	11.1	B
	Intersection		**35.7**	**D**		**35.4**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.31	32.4	C	0.81	56.6	E
	W-R	0.01	18.7	B	0.07	22.9	C
	NB – LTR	0.71	23.2	C	0.70	19.8	B
	SB – LTR	0.72	15.8	B	0.78	15.3	B
	Intersection		**20.1**	**C**		**20.9**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.29	27.5	C
	EB-R	0.08	25.6	C	0.24	26.9	C
	WB-L	0.19	26.5	C	0.50	29.8	C
	WB-TR	0.10	25.7	C	0.41	28.5	C
	NB-L	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.65	25.5	C	0.87	34.4	C
	SB-L	0.43	33.1	C	0.16	30.8	C
	SB-TR	0.60	24.3	C	0.74	27.7	C
	Intersection		**25.8**	**C**		**30.9**	**C**

TABLE 5.9-8. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION C

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION C					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.90	31.7	C	1.05	75.5	E
	WB-TR	0.23	4.7	A	0.47	9.6	A
	SB-L	0.72	39.0	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C
	Intersection		**23.3**	**C**		**35**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.49	17.5	B	0.41	13.3	B
	WB-T	0.20	7.7	A	0.31	4.3	A
	NB-LR	0.51	25.6	C	0.46	31.5	C
	NB-R	0.48	25.2	C	0.42	31.2	C
	Intersection		**17.1**	**B**		**11.7**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.03	2.7	A	0.05	9.4	A
	EB-TR	0.42	4.0	A	0.83	21.9	D
	WB-L	0.42	4.3	A	>1.50	>150	F
	WB-TR	0.48	4.3	A	0.79	19.8	C
	NB-LT	0.22	33.7	C	0.19	20.0	B
	SB-LT	0.31	34.8	C	0.25	20.5	C
	SB-R	0.00	32.2	C	0.02	18.6	B
	Intersection		**5.7**	**A**		**98.3**	**F**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.32	9.2	A	0.36	15.4	B
	EB-TR	0.31	5.4	A	0.63	13.4	B
	WB-L	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.65	15.4	B	0.78	23.0	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B
	Intersection		**13.4**	**B**		**20.5**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.31	7.7	A	0.73	13.0	B
	WB-T	0.36	8.1	A	0.57	10.0	B
	SB-L	0.61	35.8	D	0.18	29.6	C
	SB-R	0.42	32.2	C	0.13	29.2	C
	Intersection		**13.8**	**B**		**12.4**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.10	15.1	B	0.62	18.5	B
	EB-T	0.58	19.4	B	0.34	9.1	A
	WB-TR	0.52	25.3	C	1.19	116.9	F
	NB-LT	1.13	109.1	F	0.70	29.6	C
	NB-R	1.12	105.8	F	0.36	23.1	C
	Intersection		**60.4**	**E**		**69**	**E**

TABLE 5.9-8. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION C

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION C					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.14	136.9	F	1.22	>150	F
	EB-R	0.21	19.7	B	0.45	35.4	D
	WB-LTR	0.26	32.8	C	1.36	>150	F
	NB-L	0.36	49.2	D	0.06	10.9	B
	NB-TR	0.26	20.1	C	0.62	25.3	C
	SB-L	1.10	141.5	F	0.13	11.7	B
	SB-T	0.70	27.3	C	0.59	24.7	C
	Intersection		**55.7**	**E**		**70.8**	**E**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.41	7.7	A	0.72	16.8	B
	WB-L	0.31	5.5	A	0.22	11.2	B
	WB-T	0.24	3.2	A	0.58	7.9	A
	NB-L	0.16	46.5	D	1.09	104.1	F
	Intersection		**7.0**	**A**		**31.4**	**C**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.76	9.3	A	0.58	6.0	A
	WB-LTR	0.26	4.1	A	0.43	4.9	A
	NB-LTR	0.03	21.0	C	0.25	22.3	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C
	Intersection		**8.2**	**A**		**6.3**	**A**

TABLE 5.9-8. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION C

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION C					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.7	B	0.20	9.7	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.1	B
	EB-LR	0.07	21.8	C	0.05	30.7	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.1	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.6	B
	EB-LTR	0.03	37.1	E	0.14	24.9	C
	WB-LTR	0.04	17.2	C	0.07	16.1	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.5	B
	WB-LR	0.03	22.2	C	0.15	35.5	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.3	B	0.01	11.0	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.12	10.3	B	0.16	10.4	B
	SB-LT	0.01	8.9	A	0.01	9.5	A
	EB-L	0.02	37.4	E	0.01	51.2	F
	EB-T	0.02	44.6	E	0.08	84.9	F
	WB-LT	0.12	41.3	E	0.12	30.3	F
	WB-TR	0.01	10.9	B	0.03	17.5	C
Dana Road & Walker Road	NB-LR	0.16	11.3	B	0.09	11.3	B
	WB-LT	0.00	8.4	A	0.01	7.8	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	1.17	>150	F	>1.50	>150	F
	NB-R	0.22	17.4	C	0.33	18.7	C
	WB-L	0.15	11.7	B	0.26	13.1	B
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.19	33.5	D	0.07	30.9	D
	NB-TR	0.16	15.4	C	0.20	16.1	C
	EB-L	0.23	10.9	B	0.21	11.2	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.23	8.4	A	0.41	10.7	B
	WB-LR	0.60	17.8	C	1.35	>150	F

TABLE 5.9-8. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 FUTURE WITHOUT THE PROJECT CONDITIONS - OPTION C

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE WITHOUT THE PROJECT - OPTION C					
		WEEKDAY AM PEAK			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.45	33.2	D	1.35	>150	F
	SB-R	0.21	12.7	B	0.47	19.8	C
	EB-LT	0.07	8.7	A	0.24	10.7	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.08	25.9	D	0.35	71.3	F
	NB-R	0.02	16.1	C	0.51	19.2	C
	WB-LT	0.00	10.8	B	0.12	9.2	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.10	17.9	C	0.30	20.7	C
	SB-LTR	0.10	40.3	E	0.92	137.1	F
	EB-LTR	0.02	8.3	A	0.01	8.7	A
	WB-LTR	0.12	10.8	B	0.02	9.2	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

2010 Future Without the Project.

In the 2010 analysis year, there are four signalized and nine unsignalized intersections that experience marginally unacceptable LOS D conditions or worse for the AM and/or PM peak hours. These intersections are as follows:

Signalized.

- Route 100C and Bradhurst Avenue
- Route 100C and Clearbrook Road/Walker Road
- Route 100C and Sprain Brook Parkway Northbound Ramp
- Virginia Road and Bronx River Parkway Westbound

Unsignalized.

- Saw Mill River Road (Route 9A) and Beverly Road
- Saw Mill River Road (Route 9A) and Stevens Avenue North
- Saw Mill River Road (Route 9A) and Stevens Avenue South
- Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza Entrance
- Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps
- Route 100C and Virginia Road
- Route 100C and Legion Drive
- Route 100C and Westchester Community College West Gate
- Old Saw Mill River Road and Landmark East Driveway

All 13 of these intersections would experience increased overall delay (or worse LOS) from the 2002, 2003 and 2004 Existing Conditions to the 2010 Future Without the Project conditions in the AM and/or PM peak hours. The intersections being affected and their relative operations are described below.

Under the 2010 Future Without the Project conditions, the Route 100C and Bradhurst Avenue intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM peak hour, the intersection would operate at marginally unacceptable LOS D in 2010, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions. In the PM peak hour, the level of service would be reduced from marginally acceptable LOS D to LOS E conditions in 2010.

Under the 2010 Future Without the Project conditions, the Route 100C and Clearbrook/Walker Road intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. In the AM peak hour, the intersection would continue to operate at LOS A. In the PM peak hour, the intersection would operate at marginally unacceptable LOS D, a change from LOS B in 2002, 2003 and 2004.

Under the 2010 Future Without the Project conditions, the intersection of Route 100C and Sprain Brook Parkway Northbound Ramps would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the AM and PM peak hours. The intersection would

experience marginally unacceptable LOS D in the AM and PM peak hours, changing from LOS C in 2002, 2003 and 2004.

Under the 2010 Future Without the Project conditions, the intersection of Virginia Road and Bronx River Parkway Westbound would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the AM and PM peak hours. The intersection would experience LOS E in the AM and PM peak hour, a change from marginally unacceptable LOS D in 2002, 2003 and 2004.

The unsignalized intersections that would experience increased overall delay are as follows.

Under the 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Beverly Road eastbound approach would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions in the PM peak hour. The eastbound approach would experience a marginally unacceptable LOS D condition in the future, a change from LOS C in 2002, 2003 and 2004 Existing Conditions.

Under the 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue North intersection would experience increased delay from the 2002, 2003 and 2004 Existing Conditions. The eastbound approach would experience a change in the AM peak hour from marginally acceptable LOS D to LOS E in 2010.

Under the 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Stevens Avenue South intersection would experience an increase in delay from the 2002 Existing Conditions. The westbound approach would operate at LOS E in the PM peak hour in 2010, a change from marginally acceptable LOS D in 2002, 2003 and 2004 Existing Conditions.

Under the 2010 Future Without the Project conditions, the Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The westbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to LOS E conditions in 2010. The eastbound approaches in the AM peak hour would experience decreased levels of service from marginally acceptable LOS D to LOS E in 2010. The westbound approaches in the PM peak hour would experience decreased levels of service from LOS E to LOS F conditions in 2010. The eastbound approaches in the PM peak hour would experience decreased levels of service from LOS E and LOS F to LOS F conditions in 2010.

Under the 2010 Future Without the Project conditions, the Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the northbound left approach would experience LOS F conditions in 2010, a change from LOS E in 2002, 2003 and 2004. The intersection would continue to operate at LOS F conditions in the PM peak hour.

Under the 2010 Future Without the Project conditions, the westbound approach of the Route 100C and Virginia Road intersection continues to experience LOS F conditions in 2010 during the PM peak hour.

Under the 2010 Future Without the Project conditions, the Route 100C and Legion Drive intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The AM peak hour for the southbound left turn approach would experience marginally unacceptable LOS D conditions in 2010, a change from marginally acceptable LOS D in 2002, 2003 and 2004. The PM peak hour for the southbound left turn approach would continue to experience LOS F conditions in 2010.

Under the 2010 Future Without the Project conditions, the Route 100C and WCC West Gate intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The PM peak hour for the northbound left approach would experience LOS F conditions in 2010, a change from LOS E in 2002, 2003 and 2004.

Under the 2010 Future Without the Project conditions, the Old Saw Mill River Road and Landmark East Driveway intersection would experience increased overall delay from the 2002, 2003 and 2004 Existing Conditions. The PM peak hour for the northbound approaches would experience marginally LOS E conditions in 2010, a change from LOS C in 2002, 2003 and 2004.

TABLE 5.9-9. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.66	32.4	C	0.54	29.6	C
	EB – LTR	0.14	25.0	C	0.15	25.8	C
	WB – L	0.15	32.4	C	0.14	34.2	C
	WB – LT	0.10	32.1	C	0.09	33.8	C
	WB - R	0.05	31.8	C	0.22	34.8	C
	NB-L	0.19	14.2	B	0.83	34.6	C
	NB-TR	0.32	14.9	B	0.57	15.7	B
	SB-L	0.10	13.3	B	0.16	21.7	C
	SB-TR	0.56	17.3	B	1.01	61.5	E
	Intersection		**19.7**	**B**		**36.9**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.77	41.7	D	>1.50	>150	F
	EB - T	1.06	84.2	F	0.60	22.7	C
	EB - R	0.36	16.5	B	0.28	12.2	B
	WB-L	0.70	59.8	E	0.23	18.2	B
	WB-TR	0.45	26.2	C	1.01	63.9	E
	NB - L	0.24	23.7	C	0.90	64.0	E
	NB - TR	0.35	26.1	C	0.20	16.4	B
	SB - L	0.53	41.2	D	0.34	25.6	C
	SB - TR	0.70	50.8	D	1.15	121.9	F
	Intersection		**48.8**	**D**		**76.8**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.47	27.8	C	0.82	41.1	D
	WB-R	0.25	25.5	C	0.46	27.8	C
	NB-L	0.53	10.2	B	1.00	66.8	E
	NB-T	0.52	10.5	B	0.54	10.7	B
	SB-T	0.31	13.5	B	0.46	14.9	B
	SB-R	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.6**	**B**		**30.1**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.70	33.6	C	0.49	24.6	C
	EB-TR	0.01	23.6	C	0.00	20.0	C
	EB-R	0.60	30.5	C	0.80	36.2	D
	NB-T	0.51	15.5	B	0.89	34.5	C
	NB-R	0.54	16.2	B	0.65	21.5	C
	SB-L	0.41	10.0	B	0.84	35.5	D
	SB-T	0.30	8.5	A	0.67	16.0	B
	Intersection		**19.0**	**B**		**27.4**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.15	24.6	C	0.36	26.5	C
	WB-R	0.52	28.6	C	0.99	73.0	E
	NB-LT	0.42	10.3	B	0.62	13.0	B
	SB-T	0.21	15.3	B	0.45	17.5	B
	SB-R	0.20	15.4	B	0.49	18.2	B
	Intersection		**15.6**	**B**		**26.9**	**C**

TABLE 5.9-9. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.73	35.1	D	0.81	40.2	D
	EB – R	0.16	24.8	C	0.36	26.6	C
	NB-TR	0.41	20.3	C	0.43	20.4	C
	SB-L	0.32	12.3	B	0.49	15.3	B
	SB-T	0.28	9.3	A	0.56	12.0	B
	Intersection		**20.8**	**C**		**21.7**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.11	107.4	F	0.76	39.2	D
	WB-R	0.50	27.7	C	0.43	20.6	C
	NB-LTR	0.37	9.0	A	0.73	24.1	C
	SB-TR	0.48	9.9	A	0.88	24.4	C
	Intersection		**36.6**	**D**		**25.7**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.32	12.4	B	0.92	37.7	D
	SB-L	0.52	2.1	A	0.77	25.2	C
	SB-LT	0.16	0.2	A	0.55	0.5	A
	Intersection		**5.1**	**A**		**19.0**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.01	79.3	E	1.03	85.6	F
	EB-TR	0.39	14.7	B	0.48	20.4	C
	WB-L	0.18	22.4	C	0.43	34.7	C
	WB-TR	0.31	23.6	C	0.91	51.6	D
	NB-L	0.40	34.4	C	0.32	25.3	C
	NB-TR	0.64	41.1	D	0.85	43.8	D
	SB-L	0.25	34.4	C	0.58	37.0	D
	SB-T	0.43	35.2	D	0.27	22.9	C
	SB-R	0.23	22.1	C	0.41	11.1	B
	Intersection		**34.2**	**C**		**37.2**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.32	32.5	C	0.83	59.5	E
	W-R	0.01	18.7	B	0.08	23.0	C
	NB – LTR	0.72	23.3	C	0.72	20.3	C
	SB – LTR	0.74	16.5	B	0.81	16.5	B
	Intersection		**20.5**	**C**		**22.0**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.32	27.8	C
	EB-R	0.08	25.6	C	0.24	26.9	C
	WB-L	0.17	26.3	C	0.70	37.2	D
	WB-TR	0.08	25.5	C	0.48	29.3	C
	NB-L	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.71	27.2	C	0.88	34.6	C
	SB-L	0.47	33.5	C	0.17	30.9	C
	SB-TR	0.61	24.4	C	0.76	28.5	C
	Intersection		**26.6**	**C**		**31.8**	**C**

TABLE 5.9-9. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.92	34.5	C	1.11	93.5	F
	WB-TR	0.25	4.8	A	0.50	9.8	A
	SB-L	0.70	37.9	D	0.29	23.2	C
	SB-LR	0.17	28.3	C	0.22	22.6	C
	Intersection		**24.1**	**C**		**41.0**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.50	17.7	B	0.42	13.4	B
	WB-T	0.21	7.8	A	0.33	4.4	A
	NB-LR	0.54	26.2	C	0.48	31.8	C
	NB-R	0.51	25.6	C	0.47	31.8	C
	Intersection		**17.3**	**B**		**11.9**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.17	3.1	A	0.17	10.4	B
	EB-TR	0.38	3.8	A	0.75	17.9	B
	WB-L	0.39	4.1	A	>1.50	>150	F
	WB-TR	0.41	4.0	A	0.73	17.5	B
	NB-LT	0.22	33.8	C	0.21	20.1	C
	SB-LT	0.27	34.4	C	0.27	20.7	C
	SB-R	0.09	32.8	C	0.19	19.9	B
	Intersection		**5.7**	**A**		**50.2**	**D**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.31	8.1	A	0.35	14.6	B
	EB-TR	0.27	5.3	A	0.59	12.8	B
	WB-L	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.60	14.5	B	0.75	22.0	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.56	39.7	D	0.81	43.5	D
	SB-R	0.09	21.2	C	0.12	17.2	B
	Intersection		**13.1**	**B**		**20.3**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.28	7.6	A	0.70	12.2	B
	WB-T	0.33	7.9	A	0.54	9.7	A
	SB-L	0.56	34.4	C	0.18	29.7	C
	SB-R	0.34	31.3	C	0.14	29.3	C
	Intersection		**13.2**	**B**		**11.9**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.10	14.9	B	0.52	15.9	B
	EB-T	0.51	18.2	B	0.33	9.0	A
	WB-TR	0.48	24.8	C	1.09	79.9	E
	NB-LT	1.05	81.1	F	0.72	30.5	C
	NB-R	1.05	84.7	F	0.37	23.2	C
	Intersection		**49.4**	**D**		**48.8**	**D**

TABLE 5.9-9. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.17	145.3	F	1.21	>150	F
	EB-R	0.22	19.7	B	0.41	34.8	C
	WB-LTR	0.43	35.1	D	1.40	>150	F
	NB-L	0.06	46.4	D	0.06	11.1	B
	NB-TR	0.27	20.2	C	0.64	25.8	C
	SB-L	1.14	>150	F	0.14	12.0	B
	SB-T	0.72	27.9	C	0.61	25.1	C
	Intersection		**58.3**	**E**		**72.6**	**E**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.42	7.8	A	0.75	17.9	B
	WB-L	0.27	5.3	A	0.22	11.6	B
	WB-T	0.25	3.2	A	0.59	8.2	A
	NB-L	0.07	45.8	D	0.64	31.3	C
	Intersection		**6.4**	**A**		**15.2**	**B**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.82	11.3	B	0.60	6.4	A
	WB-LTR	0.28	4.2	A	0.52	5.4	A
	NB-LTR	0.02	21.0	C	0.08	21.2	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C
	Intersection		**9.6**	**A**		**6.2**	**A**

TABLE 5.9-9. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.8	B	0.20	9.7	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.3	B
	EB-LR	0.07	22.0	C	0.06	31.5	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.0	B	0.01	9.9	A
	SB-LT	0.03	9.2	A	0.02	10.6	B
	EB-LTR	0.03	37.1	E	0.14	25.2	D
	WB-LTR	0.04	17.2	C	0.08	16.1	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.6	B
	WB-LR	0.04	22.6	C	0.16	36.5	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.3	A	0.01	8.1	A
	WB-LR	0.28	15.8	C	0.48	20.2	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.04	13.4	B	0.01	10.9	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.10	10.2	B	0.17	10.9	B
	SB-LT	0.01	9.0	A	0.01	9.6	A
	EB-L	0.02	36.6	E	0.02	61.2	F
	EB-T	0.02	43.7	E	0.12	104.6	F
	WB-LT	0.12	39.9	E	0.14	70.2	F
	WB-TR	0.01	11.0	B	0.03	19.0	C
Dana Road & Walker Road	NB-LR	0.25	12.3	B	0.12	12.7	B
	WB-LT	0.02	8.7	A	0.11	8.2	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	1.01	>150	F	1.32	>150	F
	NB-R	0.24	18.7	C	0.30	16.5	C
	WB-L	0.17	12.2	B	0.19	11.6	B
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.07	29.3	D	0.06	29.0	D
	NB-TR	0.08	15.2	C	0.18	14.8	B
	EB-L	0.22	10.3	B	0.20	11.3	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.24	8.4	A	0.39	10.6	B
	WB-LR	0.58	17.8	C	1.35	>150	F

TABLE 5.9-9. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 FUTURE WITHOUT THE PROJECT CONDITIONS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE WITHOUT THE PROJECT					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.46	32.9	D	1.42	>150	F
	SB-R	0.21	12.4	B	0.49	20.9	C
	EB-LT	0.07	8.6	A	0.25	10.9	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.06	21.4	C	0.31	57.9	F
	NB-R	0.01	13.9	B	0.53	19.9	C
	WB-LT	0.00	10.1	B	0.13	9.2	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.09	19.7	C	0.13	38.0	E
	SB-LTR	0.01	10.5	B	0.09	20.6	C
	EB-LTR	0.01	8.1	A	0.01	9.1	A
	WB-LTR	0.02	10.7	B	0.01	9.3	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

5.9.3. Potential Impacts

The potential impacts from project and construction activities are represented for the two scenarios described in the Future Without the Project: The first scenario is Without the Cat/Del UV Facility at the Eastview Site (Croton project alone), and the second scenario is With the Cat/Del UV Facility at the Eastview Site (Croton project impact on the Eastview Site with the Cat/Del UV Facility also there). The scenario With Cat/Del UV Facility at the Eastview Site describes the incremental impacts that would result from the construction and operation of the proposed Croton project if the Cat/Del UV Facility were under construction or in operation. The impacts of the construction and operation of the Cat/Del UV Facility by itself are described in the Draft EIS for that project issued by NYCDEP June 1, 2004.

The potential impacts associated with the KCT are too speculative to assess in any great level of detail and are discussed in Section 3.8.2, Treated Water Conveyance Alternatives. Likewise, if the Administration Building is built near this site, it would be the subject of a future environmental review that would consider cumulative impacts with the Croton project, if appropriate.

There are two future analysis years that are examined in this section; either with the Croton project being at the peak of construction in 2008, or having been built and in operation in 2010. Each of these analyses also takes into consideration conditions with and without the Cat/Del UV Facility. The 2008 Construction conditions that include the Cat/Del UV Facility have four Options, based on where the construction workers for the Croton project would park. These construction worker parking Options have been selected for analysis purposes, as representative of the types of routings that worker vehicles would use for off-site parking. These Options are discussed further under the 2008 Construction discussion. The discussion of the potential significant adverse impacts associated with the operation of the Croton project in 2010 are presented first in this section, followed by the discussion of potential significant adverse impacts associated with the construction of the Croton project in 2008.

5.9.3.1. Potential Project Impacts

Project impact analyses were performed for the Eastview Site to determine projected future conditions with the proposed Croton project in place and fully operational. The 2010 Future With the Project conditions were compared with the 2010 Future Without the Project conditions to determine whether or not the operation of the proposed Croton project would have potential significant adverse impacts on the study area traffic and safety. The 2010 Future With the Project analysis evaluated two scenarios:

- A Future With the Project condition that does not include traffic generated by the Cat/Del UV Facility in the 2010 Future Without the Project condition.

- A Future With the Project condition that includes traffic generated by the Cat/Del UV Facility in the 2010 Future Without the Project condition.

The following sections describe the operational trip-generation characteristics of the proposed Croton project, and then summarize the potential project impacts should the proposed Croton project be constructed and made operational at the Eastview Site.

5.9.3.1.1. Without Cat/Del UV Facility at Eastview Site

Potential impact analyses were performed for the Eastview Site to determine projected future conditions with the proposed project in place and fully operational as well as during the project construction phase. The 2010 Future With the Project conditions were compared with the 2010 Future Without the Project conditions to determine whether or not the operation of the proposed plant would have potential significant adverse impacts on the study area traffic and safety. The following section describes the potential project impacts should the proposed plant be constructed and made operational at this site.

When fully constructed and operational, the future peak hour trips associated with the proposed project would be almost entirely employee-related. Table 5.9-10 shows the number of employees for day/evening shifts. For a more conservative analysis, however, it was assumed that employees for the first shift would arrive at the water treatment plant site during the AM peak hour as those for the off-shift leave, and that they would leave during the PM peak hour, as those for the off-shift would arrive. Table 5.9-11 shows the anticipated truck deliveries during plant activity, which are based on preliminary engineering design. All truck deliveries would be scheduled during normal working hours and would not impact either the AM or PM peaks.

TABLE 5.9-10. WATER TREATMENT PLANT STAFFING

Employees		
	Shift 1	**Off-Shift***
Water Treatment Plant Site	41	12

*Off-shift consists of one shift M-F and three shifts S-S

TABLE 5.9-11. WATER TREATMENT PLANT TRUCK DELIVERIES

Type of Truck	**Operation**	**Average Traffic**	**Peak Traffic**
Tanker Trucks	Chemical	16 deliveries/week Potential 4 deliveries/day	32 deliveries/week Potential 6 deliveries/day
Tractor-Trailers	Residual Solid Removal	1 delivery/ day	2 deliveries/ day
Medium Trucks	Misc. Deliveries	2 deliveries/day	2 deliveries/day
Total		7 deliveries/day	10 deliveries/day

As described Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, it is assumed that all employees would arrive at the proposed plant site via

private vehicles. It was likewise assumed that the vehicle occupancy rate would be 1.2 or that 20 percent of employees would carpool to the water treatment plant site. As shown in Table 5.9-12, the proposed plant would generate 44 employee vehicle trips during each of the AM and PM peak hours for the water treatment plant site.

TABLE 5.9-12. VEHICULAR TRIP FORECAST

Trips/Hour via Auto			
Peak Hour	**In**	**Out**	**Total**
AM	34	10	44
PM	10	34	44

Vehicle trips were assigned to the study area network, using the assignment pattern for autos, as discussed in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, and the project generated traffic for the water treatment plant site is shown in Figure 5.9-13. Figure 5.9-14 shows the total combined traffic under operation conditions.

Forty-four (44) vehicles per hour (vph) would be generated for the operations of the facility. When distributed among the different ingress/egress routes to the site, none of the intersections meets the 50 vph threshold value. This threshold is typically used to determine the need for detailed quantitative analysis for potential impacts according to the CEQR Manual. However, a qualitative analysis was undertaken at every intersection to ensure that no considerable impacts would occur as a result of the traffic generated for operation of the facility. The largest generated volumes were at the three intersections just to the southeast of the site along Route 100C.

The following is a summary of potential significant adverse impacts associated with the operational conditions of the project at the site.

5.9.3.1.1.1 Traffic.

Forty-four vehicle trips would be generated in both the AM and PM peak hours for the operation of the facility at the water treatment plant site. Applying the potential impact criteria described in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, and as shown in Table 5.9-13, it was found that traffic from the proposed Croton Facility would be anticipated to result in potential significant adverse traffic impacts at one (1) signalized and two (2) unsignalized intersections with a total of four potential significant adverse traffic impacts, two during the AM peak hour and two during the PM peak hour. All increases in delay described below are given in comparison to the 2010 Future Without the Project conditions.

At the Route 100C and Sprain Brook Parkway Northbound Ramp intersection, the northbound left-turn movement would experience an increase in delay from 76.4 seconds (LOS E) to 84.7 seconds (LOS F) in the AM peak hour.

At the Saw Mill River Road (Rt. 9A) and Ramada Inn/Broadway Plaza intersection, the eastbound through movement would experience an increase in delay from 102.0 seconds (LOS F) to 104.6 seconds (LOS F) in the PM peak hour.

At the Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) Southbound Ramp intersection, the northbound left-turn movement would experience delays in excess of 150 seconds in the AM and PM peak hour. These increases in delay would be considered potential significant adverse impacts in accordance with CEQR criteria for determining potential significant adverse traffic impacts. It is anticipated that this intersection would potentially have a potential significant adverse impact due to the operation of the proposed plant.

Traffic improvements associated with the construction traffic would alleviate these impacts during the operation of the proposed project. Mitigation for these impacts is discussed in Section 9.1, Mitigation of Potential Impacts.

5.9.3.1.1.2 Parking.

With the provision of on-site parking for employees after construction is complete, no potential significant adverse parking impacts would be anticipated.

5.9.3.1.1.3 Safety.

No additional accidents are anticipated given the low traffic volumes generated by the proposed project; therefore, no potential significant adverse traffic safety impacts are anticipated.

5.9.3.1.1.4 Transit.

The proposed project would not generate any transit trips. In addition because of the low generation of trips from both the proposed Croton project and the Bee Line Bus Depot, operation of the proposed Croton project would not impact bus operations. Therefore, no potential significant adverse transit-related impacts would be anticipated under the 2010 Future With the Project conditions.

5.9.3.1.2. With Cat/Del UV Facility at Eastview Site

Applying the potential impact criteria described in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, and as shown in Table 5.9-14, it was found that traffic from the Croton Facility would be anticipated to result in potential significant adverse traffic impacts at one (1) signalized and one (1) unsignalized intersection with a total of three potential significant traffic impacts, two during the AM peak hour and one during the PM peak hour. All increases in delay described below are given in comparison to the 2010 Future Without the Project conditions.

At the intersection of Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps, during the AM and PM peak hour, the northbound left-turn movement would continue to operate at LOS F, with delays of more than 150 seconds.

At the Route 100C and Sprain Brook Parkway Northbound Ramp intersection, the northbound left-turn movement would experience an increase in delay from 81.1 seconds (LOS F) to 89.0 seconds (LOS F) in the AM peak hour.

The traffic improvements associated with the construction-generated traffic would be in place and would also alleviate these impacts during the operation of the proposed project. Mitigation for these impacts is discussed in Section 9.1, Mitigation of Potential Impacts.

The project generated traffic for the Croton water treatment plant is shown in Figure 5.9-13. Figures 5.9-15 and 5.9-16 show the total combined traffic under operation conditions for the Cat/Del UV Facility and proposed Croton project.

TABLE 5.9-13. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.66	32.4	C	0.54	29.6	C	0.66	32.4	C	0.54	29.6	C
	EB – LTR	0.14	25.0	C	0.15	25.8	C	0.14	25.0	C	0.15	25.8	C
	WB – L	0.15	32.4	C	0.14	34.2	C	0.15	32.4	C	0.14	34.2	C
	WB – LT	0.10	32.1	C	0.09	33.8	C	0.10	32.1	C	0.09	33.8	C
	WB - R	0.05	31.8	C	0.22	34.8	C	0.05	31.8	C	0.22	34.8	C
	NB-L	0.19	14.2	B	0.83	34.6	C	0.19	14.2	B	0.83	34.6	C
	NB-TR	0.32	14.9	B	0.57	15.6	B	0.32	14.9	B	0.57	15.7	B
	SB-L	0.10	13.3	B	0.16	21.7	C	0.10	13.3	B	0.16	21.7	C
	SB-TR	0.56	17.3	B	1.01	61.2	E	0.56	17.3	B	1.01	61.2	E
	Intersection		**19.7**	**B**		**36.8**	**D**		**19.7**	**B**		**36.8**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.77	41.7	D	>1.50	>150	F	0.77	41.7	D	>1.50	>150	F
	EB - T	1.06	84.2	F	0.60	22.7	C	1.06	84.2	F	0.61	22.8	C
	EB - R	0.36	16.5	B	0.28	12.2	B	0.36	16.5	B	0.28	12.2	B
	WB-L	0.70	59.8	E	0.23	18.2	B	0.70	59.8	E	0.24	18.2	B
	WB-TR	0.45	26.2	C	1.01	63.9	E	0.46	26.3	C	1.01	63.9	E
	NB - L	0.23	23.7	C	0.89	63.4	E	0.23	23.7	C	0.89	63.4	E
	NB - TR	0.35	26.1	C	0.20	16.4	B	0.35	26.1	C	0.20	16.4	B
	SB - L	0.53	41.2	D	0.34	25.6	C	0.53	41.2	D	0.34	25.6	C
	SB - TR	0.70	50.8	D	1.15	121.9	F	0.70	50.8	D	1.15	121.9	F
	Intersection		**48.9**	**D**		**76.7**	**E**		**48.9**	**D**		**76.7**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.47	27.8	C	0.82	41.1	D	0.47	27.8	C	0.82	41.1	D
	WB-R	0.25	25.5	C	0.46	27.8	C	0.25	25.5	C	0.46	27.8	C
	NB-L	0.53	10.2	B	1.00	66.7	E	0.53	10.2	B	1.00	66.7	E
	NB-T	0.52	10.5	B	0.54	10.7	B	0.52	10.5	B	0.54	10.7	B
	SB-T	0.31	13.5	B	0.46	14.9	B	0.31	13.5	B	0.46	14.9	B
	SB-R	0.14	12.2	B	0.23	12.9	B	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.6**	**B**		**30.1**	**C**		**14.6**	**B**		**30.1**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.70	33.6	C	0.49	24.6	C	0.70	33.6	C	0.49	24.6	C
	EB-TR	0.01	23.6	C	0.00	20.0	C	0.01	23.6	C	0.00	20.0	C
	EB-R	0.60	30.5	C	0.80	36.2	D	0.60	30.5	C	0.80	36.2	D
	NB-T	0.51	15.5	B	0.89	34.4	C	0.51	15.5	B	0.89	34.4	C
	NB-R	0.54	16.2	B	0.65	21.5	C	0.54	16.2	B	0.65	21.5	C
	SB-L	0.41	10.0	B	0.84	35.5	D	0.41	10.0	B	0.84	35.5	D
	SB-T	0.30	8.5	A	0.67	15.9	B	0.30	8.5	A	0.67	15.9	B
	Intersection		**19.0**	**B**		**27.4**	**C**		**19.0**	**B**		**27.4**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.15	24.6	C	0.36	26.5	C	0.15	24.6	C	0.36	26.5	C
	WB-R	0.52	28.6	C	0.99	73.0	E	0.52	28.6	C	0.99	73.0	E
	NB-LT	0.42	10.3	B	0.62	13.0	B	0.42	10.3	B	0.62	13.0	B
	SB-T	0.21	15.3	B	0.45	17.5	B	0.21	15.3	B	0.45	17.5	B
	SB-R	0.20	15.4	B	0.49	18.2	B	0.20	15.4	B	0.49	18.2	B
	Intersection		**15.6**	**B**		**26.9**	**C**		**15.6**	**B**		**26.9**	**C**

TABLE 5.9-13. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.73	35.1	D	0.81	40.2	D	0.73	35.1	D	0.81	40.2	D
	EB – R	0.16	24.8	C	0.36	26.6	C	0.16	24.8	C	0.36	26.6	C
	NB-TR	0.41	20.3	C	0.43	20.4	C	0.41	20.3	C	0.43	21.2	C
	SB-L	0.32	12.3	B	0.49	15.3	B	0.32	12.3	B	0.49	15.3	B
	SB-T	0.28	9.3	A	0.56	12.0	B	0.28	9.3	A	0.56	12.0	B
	Intersection		**20.8**	**C**		**21.7**	**C**		**20.8**	**C**		**21.9**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.11	107.4	F	0.76	39.2	D	1.11	107.4	F	0.76	39.2	D
	WB-R	0.50	27.7	C	0.43	20.6	C	0.50	27.7	C	0.43	20.6	C
	NB-LTR	0.37	9.0	A	0.72	24.0	C	0.37	9.0	A	0.73	24.1	C
	SB-TR	0.48	9.9	A	0.88	24.2	C	0.48	9.9	A	0.88	24.3	C
	Intersection		**36.7**	**D**		**25.6**	**C**		**36.6**	**D**		**25.7**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.32	12.4	B	0.91	37.4	D	0.32	12.4	B	0.92	37.7	D
	SB-L	0.51	2.0	A	0.76	25.0	C	0.52	2.0	A	0.77	25.3	C
	SB-LT	0.16	0.2	A	0.55	0.5	A	0.16	0.2	A	0.55	0.5	A
	Intersection		**5.1**	**A**		**18.9**	**B**		**5.1**	**A**		**19.0**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.00	78.1	E	1.02	84.8	F	1.01	80.0	E	1.02	84.8	F
	EB-TR	0.39	14.7	B	0.48	20.4	C	0.39	14.7	B	0.48	20.4	C
	WB-L	0.18	22.4	C	0.43	34.7	C	0.18	22.4	C	0.43	34.7	C
	WB-TR	0.31	23.6	C	0.91	51.6	D	0.31	23.6	C	0.91	51.6	D
	NB-L	0.40	34.4	C	0.32	25.3	C	0.40	34.5	C	0.32	25.3	C
	NB-TR	0.63	41.0	D	0.85	43.5	D	0.63	41.0	D	0.85	44.0	D
	SB-L	0.25	34.4	C	0.57	36.8	D	0.25	34.4	C	0.58	37.2	D
	SB-T	0.43	35.1	D	0.27	22.9	C	0.44	35.2	D	0.27	22.9	C
	SB-R	0.23	22.1	C	0.40	11.1	B	0.23	22.1	C	0.41	11.1	B
	Intersection		**33.9**	**C**		**37.1**	**D**		**34.3**	**C**		**37.1**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB–LTR	0.01	29.1	C	0.01	32.9	C	0.01	29.1	C	0.01	32.9	C
	WB–LT	0.32	32.5	C	0.83	59.5	E	0.32	32.5	C	0.83	59.5	E
	WB-R	0.01	18.7	B	0.08	23.0	C	0.01	18.7	B	0.08	23.0	C
	NB–LTR	0.71	23.1	C	0.72	20.2	C	0.71	23.3	C	0.72	20.2	C
	SB–LTR	0.73	16.3	B	0.81	16.3	B	0.73	16.4	B	0.81	16.5	B
	Intersection		**20.3**	**C**		**21.8**	**C**		**20.4**	**C**		**21.9**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.31	27.8	C	0.07	25.5	C	0.32	27.8	C
	EB-R	0.08	25.6	C	0.24	26.9	C	0.08	25.6	C	0.24	26.9	C
	WB-L	0.16	26.2	C	0.68	36.0	D	0.17	26.3	C	0.70	36.9	D
	WB-TR	0.07	25.5	C	0.48	29.3	C	0.07	25.5	C	0.48	29.3	C
	NB-L	0.12	30.5	C	0.39	32.7	C	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.71	27.0	C	0.87	34.4	C	0.71	27.1	C	0.87	34.5	C
	SB-L	0.46	33.4	C	0.17	30.8	C	0.47	33.5	C	0.17	30.8	C
	SB-TR	0.61	24.4	C	0.76	28.5	C	0.61	24.4	C	0.76	28.5	C
	Intersection		**26.5**	**C**		**31.6**	**C**		**26.6**	**C**		**31.7**	**C**

TABLE 5.9-13. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

		2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.92	34.2	C	1.10	92.7	F	0.92	34.9	C	1.11	93.5	F
	WB-TR	0.25	4.8	A	0.50	9.8	A	0.25	4.8	A	0.50	9.9	A
	SB-L	0.70	37.9	D	0.29	23.2	C	0.70	37.9	D	0.29	23.2	C
	SB-LR	0.17	28.3	C	0.22	22.6	C	0.17	28.3	C	0.22	22.6	C
	Intersection		**24.1**	**C**		**40.8**	**D**		**24.3**	**C**		**40.9**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.50	17.7	B	0.42	13.4	B	0.50	17.7	B	0.42	13.4	B
	WB-T	0.21	7.8	A	0.33	4.4	A	0.21	7.8	A	0.34	4.4	A
	NB-LR	0.54	26.1	C	0.48	31.8	C	0.54	26.2	C	0.48	31.8	C
	NB-R	0.51	25.5	C	0.46	31.7	C	0.52	25.7	C	0.47	31.8	C
	Intersection		**17.3**	**B**		**11.9**	**B**		**17.4**	**B**		**11.9**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.16	3.1	A	0.16	10.3	B	0.18	3.2	A	0.17	10.4	B
	EB-TR	0.38	3.8	A	0.75	17.9	B	0.38	3.8	A	0.75	17.9	B
	WB-L	0.39	4.1	A	>1.50	>150	F	0.39	4.1	A	>1.50	>150	F
	WB-TR	0.40	3.9	A	0.72	17.2	B	0.42	4.0	A	0.73	17.5	B
	NB-LT	0.22	33.8	C	0.21	20.1	C	0.22	33.8	C	0.21	20.1	C
	SB-LT	0.21	33.8	C	0.24	20.4	C	0.27	34.4	C	0.30	20.9	C
	SB-R	0.08	32.7	C	0.19	19.9	B	0.09	32.8	C	0.20	20.0	B
	Intersection		**5.5**	**A**		**50.5**	**D**		**5.7**	**A**		**50.1**	**D**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.30	7.9	A	0.35	14.5	B	0.31	8.2	A	0.35	14.6	B
	EB-TR	0.27	5.3	A	0.58	12.7	B	0.27	5.3	A	0.59	12.8	B
	WB-L	0.00	9.3	A	0.01	12.6	B	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.59	14.4	B	0.75	21.9	C	0.60	14.6	B	0.75	22.0	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.56	39.7	D	0.81	43.5	D	0.56	39.7	D	0.81	43.5	D
	SB-R	0.09	21.2	C	0.12	17.2	B	0.09	21.2	C	0.12	17.2	B
	Intersection		**13.0**	**B**		**20.2**	**C**		**13.1**	**B**		**20.3**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.28	7.6	A	0.69	12.0	B	0.28	7.6	A	0.70	12.3	B
	WB-T	0.33	7.9	A	0.54	9.7	A	0.34	7.9	A	0.54	9.7	A
	SB-L	0.56	34.4	C	0.18	29.7	C	0.56	34.4	C	0.18	29.7	C
	SB-R	0.34	31.2	C	0.13	29.2	C	0.35	31.4	C	0.14	29.3	C
	Intersection		**13.2**	**B**		**11.8**	**B**		**13.3**	**B**		**12.0**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.09	14.8	B	0.51	15.6	B	0.10	14.9	B	0.53	16.0	B
	EB-T	0.51	18.2	B	0.33	9.0	A	0.51	18.2	B	0.33	9.0	A
	WB-TR	0.48	24.8	C	1.09	79.6	E	0.48	24.8	C	1.09	79.6	E
	NB-LT	1.03	76.4	E	0.71	30.2	C	1.06	84.7	F	0.72	30.6	C
	NB-R	1.05	84.7	F	0.37	23.2	C	1.05	84.7	F	0.37	23.2	C
	Intersection		**48.2**	**D**		**48.7**	**D**		**50.3**	**D**		**48.6**	**D**

TABLE 5.9-13. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.8	B	0.20	9.6	A	0.12	10.8	B	0.20	9.7	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.3	B	0.01	10.4	B	0.03	13.3	B
	EB-LR	0.07	21.9	C	0.06	31.5	D	0.07	22.0	C	0.06	31.5	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.0	B	0.01	9.9	A	0.02	11.0	B	0.01	9.9	A
	SB-LT	0.03	9.2	A	0.02	10.6	B	0.03	9.2	A	0.02	10.6	B
	WB-LTR	0.04	17.1	C	0.08	16.1	C	0.04	17.2	C	0.08	16.1	C
	EB-LTR	0.03	37.1	E	0.14	25.2	D	0.03	37.1	E	0.14	25.2	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.5	B	0.00	8.8	A	0.00	10.6	B
	WB-LR	0.04	22.6	C	0.16	36.2	E	0.04	22.6	C	0.16	36.5	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.3	A	0.01	8.1	A	0.02	8.3	A	0.01	8.1	A
	WB-LR	0.28	15.8	C	0.48	20.2	C	0.28	15.8	C	0.48	20.2	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.04	13.4	B	0.01	10.9	B	0.04	13.4	B	0.01	10.9	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.10	10.2	B	0.17	10.8	B	0.10	10.2	B	0.17	10.9	B
	SB-LT	0.01	9.0	A	0.01	9.6	A	0.01	9.0	A	0.01	9.6	A
	WB-LT	0.12	38.9	E	0.14	69.1	F	0.12	39.6	E	0.14	70.2	F
	WB-TR	0.01	10.9	B	0.03	18.7	C	0.01	11.0	B	0.03	19.0	C
	EB-L	0.02	36.0	E	0.01	59.5	F	0.02	36.6	E	0.02	60.4	F
	EB-T	0.02	42.9	E	0.12	102.0	F	0.02	43.3	E	0.12	104.6	F
Dana Road & Walker Road	WB-LT	0.02	8.7	A	0.11	8.1	A	0.02	8.7	A	0.11	8.1	A
	NB-LR	0.23	12.1	B	0.09	11.7	B	0.24	12.2	B	0.11	12.6	B
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	WB-L	0.17	12.2	B	0.19	11.6	B	0.17	12.2	B	0.19	11.6	B
	NB-L	1.00	>150	F	1.31	>150	F	1.02	>150	F	1.34	>150	F
	NB-R	0.24	18.6	C	0.30	16.5	C	0.24	18.8	C	0.30	16.5	C
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	EB-L	0.22	10.3	B	0.19	11.3	B	0.22	10.3	B	0.20	11.4	B
	NB-LT	0.07	29.2	D	0.06	28.8	D	0.07	29.3	D	0.06	29.0	D
	NB-TR	0.08	15.1	C	0.18	14.7	B	0.08	15.3	C	0.18	14.8	B

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

TABLE 5.9-14. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.66	32.4	C	0.54	29.6	C	0.66	32.4	C	0.54	29.6	C
	EB – LTR	0.14	25.0	C	0.15	25.8	C	0.14	25.0	C	0.15	25.8	C
	WB – L	0.15	32.4	C	0.14	34.2	C	0.15	32.4	C	0.14	34.2	C
	WB – LT	0.10	32.1	C	0.09	33.8	C	0.10	32.1	C	0.09	33.8	C
	WB - R	0.05	31.8	C	0.22	34.8	C	0.05	31.8	C	0.22	34.8	C
	NB-L	0.19	14.2	B	0.83	34.6	C	0.19	14.2	B	0.83	34.6	C
	NB-TR	0.32	14.9	B	0.57	15.7	B	0.32	14.9	B	0.57	15.7	B
	SB-L	0.10	13.3	B	0.16	21.7	C	0.10	13.3	B	0.16	21.7	C
	SB-TR	0.56	17.3	B	1.01	61.5	E	0.56	17.4	B	1.01	61.8	E
	Intersection		**19.7**	**B**		**36.9**	**D**		**19.7**	**B**		**37.0**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.77	41.7	D	>1.50	>150	F	0.77	41.7	D	>1.50	>150	F
	EB - T	1.06	84.2	F	0.60	22.7	C	1.06	84.2	F	0.61	22.8	C
	EB - R	0.36	16.5	B	0.28	12.2	B	0.36	16.5	B	0.28	12.2	B
	WB-L	0.70	59.8	E	0.23	18.2	B	0.70	59.8	E	0.24	18.2	B
	WB-TR	0.45	26.2	C	1.01	63.9	E	0.46	26.3	C	1.01	63.9	E
	NB - L	0.24	23.7	C	0.90	64.0	E	0.24	23.8	C	0.90	65.1	E
	NB - TR	0.35	26.1	C	0.20	16.4	B	0.35	26.1	C	0.20	16.4	B
	SB - L	0.53	41.2	D	0.34	25.6	C	0.53	41.2	D	0.34	25.6	C
	SB - TR	0.70	50.8	D	1.15	121.9	F	0.70	50.8	D	1.15	121.9	F
	Intersection		**48.8**	**D**		**76.8**	**E**		**48.8**	**D**		**76.8**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.47	27.8	C	0.82	41.1	D	0.47	27.8	C	0.82	41.1	D
	WB-R	0.25	25.5	C	0.46	27.8	C	0.25	25.5	C	0.46	27.8	C
	NB-L	0.53	10.2	B	1.00	66.8	E	0.53	10.2	B	1.00	67.5	E
	NB-T	0.52	10.5	B	0.54	10.7	B	0.52	10.5	B	0.54	10.7	B
	SB-T	0.31	13.5	B	0.46	14.9	B	0.31	13.5	B	0.46	15.0	B
	SB-R	0.14	12.2	B	0.23	12.9	B	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.6**	**B**		**30.1**	**C**		**14.6**	**B**		**30.2**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.70	33.6	C	0.49	24.6	C	0.70	33.6	C	0.49	24.6	C
	EB-TR	0.01	23.6	C	0.00	20.0	C	0.01	23.6	C	0.00	20.0	C
	EB-R	0.60	30.5	C	0.80	36.2	D	0.60	30.5	C	0.80	36.2	D
	NB-T	0.51	15.5	B	0.89	34.5	C	0.51	15.5	B	0.89	34.5	C
	NB-R	0.54	16.2	B	0.65	21.5	C	0.54	16.2	B	0.65	21.5	C
	SB-L	0.41	10.0	B	0.84	35.5	D	0.41	10.0	B	0.84	35.5	D
	SB-T	0.30	8.5	A	0.67	16.0	B	0.30	8.5	A	0.67	16.0	B
	Intersection		**19.0**	**B**		**27.4**	**C**		**19.0**	**B**		**27.4**	**C**

TABLE 5.9-14. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.15	24.6	C	0.36	26.5	C	0.15	24.6	C	0.36	26.5	C
	WB-R	0.52	28.6	C	0.99	73.0	E	0.52	28.6	C	0.99	73.0	E
	NB-LT	0.42	10.3	B	0.62	13.0	B	0.42	10.3	B	0.62	13.0	B
	SB-T	0.21	15.3	B	0.45	17.5	B	0.21	15.3	B	0.45	17.5	B
	SB-R	0.20	15.4	B	0.49	18.2	B	0.20	15.4	B	0.49	18.2	B
	Intersection		**15.6**	**B**		**26.9**	**C**		**15.6**	**B**		**26.9**	**C**
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.73	35.1	D	0.81	40.2	D	0.73	35.1	D	0.81	40.2	D
	EB – R	0.16	24.8	C	0.36	26.6	C	0.16	24.8	C	0.36	26.6	C
	NB-TR	0.41	20.3	C	0.43	20.4	C	0.41	20.3	C	0.43	20.4	C
	SB-L	0.32	12.3	B	0.49	15.3	B	0.32	12.3	B	0.49	15.3	B
	SB-T	0.28	9.3	A	0.56	12.0	B	0.28	9.3	A	0.56	12.0	B
	Intersection		**20.8**	**C**		**21.7**	**C**		**20.8**	**C**		**21.7**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.11	107.4	F	0.76	39.2	D	1.11	107.4	F	0.76	39.2	D
	WB-R	0.50	27.7	C	0.43	20.6	C	0.50	27.8	C	0.43	20.6	C
	NB-LTR	0.37	9.0	A	0.73	24.1	C	0.38	9.0	A	0.73	24.2	C
	SB-TR	0.48	9.9	A	0.88	24.4	C	0.49	9.9	A	0.88	24.7	C
	Intersection		**36.6**	**D**		**25.7**	**C**		**36.5**	**D**		**25.9**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.32	12.4	B	0.92	37.7	D	0.32	12.4	B	0.92	37.8	D
	SB-L	0.52	2.1	A	0.77	25.2	C	0.52	2.1	A	0.77	25.4	C
	SB-LT	0.16	0.2	A	0.55	0.5	A	0.17	0.2	A	0.55	0.5	A
	Intersection		**5.1**	**A**		**19.0**	**B**		**5.2**	**A**		**19.0**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.01	79.3	E	1.03	85.6	F	1.01	80.6	F	1.03	86.3	F
	EB-TR	0.39	14.7	B	0.48	20.4	C	0.39	14.7	B	0.48	20.4	C
	WB-L	0.18	22.4	C	0.43	34.7	C	0.18	22.4	C	0.43	34.7	C
	WB-TR	0.31	23.6	C	0.91	51.6	D	0.31	23.6	C	0.91	51.6	D
	NB-L	0.40	34.4	C	0.32	25.3	C	0.40	34.5	C	0.32	25.4	C
	NB-TR	0.64	41.1	D	0.85	43.8	D	0.64	41.3	D	0.85	44.0	D
	SB-L	0.25	34.4	C	0.58	37.0	D	0.25	34.5	C	0.58	37.0	D
	SB-T	0.43	35.2	D	0.27	22.9	C	0.44	35.2	D	0.27	23.0	C
	SB-R	0.23	22.1	C	0.41	11.1	B	0.23	22.1	C	0.41	11.1	B
	Intersection		**34.2**	**C**		**37.2**	**D**		**34.5**	**C**		**37.3**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.32	32.5	C	0.83	59.5	E	0.32	32.5	C	0.83	59.5	E
	W-R	0.01	18.7	B	0.08	23.0	C	0.01	18.7	B	0.08	23.0	C
	NB – LTR	0.72	23.3	C	0.72	20.3	C	0.72	23.5	C	0.72	20.3	C
	SB – LTR	0.74	16.5	B	0.81	16.5	B	0.74	16.6	B	0.82	16.8	B
	Intersection		**20.5**	**C**		**22.0**	**C**		**20.7**	**C**		**22.1**	**C**

TABLE 5.9-14. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.32	27.8	C	0.07	25.5	C	0.32	27.9	C
	EB-R	0.08	25.6	C	0.24	26.9	C	0.08	25.6	C	0.24	26.9	C
	WB-L	0.17	26.3	C	0.70	37.2	D	0.18	26.4	C	0.73	38.6	D
	WB-TR	0.08	25.5	C	0.48	29.3	C	0.08	25.6	C	0.49	29.4	C
	NB-L	0.12	30.5	C	0.39	32.7	C	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.71	27.2	C	0.88	34.6	C	0.72	27.4	C	0.88	34.9	C
	SB-L	0.47	33.5	C	0.17	30.9	C	0.47	33.6	C	0.17	30.9	C
	SB-TR	0.61	24.4	C	0.76	28.5	C	0.61	24.4	C	0.76	28.5	C
	Intersection		**26.6**	**C**		**31.8**	**C**		**26.7**	**C**		**32.1**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.92	34.5	C	1.11	93.5	F	0.92	34.9	C	1.11	94.2	F
	WB-TR	0.25	4.8	A	0.50	9.8	A	0.25	4.8	A	0.50	9.9	A
	SB-L	0.70	37.9	D	0.29	23.2	C	0.70	37.9	D	0.29	23.2	C
	SB-LR	0.17	28.3	C	0.22	22.6	C	0.17	28.3	C	0.22	22.6	C
	Intersection		**24.1**	**C**		**41.0**	**D**		**24.3**	**C**		**41.1**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.50	17.7	B	0.42	13.4	B	0.50	17.7	B	0.42	13.4	B
	WB-T	0.21	7.8	A	0.33	4.4	A	0.21	7.8	A	0.34	4.4	A
	NB-LR	0.54	26.2	C	0.48	31.8	C	0.55	26.3	C	0.49	31.8	C
	NB-R	0.51	25.6	C	0.47	31.8	C	0.52	25.8	C	0.47	31.8	C
	Intersection		**17.3**	**B**		**11.9**	**B**		**17.4**	**B**		**11.9**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.17	3.1	A	0.17	10.4	B	0.19	3.2	A	0.20	10.7	B
	EB-TR	0.38	3.8	A	0.75	17.9	B	0.38	3.8	A	0.75	17.9	B
	WB-L	0.39	4.1	A	>1.50	>150	F	0.39	4.1	A	>1.50	>150	F
	WB-TR	0.41	4.0	A	0.73	17.5	B	0.43	4.1	A	0.74	17.8	B
	NB-LT	0.22	33.8	C	0.21	20.1	C	0.22	33.8	C	0.21	20.1	C
	SB-LT	0.27	34.4	C	0.27	20.7	C	0.32	35.0	D	0.33	21.2	C
	SB-R	0.09	32.8	C	0.19	19.9	B	0.10	32.8	C	0.21	20.0	C
	Intersection		**5.7**	**A**		**50.2**	**D**		**5.9**	**A**		**49.8**	**D**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.31	8.1	A	0.35	14.6	B	0.32	8.4	A	0.35	14.7	B
	EB-TR	0.27	5.3	A	0.59	12.8	B	0.28	5.3	A	0.60	13.0	B
	WB-L	0.00	9.3	A	0.01	12.6	B	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.60	14.5	B	0.75	22.0	C	0.61	14.7	B	0.76	22.1	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.56	39.7	D	0.81	43.5	D	0.56	39.7	D	0.81	43.5	D
	SB-R	0.09	21.2	C	0.12	17.2	B	0.09	21.2	C	0.12	17.2	B
	Intersection		**13.1**	**B**		**20.3**	**C**		**13.2**	**B**		**20.3**	**C**

TABLE 5.9-14. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

SIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.28	7.6	A	0.70	12.2	B	0.29	7.6	A	0.71	12.4	B
	WB-T	0.33	7.9	A	0.54	9.7	A	0.34	8.0	A	0.54	9.7	A
	SB-L	0.56	34.4	C	0.18	29.7	C	0.56	34.4	C	0.18	29.7	C
	SB-R	0.34	31.3	C	0.14	29.3	C	0.37	31.5	C	0.14	29.3	C
	Intersection		**13.2**	**B**		**11.9**	**B**		**13.3**	**B**		**12.1**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.10	14.9	B	0.52	15.9	B	0.11	14.9	B	0.55	16.3	B
	EB-T	0.51	18.2	B	0.33	9.0	A	0.51	18.2	B	0.33	9.0	A
	WB-TR	0.48	24.8	C	1.09	79.9	E	0.48	24.8	C	1.09	80.2	F
	NB-LT	1.05	81.1	F	0.72	30.5	C	1.07	89.0	F	0.73	30.8	C
	NB-R	1.05	84.7	F	0.37	23.2	C	1.05	84.7	F	0.37	23.2	C
	Intersection		**49.4**	**D**		**48.8**	**D**		**51.4**	**D**		**48.9**	**D**
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.17	145.3	F	1.21	>150	F	1.17	145.3	F	1.21	>150	F
	EB-R	0.22	19.7	B	0.41	34.8	C	0.22	19.7	B	0.41	34.8	C
	WB-LTR	0.43	35.1	D	1.40	>150	F	0.43	35.1	D	1.40	>150	F
	NB-L	0.06	46.4	D	0.06	11.1	B	0.06	46.4	D	0.06	11.1	B
	NB-TR	0.27	20.2	C	0.64	25.8	C	0.27	20.2	C	0.64	25.8	C
	SB-L	1.14	>150	F	0.14	12.0	B	1.14	>150	F	0.14	12.0	B
	SB-T	0.72	27.9	C	0.61	25.1	C	0.72	27.9	C	0.61	25.1	C
	Intersection		**58.3**	**E**		**72.6**	**E**		**58.3**	**E**		**72.6**	**E**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.42	7.8	A	0.75	17.9	B	0.42	7.8	A	0.75	17.9	B
	WB-L	0.27	5.3	A	0.22	11.6	B	0.27	5.3	A	0.22	11.6	B
	WB-T	0.25	3.2	A	0.59	8.2	A	0.25	3.2	A	0.59	8.2	A
	NB-L	0.07	45.8	D	0.64	31.3	C	0.07	45.8	D	0.64	31.3	C
	Intersection		**6.4**	**A**		**15.2**	**B**		**6.4**	**A**		**15.3**	**B**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.82	11.3	B	0.60	6.4	A	0.82	11.5	B	0.61	6.4	A
	WB-LTR	0.28	4.2	A	0.52	5.4	A	0.28	4.2	A	0.52	5.5	A
	NB-LTR	0.02	21.0	C	0.08	21.2	C	0.02	21.0	C	0.08	21.2	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C	0.04	21.1	C	0.03	21.0	C
	Intersection		**9.6**	**A**		**6.2**	**A**		**9.8**	**A**		**6.2**	**A**

TABLE 5.9-14. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.8	B	0.20	9.7	A	0.12	10.8	B	0.20	9.7	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.3	B	0.01	10.5	B	0.03	13.4	B
	EB-LR	0.07	22.0	C	0.06	31.5	D	0.07	22.0	C	0.06	31.7	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.0	B	0.01	9.9	A	0.02	11.1	B	0.01	9.9	A
	SB-LT	0.03	9.2	A	0.02	10.6	B	0.03	9.2	A	0.02	10.6	B
	EB-LTR	0.03	37.1	E	0.14	25.2	D	0.03	37.1	E	0.14	25.3	D
	WB-LTR	0.04	17.2	C	0.08	16.1	C	0.04	17.2	C	0.08	16.1	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.6	B	0.00	8.8	A	0.00	10.6	B
	WB-LR	0.04	22.6	C	0.16	36.5	E	0.04	22.7	C	0.16	36.5	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.3	A	0.01	8.1	A	0.02	8.3	A	0.01	8.1	A
	WB-LR	0.28	15.8	C	0.48	20.2	C	0.28	15.8	C	0.48	20.2	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.04	13.4	B	0.01	10.9	B	0.04	13.4	B	0.01	10.9	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.10	10.2	B	0.17	10.9	B	0.10	10.2	B	0.17	10.9	B
	SB-LT	0.01	9.0	A	0.01	9.6	A	0.01	9.0	A	0.01	9.6	A
	EB-L	0.02	36.6	E	0.02	61.2	F	0.02	37.1	E	0.02	61.2	F
	EB-T	0.02	43.7	E	0.12	104.6	F	0.02	44.6	E	0.13	107.5	F
	WB-LT	0.12	39.9	E	0.14	70.2	F	0.12	40.6	E	0.14	71.4	F
	WB-TR	0.01	11.0	B	0.03	19.0	C	0.01	11.0	B	0.03	19.1	C
Dana Road & Walker Road	NB-LR	0.25	12.3	B	0.12	12.7	B	0.26	12.5	B	0.15	13.7	B
	WB-LT	0.02	8.7	A	0.11	8.2	A	0.02	8.8	A	0.11	8.2	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	1.01	>150	F	1.32	>150	F	1.02	>150	F	1.35	>150	F
	NB-R	0.24	18.7	C	0.30	16.5	C	0.24	18.9	C	0.30	16.6	C
	WB-L	0.17	12.2	B	0.19	11.6	B	0.17	12.2	B	0.19	11.6	B
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.07	29.3	D	0.06	29.0	D	0.07	29.5	D	0.06	29.2	D
	NB-TR	0.08	15.2	C	0.18	14.8	B	0.08	15.3	C	0.18	14.8	B
	EB-L	0.22	10.3	B	0.20	11.3	B	0.22	10.3	B	0.20	11.4	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.24	8.4	A	0.39	10.6	B	0.24	8.4	A	0.39	10.6	B
	WB-LR	0.58	17.8	C	1.35	>150	F	0.58	17.8	C	1.35	>150	F

TABLE 5.9-14. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2010 POTENTIAL PROJECT IMPACTS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2010 FUTURE NO-BUILD						2010 OPERATIONAL IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.46	32.9	D	1.42	>150	F	0.46	33.2	D	1.42	>150	F
	SB-R	0.21	12.4	B	0.49	20.9	C	0.21	12.5	B	0.49	20.9	C
	EB-LT	0.07	8.6	A	0.25	10.9	B	0.07	8.6	A	0.25	10.9	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.06	21.4	C	0.31	57.9	F	0.06	21.5	C	0.31	57.9	F
	NB-R	0.01	13.9	B	0.53	19.9	C	0.01	13.9	B	0.53	20.0	C
	WB-LT	0.00	10.1	B	0.13	9.2	A	0.00	10.1	B	0.13	9.2	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.09	19.7	C	0.13	38.0	E	0.09	19.9	C	0.14	38.6	E
	SB-LTR	0.01	10.5	B	0.09	20.6	C	0.01	10.5	B	0.09	20.9	C
	EB-LTR	0.01	8.1	A	0.01	9.1	A	0.01	8.2	A	0.01	9.1	A
	WB-LTR	0.02	10.7	B	0.01	9.3	A	0.02	10.7	B	0.01	9.3	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

5.9.3.2. Potential Construction Impacts

The analyses for 2008 Croton project construction conditions are also divided into scenarios with and without the Cat/Del UV Facility under construction. The 2008 Construction analysis evaluated two scenarios:

- A 2008 Construction peak condition that does not include traffic generated by the Cat/Del UV Facility in the 2008 Future Without the Project condition.

- A 2008 Construction peak condition that includes traffic generated by the Cat/Del UV Facility in the 2008 Future Without the Project condition.

In addition, for the 2008 Construction scenario that also includes the Cat/Del UV Facility under construction, a number of different construction worker parking Options are considered. This is because if both the Cat/Del UV Facility and the proposed Croton project were to be under construction at the Eastview Site at the same time, there would not be enough space on-site for all of the workers for both projects to park. The various construction worker parking Options, and how they integrate into the 2008 Future Without the Project construction analyses, are discussed in more detail in section 5.9.3.2.1, With Cat/Del UV Facility at Eastview Site, below.

The following sections describe the construction-related trip-generation characteristics of the proposed Croton project, and then summarize the project's potential significant adverse peak construction impacts, should the proposed Croton project be under construction at the Eastview Site in 2008.

5.9.3.2.1. Without Cat/Del UV Facility at Eastview Site

Transportation data and planning assumptions for the construction workers as well as the construction trucks during the 2008 peak construction period were presented previously in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation. As described under Existing Conditions, there are limited transit facilities in the vicinity of the Eastview Site. For the purpose of traffic analysis, therefore, it was assumed that all construction workers would arrive in private vehicles. It was also assumed that the vehicle occupancy rate would be 1.2 or that 20 percent of construction workers who would travel by automobile would carpool to the water treatment plant site. Table 5.9-15 shows the anticipated 2008 peak year construction resources based on preliminary engineering design. Table 5.9-16 shows the resulting peak construction generated traffic based on preliminary engineering design. The passenger car equivalent (PCE) is typically 1.5 for 2-axle trucks and 2.0 for 3-axle trucks. To obtain traffic analysis results that are conservative, however, it was assumed that all construction trucks would be 3-axle trucks, or equivalent to 2.0 passenger cars.

TABLE 5.9-15. CONSTRUCTION RESOURCE REQUIREMENTS

Potential Construction Impacts	Water Treatment Plant
Peak Year	2008
Construction Hours	7:00AM to 3:30 PM
Construction Shifts	1
Construction workers on a peak day	652
Construction vehicles on a peak day	192
Peak time of arrival (workers)	6:30 AM to 7:30 AM
Peak time of departure (workers)	3:30 PM to 4:30 PM
Period of arrivals and departures (trucks)	7:00 AM to 3:30 PM

TABLE 5.9-16. CONSTRUCTION TRIP GENERATION

	AM Peak period			PM Peak period		
	In	Out	Total	In	Out	Total
Auto	516	27	543	27	516	543
Trucks	23	2	25	2	23	25
Total	539	29	568	29	539	568
PCE Total	562	31	593	31	562	593

Traffic assignment of construction workers to and from the proposed plant site was determined through the use of population densities from U.S. census information within a 5-mile radius of the site. U.S. census areas that exhibited larger population densities within this area were assumed to generate a higher number of project related trips. Traffic assignment of construction trucks was based on anticipated truck origins and known truck routes in the study area.

The traffic assignment pattern for automobiles driven by construction workers was assumed to be the same as the one generated by employees during operation.

The project-generated construction traffic was added to the year 2008 Future Without the Project volumes in the AM and PM peak periods and capacity analyses were performed for these combined conditions. Figure 5.9-17 shows the proposed construction generated traffic. Figure 5.9-18 shows the total combined traffic under construction conditions. Table 5.9-17 shows a comparison of the traffic conditions for the 2008 Future Without the Project and the 2008 Potential Construction Impacts.

The following is a summary of potential impacts associated with constructing the water treatment plant at the water treatment plant site.

5.9.3.2.1.1 Traffic.

Applying the potential traffic impact criteria described in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, Potential Construction Impacts, it was found that traffic from the construction of the proposed Croton Facility would be anticipated to result in potential significant adverse traffic impacts at three (3) signalized and two (2) unsignalized intersections with a total of 12 potential significant adverse traffic impacts, 5 during the AM peak hour, and 7 during the PM peak hour. These intersections are described below. Possible mitigation measures for these impacts are described in Section 9.1, Mitigation of Potential Impacts.

At the Saw Mill River Road and Tarrytown White Plains Road intersection in the AM peak hour, the eastbound left movement would experience an increase in delay from 66.8 seconds (LOS E) to 93.8 seconds (LOS F).

At the intersection of Saw Mill River Road and Dana Road in the PM peak hour, the westbound left turning movement would experience an increase in delay from 29.1 seconds per vehicle (LOS C) to 45.8 seconds (LOS D).

At the intersection of Saw Mill River Road and Saw Mill River Parkway SB Off Ramp in the PM peak hour, the eastbound left/through movement would experience an increase in delay from 70.0 seconds per vehicle (LOS E) to 79.8 seconds (LOS E).

At the Route 100C and Clearbrook Road/Walker Road intersection, the overall intersection delay would experience an increase from 42.3 seconds (LOS D) to 53.8 seconds (LOS D) in the PM peak hour. In the PM peak hour, the southbound left/through lane would experience an increase in delay from 20.3 seconds per vehicle (LOS C) to 105.8 seconds (LOS F). The increases in delays for these movements would be considered potential significant adverse impacts in accordance with CEQR criteria.

At the Route 100C and Sprain Brook Parkway Northbound Ramp intersection, the overall intersection would experience an increase in delay from 44.0 seconds (LOS D) to 93.2 seconds (LOS F) in the AM peak hour. The northbound left/through movement would experience delays of more than 150 seconds (LOS F), an increase from 68.7 seconds (LOS E) in the Future Without the Project conditions.

The following two unsignalized intersections would also experience impacts due to construction traffic: Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza entrance and Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps. The specific impacts are described below.

At the Saw Mill River Road (Route 9A) and Ramada Inn/Broadway Plaza entrance intersection, the westbound left/through movement would experience an increase in delay from 33.1 seconds (LOS D) to 41.3 seconds (LOS E) in the AM peak hour. The westbound left/through movement would experience an increase in delay from 56.3 seconds (LOS F) to 65.9 seconds (LOS F) in the PM peak hour. The eastbound left-turn movement would experience an increase in delay from 48.4 seconds (LOS E) to 59.5 seconds (LOS F) in the PM peak hour. The eastbound

through movement would experience an increase in delay from 36.9 seconds (LOS E) to 44.1 seconds (LOS E) in the AM peak hour. The eastbound through movement would experience an increase in delay from 79.9 seconds (LOS F) to 99.5 seconds (LOS F) in the PM peak hour.

At the intersection of Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps, the northbound left-turn movement would experience an increase in delay from 85.3 seconds (LOS F) to 142.0 seconds (LOS F) in the AM peak hour. The northbound left-turn movement would experience an increase in delay from 145.4 seconds (LOS F) to a delay of more than 150 seconds (LOS F) in the PM peak hour.

TABLE 5.9-17. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS

		2008 FUTURE NO-BUILD						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C	0.02	31.6	C	0.04	33.6	C
	NB-L	0.18	14.1	B	0.81	31.5	C	0.19	14.2	B	0.81	31.5	C
	NB-TR	0.31	14.8	B	0.55	15.4	B	0.31	14.8	B	0.58	15.8	B
	SB-L	0.05	13.0	B	0.13	21.4	C	0.05	13.0	B	0.14	21.5	C
	SB-TR	0.54	17.1	B	0.98	54.3	D	0.57	17.5	B	0.98	54.5	D
	Intersection		**19.5**	**B**		**33.7**	**C**		**19.6**	**B**		**33.7**	**C**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.71	36.6	D	>1.50	>150	F	0.74	38.6	D	>1.50	>150	F
	EB - T	1.03	75.1	E	0.59	22.3	C	1.03	75.5	E	0.60	22.7	C
	EB - R	0.35	16.3	B	0.27	12.1	B	0.35	16.3	B	0.29	12.2	B
	WB-L	0.68	56.6	E	0.22	18.0	B	0.68	56.6	E	0.23	18.1	B
	WB-TR	0.43	25.8	C	0.98	55.5	E	0.44	26.1	C	0.98	55.9	E
	NB - L	0.23	23.3	C	0.87	58.7	E	0.25	23.6	C	0.87	58.7	E
	NB - TR	0.34	25.9	C	0.20	16.3	B	0.34	25.9	C	0.20	16.3	B
	SB - L	0.50	40.1	D	0.30	25.1	C	0.50	40.1	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F	0.68	49.7	D	1.12	109.2	F
	Intersection		**45.2**	**D**		**70.0**	**E**		**45.4**	**D**		**69.7**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.4	C	0.45	27.6	C	0.25	25.6	C	0.45	27.6	C
	NB-L	0.50	9.8	A	0.95	52.6	D	0.50	9.8	A	0.96	56.2	E
	NB-T	0.51	10.3	B	0.52	10.5	B	0.51	10.4	B	0.52	10.5	B
	SB-T	0.30	13.4	B	0.44	14.8	B	0.30	13.4	B	0.45	14.9	B
	SB-R	0.13	12.1	B	0.23	12.8	B	0.13	12.1	B	0.23	12.8	B
	Intersection		**14.4**	**B**		**26.7**	**C**		**14.5**	**B**		**27.4**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.67	32.7	C	0.48	24.4	C	0.67	32.7	C	0.48	24.4	C
	EB-TR	0.01	23.6	C	0.00	20.0	C	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C	0.58	30.0	C	0.77	34.2	C
	NB-T	0.49	15.3	B	0.86	31.6	C	0.50	15.4	B	0.86	31.6	C
	NB-R	0.52	15.9	B	0.62	20.9	C	0.52	15.9	B	0.62	20.9	C
	SB-L	0.39	9.8	A	0.79	29.3	C	0.39	9.9	A	0.81	31.7	C
	SB-T	0.29	8.4	A	0.65	15.4	B	0.29	8.4	A	0.65	15.6	B
	Intersection		**18.6**	**B**		**25.6**	**C**		**18.6**	**B**		**25.8**	**C**
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	64.3	E	0.51	28.3	C	0.96	64.3	E
	NB-LT	0.40	10.1	B	0.60	12.6	B	0.40	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.43	17.4	B	0.20	15.3	B	0.44	17.4	B
	SB-R	0.19	15.3	B	0.47	18.0	B	0.19	15.3	B	0.47	18.0	B
	Intersection		**15.5**	**B**		**24.4**	**C**		**15.5**	**B**		**25.1**	**C**

TABLE 5.9-17. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE NO-BUILD						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.2	C	0.78	38.4	D	0.71	34.2	C	0.78	38.4	D
	EB – R	0.16	24.8	C	0.35	26.5	C	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.1	C	0.41	20.3	C	0.40	20.2	C	0.41	20.3	C
	SB-L	0.31	11.9	B	0.47	14.7	B	0.31	12.0	B	0.48	14.8	B
	SB-T	0.28	9.2	A	0.54	11.8	B	0.28	9.2	A	0.54	11.8	B
	Intersection		**20.4**	**C**		**21.1**	**C**		**20.5**	**C**		**21.1**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D	1.09	97.9	F	0.74	38.2	D
	WB-R	0.48	27.5	C	0.42	20.4	C	0.55	28.5	C	0.42	20.5	C
	NB-LTR	0.36	8.9	A	0.69	22.8	C	0.41	9.2	A	0.72	24.0	C
	SB-TR	0.47	9.7	A	0.85	22.5	C	0.47	9.8	A	0.91	27.2	C
	Intersection		**34.3**	**C**		**24.4**	**C**		**33.5**	**C**		**26.9**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.31	12.3	B	0.89	34.7	C	0.35	12.7	B	0.89	35.1	D
	SB-L	0.50	1.7	A	0.74	23.2	C	0.52	2.6	A	0.80	26.9	C
	SB-LT	0.16	0.2	A	0.53	0.5	A	0.16	0.2	A	0.56	0.5	A
	Intersection		**5.0**	**A**		**17.5**	**B**		**5.7**	**A**		**18.2**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	0.97	66.8	E	0.99	76.6	E	1.06	93.8	F	1.00	77.4	E
	EB-TR	0.38	14.5	B	0.46	20.2	C	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.30	23.5	C	0.88	48.6	D	0.32	23.7	C	0.88	48.7	D
	NB-L	0.38	34.2	C	0.30	25.0	C	0.38	34.3	C	0.32	25.4	C
	NB-TR	0.62	40.3	D	0.82	41.0	D	0.70	43.9	D	0.82	41.2	D
	SB-L	0.24	33.9	C	0.54	35.0	C	0.26	35.7	D	0.59	36.9	D
	SB-T	0.42	34.9	C	0.26	22.8	C	0.42	35.0	D	0.30	23.3	C
	SB-R	0.23	22.1	C	0.39	11.0	B	0.23	22.1	C	0.40	11.1	B
	Intersection		**31.8**	**C**		**35.0**	**C**		**37.7**	**D**		**35.1**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB–LTR	0.01	29.1	C	0.01	32.9	C	0.01	29.1	C	0.01	32.9	C
	WB–LT	0.31	32.4	C	0.81	56.6	E	0.31	32.4	C	0.81	56.6	E
	WB-R	0.01	18.7	B	0.07	22.9	C	0.01	18.7	B	0.07	22.9	C
	NB–LTR	0.64	21.3	C	0.69	19.4	B	0.74	24.2	C	0.69	19.6	B
	SB–LTR	0.67	14.5	B	0.73	13.3	B	0.71	15.7	B	0.80	15.9	B
	Intersection		**18.6**	**B**		**20.1**	**C**		**20.7**	**C**		**21.1**	**C**
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.28	27.4	C	0.07	25.5	C	0.32	27.9	C
	EB-R	0.08	25.6	C	0.24	26.9	C	0.08	25.6	C	0.24	26.9	C
	WB-L	0.12	25.9	C	0.44	29.1	C	0.14	26.0	C	0.81	45.8	D
	WB-TR	0.06	25.4	C	0.40	28.4	C	0.06	25.4	C	0.50	29.5	C
	NB-L	0.12	30.5	C	0.39	32.7	C	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.63	25.1	C	0.84	31.9	C	0.74	28.2	C	0.84	32.3	C
	SB-L	0.38	32.6	C	0.15	30.7	C	0.51	34.1	C	0.15	30.7	C
	SB-TR	0.59	24.1	C	0.74	27.7	C	0.59	24.1	C	0.74	27.7	C
	Intersection		**25.4**	**C**		**29.8**	**C**		**27.1**	**C**		**31.6**	**C**

TABLE 5.9-17. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS

		2008 FUTURE NO-BUILD						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.87	28.2	C	1.04	70.0	E	0.89	31.0	C	1.07	79.8	E
	WB-TR	0.23	4.7	A	0.42	9.2	A	0.23	4.7	A	0.50	9.8	A
	SB-L	0.68	36.9	D	0.29	23.1	C	0.70	37.9	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C	0.16	28.2	C	0.21	22.6	C
	Intersection		**21.2**	**C**		**33.9**	**C**		**22.8**	**C**		**35.7**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.48	17.5	B	0.41	13.3	B	0.49	17.6	B	0.41	13.3	B
	WB-T	0.19	7.7	A	0.28	4.2	A	0.20	7.7	A	0.34	4.4	A
	NB-LR	0.44	24.7	C	0.45	31.5	C	0.56	26.6	C	0.46	31.5	C
	NB-R	0.41	24.3	C	0.41	31.1	C	0.54	26.1	C	0.42	31.3	C
	Intersection		**16.5**	**B**		**12.0**	**B**		**17.7**	**B**		**11.6**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.01	2.6	A	0.04	9.2	A	0.44	4.8	A	0.08	9.6	A
	EB-TR	0.37	3.8	A	0.73	17.2	B	0.37	3.8	A	0.73	17.2	B
	WB-L	0.38	4.0	A	1.40	>150	F	0.38	4.0	A	1.40	>150	F
	WB-TR	0.39	3.9	A	0.70	16.7	B	0.70	7.1	A	0.73	17.4	B
	NB-LT	0.21	33.7	C	0.19	19.9	B	0.22	33.8	C	0.41	22.7	C
	SB-LT	0.21	33.8	C	0.23	20.3	C	0.36	35.4	D	1.11	105.8	F
	SB-R	0.00	32.2	C	0.01	18.5	B	0.03	32.4	C	0.23	20.2	C
	Intersection		**5.3**	**A**		**42.3**	**D**		**7.0**	**A**		**53.8**	**D**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.28	7.5	A	0.33	13.8	B	0.39	14.5	B	0.33	14.1	B
	EB-TR	0.26	5.2	A	0.57	12.5	B	0.27	5.3	A	0.74	15.8	B
	WB-L	0.00	9.3	A	0.01	12.5	B	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.57	14.1	B	0.73	21.2	C	0.78	18.8	B	0.74	21.6	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B	0.08	21.2	C	0.11	17.2	B
	Intersection		**12.8**	**B**		**19.6**	**B**		**16.2**	**B**		**20.5**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.27	7.5	A	0.67	11.7	B	0.28	7.5	A	0.85	16.8	B
	WB-T	0.32	7.8	A	0.52	9.5	A	0.42	8.5	A	0.53	9.6	A
	SB-L	0.55	34.0	C	0.17	29.6	C	0.55	34.0	C	0.17	29.6	C
	SB-R	0.32	31.0	C	0.12	29.2	C	0.63	36.7	D	0.14	29.3	C
	Intersection		**13.1**	**B**		**11.5**	**B**		**14.6**	**B**		**14.6**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.09	14.7	B	0.50	15.4	B	0.17	15.3	B	0.88	43.3	D
	EB-T	0.50	18.0	B	0.32	9.0	A	0.50	18.0	B	0.34	9.1	A
	WB-TR	0.47	24.6	C	1.06	67.9	E	0.49	24.9	C	1.06	68.2	E
	NB-LT	1.00	68.7	E	0.69	29.4	C	1.41	>150	F	0.71	30.2	C
	NB-R	1.02	74.8	E	0.35	23.1	C	1.02	74.8	E	0.35	23.1	C
	Intersection		**44.0**	**D**		**42.6**	**D**		**93.2**	**F**		**44.2**	**D**

TABLE 5.9-17. WITHOUT CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 FUTURE NO-BUILD						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.6	B	0.19	9.5	A	0.12	10.6	B	0.20	9.7	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.3	B	0.03	13.1	B	0.01	10.5	B	0.03	13.1	B
	EB-LR	0.07	21.1	C	0.05	29.7	D	0.07	21.9	C	0.05	30.3	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	10.9	B	0.01	9.8	A	0.02	11.1	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.5	B	0.03	9.2	A	0.02	10.7	B
	WB-LTR	0.03	16.7	C	0.07	15.7	C	0.04	17.1	C	0.07	16.2	C
	EB-LTR	0.02	35.0	D	0.13	24.1	C	0.03	37.1	E	0.14	24.9	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.4	B	0.00	8.8	A	0.00	10.6	B
	WB-LR	0.03	21.4	C	0.14	34.0	D	0.03	22.1	C	0.15	35.7	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.1	B	0.01	10.9	B	0.03	13.2	B	0.01	11.0	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.09	10.0	A	0.15	10.3	B	0.09	10.0	B	0.17	10.9	B
	SB-LT	0.01	8.7	A	0.01	9.4	A	0.01	9.1	A	0.01	9.5	A
	WB-LT	0.10	33.1	D	0.11	56.3	F	0.12	41.3	E	0.13	65.9	F
	WB-TR	0.01	10.6	B	0.03	17.0	C	0.01	11.1	B	0.03	18.6	C
	EB-L	0.01	31.9	D	0.01	48.4	E	0.02	35.5	E	0.01	59.5	F
	EB-T	0.02	36.9	E	0.08	79.9	F	0.02	44.1	E	0.10	99.5	F
Dana Road & Walker Road	WB-LT	0.00	8.3	A	0.01	7.8	A	0.00	8.9	A	0.01	7.8	A
	NB-LR	0.09	10.5	B	0.04	10.5	B	0.11	11.3	B	0.37	14.4	B
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	WB-L	0.15	11.3	B	0.17	11.2	B	0.16	12.2	B	0.18	11.3	B
	NB-L	0.78	85.3	F	0.99	145.4	F	0.97	142.0	F	1.22	>150	F
	NB-R	0.20	16.3	C	0.28	15.7	C	0.24	19.1	C	0.28	15.8	C
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	EB-L	0.21	10.1	B	0.17	10.5	B	0.21	10.1	B	0.19	11.3	B
	NB-LT	0.06	25.7	D	0.05	25.0	C	0.07	28.8	D	0.05	28.2	D
	NB-TR	0.07	13.7	B	0.16	14.2	B	0.08	15.6	C	0.17	14.3	B

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

5.9.3.2.1.1 Parking.

As discussed in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, the proposed project is anticipated to provide on-site parking facilities for construction vehicles and workers during project construction. Based on the transportation data and planning assumptions presented in Section 4.9, this on-site parking facility would need to accommodate 543 construction worker vehicles. Since the construction site would accommodate these parked vehicles, no potential significant adverse parking impacts are anticipated to occur to the public and private parking facilities in the vicinity of the water treatment plant site.

5.9.3.2.1.2 Safety.

The intersection of Bradhurst Avenue at Route 100C/Knollwood Road experienced a high rate of accidents between May 1998 and April 2001. At the Bradhurst Avenue at Route 100C/Knollwood Road intersection, there are projected to be 2,721 vehicles entering the intersection in the AM peak period and 2,734 vehicles entering in the PM peak period. The construction activities would increase these volumes by 16 vehicles in each of the peak periods, or by 0.5 percent and 0.6 percent in the respective peak periods. With six (6) reportable accidents annually, the increase in traffic at this location can be anticipated to translate to less than one additional accident per year and less than one additional accident over the entire construction period.

5.9.3.2.1.3 Transit.

The construction at the water treatment plant site is not anticipated to generate any considerable transit ridership. In addition because of the low generation of trips from the Bee Line Bus Depot during the proposed Croton project's peak construction hours, the construction of the proposed Croton project would not impact bus operations. Therefore, no potential significant adverse impacts to transit would occur.

5.9.3.2.1.4 Pavement Infrastructure.

Roadway pavements deteriorate with traffic loads, environmental conditions and time. Highways are typically able to carry higher traffic loads than arterials and other lower volume roadways. The principal measure of traffic loading is "equivalent 18,000 pounds single axle loads" (18 kip Equivalent Single Axle Load (ESAL)) over the useful life of the pavement, typically 20 years. As these loads are applied, over time, the pavement's serviceability declines to the point where it must be repaired. Different types of trucks affect pavement differently. Trucks that have concentrated wheel loads (*e.g.,* full concrete trucks) would cause worse pavement effects than a flat-bed tractor-trailer combination carrying steel reinforcing rods. Highways can have design loads of 10,000,000 to 80,000,000 (or more) ESAL, arterials generally between 2,000,000 to 5,000,000 ESAL and low-volume roadways 50,000 to 500,000 ESAL.

The proposed plant project is anticipated to generate a total of approximately 97,600 entering/exiting truck trips over the approximately five and a half year construction period. These truck trips equate to a total of approximately 264,000 ESAL, 132,000 ESAL inbound and 132,000 ESAL outbound, respectively. These two-way values are split based upon directional distribution and lane assignments. The anticipated distribution of trucks arriving/departing from the construction site and the primary access point from Saw Mill River Road (Route 9A), is approximately 79,200 ESAL per lane entering/exiting southbound and 26,400 ESAL per lane entering/exiting northbound. Compared the predicted truck loads with the designed load for an arterial roadway, the anticipated loads generated from the proposed construction to Saw Mill River Road are not anticipated to be potential significant adverse impacts.

5.9.3.2.2. With Cat/Del UV Facility at Eastview Site

As mentioned previously, under 2008 conditions with both the Croton project and the Cat/Del UV Facility under construction, construction workers would be required to park off-site. For the scenario with the Cat/Del project under construction, four different construction worker parking Options have been considered, resulting in four distinct 2008 Construction with Cat/Del UV Facility (Options A, B, C, and D). This is because with both the Cat/Del UV Facility and the proposed Croton project under construction at the Eastview Site at the same time, there would not be enough space on-site for all of the workers for both projects to park, as most of the available land area would either be under construction, or in use as construction lay-down or staging areas. These construction worker parking Options have been selected for analysis purposes, as representative of the types of routings that worker vehicles would use for off-site parking. Each of the four construction worker parking Options also includes an additional assignment for shuttle buses that would transport the workers between the Eastview Site and the parking areas. It is important to note that under these 2008 Construction conditions, not only are the workers associated with the Cat/Del UV Facility's construction routed to one or more off-site locations, but the construction workers associated with the Cat/Del UV Facility have also been routed to one or more of the same off-site parking locations as the Croton project's workers (as described in the 2008 Future Without the Project with Cat/Del UV Facility discussion). These four construction worker parking Options are described below:

- *Option A:* All of the construction workers for both the Croton project and the Cat/Del UV Facility would park at the Landmark at Eastview, west of the Eastview Site, and would be shuttled to the site in buses or vans.

- *Option B:* All of the construction workers for both Croton project and the Cat/Del UV Facility would park at the Westchester Community College (WCC) Campus, east of the Eastview Site, and would be shuttled to the site in buses or vans.

- *Option C:* Parking for all of the construction workers for both the Croton project and the Cat/Del UV Facility would be split evenly between the Landmark at Eastview and WCC, and would be shuttled to the site in buses or vans.

- *Option D:* All of the construction workers for the Croton project would park at the Landmark at Eastview, west of the Eastview Site, and all of the construction workers for

the Cat/Del UV Facility would park at the new Home Depot off Dana Road, just northwest of the Eastview Site. Rather than simply splitting the workers between the two sites, workers from the Cat/Del UV Facility were assigned to the Home Depot site because the property owner indicated that they anticipated that the parking that would be available would be just enough to accommodate the projected number of Cat/Del UV Facility construction worker vehicles, but would not be sufficient to accommodate the projected number of Croton project worker vehicles. All workers for either project would be shuttled to the site from their respective parking areas in buses or vans.

It is important to note that these 2008 Construction (Options A through D) conditions reflect the maximum number of worker trips that would be anticipated at the peak of the concurrent construction of the Croton project and the Cat/Del UV Facility. During other times during the 6-year construction period, the numbers of total workers traveling to and from the Eastview Site would be substantially lower than for peak conditions in 2008. It may be possible to accommodate construction workers on-site during the non-peak construction periods. During these times with fewer workers and the ability to accommodate the parking for construction workers on the north parcel of the Eastview Site, the impacts would be less than those discussed in the subsections below, and would be likely to occur at locations similar to conditions outlined for Option A. This is because the routing of construction worker vehicles parking on the north parcel would be very similar to the routing examined for Option A.

The anticipated total 2008 Construction traffic volumes and conditions, including the identification of potential 2008 construction period impacts for each of the working parking Options are outlined and summarized in the sections below.

Figures 5.9-19, 5.9-20, 5.9-23, 5.9-24, 5.9-27, 5.9-28, 5.9-31 and 5.9-32 show the proposed construction generated traffic for Options A-D. Figures 5.9-21, 5.9-22, 5.9-25, 5.9-26, 5.9-29, 5.9-30, 5.9-33 and 5.9-34 show the total combined traffic under construction conditions for Options A-D. Tables 5.9-18, 5.9-19, 5.9-20 and 5.9-21 show a comparison of the traffic conditions for the 2008 Future Without the Project and the 2008 Potential Construction Impacts for Options A-D.

Option A.

Applying the potential significant traffic impact criteria described in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, Potential Construction Impacts, it was found that traffic from the construction of the Cat/Del UV Facility would be anticipated to result in potential significant adverse traffic impacts at seven (7) signalized intersections and six (6) unsignalized intersections with a total of 26 potential significant adverse traffic impacts, 10 during the AM peak hour, and 16 during the PM peak hour. These intersections are described below. Possible mitigation measures for these impacts are described in Section 9.1, Mitigation of Potential Impacts.At the Saw Mill River Road and Tarrytown White Plains Road intersection, the eastbound left movement would experience an increase in delay from 84.7 seconds (LOS F) to 113.5 seconds (LOS F) in the AM peak hour. The same movement would experience an increase in delay from 79.6 seconds (LOS E) to 83.3 seconds (LOS F) during the PM peak hour.

At the Old Saw Mill River Road and Saw Mill River Parkway SB Ramp intersection, the eastbound left-through movement would experience an increase in delay from 75.6 seconds (LOS E) to 86.2 seconds (LOS F) in the PM peak hour.

At the intersection of Route 100C and Clearbrook Road/Walker Road in the PM peak hour, the eastbound through/right movement would experience an increase in delay from 31.6 seconds per vehicle (LOS C) to 133.1 seconds (LOS F). In the PM peak hour, the overall intersection would experience an increase in delay from 100.8 seconds (LOS F) to 144.3 seconds (LOS F).

At the intersection of Route 100C and Sprain Brook Parkway Southbound Ramp in the AM peak hour, the southbound right-turn movement would experience an increase in delay from 33.5 seconds per vehicle (LOS C) to 48.4 seconds (LOS D).

At the Route 100C and Sprain Brook Parkway Northbound Ramp intersection, the overall intersection would experience an increase in delay from 70.9 seconds (LOS E) to 132.9 seconds (LOS F) in the AM peak hour and an increase from 43.5 (LOS D) to 53.2 (LOS D) in the PM peak hour. The northbound left/through movement would continue to experience delays of more than 150 seconds (LOS F) in the AM peak hour. The eastbound left movement would experience an increase in delay from 26.5 (LOS C) to 104.4 seconds (LOS F) in the PM peak hour.

At the Virginia Road and Bronx River Parkway intersection, the eastbound left/through movement would experience an increase in delay from 126.9 seconds (LOS F) to 130.6 seconds (LOS F) in the AM peak hour and from 142.8 seconds (LOS F) to 144.9 seconds (LOS F) in the PM peak hour. The westbound approach would continue to experience delays of more than 150 seconds (LOS F) in the PM peak hour.

At the Old Saw Mill River Road and Landmark West Driveway intersection, the northbound approaches would experience an increase in delay from 23.6 seconds (LOS C) to 63.3 seconds (LOS E) in the PM.

At the intersection of Saw Mill River Road (Rt. 9A) and Ramada Inn/Broadway Plaza, the eastbound left-turn movement would experience an increase in delay from 39.6 seconds (LOS E) to 54.3 seconds (LOS F) in the AM peak hour. The eastbound through movement would experience an increase in delay from 46.4 seconds (LOS E) to 66.0 seconds (LOS F) in the AM peak hour. During the PM peak hour, the same movement would experience an increase in delay from 84.9 seconds (LOS F) to 92.7 seconds (LOS F). The westbound approach would experience an increase in delay from 42.8 seconds (LOS E) to 65.7 seconds (LOS F) during the AM peak hour and from 60.3 seconds (LOS E) to 63.9 seconds (LOS F) during the PM peak hour.

At the intersection of Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps, the northbound left-turn movement would experience delays of more than 150 seconds (LOS F) in the AM and PM peak hours.

At the Route 100C and Saw Mill River Road NB Ramps intersection, the northbound left/through movement would experience an increase in delay from 44.8 seconds (LOS E) to more than 150 seconds (LOS F) in the AM peak hour. The same movement would experience an increase in delay from

At the intersection of Grasslands Road (Route 100C) and Virginia Road, the westbound approach would continue to experience LOS F with delays of more than 150 seconds during the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.

At the intersection of Grasslands Road (Route 100C) and Legion Drive, the southbound left-turn movement would continue to experience LOS F with delays of more than 150 seconds during the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.At the intersection of Old Saw Mill River Road and Landmark East Driveway, the northbound approaches would experience an increase in delay from 24.4 seconds (LOS C) to 103.2 seconds (LOS F) in the PM peak hour. The southbound approaches would experience delays of more than 150 seconds (LOS F) for the AM and PM peak hour.

Option B.

Applying the potential significant adverse traffic impact criteria described in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, Potential Construction Impacts, it was found that traffic from the construction of the Cat/Del UV Facility would be anticipated to result in potential significant adverse traffic impacts at eight (8) signalized intersections and seven (7) unsignalized intersections with a total of 33 potential significant adverse traffic impacts, 16 during the AM peak hour, and 17 during the PM peak hour. These intersections are described below. Possible mitigation measures for these impacts are described in Section 9.1, Mitigation of Potential Impacts.

TABLE 5.9-18 WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION A

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C	0.02	31.6	C	0.04	33.6	C
	NB-L	0.19	14.2	B	0.81	31.5	C	0.20	14.3	B	0.81	31.6	C
	NB-TR	0.32	14.9	B	0.58	15.8	B	0.34	15.0	B	0.61	16.3	B
	SB-L	0.05	13.0	B	0.13	21.5	C	0.05	13.0	B	0.14	21.6	C
	SB-TR	0.56	17.4	B	0.99	56.0	E	0.60	17.9	B	1.00	58.5	E
	Intersection		**19.6**	**B**		**34.3**	**C**		**19.7**	**B**		**35.1**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.72	37.6	D	>1.50	>150	F	0.75	39.9	D	>1.50	>150	F
	EB - T	1.03	75.1	E	0.60	22.6	C	1.03	75.5	E	0.61	22.9	C
	EB - R	0.36	16.4	B	0.28	12.2	B	0.36	16.5	B	0.30	12.3	B
	WB-L	0.68	56.6	E	0.22	18.0	B	0.68	56.6	E	0.23	18.1	B
	WB-TR	0.44	26.0	C	0.98	55.5	E	0.45	26.2	C	0.98	55.9	E
	NB - L	0.24	23.6	C	0.88	61.6	E	0.26	23.9	C	0.90	64.9	E
	NB - TR	0.34	25.9	C	0.20	16.3	B	0.34	25.9	C	0.20	16.3	B
	SB - L	0.50	40.1	D	0.30	25.1	C	0.50	40.1	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F	0.68	49.7	D	1.12	109.2	F
	Intersection		**45.1**	**D**		**70.0**	**E**		**45.3**	**D**		**70.0**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.4	C	0.45	27.6	C	0.24	25.5	C	0.45	27.6	C
	NB-L	0.51	9.9	A	0.96	55.0	D	0.51	10.0	A	0.97	58.2	E
	NB-T	0.51	10.4	B	0.52	10.5	B	0.53	10.6	B	0.53	10.6	B
	SB-T	0.31	13.5	B	0.45	14.9	B	0.31	13.5	B	0.46	15.0	B
	SB-R	0.13	12.1	B	0.23	12.9	B	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.4**	**B**		**27.1**	**C**		**14.5**	**B**		**27.7**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.68	32.8	C	0.48	24.5	C	0.68	32.9	C	0.48	24.5	C
	EB-TR	0.01	23.6	C	0.00	20.0	C	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C	0.58	30.0	C	0.77	34.2	C
	NB-T	0.50	15.4	B	0.87	32.1	C	0.51	15.5	B	0.87	32.4	C
	NB-R	0.52	15.9	B	0.62	20.9	C	0.52	15.9	B	0.62	20.9	C
	SB-L	0.40	9.9	A	0.80	30.5	C	0.40	10.0	A	0.81	31.3	C
	SB-T	0.29	8.4	A	0.65	15.6	B	0.30	8.5	A	0.66	15.8	B
	Intersection		**18.6**	**B**		**25.8**	**C**		**18.6**	**B**		**26.0**	**C**

TABLE 5.9-18 WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION A

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	64.8	E	0.51	28.3	C	0.96	65.3	E
	NB-LT	0.40	10.2	B	0.60	12.6	B	0.41	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.44	17.4	B	0.20	15.3	B	0.44	17.4	B
	SB-R	0.19	15.3	B	0.47	18.1	B	0.20	15.4	B	0.48	18.2	B
	Intersection		**15.5**	**B**		**25.2**	**C**		**15.5**	**B**		**25.3**	**C**
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.6	C	0.79	38.6	D	0.73	35.1	D	0.79	38.7	D
	EB – R	0.16	24.8	C	0.35	26.5	C	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.2	C	0.41	20.3	C	0.41	20.2	C	0.41	20.3	C
	SB-L	0.31	12.0	B	0.47	14.7	B	0.32	12.1	B	0.48	14.8	B
	SB-T	0.28	9.2	A	0.54	11.8	B	0.28	9.2	A	0.55	11.9	B
	Intersection		**20.6**	**C**		**21.1**	**C**		**20.8**	**C**		**21.2**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D	1.09	97.9	F	0.74	38.2	D
	WB-R	0.52	28.1	C	0.43	20.5	C	0.61	29.6	C	0.43	20.6	C
	NB-LTR	0.39	9.1	A	0.72	23.8	C	0.43	9.4	A	0.77	25.8	C
	SB-TR	0.49	9.9	A	0.89	25.8	C	0.51	10.2	B	0.96	34.4	C
	Intersection		**33.6**	**C**		**26.1**	**C**		**33.0**	**C**		**30.8**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.33	12.5	B	0.89	35.5	D	0.36	12.8	B	0.90	36.4	D
	SB-L	0.52	2.3	A	0.77	25.2	C	0.55	3.6	A	0.82	28.7	C
	SB-LT	0.16	0.2	A	0.55	0.5	A	0.17	0.2	A	0.59	0.6	A
	Intersection		**5.4**	**A**		**18.0**	**B**		**6.0**	**A**		**18.8**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.03	84.7	F	1.01	79.6	E	1.12	113.5	F	1.02	83.3	F
	EB-TR	0.38	14.5	B	0.46	20.2	C	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.31	23.6	C	0.89	49.1	D	0.31	23.6	C	0.89	49.7	D
	NB-L	0.39	34.3	C	0.32	25.3	C	0.39	34.4	C	0.34	25.8	C
	NB-TR	0.66	42.0	D	0.83	41.6	D	0.72	44.9	D	0.83	42.1	D
	SB-L	0.26	35.0	C	0.56	35.7	D	0.29	36.6	D	0.58	36.5	D
	SB-T	0.43	35.1	D	0.29	23.2	C	0.44	35.3	D	0.34	23.8	C
	SB-R	0.23	22.1	C	0.41	11.1	B	0.24	22.2	C	0.43	11.3	B
	Intersection		**35.7**	**D**		**35.4**	**D**		**42.3**	**D**		**35.9**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.31	32.4	C	0.81	56.6	E	0.31	32.4	C	0.81	56.6	E
	W-R	0.01	18.7	B	0.07	22.9	C	0.01	18.7	B	0.07	22.9	C
	NB – LTR	0.71	23.2	C	0.70	19.8	B	0.81	27.0	C	0.71	20.1	C
	SB – LTR	0.72	15.8	B	0.79	15.4	B	0.78	18.3	B	0.87	19.8	B
	Intersection		**20.1**	**C**		**20.9**	**C**		**23.3**	**C**		**23.0**	**C**

TABLE 5.9-18 WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION A

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.29	27.5	C	0.07	25.5	C	0.29	27.6	C
	EB-R	0.08	25.6	C	0.24	26.9	C	0.08	25.6	C	0.24	26.9	C
	WB-L	0.19	26.5	C	0.50	29.8	C	0.28	27.3	C	0.55	31.1	C
	WB-TR	0.10	25.7	C	0.41	28.5	C	0.15	26.1	C	0.42	28.7	C
	NB-L	0.12	30.5	C	0.39	32.7	C	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.65	25.5	C	0.88	34.7	C	0.67	26.0	C	0.93	40.5	D
	SB-L	0.39	32.8	C	0.16	30.8	C	0.41	33.0	C	0.18	31.0	C
	SB-TR	0.61	24.5	C	0.74	27.7	C	0.64	25.2	C	0.74	27.8	C
	Intersection		**25.8**	**C**		**31.0**	**C**		**26.3**	**C**		**33.6**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.88	29.4	C	1.05	75.6	E	0.90	31.7	C	1.09	86.2	F
	WB-TR	0.23	4.7	A	0.47	9.6	A	0.24	4.7	A	0.54	10.3	B
	SB-L	0.69	37.5	D	0.29	23.1	C	0.72	39.0	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C	0.16	28.2	C	0.21	22.6	C
	Intersection		**21.9**	**C**		**34.9**	**C**		**23.2**	**C**		**37.1**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.49	17.5	B	0.41	13.3	B	0.50	17.7	B	0.41	13.3	B
	WB-T	0.20	7.7	A	0.32	4.3	A	0.20	7.8	A	0.36	4.6	A
	NB-LR	0.52	25.7	C	0.46	31.5	C	0.64	28.7	C	0.46	31.6	C
	NB-R	0.49	25.2	C	0.42	31.2	C	0.61	28.1	C	0.43	31.4	C
	Intersection		**17.2**	**B**		**11.7**	**B**		**18.7**	**B**		**11.4**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.06	2.8	A	0.04	9.2	A	0.29	4.2	A	0.04	9.3	A
	EB-TR	0.38	3.8	A	0.93	31.6	C	0.39	3.8	A	1.23	133.1	F
	WB-L	0.38	4.1	A	2.57	>150	F	0.39	4.1	A	>1.50	>150	F
	WB-TR	0.56	5.0	A	0.71	17.0	B	0.81	10.5	B	0.73	17.5	B
	NB-LT	0.21	33.7	C	0.19	19.9	B	0.21	33.7	C	0.19	19.9	B
	SB-LT	0.21	33.8	C	0.16	19.7	B	0.21	33.8	C	0.23	20.3	C
	SB-R	0.00	32.2	C	0.08	19.0	B	0.00	32.2	C	0.08	19.0	B
	Intersection		**5.6**	**A**		**100.8**	**F**		**8.5**	**A**		**144.3**	**F**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.35	11.0	B	0.33	14.1	B	0.40	18.7	B	0.34	14.5	B
	EB-TR	0.27	5.3	A	0.68	14.3	B	0.28	5.3	A	0.84	19.4	B
	WB-L	0.00	9.3	A	0.01	12.6	B	0.00	9.3	A	0.01	12.7	B
	WB-TR	0.71	16.7	B	0.74	21.5	C	0.91	26.0	C	0.75	22.0	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B	0.08	21.2	C	0.11	17.2	B
	Intersection		**14.6**	**B**		**20.1**	**C**		**21.1**	**C**		**22.3**	**C**

TABLE 5.9-18 WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION A

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.28	7.5	A	0.78	14.3	B	0.29	7.6	A	0.95	26.0	C
	WB-T	0.38	8.3	A	0.53	9.6	A	0.48	9.0	A	0.54	9.7	A
	SB-L	0.55	34.0	C	0.17	29.6	C	0.55	34.0	C	0.17	29.6	C
	SB-R	0.52	33.5	C	0.14	29.3	C	0.82	48.4	D	0.16	29.4	C
	Intersection		**13.8**	**B**		**13.1**	**B**		**16.8**	**B**		**20.3**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.11	14.9	B	0.74	26.5	C	0.14	15.2	B	1.11	104.4	F
	EB-T	0.50	18.0	B	0.33	9.0	A	0.51	18.1	B	0.34	9.1	A
	WB-TR	0.48	24.8	C	1.07	69.5	E	0.51	25.1	C	1.07	71.4	E
	NB-LT	1.26	>150	F	0.71	29.9	C	>1.50	>150	F	0.73	30.8	C
	NB-R	1.02	74.8	E	0.35	23.1	C	1.02	74.8	E	0.35	23.1	C
	Intersection		**70.9**	**E**		**43.5**	**D**		**132.9**	**F**		**53.2**	**D**
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.12	126.9	F	1.16	142.8	F	1.13	130.6	F	1.17	144.9	F
	EB-R	0.21	19.6	B	0.39	34.6	C	0.21	19.6	B	0.40	34.7	C
	WB-LTR	0.38	34.4	C	1.27	>150	F	0.40	34.7	C	1.28	>150	F
	NB-L	0.06	46.4	D	0.06	10.9	B	0.06	46.4	D	0.06	10.9	B
	NB-TR	0.26	20.1	C	0.62	25.3	C	0.26	20.1	C	0.62	25.3	C
	SB-L	1.10	141.5	F	0.13	11.7	B	1.10	141.5	F	0.13	11.7	B
	SB-T	0.70	27.3	C	0.59	24.7	C	0.70	27.3	C	0.59	24.7	C
	Intersection		**53.9**	**D**		**62.7**	**E**		**54.5**	**D**		**63.5**	**E**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.41	7.7	A	0.73	16.9	B	0.41	7.7	A	0.74	17.4	B
	WB-L	0.26	5.2	A	0.22	11.2	B	0.26	5.2	A	0.22	11.4	B
	WB-T	0.24	3.2	A	0.58	7.9	A	0.25	3.2	A	0.58	7.9	A
	NB-L	0.07	45.8	D	0.62	30.6	C	0.07	45.8	D	0.62	30.6	C
	Intersection		**6.3**	**A**		**14.7**	**B**		6.3	A		14.9	B
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.78	10.0	A	0.58	6.0	A	0.88	14.6	B	0.58	6.1	A
	WB-LTR	0.26	4.1	A	0.43	4.9	A	0.26	4.1	A	0.43	4.9	A
	NB-LTR	0.04	21.0	C	0.41	23.6	C	0.07	21.2	C	0.92	63.3	E
	SB-LTR	0.04	21.1	C	0.03	21.0	C	0.04	21.1	C	0.03	21.0	C
	Intersection		**8.7**	**A**		**6.8**	**A**		**12.4**	**B**		**13.2**	**B**

TABLE 5.9-18 WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION A

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.7	B	0.20	9.7	A	0.12	10.8	B	0.21	9.9	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.1	B	0.01	10.6	B	0.03	13.2	B
	EB-LR	0.07	21.8	C	0.05	30.7	D	0.08	23.0	C	0.06	32.1	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.1	B	0.01	9.8	A	0.02	11.3	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.7	B	0.03	9.3	A	0.02	10.9	B
	EB-LTR	0.03	37.1	E	0.14	25.0	C	0.03	40.6	E	0.15	26.2	D
	WB-LTR	0.04	17.2	C	0.07	16.2	C	0.04	18.1	C	0.08	16.9	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.6	B	0.00	8.9	A	0.00	10.8	B
	WB-LR	0.03	22.2	C	0.15	35.7	E	0.03	23.5	C	0.17	38.9	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.2	B	0.01	10.9	B	0.03	13.4	C	0.01	11.0	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.14	10.4	B	0.16	10.4	B	0.20	11.0	B	0.16	10.5	B
	SB-LT	0.01	8.9	A	0.01	9.5	A	0.01	9.1	A	0.01	9.6	A
	EB-L	0.02	39.6	E	0.01	51.2	F	0.03	54.3	F	0.01	53.6	F
	EB-T	0.02	46.4	E	0.08	84.9	F	0.03	66.0	F	0.09	92.7	F
	WB-LT	0.13	42.8	E	0.12	60.3	F	0.19	65.7	F	0.13	63.9	F
	WB-TR	0.01	10.8	B	0.03	17.5	C	0.01	11.2	B	0.03	18.0	C
Dana Road & Walker Road	NB-LR	0.16	11.2	B	0.09	11.3	B	0.24	12.1	B	0.14	11.9	B
	WB-LT	0.00	8.4	A	0.01	7.8	A	0.00	8.5	A	0.01	7.9	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	>1.50	>150	F	>1.50	>150	F	>1.50	>150	F	>1.50	>150	F
	NB-R	0.21	16.9	C	0.40	23.0	C	0.22	17.9	C	0.68	57.2	F
	WB-L	0.15	11.5	B	0.24	14.2	B	0.16	11.9	B	0.39	23.5	C
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.36	44.8	E	0.08	33.8	D	>1.50	>150	F	0.16	58.5	F
	NB-TR	0.07	14.1	B	0.22	18.2	C	0.07	14.7	B	0.35	29.6	D
	EB-L	0.26	11.8	B	0.22	11.0	B	0.37	16.1	C	0.29	11.8	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.23	8.4	A	0.37	10.4	B	0.23	8.4	A	0.37	10.4	B
	WB-LR	0.55	16.8	C	1.25	>150	F	0.56	17.1	C	1.26	>150	F

TABLE 5.9-18 WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION A

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.42	30.3	D	1.28	>150	F	0.43	31.0	D	1.31	>150	F
	SB-R	0.20	12.2	B	0.47	19.7	C	0.21	12.4	B	0.47	19.7	C
	EB-LT	0.07	8.5	A	0.24	10.7	B	0.07	8.6	A	0.24	10.7	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.06	20.7	C	0.26	50.7	F	0.06	20.9	C	0.27	52.5	F
	NB-R	0.01	13.7	B	0.50	18.7	C	0.01	13.7	B	0.51	19.2	C
	WB-LT	0.00	9.9	A	0.12	9.1	A	0.00	9.9	A	0.12	9.2	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.13	18.3	C	0.49	24.4	C	0.21	19.7	C	1.08	103.2	F
	SB-LTR	0.36	106.9	F	>1.50	>150	F	>1.50	>150	F	>1.50	>150	F
	EB-LTR	0.02	8.5	A	0.01	8.7	A	0.02	9.3	A	0.01	8.8	A
	WB-LTR	0.23	11.6	B	0.03	9.2	A	0.55	16.1	C	0.06	9.4	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

At the Route 100C and Bradhurst Avenue intersection, the eastbound left movement would experience delays of more than 150 seconds (LOS F) in the PM Peak hour. The eastbound through movement would experience delays of more than 150 seconds (LOS F) during the AM peak hour. The westbound through/right movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. The overall intersection would experience an increase in delay from 122.7 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the AM peak hour. The overall intersection would experience an increase in delay from 108.8 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the PM peak hour.

At the intersection of Saw Mill River Road (Rt. 9A) and Tarrytown White Plains Road (Rt. 119), the eastbound left movement would experience an increase in delay from 84.7 seconds (LOS F) to 113.5 seconds (LOS F) in the AM peak hour and from 79.6 seconds (LOS E) to 83.3 seconds (LOS F) in the PM peak hour.

At the intersection of Saw Mill River Road and Saw Mill River Parkway SB Ramp, the eastbound left/through movement would experience an increase in delay from 75.0 seconds (LOS E) to 83.6 seconds (LOS F) during the PM peak hour.

At the Route 100C and Clearbrook Road/Walker Road intersection, the westbound left turn movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. The southbound left/through movement would experience an increase in delay from 35.9 seconds (LOS D) to 48.5 seconds (LOS D) in the AM peak hour. The overall intersection would experience an increase in delay from 45.8 seconds (LOS D) to 71.9 seconds (LOS E) in the PM peak hour.

At the Route 100C and Sprain Brook Parkway Southbound Ramp intersection, the southbound left turn movement would experience an increase in delay from 38.1 seconds (LOS D) to 53.9 seconds (LOS D) in the AM peak hour

At the Route 100C and Sprain Brook Parkway Northbound Ramp intersection, the overall intersection would experience an increase in delay from 59.3 seconds (LOS E) to 93.1 seconds (LOS F) in the AM peak hour and an increase from 123.8 (LOS F) to a delay of more than 150 seconds (LOS F) in the PM peak hour. The northbound right-turn movement would experience an increase in delay from 145.2 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the AM peak hour. The westbound through/right-turn movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour.

At the intersection of Virginia Road and Bronx River Parkway Westbound, the overall intersection would experience and increase in delay from 78.8 seconds (LOS E) to 113.1 seconds (LOS F) in the PM peak hour. The eastbound left/through movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. The same movement would experience an increase in delay from 134.3 seconds (LOS F) to 145.7 seconds (LOS F) in the AM peak hour. The northbound left turn movement would experience an increase in delay from 48.6 seconds (LOS D) to 59.8 seconds (LOS E) in the AM peak hour.

At the intersection of Grasslands Road (Route 100C) and Virginia Road, the westbound approach continues to experience LOS F with delays of more than 150 seconds during the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.

At the intersection of Grasslands Road (Route 100C) and Legion Drive, the southbound left-run movement would experience an increase in delay from 36.2 seconds (LOS E) to 50.3 seconds (LOS F) during the AM peak hour. The same movement would continue to experience LOS F with delays of more than 150 seconds during the PM peak hour.

At the intersection of Route 100C and WCC East Gate, the northbound left-turn movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. The overall intersection would experience an increase of delay from 90.9 seconds (LOS F) to a delay of more than 150 seconds (LOS F) in the PM peak hour.

At the intersection of Saw Mill Rive Road (Route 9A) and Ramada Inn/Broadway Plaza, the eastbound through movement would experience an increase in delay from 42.9 seconds (LOS E) to 52.4 seconds (LOS F) in the AM peak hour and from 88.6 seconds (LOS F) to 90.6 seconds (LOS F) in the PM peak hour. The westbound left-through movement would experience an increase in delay from 39.2 seconds (LOS E) to 50.5 seconds (LOS F) in the AM peak hour and from 61.1 seconds (LOS F) to 63.9 seconds (LOS F) in the PM peak hour.

At the Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps intersection, the northbound left-turn movement would experience an increase in delay from 118.9 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the AM peak hour. The same movement would continue to experience delays of more than 150 seconds (LOS F) during the PM peak hour.

At the Route 100C and Saw Mill River Road (Rt. 9A) NB Ramps intersection, the northbound left/through movement would experience an increase in delay from 17.1 seconds (LOS C) to 32.1 seconds (LOS D) in the AM peak hour. The northbound left/through movement would experience an increase in delay from 28.7 seconds (LOS D) to 37.4 seconds (LOS E) in the PM peak hour.

At the intersection of Route 100C and WCC West Gate, the northbound left-turn movement would experience an increase in delay from 33.3 seconds (LOS D) to 84.1 seconds (LOS F) in the AM peak hour. The northbound right-turn movement would experience an increase in delay from 19.2 seconds (LOS C) to 36.0 seconds (LOS E) during the AM peak hour. During the PM peak hour, the northbound left-turn movement would experience an increase in delay from 104.1 seconds (LOS F) to delays of more than 150 seconds (LOS F).

At the Old Saw Mill River Road and the Landmark at Eastview East Driveway intersection, the northbound approach would experience an increase in delay from 33.3 seconds (LOS D) to 39.2 seconds (LOS E) in the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.

TABLE 5.9-19. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION B

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C	0.02	31.6	C	0.04	33.6	C
	NB-L	0.19	14.2	B	0.81	31.5	C	0.20	14.3	B	0.81	31.6	C
	NB-TR	0.32	14.9	B	0.57	15.7	B	0.34	15.0	B	0.60	16.1	B
	SB-L	0.05	13.0	B	0.13	21.5	C	0.05	13.0	B	0.14	21.5	C
	SB-TR	0.56	17.4	B	0.99	56.0	E	0.60	17.9	B	1.00	58.5	E
	Intersection		**19.6**	**B**		**34.3**	**C**		**19.7**	**B**		**35.2**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.78	42.7	D	1.08	>150	F	0.90	64.3	E	>1.50	>150	F
	EB - T	1.48	>150	F	0.63	23.4	C	>1.50	>150	F	0.69	25.2	C
	EB - R	0.36	16.4	B	0.28	12.2	B	0.36	16.5	B	0.29	12.2	B
	WB-L	0.68	56.6	E	0.26	18.4	B	0.68	56.6	E	0.32	19.4	B
	WB-TR	0.47	26.5	C	1.38	>150	F	0.55	27.9	C	>1.50	>150	F
	NB - L	0.24	23.5	C	0.88	61.6	E	0.25	23.6	C	0.90	64.9	E
	NB - TR	0.35	26.0	C	0.20	16.3	B	0.36	26.2	C	0.20	16.3	B
	SB - L	0.51	40.3	D	0.30	25.1	C	0.52	40.8	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F	0.68	49.7	D	1.12	109.2	F
	Intersection		**122.7**	**F**		**108.8**	**F**		**>150**	**F**		**>150**	**F**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.4	C	0.45	27.6	C	0.24	25.5	C	0.45	27.6	C
	NB-L	0.51	9.9	A	0.96	55.0	D	0.51	10.0	A	0.97	58.2	E
	NB-T	0.51	10.4	B	0.52	10.5	B	0.53	10.6	B	0.53	10.6	B
	SB-T	0.31	13.5	B	0.45	14.9	B	0.31	13.5	B	0.46	15.0	B
	SB-R	0.13	12.1	B	0.23	12.9	B	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.4**	**B**		**27.1**	**C**		**14.5**	**B**		**27.7**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.68	32.8	C	0.48	24.5	C	0.68	32.9	C	0.48	24.5	C
	EB-TR	0.01	23.6	C	0.00	20.0	C	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C	0.58	30.0	C	0.77	34.2	C
	NB-T	0.50	15.4	B	0.87	32.1	C	0.51	15.5	B	0.87	32.4	C
	NB-R	0.52	15.9	B	0.62	20.9	C	0.52	15.9	B	0.62	20.9	C
	SB-L	0.40	9.9	A	0.80	30.5	C	0.40	10.0	A	0.81	31.3	C
	SB-T	0.29	8.4	A	0.65	15.6	B	0.30	8.5	A	0.66	15.8	B
	Intersection		**18.6**	**B**		**25.8**	**C**		**18.6**	**B**		**26.0**	**C**

TABLE 5.9-19. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION B

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	64.8	E	0.51	28.3	C	0.96	65.3	E
	NB-LT	0.41	10.2	B	0.60	12.6	B	0.41	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.44	17.4	B	0.20	15.3	B	0.44	17.4	B
	SB-R	0.19	15.3	B	0.47	18.1	B	0.20	15.4	B	0.48	18.2	B
	Intersection		**15.5**	**B**		**25.2**	**C**		**15.5**	**B**		**25.3**	**C**
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.6	C	0.79	38.6	D	0.73	35.1	D	0.79	38.7	D
	EB – R	0.16	24.8	C	0.35	26.5	C	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.2	C	0.41	20.3	C	0.41	20.2	C	0.41	20.3	C
	SB-L	0.31	12.0	B	0.47	14.7	B	0.32	12.1	B	0.48	14.8	B
	SB-T	0.28	9.2	A	0.54	11.8	B	0.28	9.2	A	0.55	11.9	B
	Intersection		**20.6**	**C**		**21.1**	**C**		**20.8**	**C**		**21.2**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D	1.09	97.9	F	0.74	38.2	D
	WB-R	0.52	28.1	C	0.43	20.5	C	0.61	29.6	C	0.43	20.6	C
	NB-LTR	0.39	9.1	A	0.72	23.8	C	0.43	9.4	A	0.76	25.5	C
	SB-TR	0.49	9.9	A	0.89	25.4	C	0.51	10.2	B	0.95	32.6	C
	Intersection		**33.6**	**C**		**25.9**	**C**		**33.0**	**C**		**29.9**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.33	12.5	B	0.89	35.5	D	0.36	12.8	B	0.90	36.4	D
	SB-L	0.52	2.3	A	0.77	25.0	C	0.55	3.6	A	0.81	27.9	C
	SB-LT	0.16	0.2	A	0.55	0.5	A	0.17	0.2	A	0.58	0.6	A
	Intersection		**5.4**	**A**		**17.9**	**B**		**6.0**	**A**		**18.7**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.03	84.7	F	1.01	79.6	E	1.12	113.5	F	1.02	83.3	F
	EB-TR	0.38	14.5	B	0.46	20.2	C	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.31	23.6	C	0.89	49.1	D	0.31	23.6	C	0.89	49.7	D
	NB-L	0.39	34.3	C	0.32	25.3	C	0.39	34.4	C	0.34	25.8	C
	NB-TR	0.66	42.0	D	0.83	41.6	D	0.72	44.9	D	0.83	42.1	D
	SB-L	0.26	35.0	C	0.56	35.7	D	0.29	36.6	D	0.57	36.4	D
	SB-T	0.43	35.1	D	0.29	23.2	C	0.44	35.3	D	0.34	23.7	C
	SB-R	0.23	22.1	C	0.41	11.1	B	0.24	22.2	C	0.43	11.3	B
	Intersection		**35.7**	**D**		**35.4**	**D**		**42.3**	**D**		**35.9**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.31	32.4	C	0.81	56.6	E	0.31	32.4	C	0.81	56.6	E
	W-R	0.01	18.7	B	0.07	22.9	C	0.01	18.7	B	0.07	22.9	C
	NB – LTR	0.71	23.2	C	0.70	19.8	B	0.81	27.0	C	0.71	20.1	C
	SB – LTR	0.72	15.8	B	0.78	15.1	B	0.78	18.3	B	0.85	18.9	B
	Intersection		**20.1**	**C**		**20.9**	**C**		**23.3**	**C**		**22.6**	**C**

TABLE 5.9-19. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION B

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.29	27.5	C	0.07	25.5	C	0.29	27.6	C
	EB-R	0.08	25.6	C	0.24	26.9	C	0.08	25.6	C	0.24	26.9	C
	WB-L	0.19	26.5	C	0.50	29.8	C	0.28	27.3	C	0.55	31.1	C
	WB-TR	0.10	25.7	C	0.41	28.5	C	0.15	26.1	C	0.42	28.7	C
	NB-L	0.12	30.5	C	0.39	32.7	C	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.65	25.5	C	0.87	34.1	C	0.67	26.0	C	0.91	38.3	D
	SB-L	0.47	33.6	C	0.17	30.8	C	0.60	36.5	D	0.19	31.0	C
	SB-TR	0.59	24.1	C	0.74	27.7	C	0.59	24.1	C	0.74	27.7	C
	Intersection		**25.8**	**C**		**30.7**	**C**		**26.5**	**C**		**32.6**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.88	29.4	C	1.05	75.0	E	0.90	31.7	C	1.08	83.6	F
	WB-TR	0.23	4.7	A	0.46	9.5	A	0.23	4.7	A	0.52	10.1	B
	SB-L	0.69	37.5	D	0.29	23.1	C	0.72	39.0	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C	0.16	28.2	C	0.21	22.6	C
	Intersection		**21.9**	**C**		**34.8**	**C**		**23.3**	**C**		**36.6**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.49	17.5	B	0.41	13.3	B	0.50	17.7	B	0.41	13.3	B
	WB-T	0.20	7.7	A	0.31	4.3	A	0.20	7.8	A	0.35	4.5	A
	NB-LR	0.51	25.5	C	0.46	31.5	C	0.61	27.9	C	0.46	31.5	C
	NB-R	0.48	25.1	C	0.42	31.2	C	0.59	27.4	C	0.43	31.4	C
	Intersection		**17.1**	**B**		**11.8**	**B**		**18.3**	**B**		**11.5**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.01	2.6	A	0.07	9.7	A	0.01	2.6	A	0.07	9.7	A
	EB-TR	0.47	4.2	A	0.73	17.4	B	0.61	5.5	A	0.74	17.8	B
	WB-L	0.46	4.7	A	1.45	>150	F	0.68	11.1	B	>1.50	>150	F
	WB-TR	0.41	4.0	A	0.86	24.4	C	0.44	4.1	A	1.10	79.6	E
	NB-LT	0.22	33.8	C	0.20	20.0	B	0.30	34.8	C	0.20	20.0	C
	SB-LT	0.40	35.9	D	0.27	20.7	C	0.68	48.5	D	0.34	21.4	C
	SB-R	0.00	32.2	C	0.01	18.5	B	0.00	32.2	C	0.01	18.5	B
	Intersection		**6.0**	**A**		**45.8**	**D**		**8.4**	**A**		**71.9**	**E**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.29	7.9	A	0.37	16.7	B	0.30	8.4	A	0.37	20.9	C
	EB-TR	0.34	5.6	A	0.58	12.7	B	0.46	6.4	A	0.60	13.0	B
	WB-L	0.00	9.3	A	0.01	12.6	B	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.59	14.4	B	0.83	24.9	C	0.61	14.8	B	0.98	41.6	D
	NB-LTR	0.01	32.9	C	0.01	24.6	C	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B	0.08	21.2	C	0.11	17.2	B
	Intersection		**12.4**	**B**		**21.4**	**C**		**12.3**	**B**		**29.8**	**C**

TABLE 5.9-19. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION B

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.34	7.9	A	0.68	11.9	B	0.44	8.7	A	0.70	12.3	B
	WB-T	0.33	7.9	A	0.60	10.5	B	0.35	8.0	A	0.72	12.6	B
	SB-L	0.68	38.1	D	0.18	29.7	C	0.88	53.9	D	0.19	29.8	C
	SB-R	0.32	31.0	C	0.12	29.2	C	0.32	31.0	C	0.12	29.2	C
	Intersection		**14.0**	**B**		**12.0**	**B**		**17.1**	**B**		**13.1**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.09	15.0	B	0.50	15.4	B	0.10	15.4	B	0.50	15.4	B
	EB-T	0.67	21.0	C	0.34	9.1	A	0.92	33.4	C	0.36	9.2	A
	WB-TR	0.51	25.1	C	1.39	>150	F	0.56	26.0	C	>1.50	>150	F
	NB-LT	1.00	68.7	E	0.52	24.9	C	1.00	68.7	E	0.69	29.4	C
	NB-R	1.22	145.2	F	0.36	23.2	C	>1.50	>150	F	0.38	23.3	C
	Intersection		**59.3**	**E**		**123.8**	**F**		**93.1**	**F**		**>150**	**F**
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.14	134.3	F	1.28	>150	F	1.17	145.7	F	1.47	>150	F
	EB-R	0.22	19.7	B	0.50	36.3	D	0.22	19.8	B	0.67	41.5	D
	WB-LTR	0.41	34.8	C	1.44	>150	F	0.43	35.0	D	>1.50	>150	F
	NB-L	0.30	48.6	D	0.06	10.9	B	0.70	59.8	E	0.07	11.0	B
	NB-TR	0.26	20.1	C	0.62	25.3	C	0.26	20.1	C	0.62	25.3	C
	SB-L	1.10	141.5	F	0.13	11.7	B	1.10	141.5	F	0.13	11.7	B
	SB-T	0.70	27.3	C	0.59	24.7	C	0.70	27.3	C	0.59	24.7	C
	Intersection		**54.9**	**D**		**78.8**	**E**		**57.0**	**E**		**113.1**	**F**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.41	7.7	A	0.72	16.6	B	0.41	7.7	A	0.72	16.6	B
	WB-L	0.36	5.9	A	0.22	11.2	B	0.53	7.7	A	0.24	11.3	B
	WB-T	0.24	3.2	A	0.58	7.9	A	0.24	3.2	A	0.58	7.9	A
	NB-L	0.27	47.4	D	>1.50	>150	F	0.56	52.0	D	3.01	>150	F
	Intersection		**7.9**	**A**		**90.9**	**F**		**10.4**	**B**		**>150**	**F**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.79	10.1	B	0.58	6.1	A	0.86	13.6	B	0.58	6.1	A
	WB-LTR	0.26	4.1	A	0.48	5.1	A	0.26	4.1	A	0.55	5.7	A
	NB-LTR	0.02	21.0	C	0.08	21.2	C	0.02	21.0	C	0.08	21.2	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C	0.04	21.1	C	0.03	21.0	C
	Intersection		**8.8**	**A**		**5.9**	**A**		**11.5**	**B**		**6.2**	**A**

TABLE 5.9-19. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION B

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.7	B	0.20	9.7	A	0.12	10.8	B	0.20	9.9	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.1	B	0.01	10.6	B	0.03	13.2	B
	EB-LR	0.07	21.8	C	0.05	30.5	D	0.08	23.0	C	0.06	31.7	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.1	B	0.01	9.8	A	0.02	11.3	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.6	B	0.03	9.3	A	0.02	10.8	B
	EB-LTR	0.03	37.1	E	0.14	24.9	C	0.03	40.6	E	0.14	25.8	D
	WB-LTR	0.04	17.2	C	0.07	16.1	C	0.04	18.1	C	0.08	16.6	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.5	B	0.00	8.9	A	0.00	10.7	B
	WB-LR	0.03	22.2	C	0.15	35.5	E	0.03	23.5	C	0.16	37.7	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.1	B	0.01	10.9	B	0.03	13.4	C	0.01	11.0	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.09	10.1	B	0.16	10.5	B	0.10	10.3	B	0.16	10.5	B
	SB-LT	0.01	9.0	A	0.01	9.5	A	0.02	9.4	A	0.01	9.6	A
	EB-L	0.02	35.5	E	0.01	52.4	F	0.02	41.0	E	0.01	53.0	F
	EB-T	0.02	42.9	E	0.09	88.6	F	0.03	52.4	F	0.09	90.6	F
	WB-LT	0.12	39.2	E	0.12	61.1	F	0.15	50.5	F	0.13	63.9	F
	WB-TR	0.01	11.0	B	0.03	17.7	C	0.01	11.6	B	0.03	18.0	C
Dana Road & Walker Road	NB-LR	0.16	11.3	B	0.09	11.3	B	0.25	12.4	B	0.14	11.9	B
	WB-LT	0.00	8.5	A	0.01	7.8	A	0.00	8.7	A	0.01	7.9	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	0.90	118.9	F	>1.50	>150	F	1.10	>150	F	>1.50	>150	F
	NB-R	0.22	17.7	C	0.28	15.8	C	0.26	20.4	C	0.28	15.8	C
	WB-L	0.16	11.9	B	0.28	12.1	B	0.19	12.8	B	0.43	14.0	B
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.06	27.4	D	0.06	28.7	D	0.07	30.5	D	0.08	37.4	E
	NB-TR	0.26	17.1	C	0.17	14.3	B	0.63	32.1	D	0.19	14.5	B
	EB-L	0.21	10.1	B	0.20	11.5	B	0.21	10.2	B	0.24	13.5	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.23	8.4	A	0.44	11.1	B	0.24	8.4	A	0.57	12.8	B
	WB-LR	0.65	19.1	C	1.47	>150	F	0.81	27.3	D	>1.50	>150	F

TABLE 5.9-19. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION B

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.48	36.2	E	1.41	>150	F	0.58	50.3	F	>1.50	>150	F
	SB-R	0.22	13.2	B	0.47	19.9	C	0.26	15.3	C	0.47	20.1	C
	EB-LT	0.08	8.8	A	0.24	10.7	B	0.08	9.3	A	0.24	10.8	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.10	33.3	D	0.45	104.1	F	0.24	84.1	F	1.04	>150	F
	NB-R	0.02	19.2	C	0.52	19.7	C	0.04	36.0	E	0.56	22.1	C
	WB-LT	0.01	11.8	B	0.12	9.3	A	0.01	16.3	C	0.13	9.5	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.08	18.7	C	0.12	33.3	D	0.09	21.0	C	0.14	39.2	E
	SB-LTR	0.01	10.3	B	0.08	18.8	C	0.01	10.3	B	0.09	21.4	C
	EB-LTR	0.01	8.1	A	0.01	8.9	A	0.01	8.1	A	0.01	9.2	A
	WB-LTR	0.02	10.5	B	0.01	9.2	A	0.02	11.0	B	0.01	9.2	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

Option C.

Applying the potential significant adverse traffic impact criteria described in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, Potential Construction Impacts, it was found that traffic from the construction of the Cat/Del UV Facility would be anticipated to result in potential significant adverse traffic impacts at seven (7) signalized and seven (7) unsignalized intersections with a total of 29 potential significant adverse traffic impacts, 14 during the AM peak hour, and 15 during the PM peak hour. These intersections are described below. Possible mitigation measures for these impacts are described in Section 9.1, Mitigation of Potential Impacts.

At the Route 100C and Bradhurst Avenue intersection, the eastbound through movement would experience delays of more than 150 seconds (LOS F) during the AM peak hour. The westbound through/right movement would experience an increase of delay from 121.7 seconds (LOS F) to more than 150 seconds (LOS F) in the PM peak hour. The overall intersection would experience an increase in delay from 78.1 seconds (LOS E) to 147.5 seconds (LOS F) in the AM peak hour. The overall intersection would experience an increase in delay from 89.7 seconds (LOS F) to 137.0 seconds (LOS F) in the PM peak hour.

At the intersection of Saw Mill River Road (Rt. 9A) and Tarrytown White Plains Road (Rt. 119), the eastbound left movement would experience an increase in delay from 84.7 seconds (LOS F) to 113.5 seconds (LOS F) in the AM peak hour. The same movement would experience an increase in delay from 79.6 seconds (LOS E) to 83.2 seconds (LOS F) in the PM peak hour.

At the Saw Mill River Road and Saw Mill River Parkway SB Off Ramp intersection, the eastbound left-through movement would experience an increase in delay from 75.5 seconds (LOS E) to 86.1 seconds (LOS F) in the PM peak hour.

At the Route 100C and Clearbrook Road/Walker Road intersection, the overall intersection would experience an increase in delay from 98.3 seconds (LOS F) to 101.5 seconds (LOS F) in the PM peak hour.

At the Route 100C and Sprain Brook Parkway Northbound Ramp intersection, the overall intersection would experience an increase in delay from 60.4 seconds (LOS E) to 93.0 seconds (LOS F) in the AM peak hour and an increase from 69.0 (LOS F) to 116.2 seconds (LOS F) in the PM peak hour. The northbound right-turn movement would experience an increase in delay from 105.8 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the AM peak hour. The northbound left/through movement would experience an increase in delay from 109.1 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the AM peak hour. The westbound through/right-turn movement would experience an increase in delay from 116.9 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the PM peak hour.

At the intersection of Virginia Road and Bronx River Parkway Westbound, the overall intersection would experience and increase in delay from 70.8 seconds (LOS E) to 87.5 seconds (LOS F) in the PM peak hour. The eastbound left/through movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. The eastbound left/through movement

would experience an increase in delay from 136.9 seconds (LOS F) to 148.9 seconds (LOS F) in the AM peak hour. The westbound approach would continue to experience delays of more than 150 seconds in the PM peak hour.

At the intersection of Route 100C and WCC East Gate, the northbound left-turn movement would experience an increase in delay from 104.1 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the PM peak hour. The overall intersection would experience an increase of delay from 31.4 seconds (LOS C) to 132.3 seconds (LOS F) in the PM peak hour.

At the intersection of Saw Mill River Road and Ramada Inn/Broadway Plaza, the eastbound through movement would experience an increase in delay from 44.6 seconds (LOS E) to 58.7 seconds (LOS F) in the AM peak hour and from 84.9 seconds (LOS F) to 90.6 seconds (LOS F) in the PM peak hour. The westbound left-through movement would experience an increase in delay from 41.3 seconds (LOS E) to 57.7 seconds (LOS F) in the AM peak hour and from 60.3 seconds (LOS E) to 63.9 seconds (LOS F) in the PM peak hour.

At the intersection of Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps, the northbound left-turn movement would experience delays of more than 150 seconds (LOS F) in the AM and PM peak hours.

At the Route 100C and Saw Mill River Road NB Ramps intersection, the northbound left/through movement would experience an increase in delay from 33.5 seconds (LOS D) to 64.4 seconds (LOS F) in the AM peak hour and from 30.9 seconds (LOS D) to 45.0 seconds (LOS E) in the PM peak hour.

At the intersection of Route 100C and Virginia Road, the westbound left-right turn movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.

At the Route 100C and Legion Drive intersection, the southbound left turn movement would experience delays of more than 150 seconds in the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.

At the Route 100C and WCC West Gate intersection, the northbound left-turn movement would experience an increase in delay from 25.9 seconds (LOS D) to 38.9 seconds (LOS E) in the AM peak hour and from 71.3 seconds (LOS F) to 136.4 seconds in the PM peak hour.

At the intersection of Old Saw Mill River Road and Landmark East Driveway, the southbound approaches would experience delays of more than 150 seconds (LOS F) for the AM and PM peak hour.

TABLE 5.9-20. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION C

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C	0.02	31.6	C	0.04	33.6	C
	NB-L	0.19	14.2	B	0.81	31.5	C	0.20	14.3	B	0.81	31.6	C
	NB-TR	0.32	14.9	B	0.57	15.7	B	0.34	15.0	B	0.61	16.2	B
	SB-L	0.05	13.0	B	0.13	21.5	C	0.05	13.0	B	0.14	21.6	C
	SB-TR	0.56	17.4	B	0.99	56.0	E	0.60	17.9	B	1.00	58.5	E
	Intersection		**19.6**	**B**		**34.3**	**C**		**19.7**	**B**		**35.1**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.75	39.9	D	>1.50	>150	F	0.82	48.0	D	>1.50	>150	F
	EB - T	1.25	>150	F	0.61	22.9	C	>1.50	>150	F	0.65	23.9	C
	EB - R	0.36	16.4	B	0.28	12.2	B	0.36	16.5	B	0.29	12.3	B
	WB-L	0.68	56.6	E	0.24	18.2	B	0.68	56.6	E	0.28	18.7	B
	WB-TR	0.45	26.2	C	1.18	121.7	F	0.50	26.9	C	1.48	>150	F
	NB - L	0.24	23.5	C	0.88	61.6	E	0.26	23.8	C	0.90	64.9	E
	NB - TR	0.34	26.0	C	0.20	16.3	B	0.35	26.1	C	0.20	16.3	B
	SB - L	0.51	40.2	D	0.30	25.1	C	0.51	40.5	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F	0.68	49.7	D	1.12	109.2	F
	Intersection		**78.1**	**E**		**89.7**	**F**		**147.5**	**F**		**137.0**	**F**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.5	C	0.45	27.6	C	0.25	25.5	C	0.45	27.6	C
	NB-L	0.51	9.9	A	0.96	55.0	D	0.51	10.0	A	0.97	58.2	E
	NB-T	0.51	10.4	B	0.52	10.5	B	0.53	10.6	B	0.53	10.6	B
	SB-T	0.31	13.5	B	0.45	14.9	B	0.31	13.5	B	0.46	15.0	B
	SB-R	0.13	12.1	B	0.23	12.9	B	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.4**	**B**		**27.1**	**C**		**14.5**	**B**		**27.7**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.68	32.8	C	0.48	24.5	C	0.68	32.9	C	0.48	24.5	C
	EB-TR	0.01	23.6	C	0.00	20.0	C	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C	0.58	30.0	C	0.77	34.2	C
	NB-T	0.50	15.4	B	0.87	32.1	C	0.51	15.5	B	0.87	32.4	C
	NB-R	0.52	15.9	B	0.62	20.9	C	0.52	15.9	B	0.62	20.9	C
	SB-L	0.40	9.9	A	0.80	30.5	C	0.40	10.0	A	0.81	31.3	C
	SB-T	0.29	8.4	A	0.65	15.6	B	0.30	8.5	A	0.66	15.8	B
	Intersection		**18.6**	**B**		**25.8**	**C**		**18.6**	**B**		**26.0**	**C**

TABLE 5.9-20. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION C

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	65.3	E	0.51	28.3	C	0.97	65.9	E
	NB-LT	0.41	10.2	B	0.60	12.6	B	0.41	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.44	17.4	B	0.20	15.3	B	0.44	17.4	B
	SB-R	0.20	15.4	B	0.44	18.1	B	0.20	15.4	B	0.48	18.2	B
	Intersection		**15.5**	**B**		**25.3**	**C**		**15.5**	**B**		**25.4**	**C**
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.6	C	0.79	38.6	D	0.73	35.1	D	0.79	38.7	D
	EB – R	0.16	24.8	C	0.35	26.5	C	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.2	C	0.41	20.3	C	0.41	20.2	C	0.41	20.3	C
	SB-L	0.31	12.0	B	0.47	14.7	B	0.32	12.1	B	0.48	14.8	B
	SB-T	0.28	9.2	A	0.54	11.8	B	0.28	9.2	A	0.55	11.9	B
	Intersection		**20.6**	**C**		**21.1**	**C**		**20.8**	**C**		**21.2**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D	1.09	97.9	F	0.74	38.2	D
	WB-R	0.54	28.3	C	0.43	20.5	C	0.62	29.9	C	0.44	20.6	C
	NB-LTR	0.39	9.1	A	0.72	23.8	C	0.43	9.4	A	0.76	25.7	C
	SB-TR	0.49	9.9	A	0.89	25.6	C	0.51	10.2	B	0.96	33.6	C
	Intersection		**33.6**	**C**		**26.0**	**C**		**33.0**	**C**		**30.4**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.33	12.5	B	0.89	35.5	D	0.36	12.8	B	0.90	36.4	D
	SB-L	0.52	2.3	A	0.77	25.1	C	0.55	3.6	A	0.82	28.3	C
	SB-LT	0.16	0.2	A	0.55	0.5	A	0.17	0.2	A	0.58	0.6	A
	Intersection		**5.4**	**A**		**18.0**	**B**		**6.0**	**A**		**18.7**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.03	84.7	F	1.01	79.6	E	1.12	113.5	F	1.02	83.2	F
	EB-TR	0.38	14.5	B	0.46	20.2	C	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.31	23.6	C	0.88	48.8	D	0.31	23.6	C	0.89	49.3	D
	NB-L	0.39	34.3	C	0.32	25.3	C	0.39	34.4	C	0.34	25.8	C
	NB-TR	0.66	42.0	D	0.83	41.6	D	0.72	44.9	D	0.83	42.1	D
	SB-L	0.26	35.0	C	0.56	35.7	D	0.29	36.6	D	0.57	36.4	D
	SB-T	0.43	35.1	D	0.29	23.2	C	0.44	35.3	D	0.34	23.8	C
	SB-R	0.23	22.1	C	0.41	11.1	B	0.24	22.2	C	0.43	11.3	B
	Intersection		**35.7**	**D**		**35.4**	**D**		**42.3**	**D**		**35.8**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.31	32.4	C	0.81	56.6	E	0.31	32.4	C	0.81	56.6	E
	W-R	0.01	18.7	B	0.07	22.9	C	0.01	18.7	B	0.07	22.9	C
	NB – LTR	0.71	23.2	C	0.70	19.8	B	0.81	27.0	C	0.71	20.1	C
	SB – LTR	0.72	15.8	B	0.78	15.3	B	0.78	18.3	B	0.86	19.4	B
	Intersection		**20.1**	**C**		**20.9**	**C**		**23.3**	**C**		**22.8**	**C**

TABLE 5.9-20. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION C

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.29	27.5	C	0.07	25.5	C	0.29	27.6	C
	EB-R	0.08	25.6	C	0.24	26.9	C	0.08	25.6	C	0.24	26.9	C
	WB-L	0.19	26.5	C	0.50	29.8	C	0.28	27.3	C	0.55	31.1	C
	WB-TR	0.10	25.7	C	0.41	28.5	C	0.15	26.1	C	0.42	28.7	C
	NB-L	0.12	30.5	C	0.39	32.7	C	0.12	30.5	C	0.39	32.7	C
	NB-TR	0.65	25.5	C	0.87	34.4	C	0.67	26.0	C	0.92	39.3	D
	SB-L	0.43	33.1	C	0.16	30.8	C	0.51	34.1	C	0.19	31.0	C
	SB-TR	0.60	24.3	C	0.74	27.7	C	0.62	24.6	C	0.74	27.8	C
	Intersection		**25.8**	**C**		**30.9**	**C**		**26.3**	**C**		**33.1**	**C**
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.90	31.7	C	1.05	75.5	E	0.90	31.7	C	1.08	86.1	F
	WB-TR	0.23	4.7	A	0.47	9.6	A	0.23	4.7	A	0.53	10.2	B
	SB-L	0.72	39.0	D	0.29	23.1	C	0.72	39.0	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C	0.16	28.2	C	0.21	22.6	C
	Intersection		**23.3**	**C**		**35.0**	**C**		**23.3**	**C**		**37.2**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.49	17.5	B	0.41	13.3	B	0.50	17.7	B	0.41	13.3	B
	WB-T	0.20	7.7	A	0.31	4.3	A	0.20	7.8	A	0.36	4.5	A
	NB-LR	0.51	25.6	C	0.46	31.5	C	0.62	28.3	C	0.46	31.5	C
	NB-R	0.48	25.2	C	0.42	31.2	C	0.60	27.7	C	0.43	31.4	C
	Intersection		**17.1**	**B**		**11.7**	**B**		**18.5**	**B**		**11.4**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.03	2.7	A	0.05	9.4	A	0.08	2.9	A	0.07	9.7	A
	EB-TR	0.42	4.0	A	0.83	21.9	D	0.50	4.4	A	0.99	43.7	D
	WB-L	0.42	4.3	A	>1.50	>150	F	0.50	5.1	A	>1.50	>150	F
	WB-TR	0.48	4.3	A	0.79	19.8	C	0.63	5.8	A	0.92	30.5	C
	NB-LT	0.22	33.7	C	0.19	20.0	B	0.23	33.9	C	0.20	20.0	B
	SB-LT	0.31	34.8	C	0.25	20.5	C	0.44	36.4	D	0.29	20.9	C
	SB-R	0.00	32.2	C	0.02	18.6	B	0.00	32.2	C	0.04	18.7	B
	Intersection		**5.7**	**A**		**98.3**	**F**		**6.6**	**A**		**101.5**	**F**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.32	9.2	A	0.36	15.4	B	0.38	13.5	B	0.37	17.6	B
	EB-TR	0.31	5.4	A	0.63	13.4	B	0.37	5.8	A	0.72	15.4	B
	WB-L	0.00	9.3	A	0.01	12.6	B	0.00	9.3	A	0.01	12.6	B
	WB-TR	0.65	15.4	B	0.78	23.0	C	0.76	18.2	B	0.86	27.0	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B	0.08	21.2	C	0.11	17.2	B
	Intersection		**13.4**	**B**		**20.5**	**C**		**14.9**	**B**		**22.8**	**C**

TABLE 5.9-20. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION C

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.31	7.7	A	0.73	13.0	B	0.36	8.1	A	0.83	16.0	B
	WB-T	0.36	8.1	A	0.57	10.0	B	0.41	8.5	A	0.63	10.9	B
	SB-L	0.61	35.8	D	0.18	29.6	C	0.71	39.7	D	0.18	29.7	C
	SB-R	0.42	32.2	C	0.13	29.2	C	0.57	34.8	C	0.14	29.3	C
	Intersection		**13.8**	**B**		**12.4**	**B**		**15.1**	**B**		**14.4**	**B**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.10	15.1	B	0.62	18.5	B	0.12	15.3	B	0.80	32.8	C
	EB-T	0.58	19.4	B	0.34	9.1	A	0.72	22.2	C	0.35	9.2	A
	WB-TR	0.52	25.3	C	1.19	116.9	F	0.53	25.6	C	1.38	>150	F
	NB-LT	1.13	109.1	F	0.70	29.6	C	1.32	>150	F	0.71	30.0	C
	NB-R	1.12	105.8	F	0.36	23.1	C	1.27	>150	F	0.37	23.2	C
	Intersection		**60.4**	**E**		**69.0**	**E**		**93.0**	**F**		**116.2**	**F**
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.14	136.9	F	1.22	>150	F	1.17	148.9	F	1.32	>150	F
	EB-R	0.21	19.7	B	0.45	35.4	D	0.22	19.7	B	0.53	36.9	D
	WB-LTR	0.26	32.8	C	1.36	>150	F	0.44	35.2	D	>1.50	>150	F
	NB-L	0.36	49.2	D	0.06	10.9	B	0.36	49.2	D	0.06	11.0	B
	NB-TR	0.26	20.1	C	0.62	25.3	C	0.26	20.1	C	0.62	25.3	C
	SB-L	1.10	141.5	F	0.13	11.7	B	1.10	141.5	F	0.13	11.7	B
	SB-T	0.70	27.3	C	0.59	24.7	C	0.70	27.3	C	0.59	24.7	C
	Intersection		**55.7**	**E**		**70.8**	**E**		**57.0**	**E**		**87.5**	**F**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.41	7.7	A	0.72	16.8	B	0.41	7.7	A	0.73	17.0	B
	WB-L	0.31	5.5	A	0.22	11.2	B	0.39	6.1	A	0.23	11.3	B
	WB-T	0.24	3.2	A	0.58	7.9	A	0.24	3.2	A	0.58	7.9	A
	NB-L	0.16	46.5	D	1.09	104.1	F	0.31	47.8	D	>1.50	>150	F
	Intersection		**7.0**	**A**		**31.4**	**C**		**8.2**	**A**		**132.3**	**F**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.76	9.3	A	0.58	6.0	A	0.81	10.8	B	0.58	6.0	A
	WB-LTR	0.26	4.1	A	0.43	4.9	A	0.26	4.1	A	0.43	4.9	A
	NB-LTR	0.03	21.0	C	0.25	22.3	C	0.04	21.1	C	0.50	24.5	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C	0.04	21.1	C	0.03	21.0	C
	Intersection		**8.2**	**A**		**6.3**	**A**		**9.4**	**A**		**7.1**	**A**

TABLE 5.9-20. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION C

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.7	B	0.20	9.7	A	0.12	10.8	B	0.20	9.9	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.1	B	0.01	10.6	B	0.03	13.2	B
	EB-LR	0.07	21.8	C	0.05	30.7	D	0.08	23.0	C	0.06	31.9	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.1	B	0.01	9.8	A	0.02	11.3	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.6	B	0.03	9.3	A	0.02	10.9	B
	EB-LTR	0.03	37.1	E	0.14	24.9	C	0.03	40.6	E	0.14	25.9	D
	WB-LTR	0.04	17.2	C	0.07	16.1	C	0.04	18.1	C	0.08	16.7	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.5	B	0.00	8.9	A	0.00	10.8	B
	WB-LR	0.03	22.2	C	0.15	35.5	E	0.03	23.5	C	0.16	38.3	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.3	B	0.01	11.0	B	0.03	13.5	B	0.01	11.1	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.12	10.3	B	0.16	10.4	B	0.15	10.6	B	0.16	10.5	B
	SB-LT	0.01	8.9	A	0.01	9.5	A	0.02	9.3	A	0.01	9.6	A
	EB-L	0.02	37.4	E	0.01	51.2	F	0.02	47.4	E	0.01	53.0	F
	EB-T	0.02	44.6	E	0.08	84.9	F	0.03	58.7	F	0.09	90.6	F
	WB-LT	0.12	41.3	E	0.12	60.3	F	0.17	57.7	F	0.13	63.9	F
	WB-TR	0.01	10.9	B	0.03	17.5	C	0.01	11.4	B	0.03	18.0	C
Dana Road & Walker Road	NB-LR	0.16	11.3	B	0.09	11.3	B	0.25	12.2	B	0.14	11.9	B
	WB-LT	0.00	8.4	A	0.01	7.8	A	0.00	8.6	A	0.01	7.9	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	1.17	>150	F	>1.50	>150	F	>1.50	>150	F	>1.50	>150	F
	NB-R	0.22	17.4	C	0.33	18.7	C	0.24	19.1	C	0.44	26.2	D
	WB-L	0.15	11.7	B	0.26	13.1	B	0.17	12.3	B	0.45	18.7	C
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.19	33.5	D	0.07	30.9	D	0.51	64.4	F	0.11	45.0	E
	NB-TR	0.16	15.4	C	0.20	16.1	C	0.34	19.6	C	0.25	19.9	C
	EB-L	0.23	10.9	B	0.21	11.2	B	0.28	12.4	B	0.27	12.7	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.23	8.4	A	0.41	10.7	B	0.24	8.4	A	0.47	11.4	B
	WB-LR	0.60	17.8	C	1.35	>150	F	0.69	20.6	C	>1.50	>150	F

TABLE 5.9-20. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION C

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.45	33.2	D	1.35	>150	F	0.50	39.1	E	1.46	>150	F
	SB-R	0.21	12.7	B	0.47	19.8	C	0.23	13.7	B	0.47	19.9	C
	EB-LT	0.07	8.7	A	0.24	10.7	B	0.08	8.9	A	0.24	10.8	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.08	25.9	D	0.35	71.3	F	0.12	38.9	E	0.54	136.4	F
	NB-R	0.02	16.1	C	0.51	19.2	C	0.02	21.2	C	0.53	20.5	C
	WB-LT	0.00	10.8	B	0.12	9.2	A	0.01	12.4	B	0.13	9.3	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.10	17.9	C	0.30	20.7	C	0.14	18.5	C	0.59	28.0	D
	SB-LTR	0.10	40.3	E	0.92	137.1	F	0.55	>150	F	>1.50	>150	F
	EB-LTR	0.02	8.3	A	0.01	8.7	A	0.02	8.6	A	0.01	8.7	A
	WB-LTR	0.12	10.8	B	0.02	9.2	A	0.28	12.1	B	0.03	9.3	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

--- HCS results not provided for given lane group

Option D.

Applying the potential significant adverse traffic impact criteria described in Section 4.9, Data Collection and Impact Methodologies, Traffic and Transportation, Potential Construction Impacts, it was found that traffic from the construction of the Cat/Del UV Facility would be anticipated to result in potential significant adverse traffic impacts at seven (7) signalized intersections and six (6) unsignalized intersections with a total of 27 potential significant adverse traffic impacts, 10 during the AM peak hour, and 17 during the PM peak hour. These intersections are described below. Possible mitigation measures for these impacts are described in Section 9.1, Mitigation of Potential Impacts.At the Saw Mill River Road and Tarrytown White Plains Road intersection, the eastbound left movement would experience an increase in delay from 84.7 seconds (LOS F) to 113.5 seconds (LOS F) in the AM Peak hour. The same movement would experience an increase in delay from 79.6 seconds (LOS E) to 83.3 seconds (LOS F) in the PM peak hour.

At the intersection of Saw Mill River Road (Rt. 9A) and Dana Road, the westbound left-turn movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. The eastbound left-through movement would experience an increase in delay from 27.5 seconds (LOS C) to 81.2 seconds (LOS F) in the PM peak hour. The overall intersection would experience and increase in delay from 31.0 seconds (LOS C) to 53.0 seconds (LOS D) in the PM peak hour.

At the intersection of Saw Mill River Road and Saw Mill River Parkway SB Off Ramp, the eastbound left-through approach would experience an increase in delay from 75.6 seconds (LOS E) to 86.2 seconds (LOS F) in the PM peak hour.

At the intersection of Route 100C and Clearbrook Road/Walker Road in the PM peak hour, the eastbound through/right movement would experience an increase in delay from 31.6 seconds per vehicle (LOS C) to 55.4 seconds (LOS E). In the PM peak hour, the overall intersection would experience an increase in delay from 100.8 seconds (LOS F) to 108.6 seconds (LOS F).

At the Route 100C and Sprain Brook Parkway Southbound Ramp intersection, the southbound right turn movement would experience an increase in delay from 33.5 seconds (LOS C) to 48.4 seconds (LOS D) in the AM peak hour.

At the Route 100C and Sprain Brook Parkway Northbound Ramp intersection, the overall intersection would experience an increase in delay from 70.9 seconds (LOS E) to 132.9 seconds (LOS F) in the AM peak hour and an increase from 43.5 (LOS D) to 53.2 (LOS D) in the PM peak hour. The northbound left/through movement would continue to experience delays of more than 150 seconds (LOS F) in the AM peak hour. The eastbound left movement would experience an increase in delay from 26.5 (LOS C) to 104.4 seconds (LOS F) in the PM peak hour.

At the Virginia Road and Bronx River Parkway Westbound intersection, the eastbound left/through movement would experience an increase in delay from 126.9 seconds (LOS F) to 130.6 seconds (LOS F) in the AM peak hour and from 142.8 seconds (LOS F) to 144.9 seconds

(LOS F) in the PM peak hour. The westbound movement would continue to experience delays of more than 150 seconds (LOS F) in the PM peak hour.

At the intersection of Saw Mill River Road and Ramada Inn/Broadway Plaza, the eastbound left-turn movement would experience an increase in delay from 39.6 seconds (LOS E) to 48.4 seconds (LOS F) in the AM peak hour and from 51.2 seconds (LOS F) to 60.4 seconds (LOS F) in the PM peak hour. The eastbound through movement would experience an increase in delay from 46.4 seconds (LOS E) to 60.4 seconds (LOS F) in the AM peak hour and from 84.9 seconds (LOS F) to 102.1 seconds (LOS F) in the PM peak hour. The westbound left-through movement would experience an increase in delay from 42.8 seconds (LOS E) to 59.3 seconds (LOS F) in the AM peak hour and from 60.3 seconds (LOS E) to 69.1 seconds (LOS F) in the PM peak hour.

At the intersection of Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps, the northbound left-turn movement would experience delays of more than 150 seconds (LOS F) in the AM and PM peak hours.

At the Route 100C and Saw Mill River Road NB Ramps intersection, the northbound left/through movement would experience an increase in delay from 44.8 seconds (LOS E) to more than 150 seconds (LOS F) in the AM peak hour. While there is no impact identified during the PM peak hour, it was counted as one due to analysis conducted in the mitigations section.

At the intersection of Route 100C and Virginia Road, the westbound left-right turn movement would experience delays of more than 150 seconds (LOS F) in the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.

At the Route 100C and Legion Drive intersection, the southbound left turn movement would experience delays of more than 150 seconds in the PM peak hour. While there is no impact identified during the AM peak hour, it was counted as one due to analysis conducted in the mitigations section.

At the intersection of Old Saw Mill River Road and Landmark East Driveway, the southbound approaches would experience an increase in delay from 106.9 seconds (LOS F) to delays of more than 150 seconds (LOS F) in the AM peak hour. The southbound approaches would experience delays of more than 150 seconds (LOS F) in the PM peak hour. The northbound approaches would experience an increase in delay from 24.4 seconds (LOS C) to 35.9 seconds (LOS E) in the PM peak hour.

TABLE 5.9-21. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION D

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Road (Rt. 9A) (N-S) at Saw Mill River Pkwy Ramps to Exec Park	EB – L	0.64	31.6	C	0.52	29.3	C	0.64	31.6	C	0.52	29.3	C
	EB – LTR	0.14	25.0	C	0.14	25.8	C	0.14	25.0	C	0.14	25.8	C
	WB – L	0.14	32.4	C	0.14	34.1	C	0.14	32.4	C	0.14	34.1	C
	WB – LT	0.10	32.1	C	0.09	33.8	C	0.10	32.1	C	0.09	33.8	C
	WB - R	0.02	31.6	C	0.04	33.6	C	0.02	31.6	C	0.04	33.6	C
	NB-L	0.19	14.2	B	0.81	31.5	C	0.20	14.3	B	0.81	31.6	C
	NB-TR	0.32	14.9	B	0.58	15.8	B	0.34	15.0	B	0.61	16.3	B
	SB-L	0.05	13.0	B	0.13	21.5	C	0.05	13.0	B	0.14	21.6	C
	SB-TR	0.56	17.4	B	0.99	56.0	E	0.60	17.9	B	1.00	58.5	E
	Intersection		**19.6**	**B**		**34.3**	**C**		**19.7**	**B**		**35.1**	**D**
Grasslands Road (Route 100C) (E-W) at Bradhurst Avenue	EB - L	0.72	37.6	D	>1.50	>150	F	0.75	39.9	D	>1.50	>150	F
	EB - T	1.03	75.1	E	0.60	22.6	C	1.03	75.5	E	0.61	22.9	C
	EB - R	0.36	16.4	B	0.28	12.2	B	0.36	16.5	B	0.30	12.3	B
	WB-L	0.68	56.6	E	0.22	18.0	B	0.68	56.6	E	0.23	18.1	B
	WB-TR	0.44	26.0	C	0.98	55.5	E	0.45	26.2	C	0.98	55.9	E
	NB - L	0.24	23.6	C	0.88	61.6	E	0.26	23.9	C	0.90	64.9	E
	NB - TR	0.34	25.9	C	0.20	16.3	B	0.34	25.9	C	0.20	16.3	B
	SB - L	0.50	40.1	D	0.30	25.1	C	0.50	40.1	D	0.30	25.1	C
	SB - TR	0.68	49.7	D	1.12	109.2	F	0.68	49.7	D	1.12	109.2	F
	Intersection		**45.1**	**D**		**70.0**	**E**		**45.3**	**D**		**70.0**	**E**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) WB ramps	WB-LT	0.46	27.6	C	0.79	39.0	D	0.46	27.6	C	0.79	39.0	D
	WB-R	0.24	25.4	C	0.45	27.6	C	0.24	25.5	C	0.45	27.6	C
	NB-L	0.51	9.9	A	0.96	55.0	D	0.51	10.0	A	0.97	58.2	E
	NB-T	0.51	10.4	B	0.52	10.5	B	0.53	10.6	B	0.53	10.6	B
	SB-T	0.31	13.5	B	0.45	14.9	B	0.31	13.5	B	0.46	15.0	B
	SB-R	0.13	12.1	B	0.23	12.9	B	0.14	12.2	B	0.23	12.9	B
	Intersection		**14.4**	**B**		**27.1**	**C**		**14.5**	**B**		**27.7**	**C**
Knollwood Road (E-W) at Cross Westchester Expwy (I-287) EB ramps	EB-L	0.68	32.8	C	0.48	24.5	C	0.68	32.9	C	0.48	24.5	C
	EB-TR	0.01	23.6	C	0.00	20.0	C	0.01	23.6	C	0.00	20.0	C
	EB-R	0.58	30.0	C	0.77	34.2	C	0.58	30.0	C	0.77	34.2	C
	NB-T	0.50	15.4	B	0.87	32.1	C	0.51	15.5	B	0.87	32.4	C
	NB-R	0.52	15.9	B	0.62	20.9	C	0.52	15.9	B	0.62	20.9	C
	SB-L	0.40	9.9	A	0.80	30.5	C	0.40	10.0	A	0.81	31.3	C
	SB-T	0.29	8.4	A	0.65	15.6	B	0.30	8.5	A	0.66	15.8	B
	Intersection		**18.6**	**B**		**25.8**	**C**		**18.6**	**B**		**26.0**	**C**

TABLE 5.9-21. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION D

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Tarrytown/White Plains Rd. (E-W) WB Ramps at Knollwood Road (Rt. 100A)	WB-LT	0.14	24.6	C	0.35	26.4	C	0.14	24.6	C	0.35	26.4	C
	WB-R	0.51	28.3	C	0.96	64.8	E	0.51	28.3	C	0.96	65.3	E
	NB-LT	0.40	10.2	B	0.60	12.6	B	0.41	10.2	B	0.60	12.6	B
	SB-T	0.20	15.3	B	0.44	17.4	B	0.20	15.3	B	0.44	17.4	B
	SB-R	0.19	15.3	B	0.47	18.1	B	0.20	15.4	B	0.48	18.2	B
	Intersection		**15.5**	**B**		**25.2**	**C**		**15.5**	**B**		**25.3**	**C**
Knollwood Rd. (Rt 100A) at Tarrytown White Plains Rd. (Rt. 119) EB Ramps	EB – LT	0.71	34.6	C	0.79	38.6	D	0.73	35.1	D	0.79	38.7	D
	EB – R	0.16	24.8	C	0.35	26.5	C	0.16	24.8	C	0.35	26.5	C
	NB-TR	0.40	20.2	C	0.41	20.3	C	0.41	20.2	C	0.41	20.3	C
	SB-L	0.31	12.0	B	0.47	14.7	B	0.32	12.1	B	0.48	14.8	B
	SB-T	0.28	9.2	A	0.54	11.8	B	0.28	9.2	A	0.55	11.9	B
	Intersection		**20.6**	**C**		**21.1**	**C**		**20.8**	**C**		**21.2**	**C**
Saw Mill River Rd. (Rt 9A) at Cross Westchester Expwy (I-287) WB Ramps	WB-L	1.09	97.9	F	0.74	38.2	D	1.09	97.9	F	0.74	38.2	D
	WB-R	0.52	28.1	C	0.43	20.5	C	0.61	29.6	C	0.43	20.6	C
	NB-LTR	0.39	9.1	A	0.72	23.8	C	0.43	9.4	A	0.77	25.8	C
	SB-TR	0.49	9.9	A	0.89	25.8	C	0.51	10.2	B	0.96	34.4	C
	Intersection		**33.6**	**C**		**26.1**	**C**		**33.0**	**C**		**30.8**	**C**
Saw Mill River Road (Rt 9A) and Cross Westchester Exp (I-287) EB Ramps	NB-TR	0.33	12.5	B	0.89	35.5	D	0.36	12.8	B	0.90	36.4	D
	SB-L	0.52	2.3	A	0.77	25.2	C	0.55	3.6	A	0.82	28.7	C
	SB-LT	0.16	0.2	A	0.55	0.5	A	0.17	0.2	A	0.59	0.6	A
	Intersection		**5.4**	**A**		**18.0**	**B**		**6.0**	**A**		**18.8**	**B**
Saw Mill River Rd. (Rt. 9A) at Tarrytown White Plains Rd. (Rt. 119)	EB-L	1.03	84.7	F	1.01	79.6	E	1.12	113.5	F	1.02	83.3	F
	EB-TR	0.38	14.5	B	0.46	20.2	C	0.38	14.5	B	0.46	20.2	C
	WB-L	0.17	22.3	C	0.42	34.4	C	0.17	22.3	C	0.42	34.4	C
	WB-TR	0.31	23.6	C	0.89	49.1	D	0.31	23.6	C	0.89	49.7	D
	NB-L	0.39	34.3	C	0.32	25.3	C	0.39	34.4	C	0.34	25.8	C
	NB-TR	0.66	42.0	D	0.83	41.6	D	0.72	44.9	D	0.83	42.1	D
	SB-L	0.26	35.0	C	0.56	35.7	D	0.29	36.6	D	0.58	36.5	D
	SB-T	0.43	35.1	D	0.29	23.2	C	0.44	35.3	D	0.34	23.8	C
	SB-R	0.23	22.1	C	0.41	11.1	B	0.24	22.2	C	0.43	11.3	B
	Intersection		**35.7**	**D**		**35.4**	**D**		**42.3**	**D**		**35.9**	**D**
Saw Mill River Rd. (Rt. 9A) at Hunter Lane	EB – LTR	0.01	29.1	C	0.01	32.9	C	0.01	29.1	C	0.01	32.9	C
	WB – LT	0.31	32.4	C	0.81	56.6	E	0.31	32.4	C	0.81	56.6	E
	W-R	0.01	18.7	B	0.07	22.9	C	0.01	18.7	B	0.07	22.9	C
	NB – LTR	0.71	23.2	C	0.70	19.8	B	0.81	27.0	C	0.71	20.1	C
	SB – LTR	0.72	15.8	B	0.79	15.4	B	0.78	18.3	B	0.87	19.8	B
	Intersection		**20.1**	**C**		**20.9**	**C**		**23.3**	**C**		**23.0**	**C**

TABLE 5.9-21. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION D

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Saw Mill River Rd. (Rt. 9A) at Dana Rd.	EB-LT	0.07	25.5	C	0.29	27.5	C	0.15	26.1	C	0.99	81.2	F
	EB-R	0.08	25.6	C	0.24	26.9	C	0.11	25.8	C	0.61	32.2	C
	WB-L	0.19	26.5	C	0.50	29.8	C	0.29	27.4	C	1.50	>150	F
	WB-TR	0.10	25.7	C	0.41	28.5	C	0.74	38.3	D	0.48	29.3	C
	NB-L	0.12	30.5	C	0.39	32.7	C	0.56	35.3	D	0.41	32.9	C
	NB-TR	0.65	25.5	C	0.88	34.7	C	0.67	26.0	C	0.91	37.4	D
	SB-L	0.39	32.8	C	0.16	30.8	C	0.41	33.0	C	0.18	31.0	C
	SB-TR	0.61	24.5	C	0.74	27.7	C	0.65	25.2	C	0.74	27.8	C
	Intersection		**25.8**	**C**		**31.0**	**C**		**28.5**	**C**		**53.0**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy SB Off Ramp	EB-LT	0.88	29.4	C	1.05	75.6	E	0.90	31.7	C	1.09	86.2	F
	WB-TR	0.23	4.7	A	0.47	9.6	A	0.24	4.7	A	0.54	10.3	B
	SB-L	0.69	37.5	D	0.29	23.1	C	0.72	39.0	D	0.29	23.1	C
	SB-LR	0.16	28.2	C	0.21	22.6	C	0.16	28.2	C	0.21	22.6	C
	Intersection		**21.9**	**C**		**34.9**	**C**		**23.2**	**C**		**37.1**	**D**
Saw Mill River Rd. at Saw Mill River Pkwy NB Off Ramp	EB-T	0.49	17.5	B	0.41	13.3	B	0.50	17.7	B	0.41	13.3	B
	WB-T	0.20	7.7	A	0.32	4.3	A	0.20	7.8	A	0.36	4.6	A
	NB-LR	0.52	25.7	C	0.46	31.5	C	0.64	28.7	C	0.46	31.6	C
	NB-R	0.49	25.2	C	0.42	31.2	C	0.61	28.1	C	0.43	31.4	C
	Intersection		**17.2**	**B**		**11.7**	**B**		**18.7**	**B**		**11.6**	**B**
Grassland Rd. (Route 100 C) and Clearbrook Rd/Walker Road	EB-L	0.06	2.8	A	0.04	9.2	A	0.19	3.6	A	0.04	9.3	A
	EB-TR	0.38	3.8	A	0.93	31.6	C	0.38	3.8	A	1.03	55.4	E
	WB-L	0.38	4.1	A	>1.50	>150	F	0.38	4.1	A	>1.50	>150	F
	WB-TR	0.56	5.0	A	0.71	17.0	B	0.84	11.7	B	0.73	17.7	B
	NB-LT	0.21	33.7	C	0.19	19.9	B	0.22	33.7	C	0.30	21.1	C
	SB-LT	0.21	33.8	C	0.16	19.7	B	0.31	34.8	C	0.78	34.5	C
	SB-R	0.00	32.2	C	0.08	19.0	B	0.00	32.2	C	0.05	18.8	B
	Intersection		**5.6**	**A**		**100.8**	**F**		**9.4**	**A**		**108.6**	**F**
Grassland Rd. (Route 100 C) at Woods Drive/Taylor Road	EB-L	0.35	11.0	B	0.33	14.1	B	0.40	18.7	B	0.34	14.5	B
	EB-TR	0.27	5.3	A	0.68	14.3	B	0.28	5.3	A	0.84	19.4	B
	WB-L	0.00	9.3	A	0.01	12.6	B	0.00	9.3	A	0.01	12.7	B
	WB-TR	0.71	16.7	B	0.74	21.5	C	0.91	26.0	C	0.75	22.0	C
	NB-LTR	0.01	32.9	C	0.01	24.6	C	0.01	32.9	C	0.01	24.6	C
	SB-LT	0.55	39.2	D	0.79	41.6	D	0.55	39.2	D	0.79	41.6	D
	SB-R	0.08	21.2	C	0.11	17.2	B	0.08	21.2	C	0.11	17.2	B
	Intersection		**14.6**	**B**		**20.1**	**C**		**21.1**	**C**		**22.3**	**C**

TABLE 5.9-21. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION D

		2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
SIGNALIZED INTERSECTIONS	LANE GROUP	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grassland Rd. (Route 100C) at Sprain Brook Pkwy SB Ramps	EB-TR	0.28	7.5	A	0.78	14.3	B	0.29	7.6	A	0.95	26.0	C
	WB-T	0.38	8.3	A	0.53	9.6	A	0.48	9.0	A	0.54	9.7	A
	SB-L	0.55	34.0	C	0.17	29.6	C	0.55	34.0	C	0.17	29.6	C
	SB-R	0.52	33.5	C	0.14	29.3	C	0.82	48.4	D	0.16	29.4	C
	Intersection		**13.8**	**B**		**13.1**	**B**		**16.8**	**B**		**20.3**	**C**
Grassland Rd. (Route 100C) at Sprain Brook Pkwy NB Ramps	EB-L	0.11	14.9	B	0.74	26.5	C	0.14	15.2	B	1.11	104.4	F
	EB-T	0.50	18.0	B	0.33	9.0	A	0.51	18.1	B	0.34	9.1	A
	WB-TR	0.48	24.8	C	1.07	69.5	E	0.51	25.1	C	1.07	71.4	E
	NB-LT	1.26	>150	F	0.71	29.9	C	>1.50	>150	F	0.73	30.8	C
	NB-R	1.02	74.8	E	0.35	23.1	C	1.02	74.8	E	0.35	23.1	C
	Intersection		**70.9**	**E**		**43.5**	**D**		**132.9**	**F**		**53.2**	**D**
Virginia Road @ Bronx River Pkwy Westbound	EB-LT	1.12	126.9	F	1.16	142.8	F	1.13	130.6	F	1.17	144.9	F
	EB-R	0.21	19.6	B	0.39	34.6	C	0.21	19.6	B	0.40	34.7	C
	WB-LTR	0.38	34.4	C	1.27	>150	F	0.40	34.7	C	1.28	>150	F
	NB-L	0.06	46.4	D	0.06	10.9	B	0.06	46.4	D	0.06	10.9	B
	NB-TR	0.26	20.1	C	0.62	25.3	C	0.26	20.1	C	0.62	25.3	C
	SB-L	1.10	141.5	F	0.13	11.7	B	1.10	141.5	F	0.13	11.7	B
	SB-T	0.70	27.3	C	0.59	24.7	C	0.70	27.3	C	0.59	24.7	C
	Intersection		**53.9**	**D**		**62.7**	**E**		**54.5**	**D**		**63.5**	**E**
Grassland Road (Route 100C) @ WCC East Gate	EB-T	0.41	7.7	A	0.73	16.9	B	0.41	7.7	A	0.74	17.4	B
	WB-L	0.26	5.2	A	0.22	11.2	B	0.26	5.2	A	0.22	11.4	B
	WB-T	0.24	3.2	A	0.58	7.9	A	0.25	3.2	A	0.58	7.9	A
	NB-L	0.07	45.8	D	0.62	30.6	C	0.07	45.8	D	0.62	30.6	C
	Intersection		**6.3**	**A**		**14.7**	**B**		**6.3**	**A**		**14.9**	**B**
Old Saw Mill River Road @ Landmark West Driveway	EB-LTR	0.78	10.0	A	0.58	6.0	A	0.87	14.0	B	0.58	6.1	A
	WB-LTR	0.26	4.1	A	0.43	4.9	A	0.26	4.1	A	0.48	5.2	A
	NB-LTR	0.04	21.0	C	0.41	23.6	C	0.04	21.1	C	0.59	27.0	C
	SB-LTR	0.04	21.1	C	0.03	21.0	C	0.04	21.1	C	0.03	21.0	C
	Intersection		**8.7**	**A**		**6.8**	**A**		**11.9**	**B**		**7.5**	**A**

TABLE 5.9-21. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION D

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Sprain Parkway SB On Ramps (N-S) at Broadway (Rt. 9A)/Bradhurst Ave.	WB-LT	0.12	10.7	B	0.20	9.7	A	0.12	10.8	B	0.21	9.9	A
Saw Mill River Road (Rt. 9A) (N-S) at Beverly Road	NB-LT	0.01	10.4	B	0.03	13.1	B	0.01	10.6	B	0.03	13.2	B
	EB-LR	0.07	21.8	C	0.05	30.7	D	0.08	23.0	C	0.06	32.1	D
Saw Mill River Road (Rt. 9A) and Stevens Avenue North	NB-LT	0.02	11.1	B	0.01	9.8	A	0.02	11.3	B	0.01	9.8	A
	SB-LT	0.03	9.2	A	0.02	10.7	B	0.03	9.3	A	0.02	10.9	B
	EB-LTR	0.03	37.1	E	0.14	25.0	C	0.03	40.6	E	0.15	26.2	D
	WB-LTR	0.04	17.2	C	0.07	16.2	C	0.04	18.1	C	0.08	16.9	C
Saw Mill River Road (Rt. 9A) and Stevens Avenue South	SB-LT	0.00	8.8	A	0.00	10.6	B	0.00	8.9	A	0.00	10.8	B
	WB-LR	0.03	22.2	C	0.15	35.7	E	0.03	23.5	C	0.17	38.9	E
Bradhurst Ave and Lakeview Ave	SB-LT	0.02	8.2	A	0.01	8.1	A	0.02	8.2	A	0.01	8.1	A
	WB-LR	0.26	15.1	C	0.45	18.8	C	0.26	15.1	C	0.45	18.8	C
Knollwood Road (Rt 100A) and Hevelyne Road	NB-LT	0.01	8.3	A	0.00	8.0	A	0.01	8.3	A	0.00	8.0	A
	EB-LR	0.03	13.2	B	0.01	10.9	B	0.03	13.4	C	0.01	11.0	B
Saw Mill River Road (Rt 9A) and Ramada Inn/Broadway Plaza	NB-L	0.14	10.4	B	0.16	10.4	B	0.16	10.7	B	0.17	10.9	B
	SB-LT	0.01	8.9	A	0.01	9.5	A	0.02	9.3	A	0.01	9.6	A
	EB-L	0.02	39.6	E	0.01	51.2	F	0.02	48.4	E	0.02	60.4	F
	EB-T	0.02	46.4	E	0.08	84.9	F	0.03	60.4	F	0.10	102.1	F
	WB-LT	0.13	42.8	E	0.12	60.3	F	0.17	59.3	F	0.14	69.1	F
	WB-TR	0.01	10.8	B	0.03	17.5	C	0.01	11.3	B	0.03	19.0	C
Dana Road & Walker Road	NB-LR	0.16	11.2	B	0.09	11.3	B	0.64	19.7	C	0.22	13.6	B
	WB-LT	0.00	8.4	A	0.01	7.8	A	0.00	8.6	A	0.01	8.6	A
Old Saw Mill River Road and Saw Mill River Road (Rt. 9A) SB Ramps	NB-L	>1.50	>150	F	>1.50	>150	F	>1.50	>150	F	>1.50	>150	F
	NB-R	0.21	16.9	C	0.40	23.0	C	0.24	19.0	C	0.48	30.1	D
	WB-L	0.15	11.5	B	0.24	14.2	B	0.16	12.2	B	0.28	16.6	C
Grasslands Road (Route 100C) (E-W) and Saw Mill River Road NB Ramps (N-S)	NB-LT	0.36	44.8	E	0.08	33.8	D	0.99	>150	F	0.10	40.3	E
	NB-TR	0.07	14.1	B	0.22	18.2	C	0.07	14.3	B	0.26	21.2	C
	EB-L	0.26	11.8	B	0.22	11.0	B	0.43	14.8	B	0.25	11.3	B
Grasslands Road (Route 100C) @ Virginia Road	SB-LT	0.23	8.4	A	0.37	10.4	B	0.23	8.4	A	0.37	10.4	B
	WB-LR	0.55	16.8	C	1.25	>150	F	0.56	17.1	C	1.26	>150	F

TABLE 5.9-21. WITH CAT/DEL UV FACILITY AT EASTVIEW SITE - 2008 POTENTIAL CONSTRUCTION IMPACTS TRAFFIC CONDITIONS - OPTION D

UNSIGNALIZED INTERSECTIONS	LANE GROUP	2008 BASE + CAT/DEL						2008 CONSTRUCTION IMPACTS					
		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK			WEEKDAY PM PEAK		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS	V/C RATIO	DELAY (SEC/ VEH)	LOS
Grasslands Road (Route 100C) @ Legion Drive	SB-L	0.42	30.3	D	1.28	>150	F	0.43	31.0	D	1.31	>150	F
	SB-R	0.20	12.2	B	0.47	19.7	C	0.21	12.4	B	0.47	19.7	C
	EB-LT	0.07	8.5	A	0.24	10.7	B	0.07	8.6	A	0.24	10.7	B
Grasslands Road (Route 100C) @ WCC West Gate	NB-L	0.06	20.7	C	0.26	50.7	F	0.06	20.9	C	0.27	52.5	F
	NB-R	0.01	13.7	B	0.50	18.7	C	0.01	13.7	B	0.51	19.2	C
	WB-LT	0.00	9.9	A	0.12	9.1	A	0.00	9.9	A	0.12	9.2	A
Old Saw Mill River Road @ Landmark East Driveway	NB-LTR	0.13	18.3	C	0.49	24.4	C	0.18	20.5	C	0.71	35.9	E
	SB-LTR	0.36	106.9	F	>1.50	>150	F	1.18	>150	F	>1.50	>150	F
	EB-LTR	0.02	8.5	A	0.01	8.7	A	0.02	8.8	A	0.01	9.0	A
	WB-LTR	0.23	11.6	B	0.03	9.2	A	0.36	13.5	B	0.04	9.3	A

ABBREVIATIONS:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

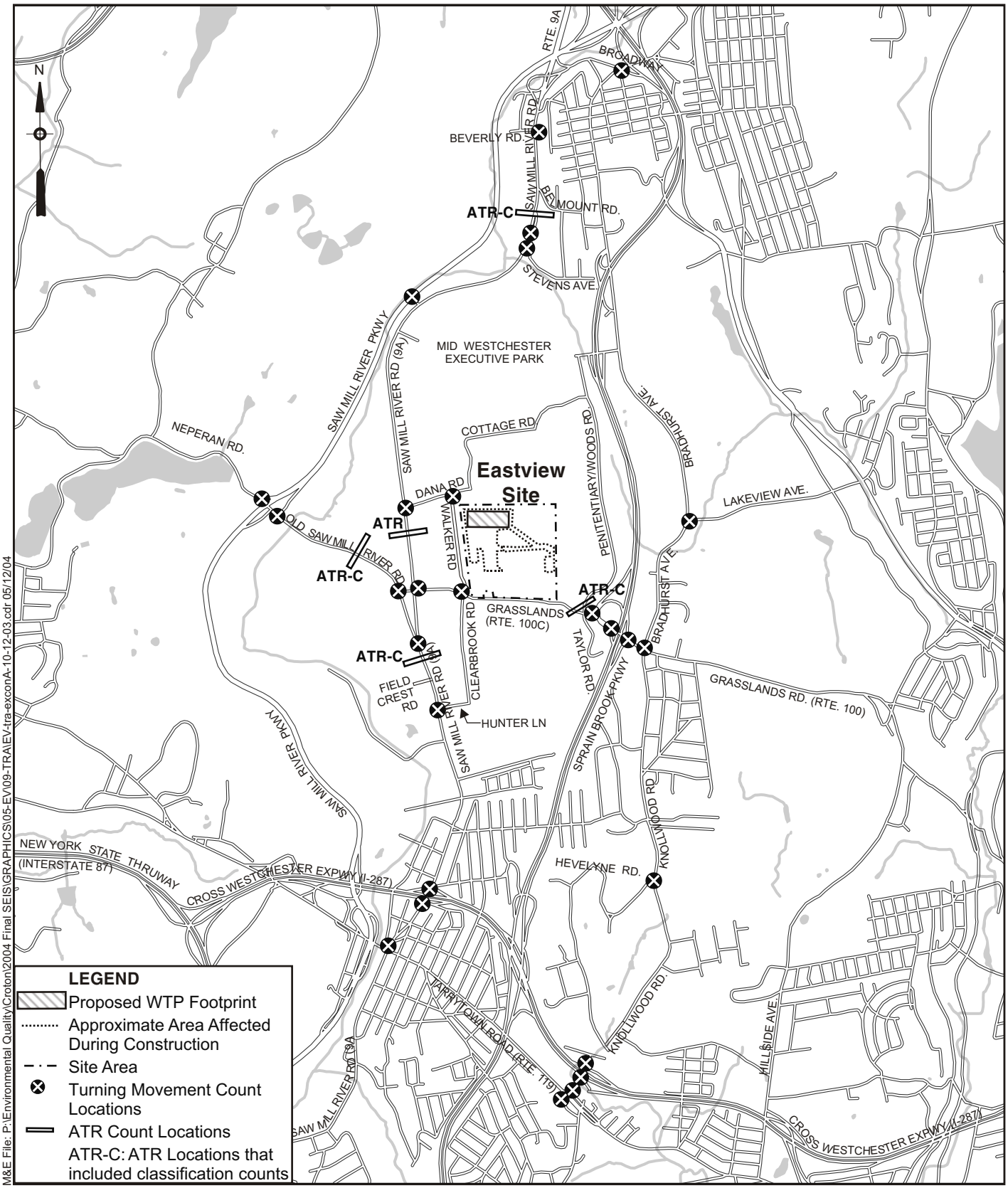
L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway

V/C Ratio - Volume to Capacity Ratio

SEC/VEH - Seconds per Vehicle

LOS - Level of Service

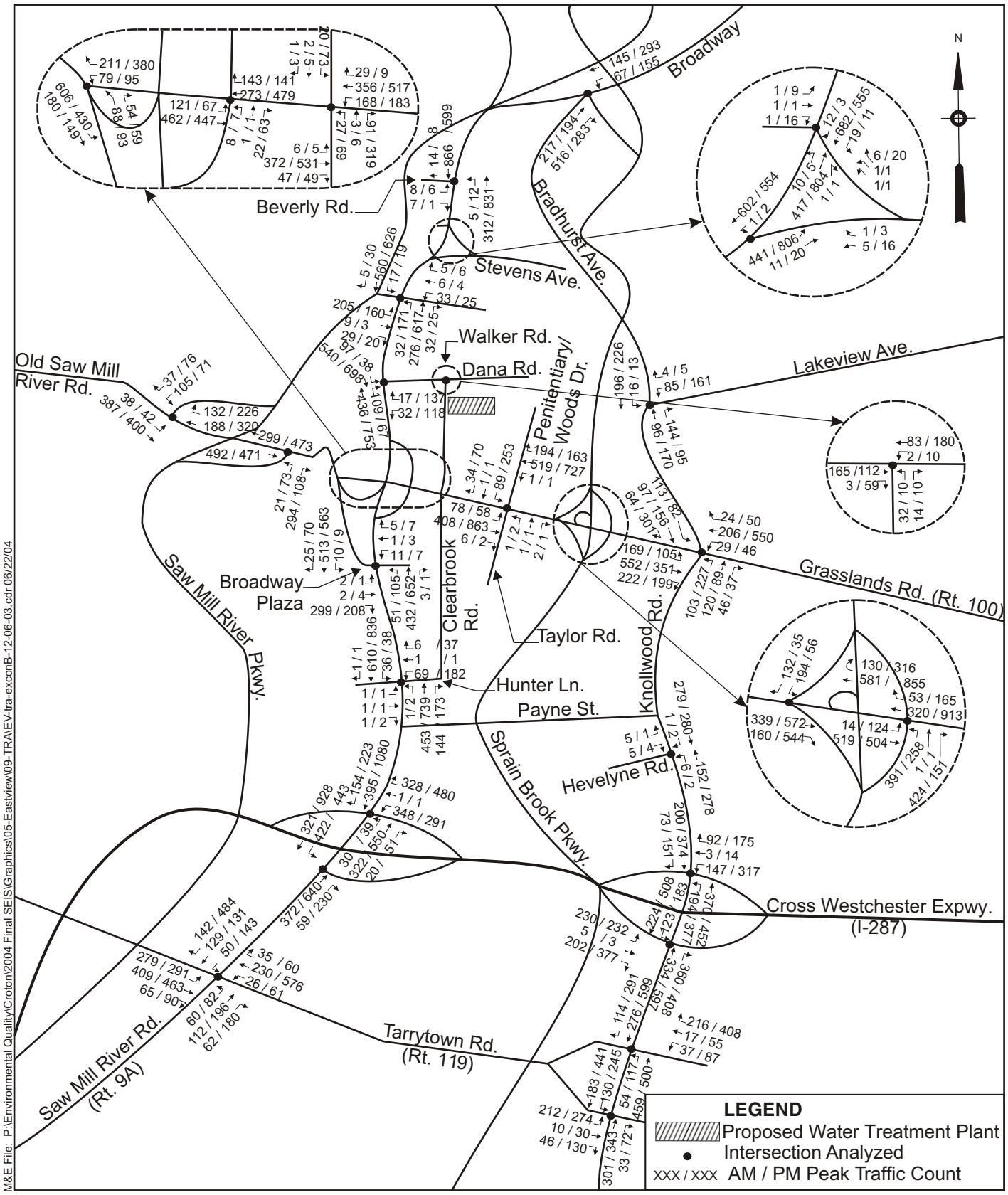
--- HCS results not provided for given lane group



Traffic Count Study Locations for Eastview Site

Croton Water Treatment Plant

Figure 5.9-1

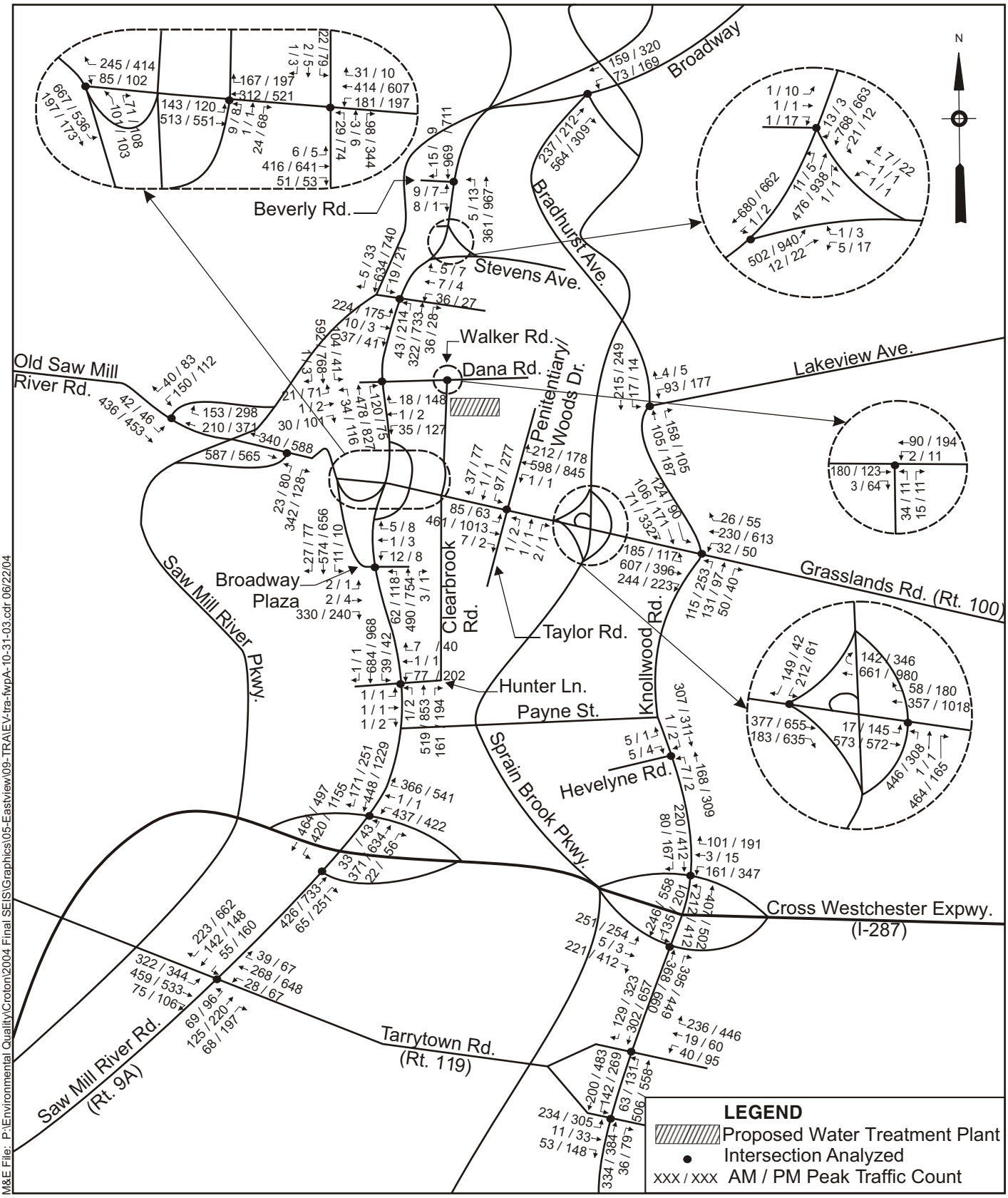


Not To Scale

2002 Existing Traffic Volume - AM / PM Hour
Eastview Site

Croton Water Treatment Plant

Figure 5.9-2



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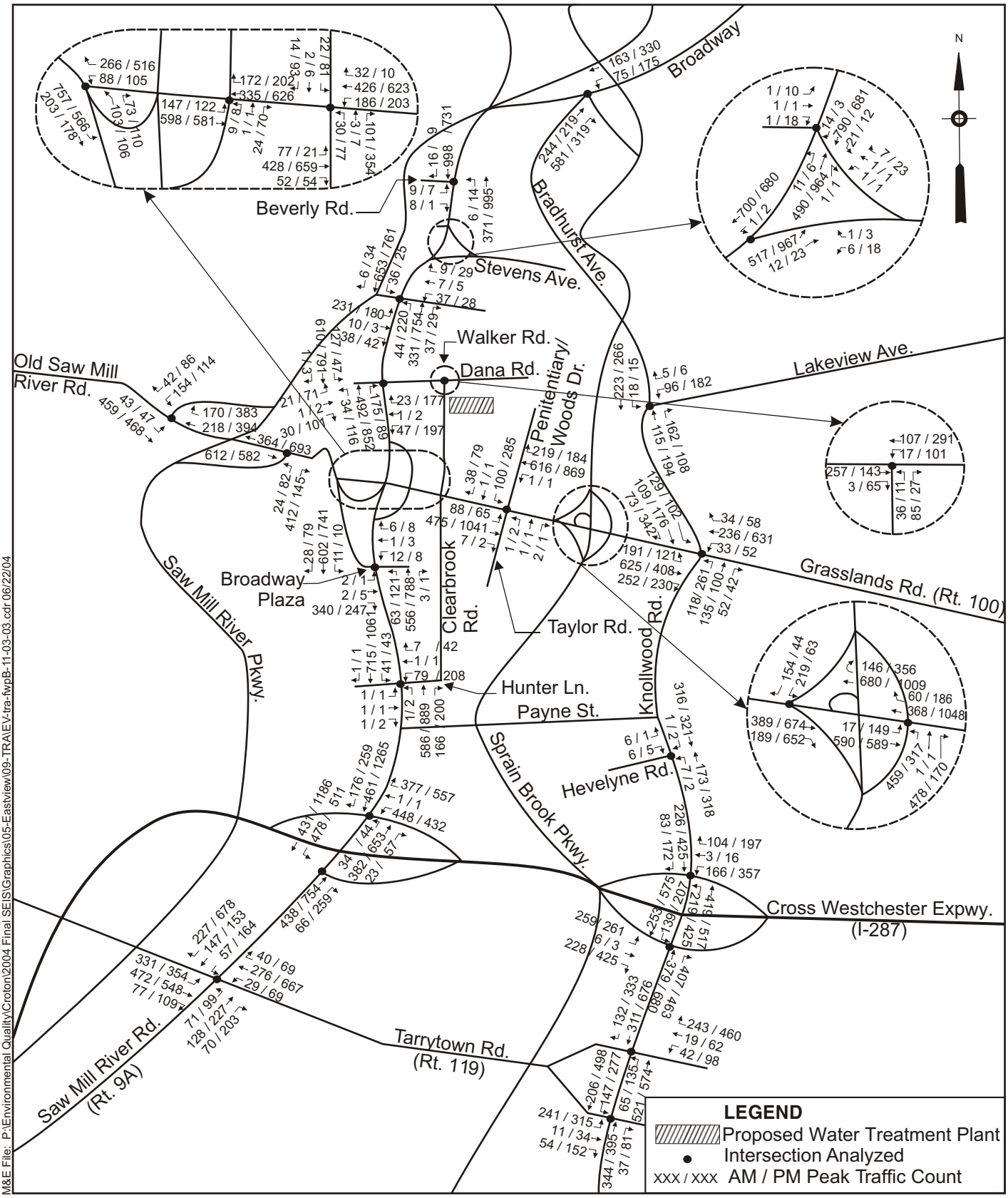
Not To Scale

Without Cat/Del UV Facility At Eastview Site
2008 Future Without the Project
Traffic Volume - AM / PM Hour

Croton Water Treatment Plant

Figure 5.9-3



Not To Scale

Without Cat/Del UV Facility At Eastview Site
2010 Future Without the Project
Traffic Volume - AM / PM Hour

Croton Water Treatment Plant

Figure 5.9-4

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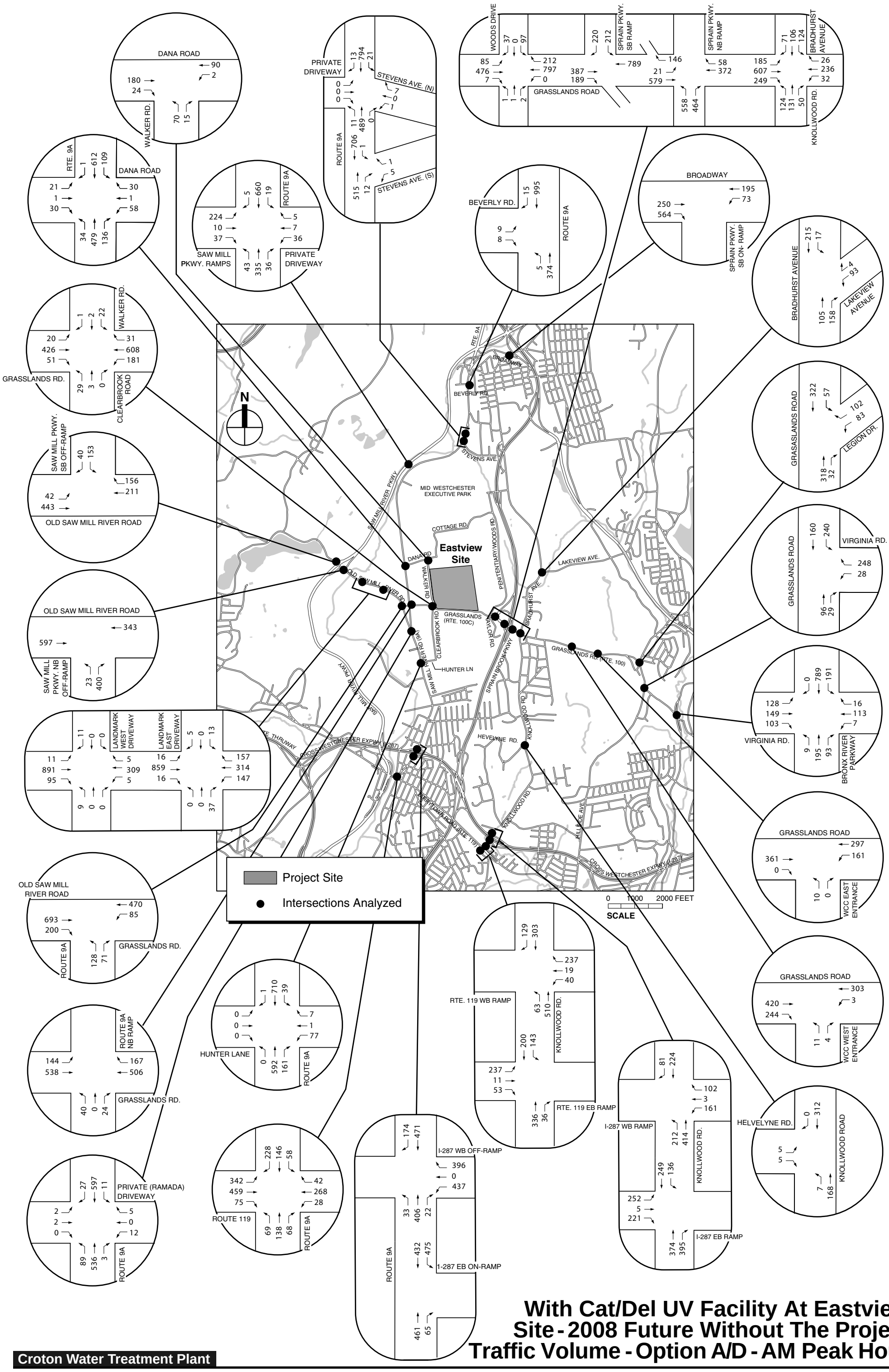

With Cat/Del UV Facility At Eastview Site - 2008 Future Without The Project Traffic Volume - Option A/D - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-5

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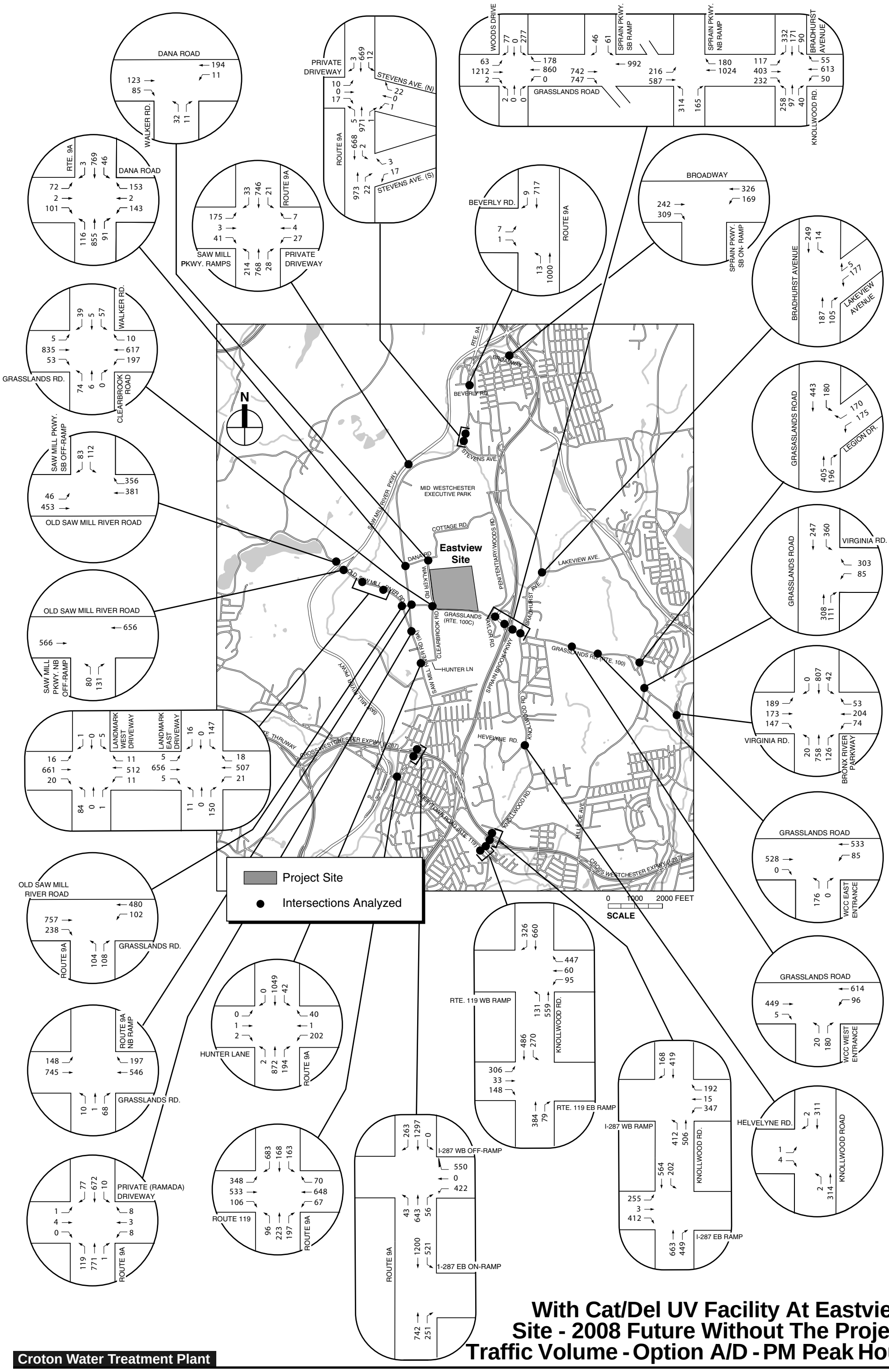

With Cat/Del UV Facility At Eastview Site - 2008 Future Without The Project Traffic Volume - Option A/D - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-6

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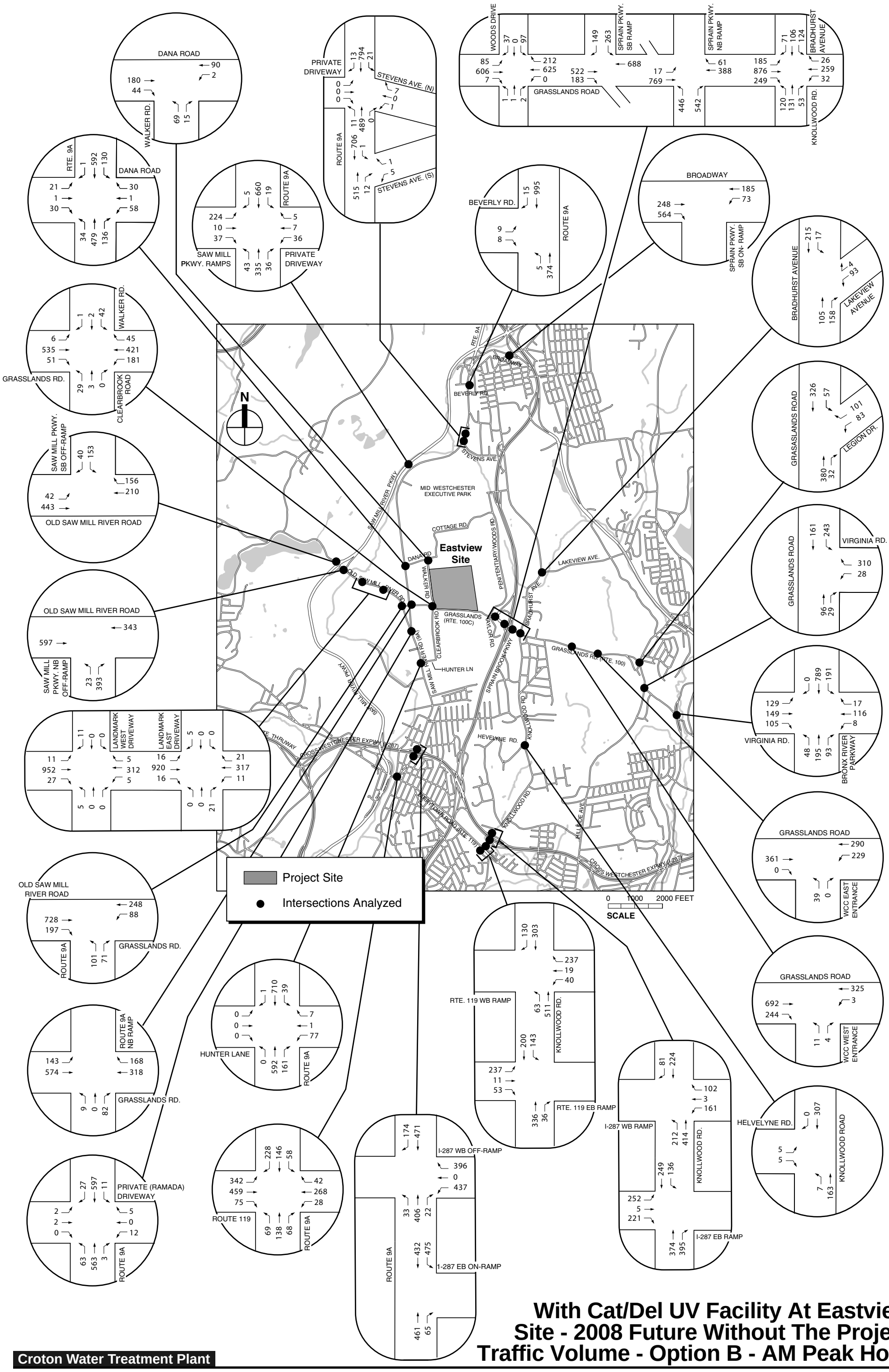

With Cat/Del UV Facility At Eastview Site - 2008 Future Without The Project Traffic Volume - Option B - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-7

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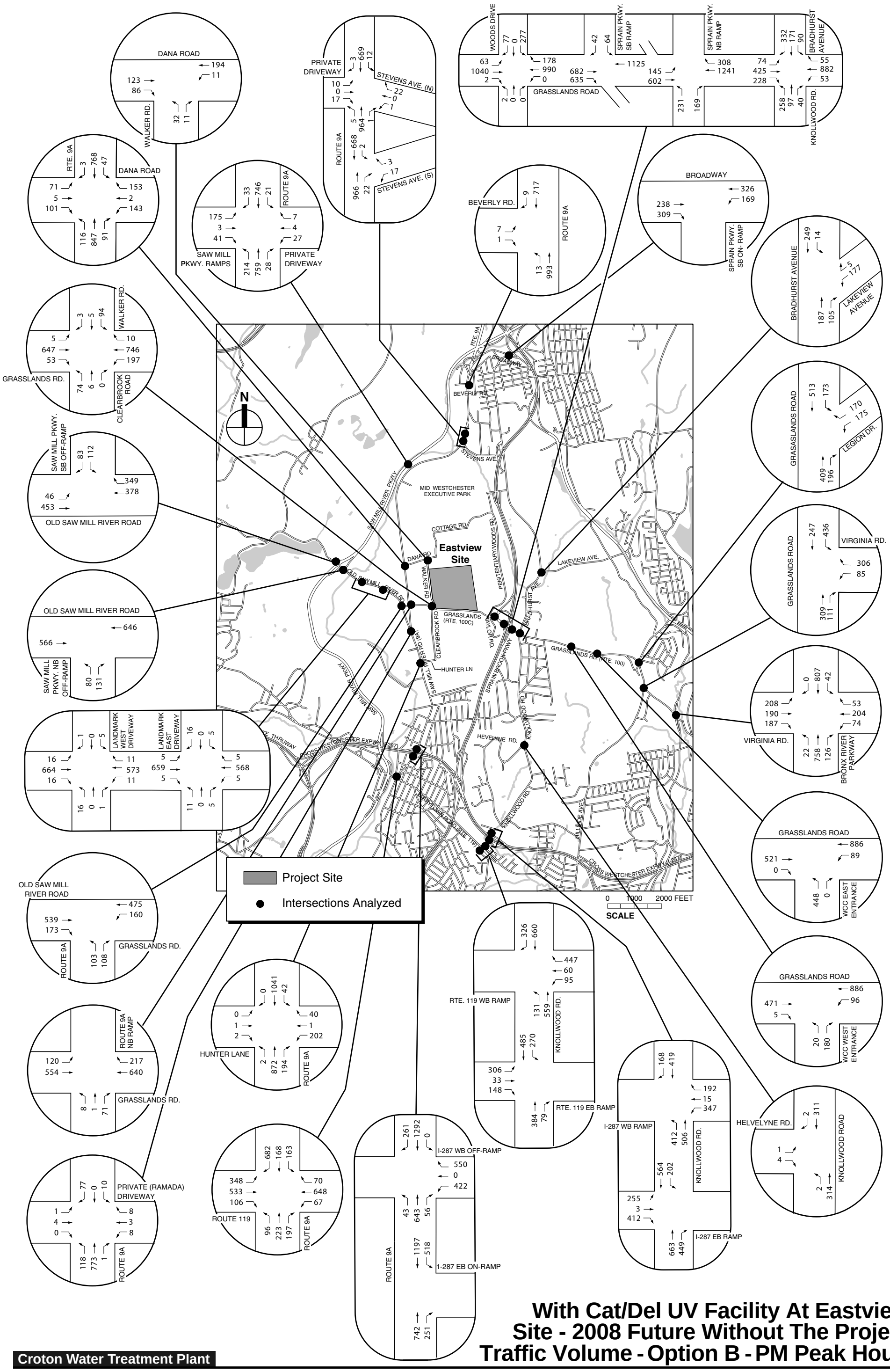

With Cat/Del UV Facility At Eastview Site - 2008 Future Without The Project Traffic Volume - Option B - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-8

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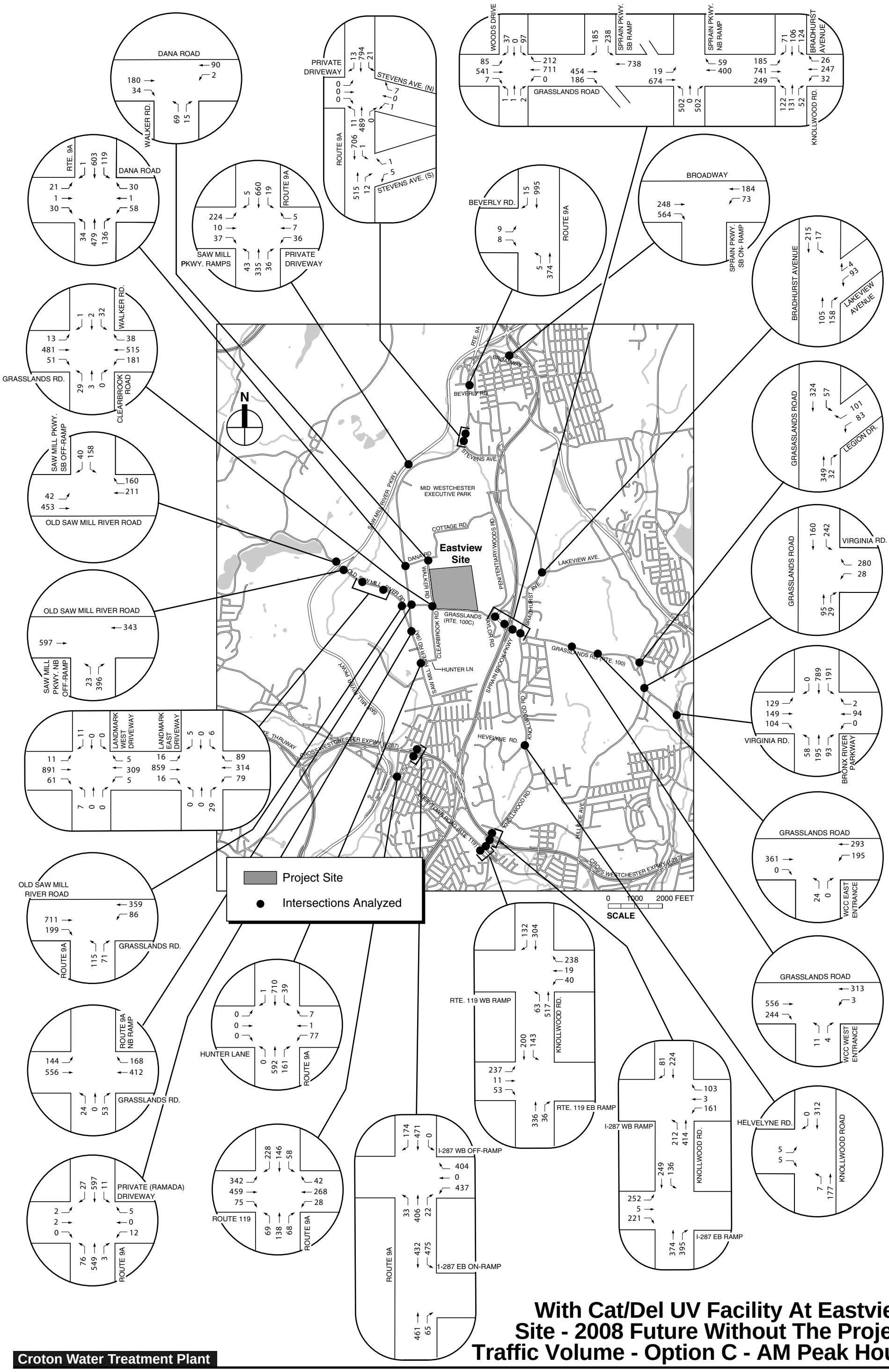

With Cat/Del UV Facility At Eastview Site - 2008 Future Without The Project Traffic Volume - Option C - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-9

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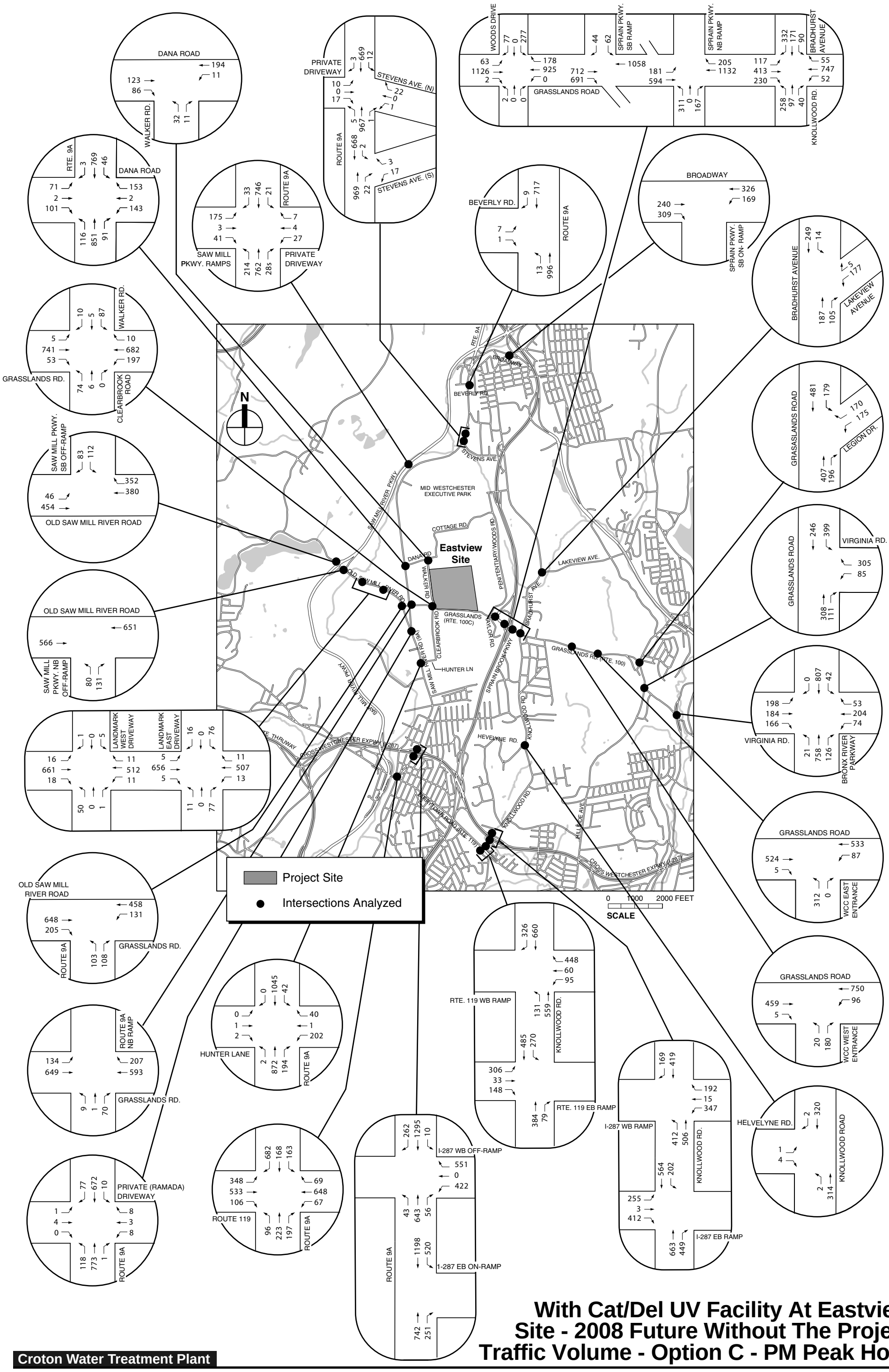

With Cat/Del UV Facility At Eastview Site - 2008 Future Without The Project Traffic Volume - Option C - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-10

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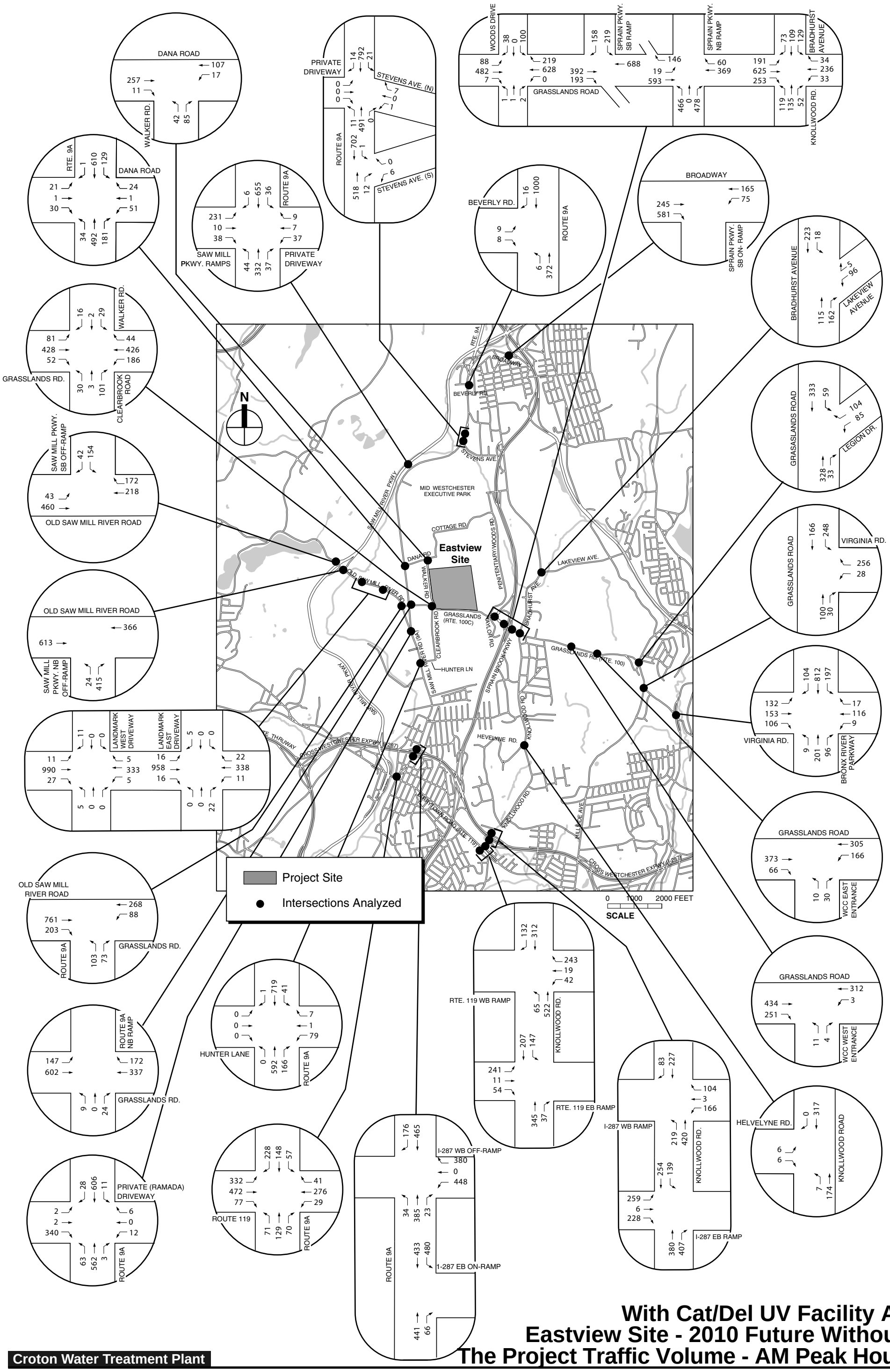

With Cat/Del UV Facility At Eastview Site - 2010 Future Without The Project Traffic Volume - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-11

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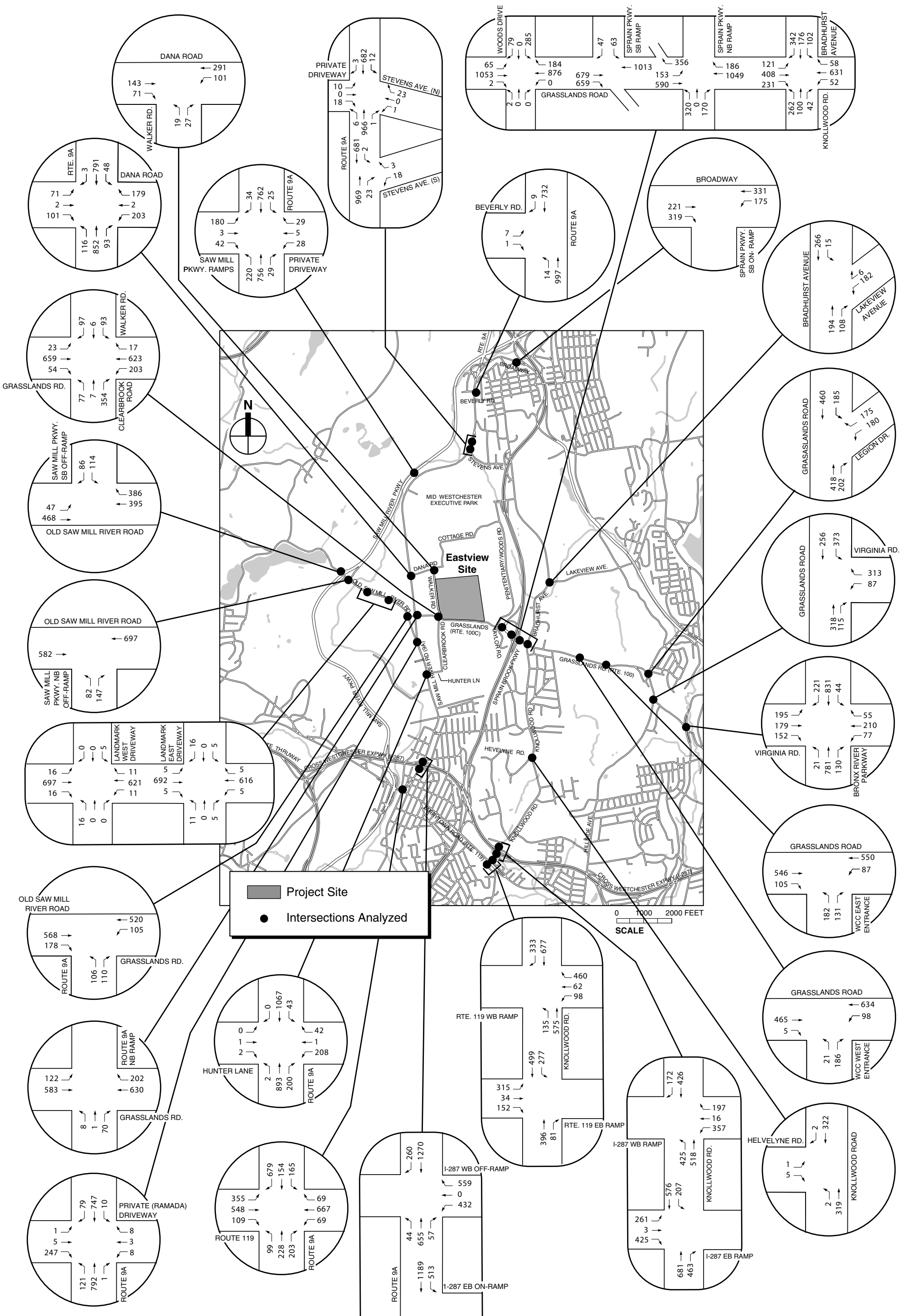
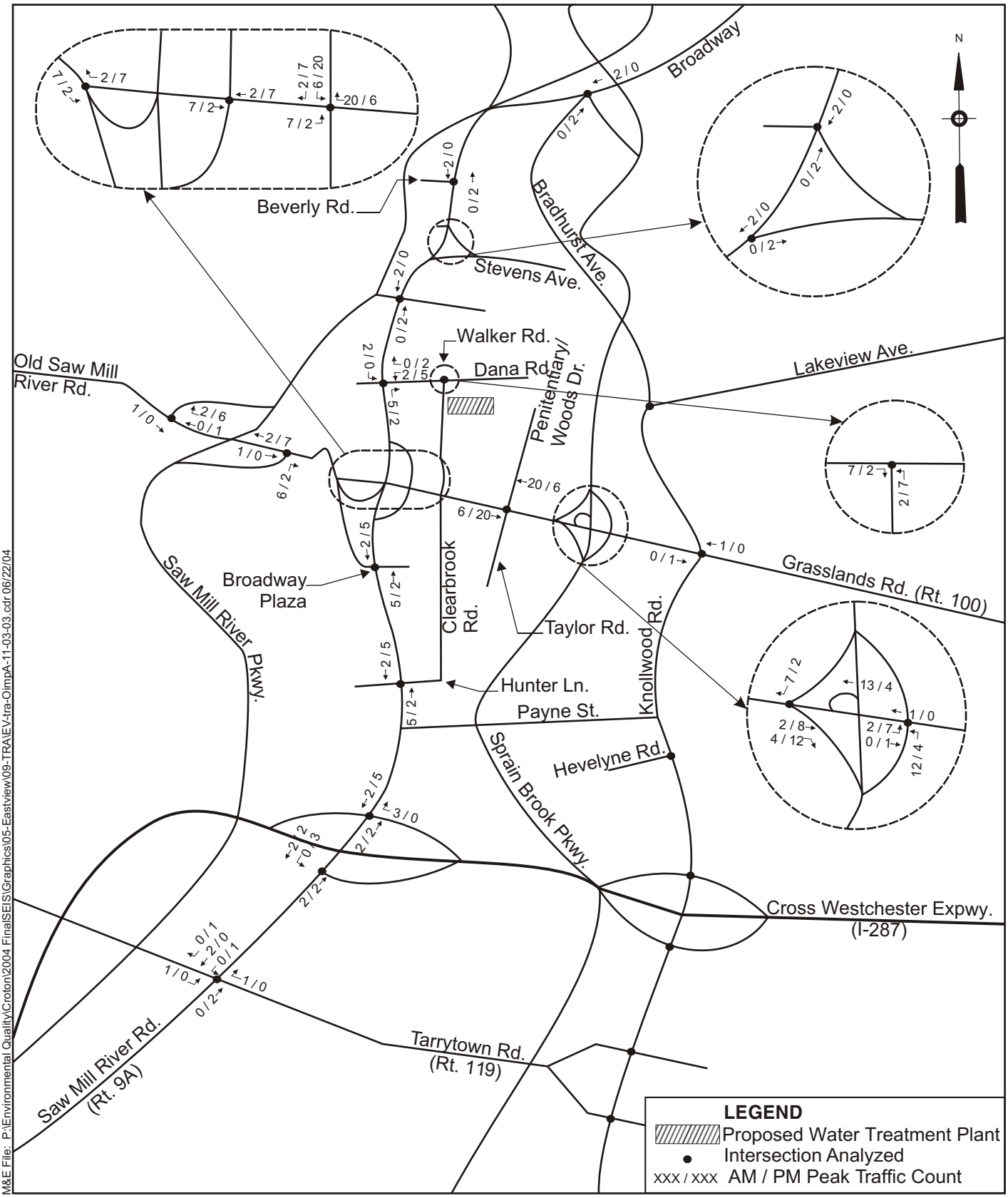


With Cat/Del UV Facility At Eastview Site - 2010 Future Without The Project Traffic Volume - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-12



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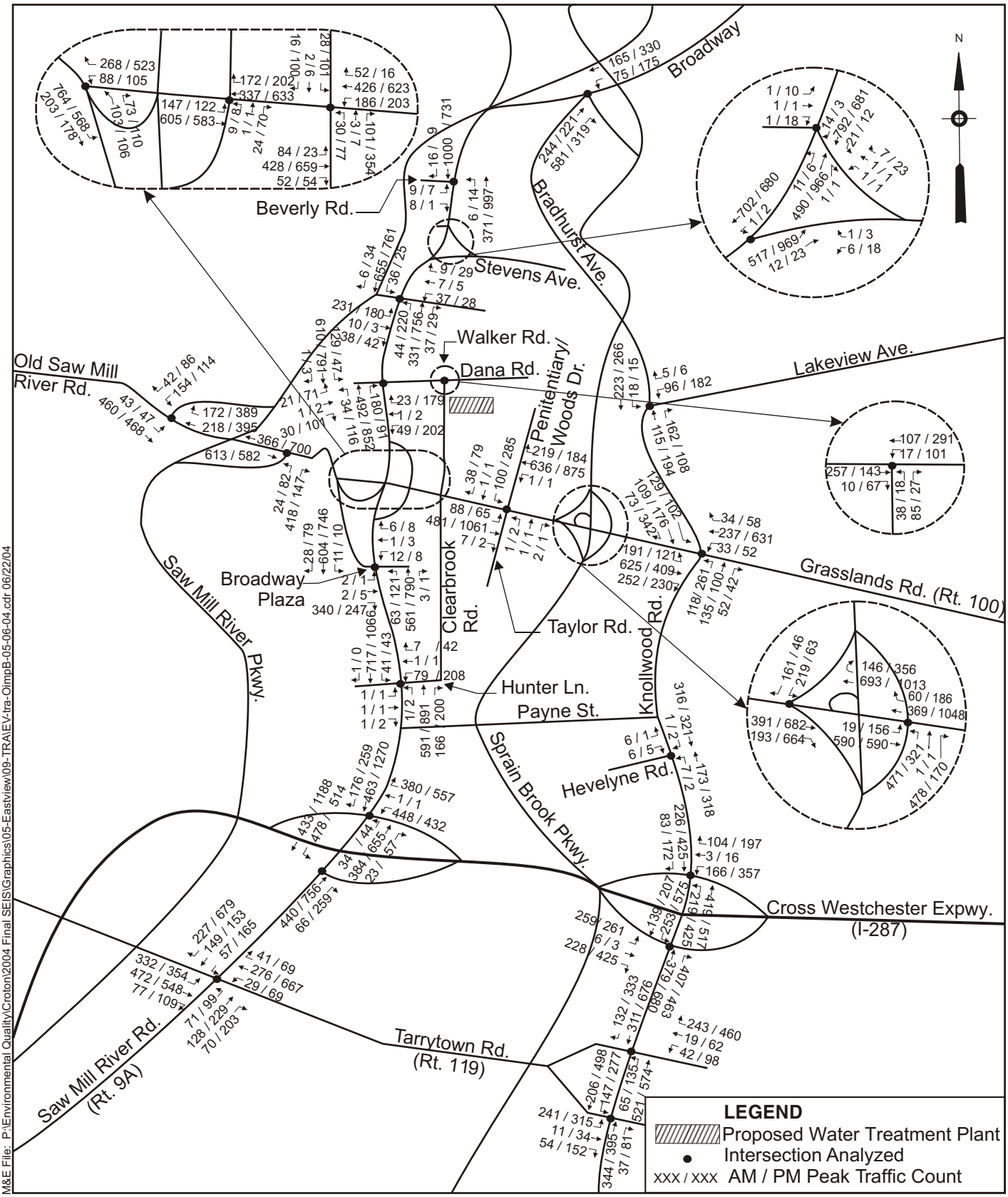
Not To Scale

Without Cat/Del UV Facility At Eastview Site
2010 Operational Traffic Distribution - AM / PM Hour

Croton Water Treatment Plant

Figure 5.9-13



Not To Scale

Without Cat/Del UV Facility At Eastview Site
2010 Operational Year
Traffic Volume - AM / PM Hour

Croton Water Treatment Plant

Figure 5.9-14

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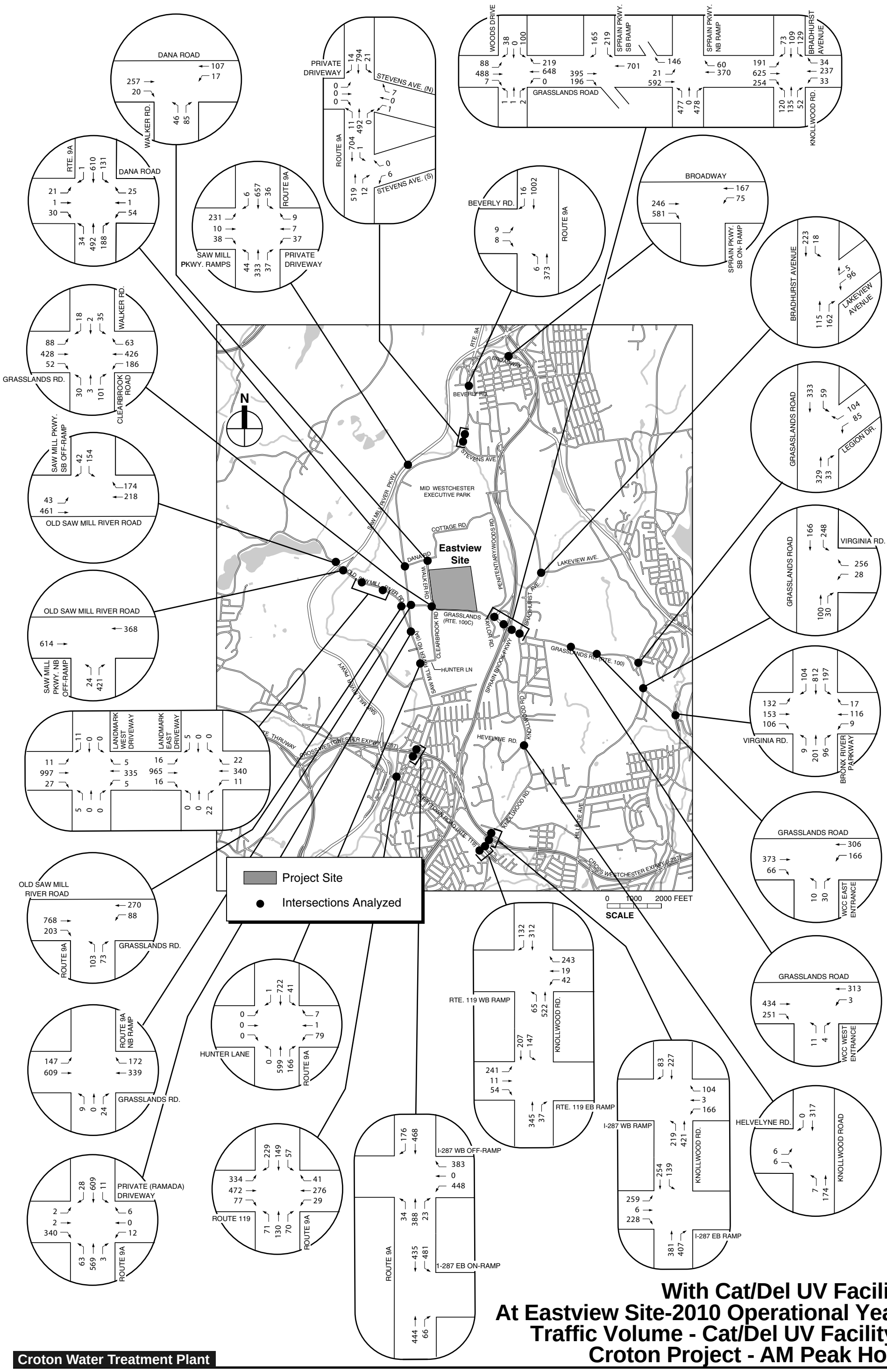

With Cat/Del UV Facility At Eastview Site-2010 Operational Year Traffic Volume - Cat/Del UV Facility+ Croton Project - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-15

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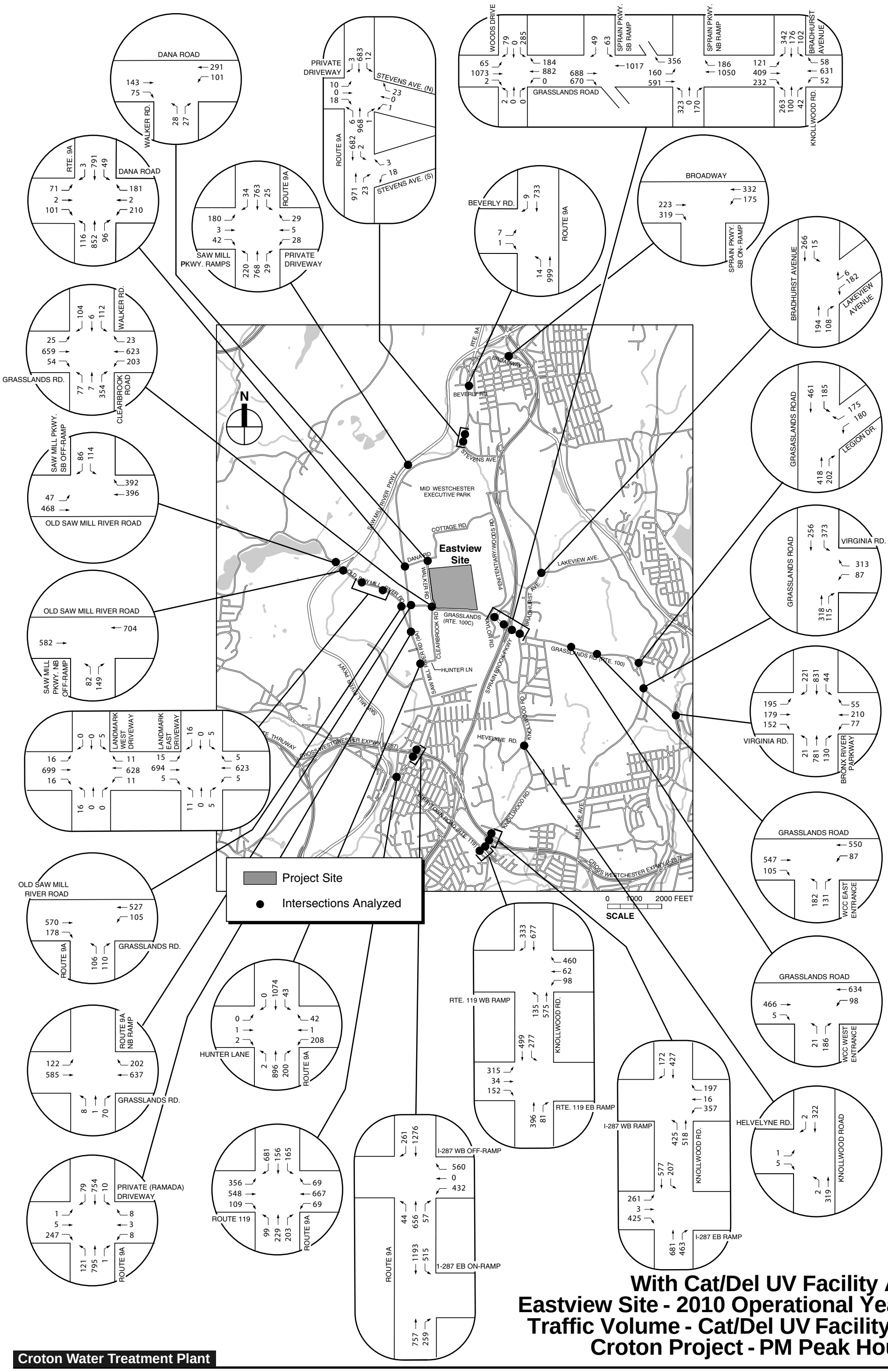
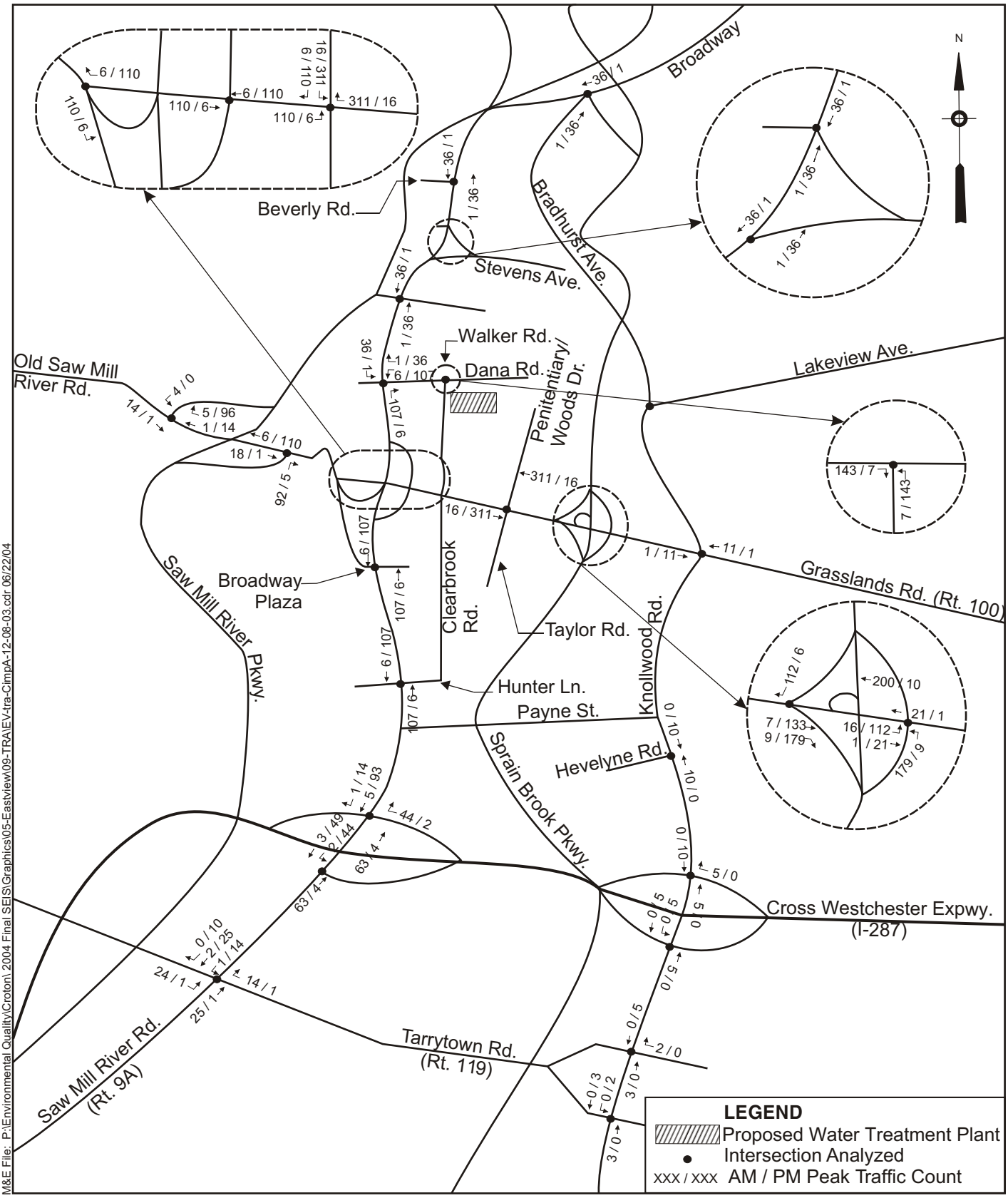


With Cat/Del UV Facility At Eastview Site - 2010 Operational Year Traffic Volume - Cat/Del UV Facility + Croton Project - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-16

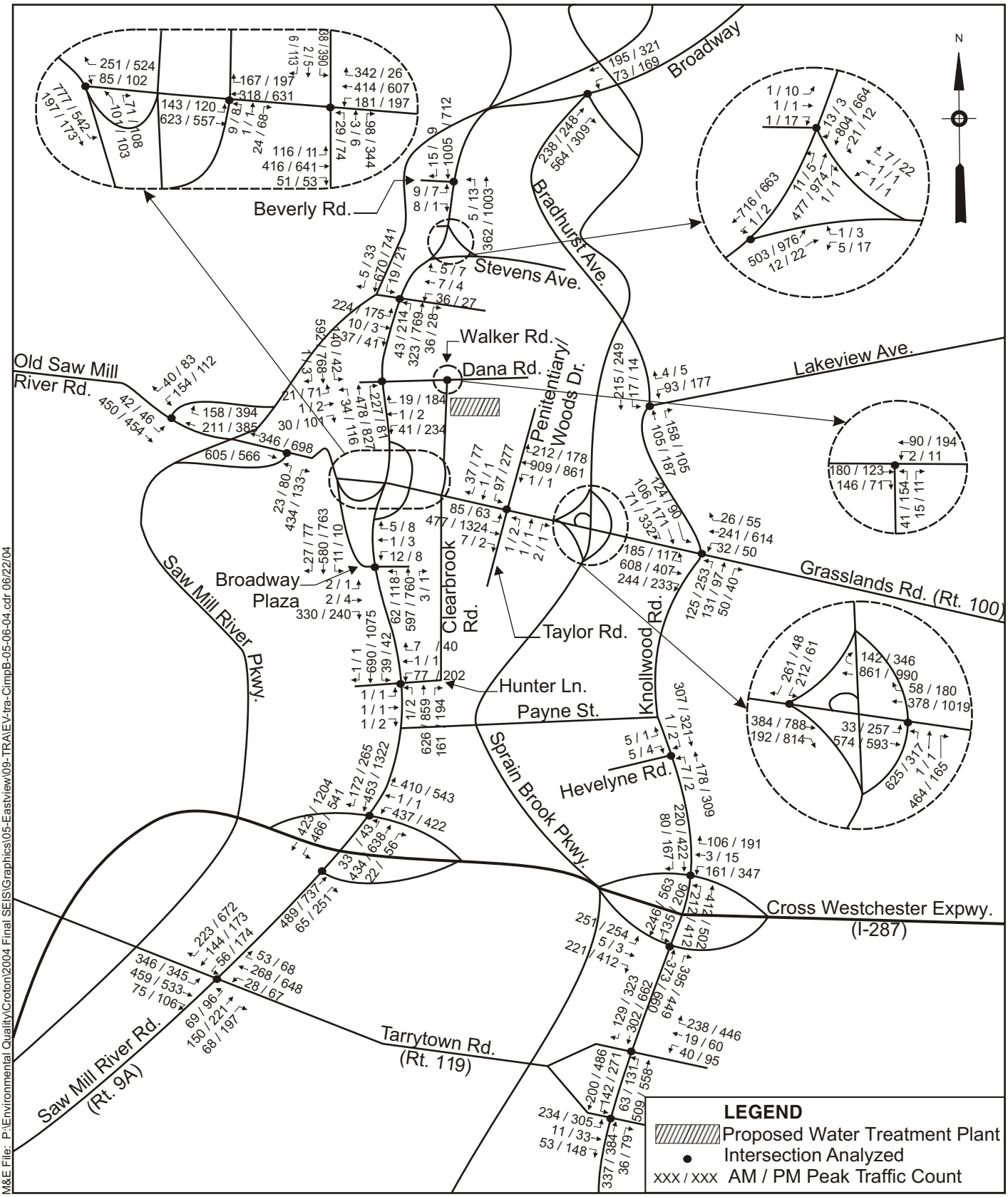


Not To Scale

Without Cat/Del UV Facility At Eastview Site
2008 Construction Traffic Distribution - AM / PM Hour

Croton Water Treatment Plant

Figure 5.9-17



Not To Scale

Without Cat/Del UV Facility At Eastview Site
2008 Construction Year
Traffic Volume - AM / PM Hour

Croton Water Treatment Plant

Figure 5.9-18

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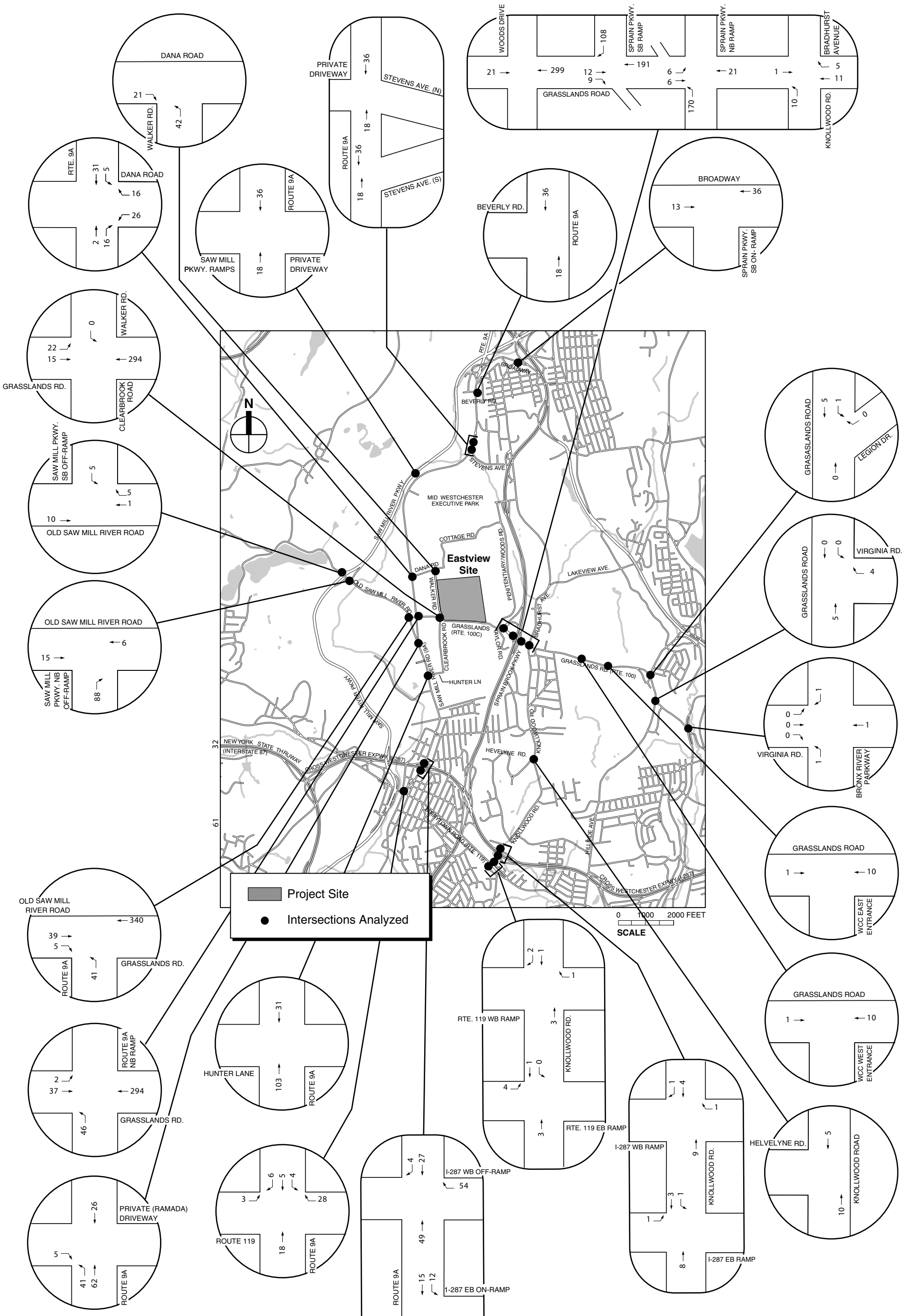

With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option A - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-19

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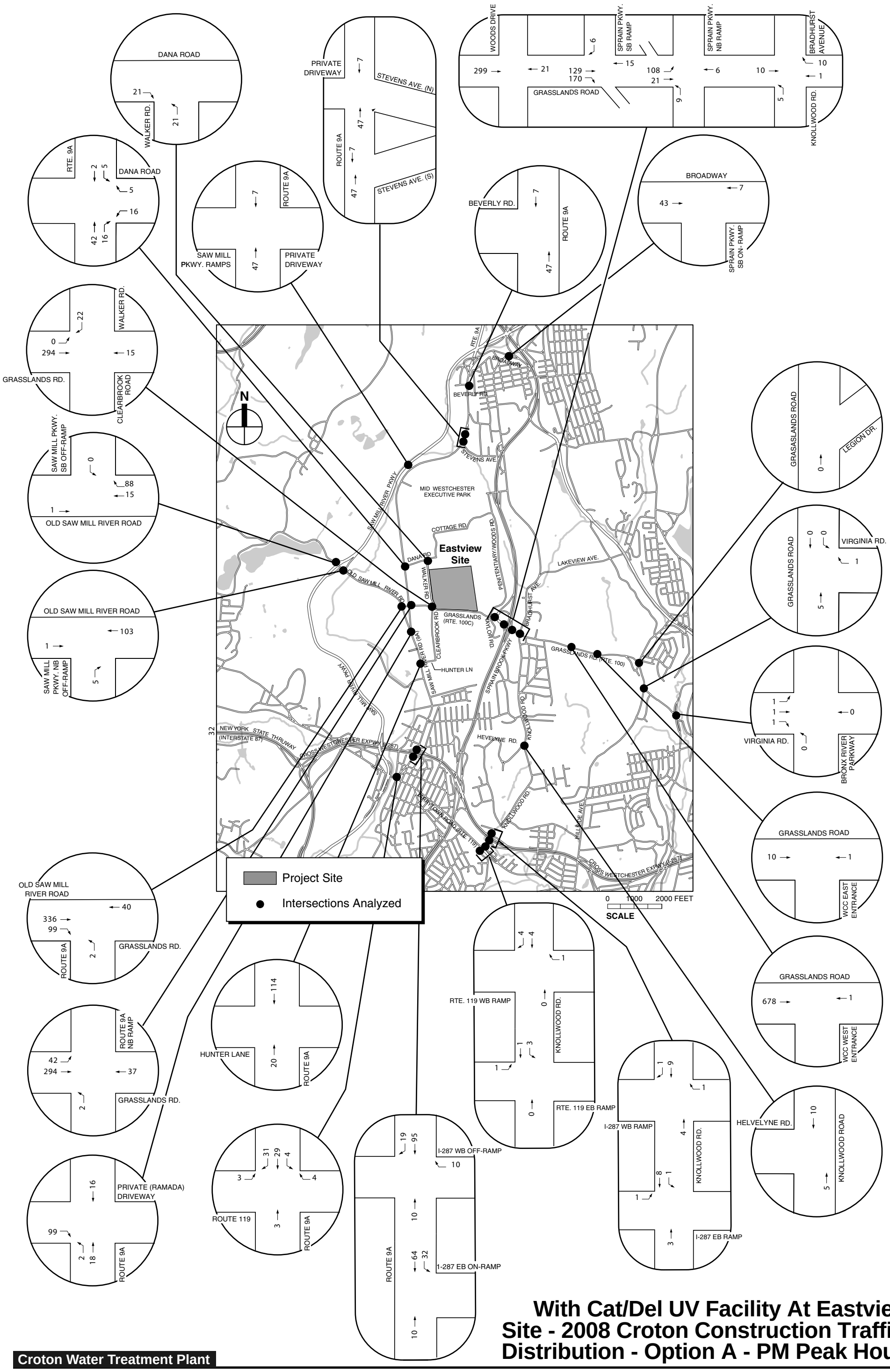

With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option A - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-20

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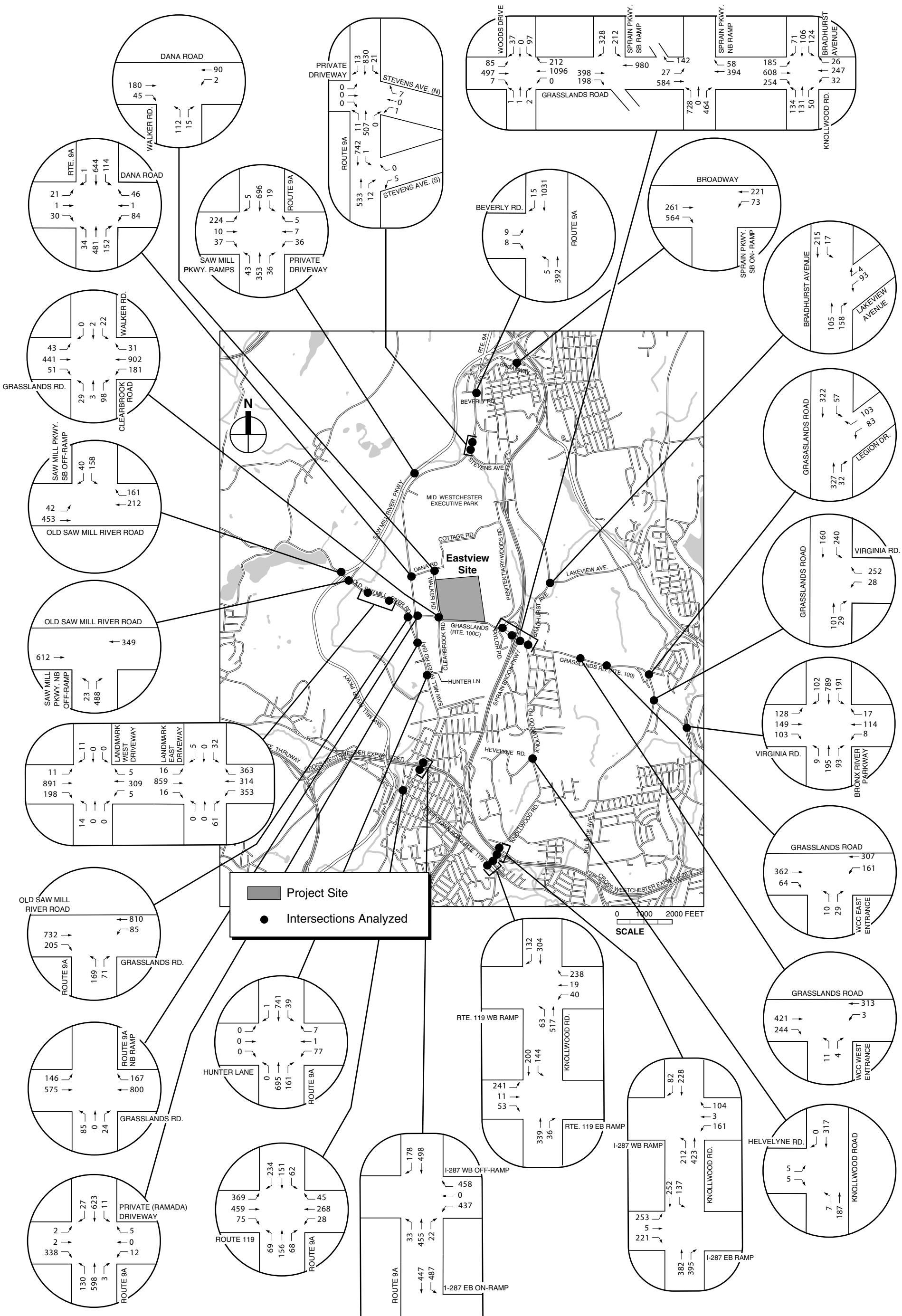

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option A - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-21

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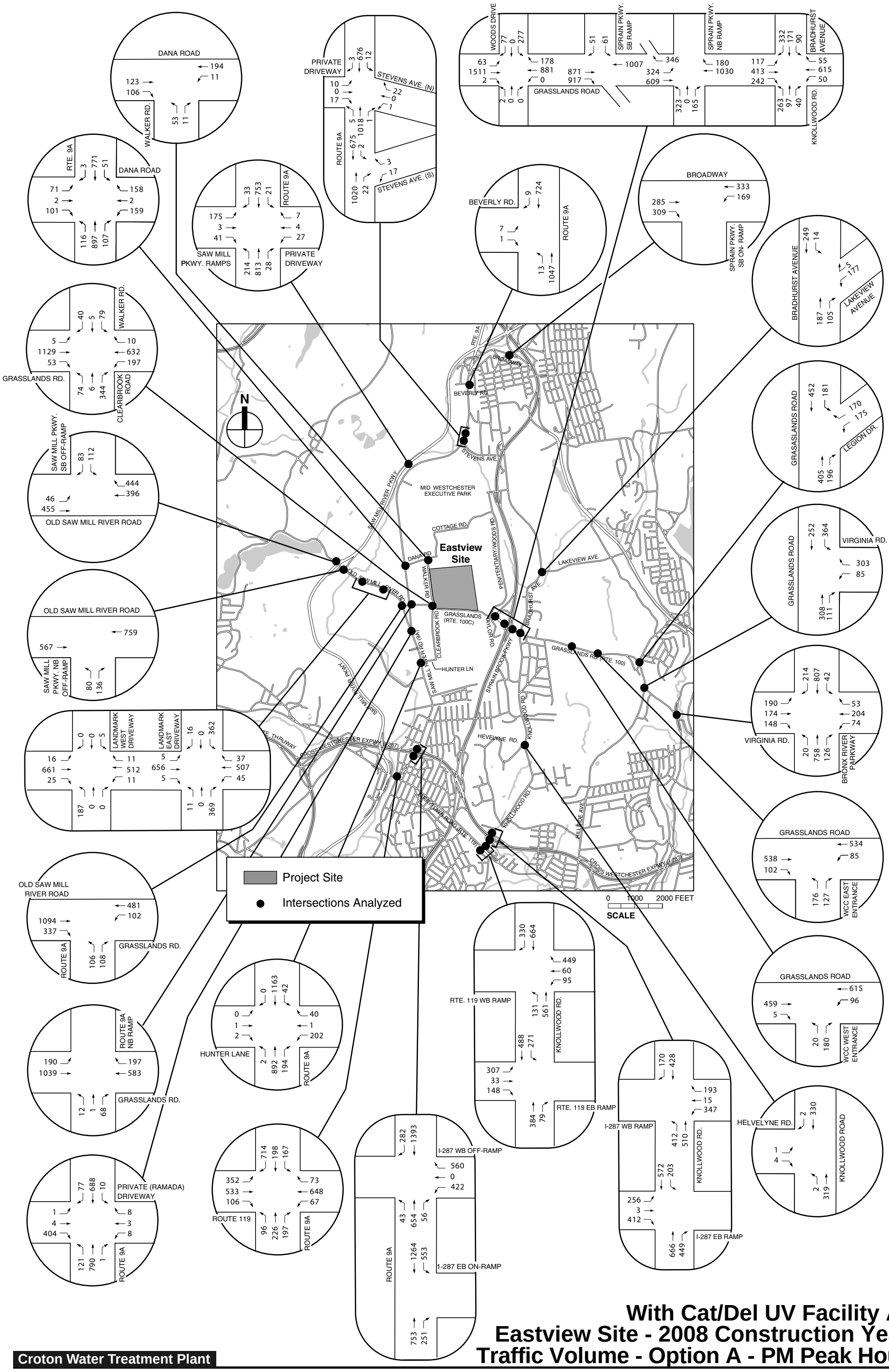

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option A - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-22

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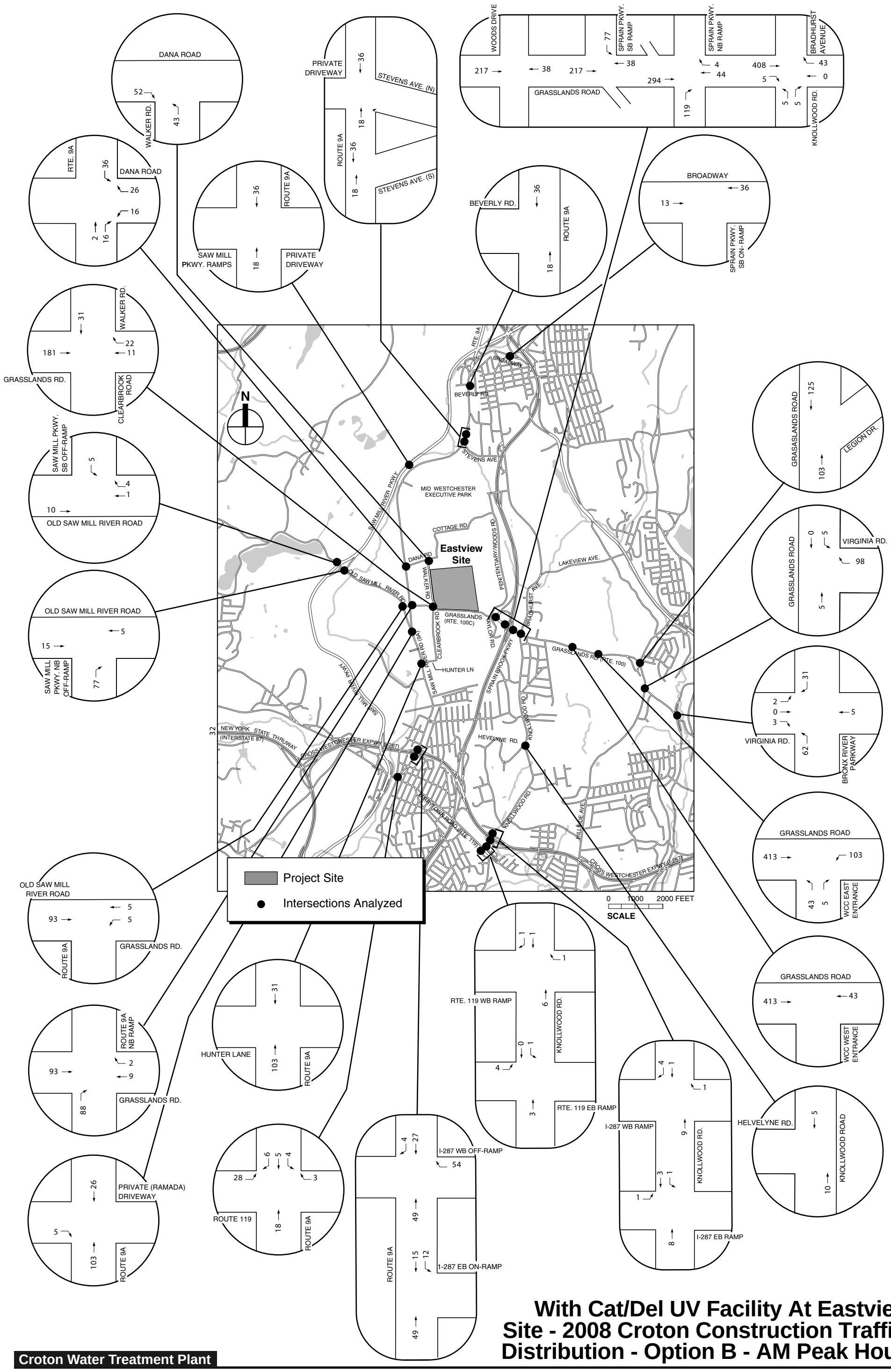
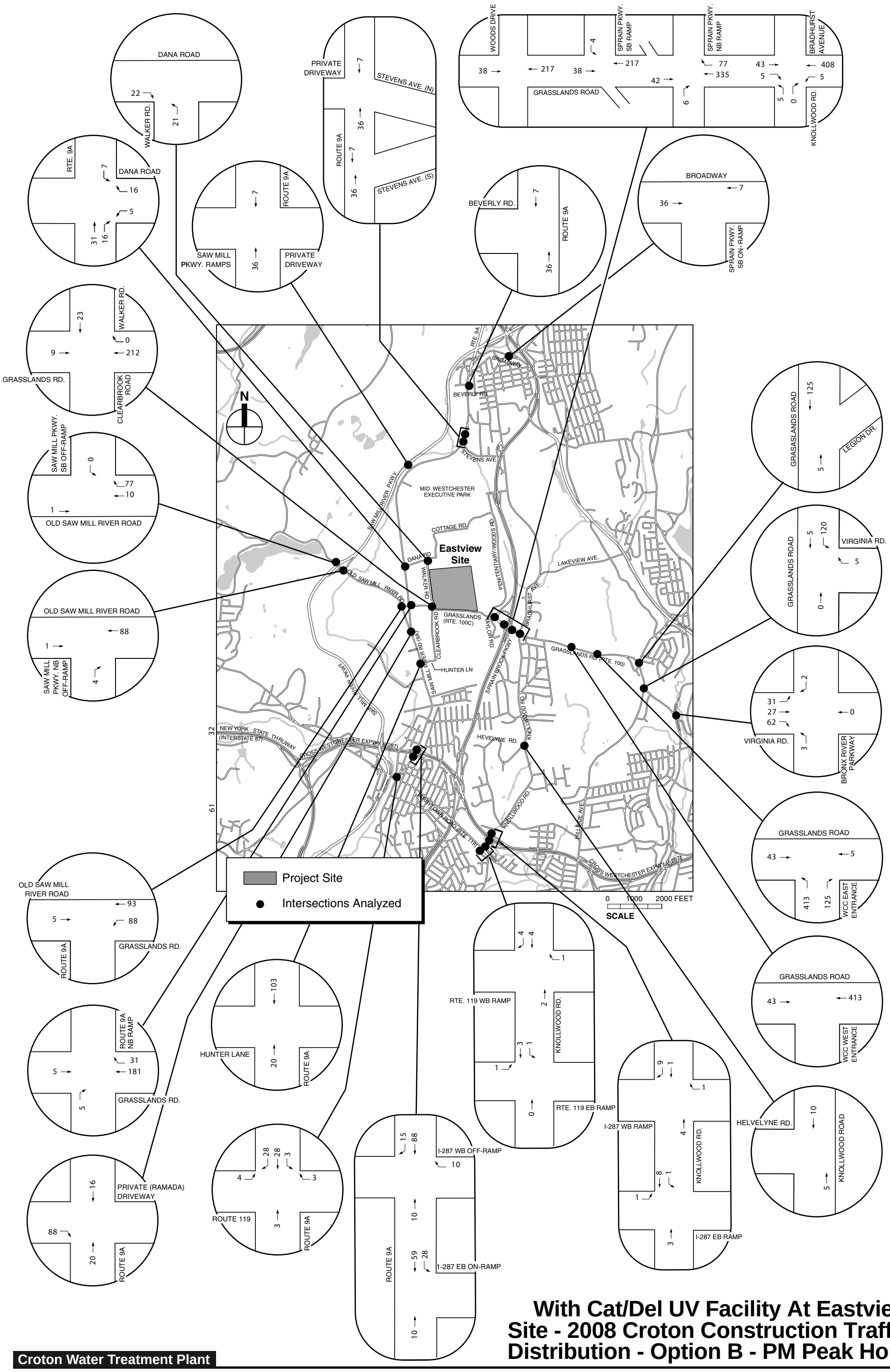


With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option B - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-23



With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option B - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-24

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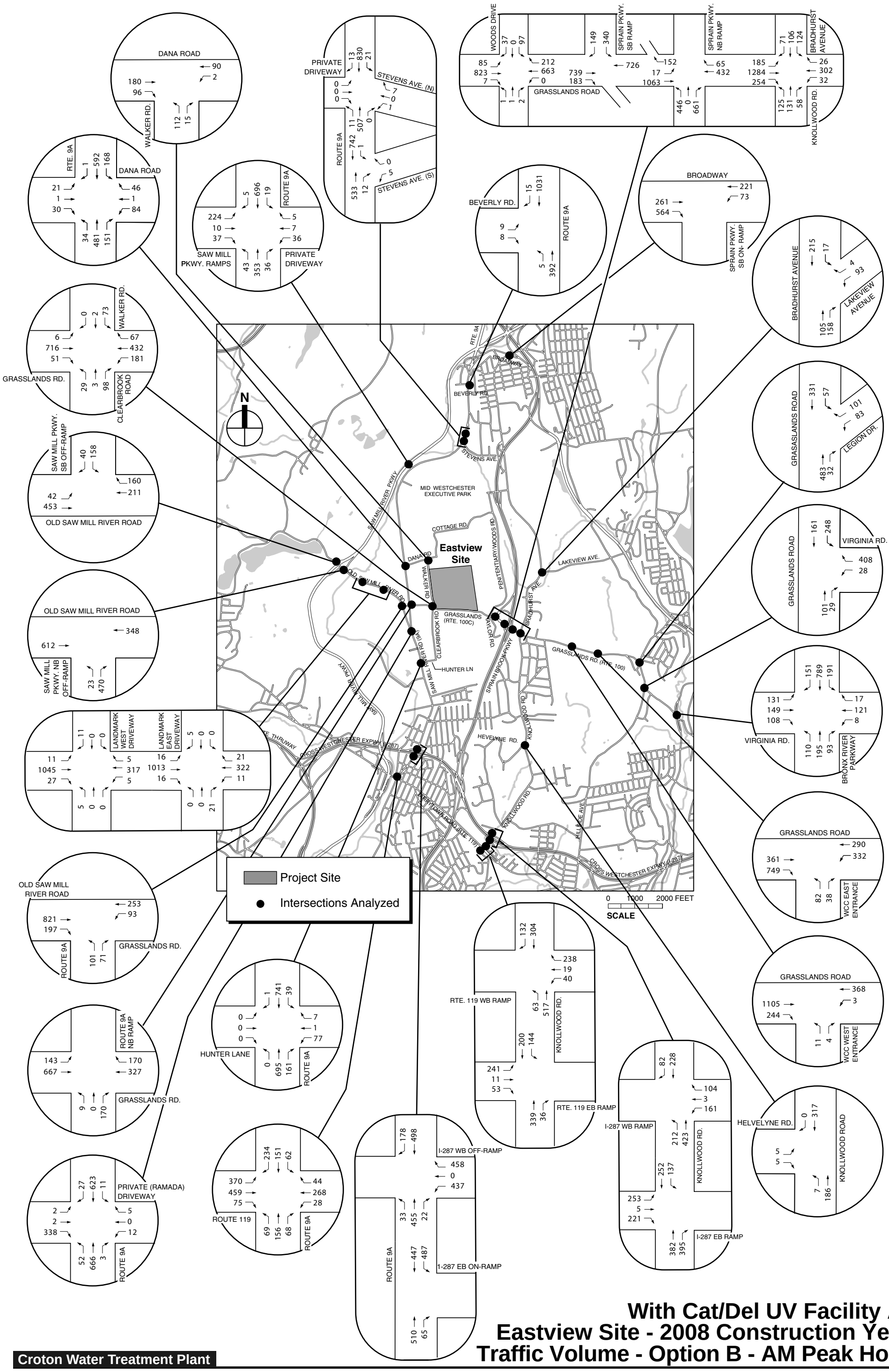

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option B - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-25

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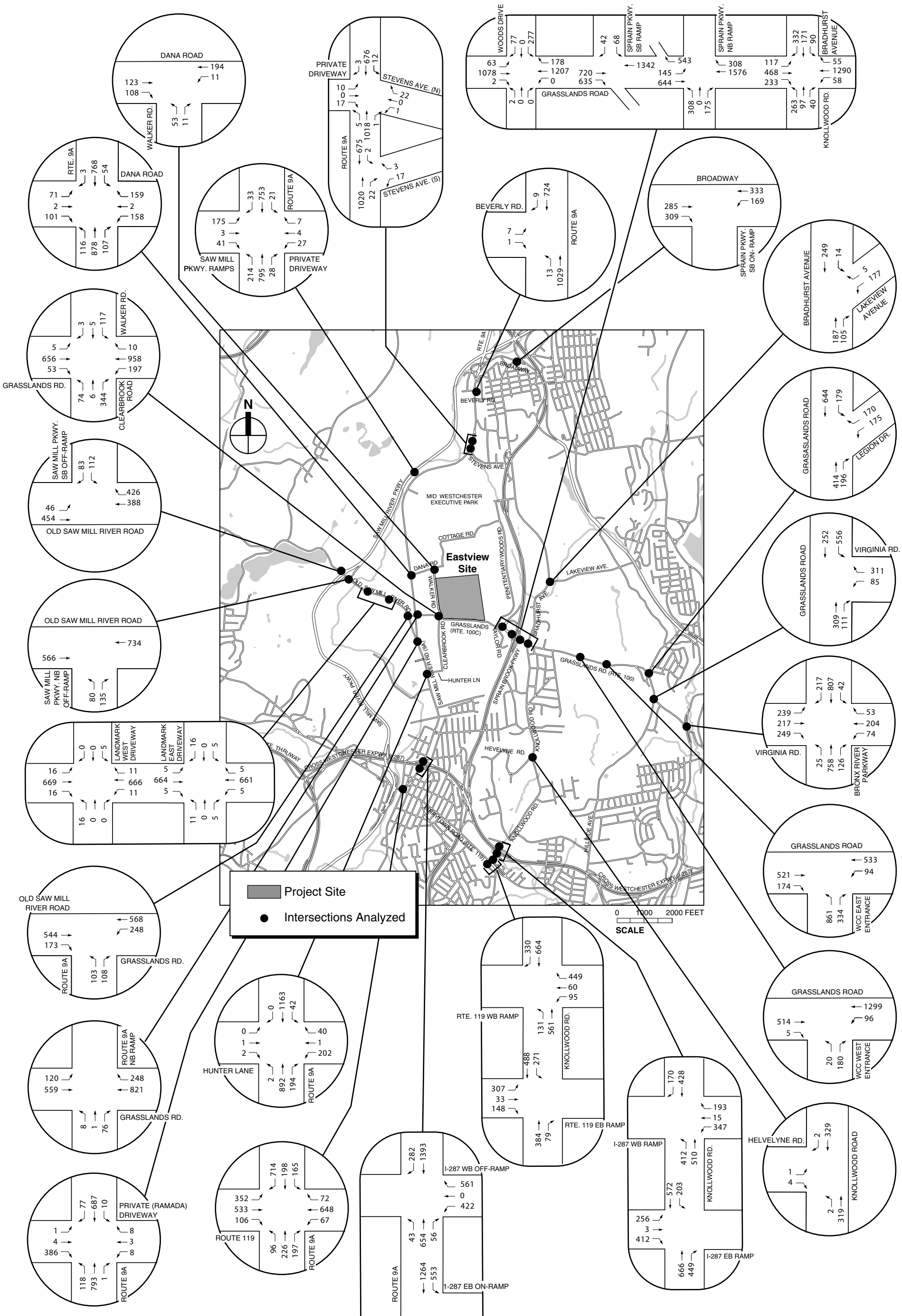

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option B - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-26

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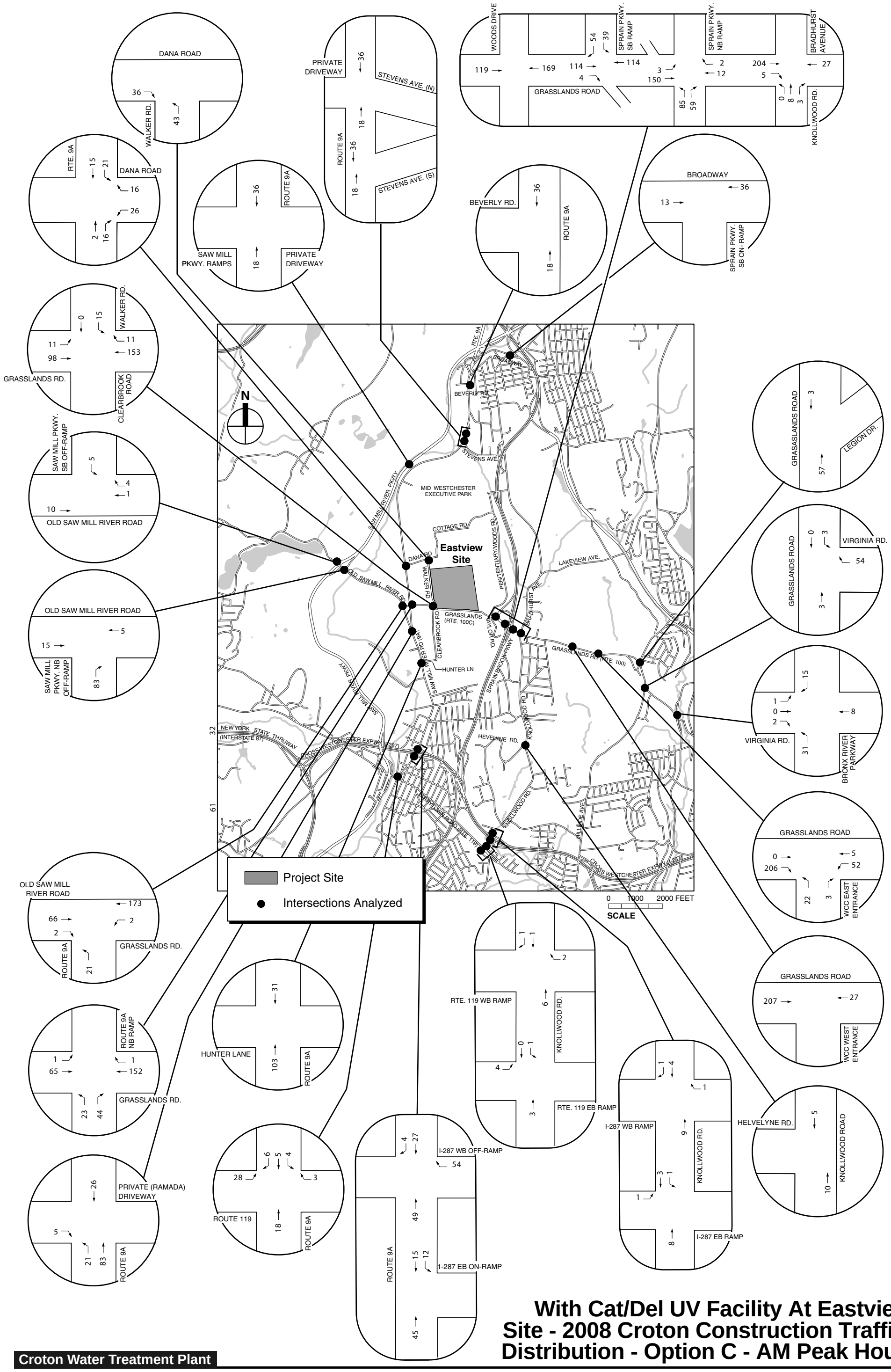

With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option C - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-27

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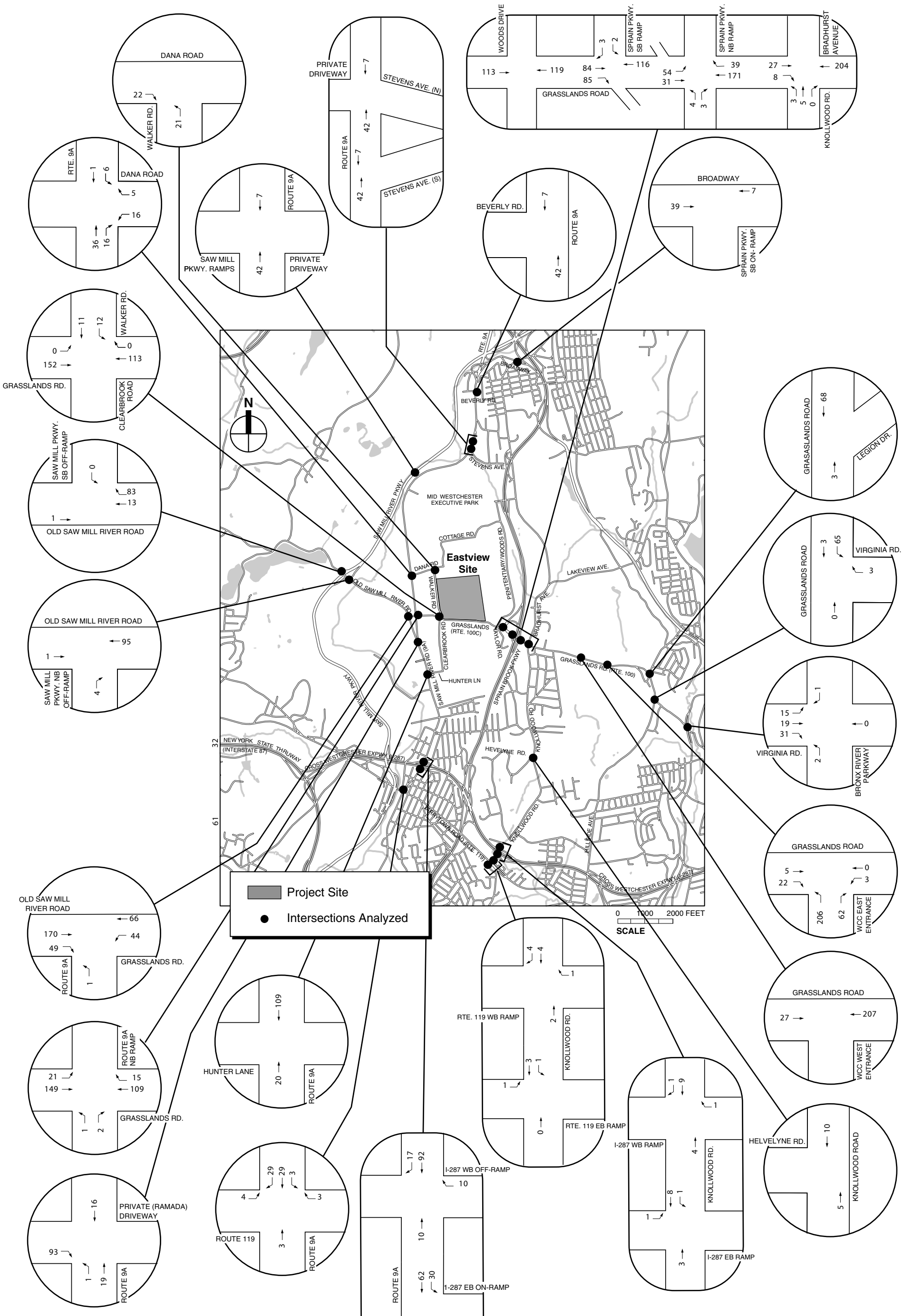

With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option C - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-28

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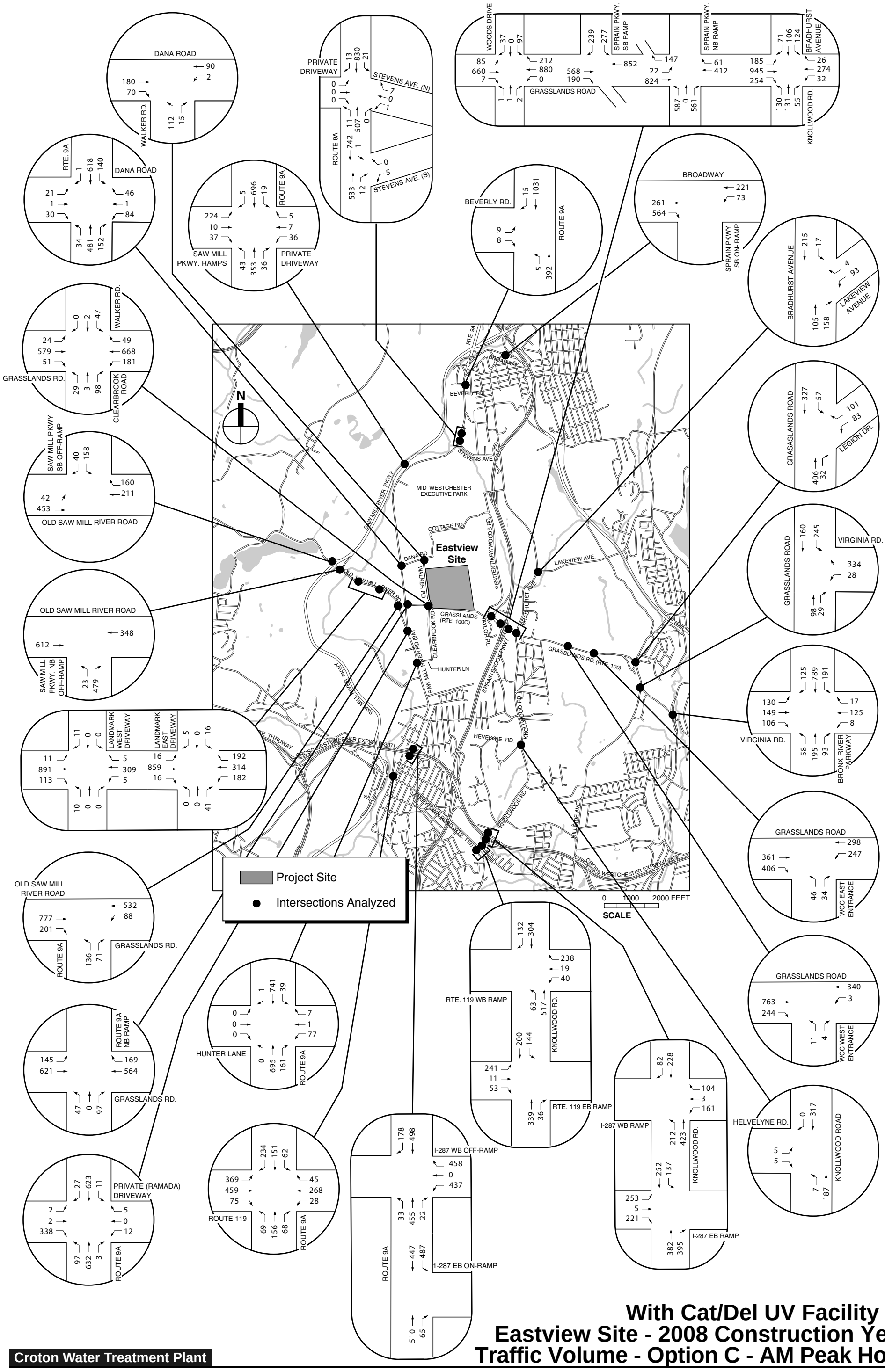

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option C - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-29

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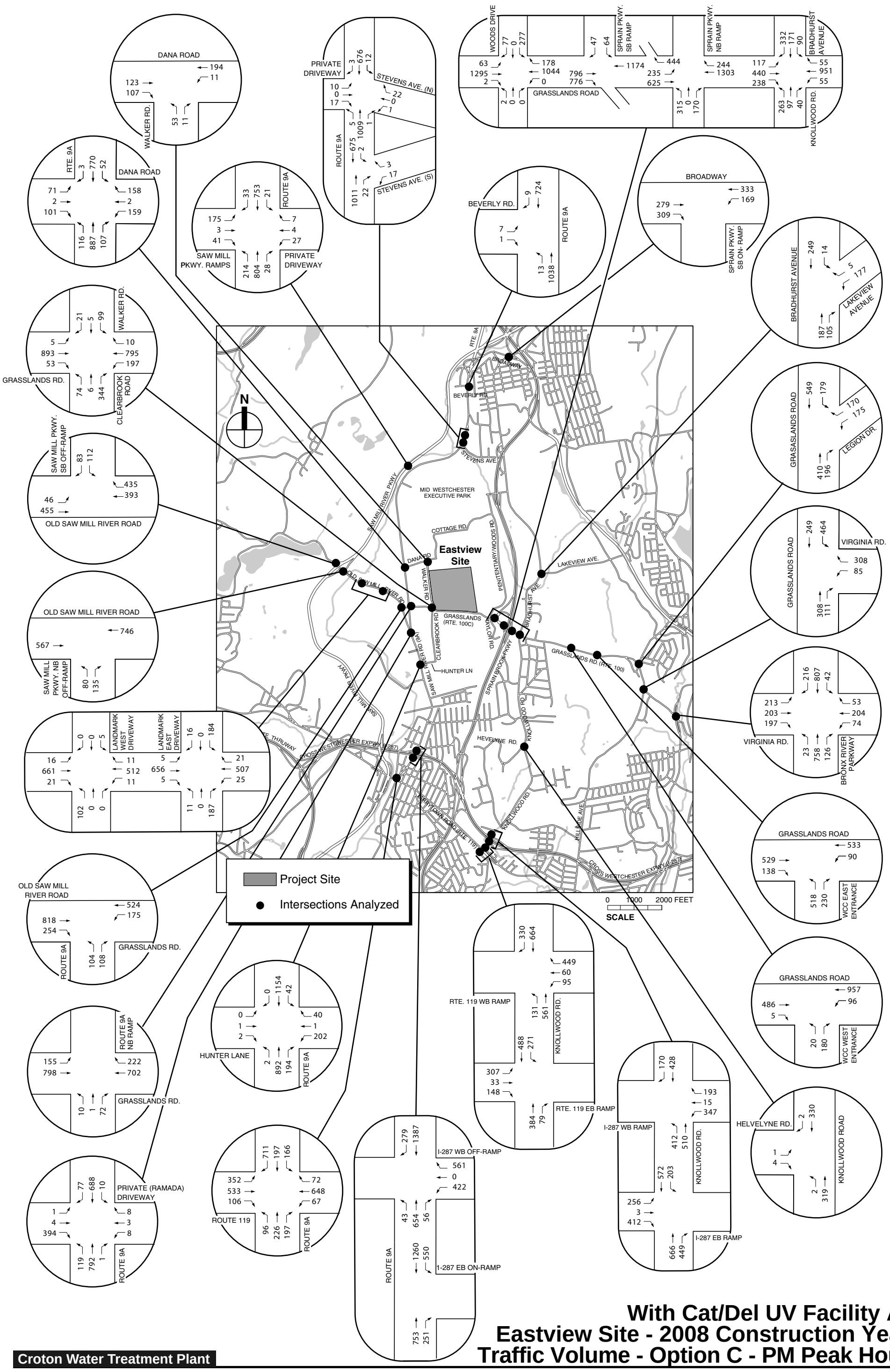

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option C - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-30

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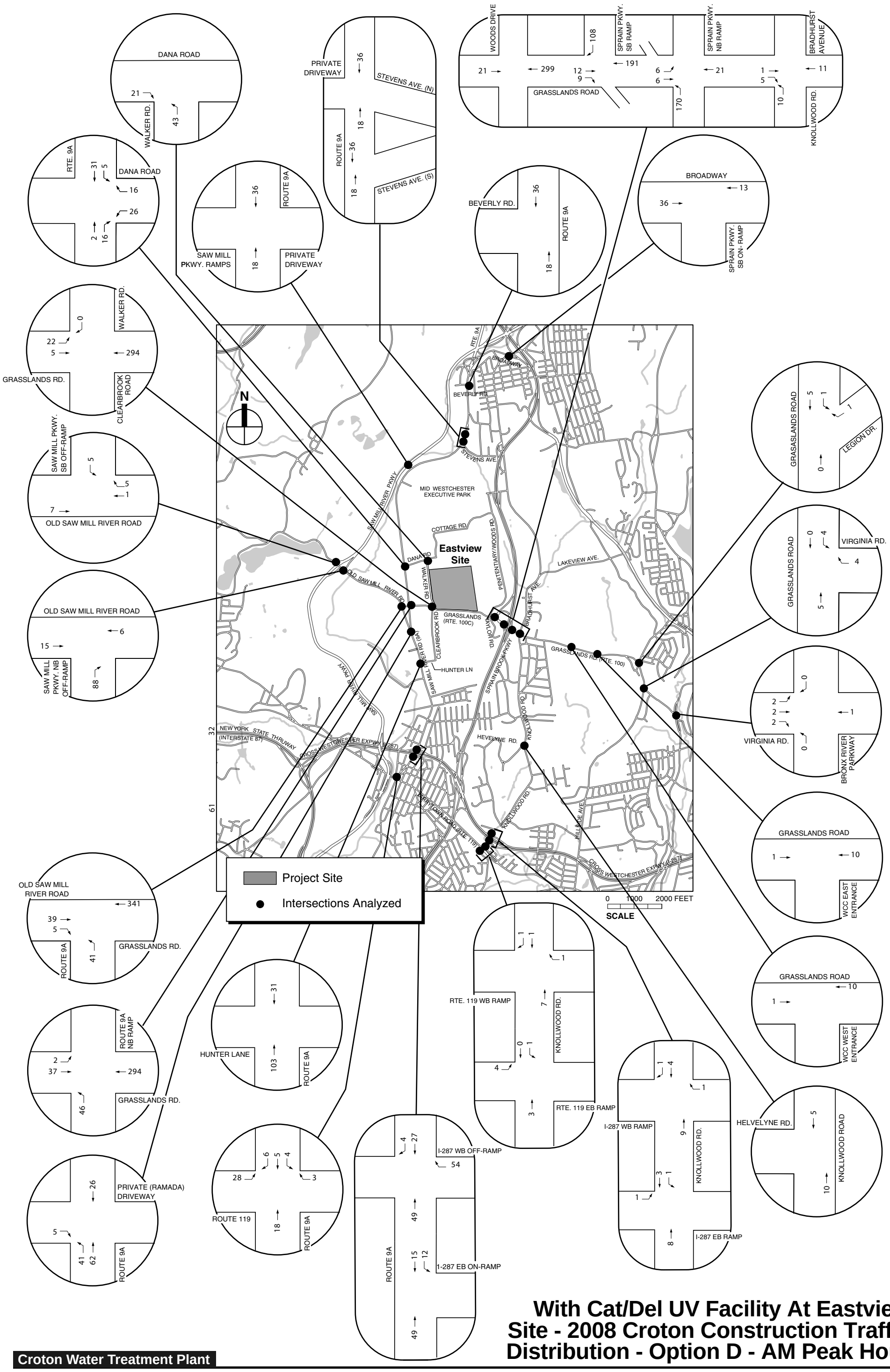

With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option D - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-31

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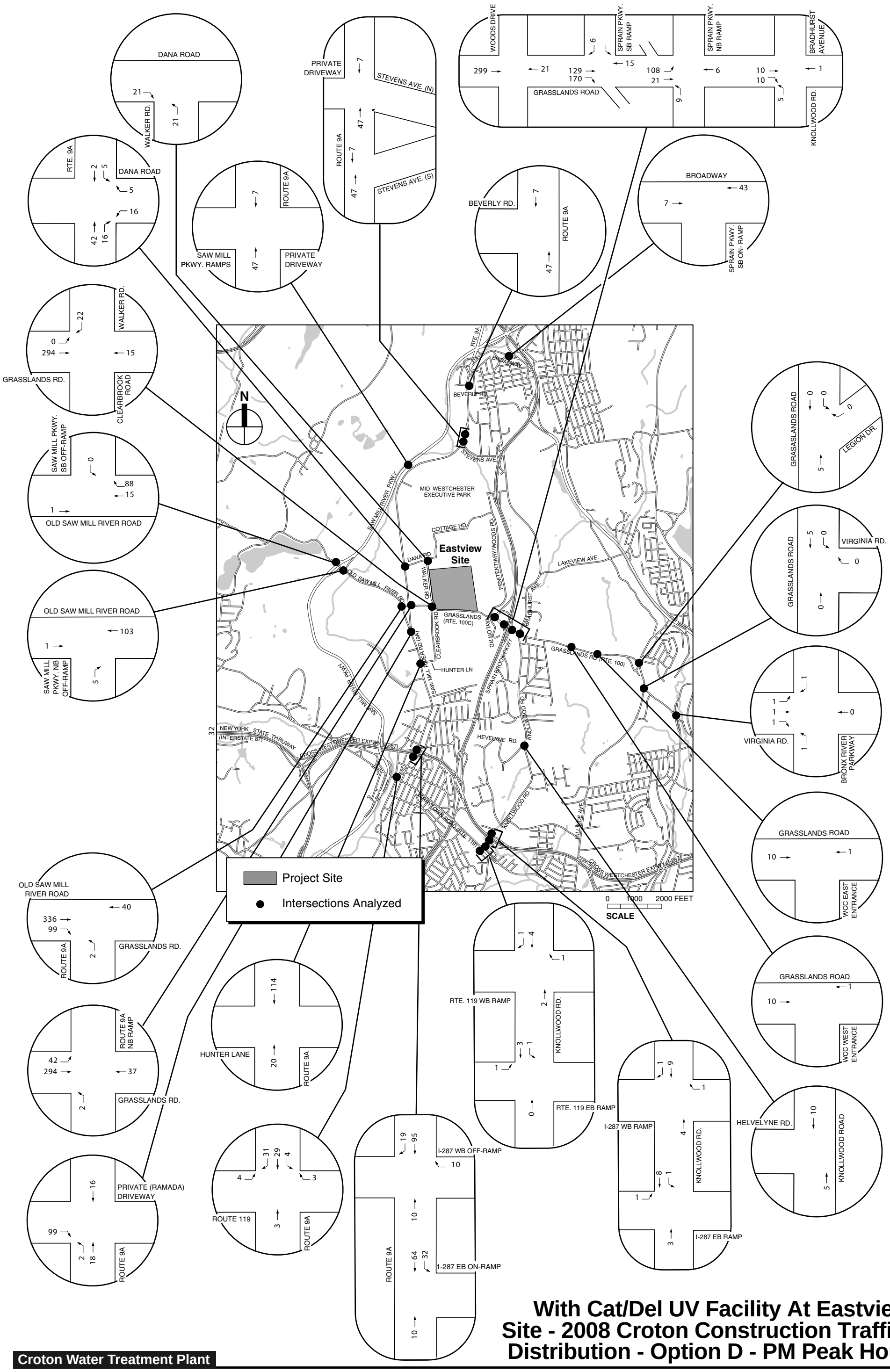

With Cat/Del UV Facility At Eastview Site - 2008 Croton Construction Traffic Distribution - Option D - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-32

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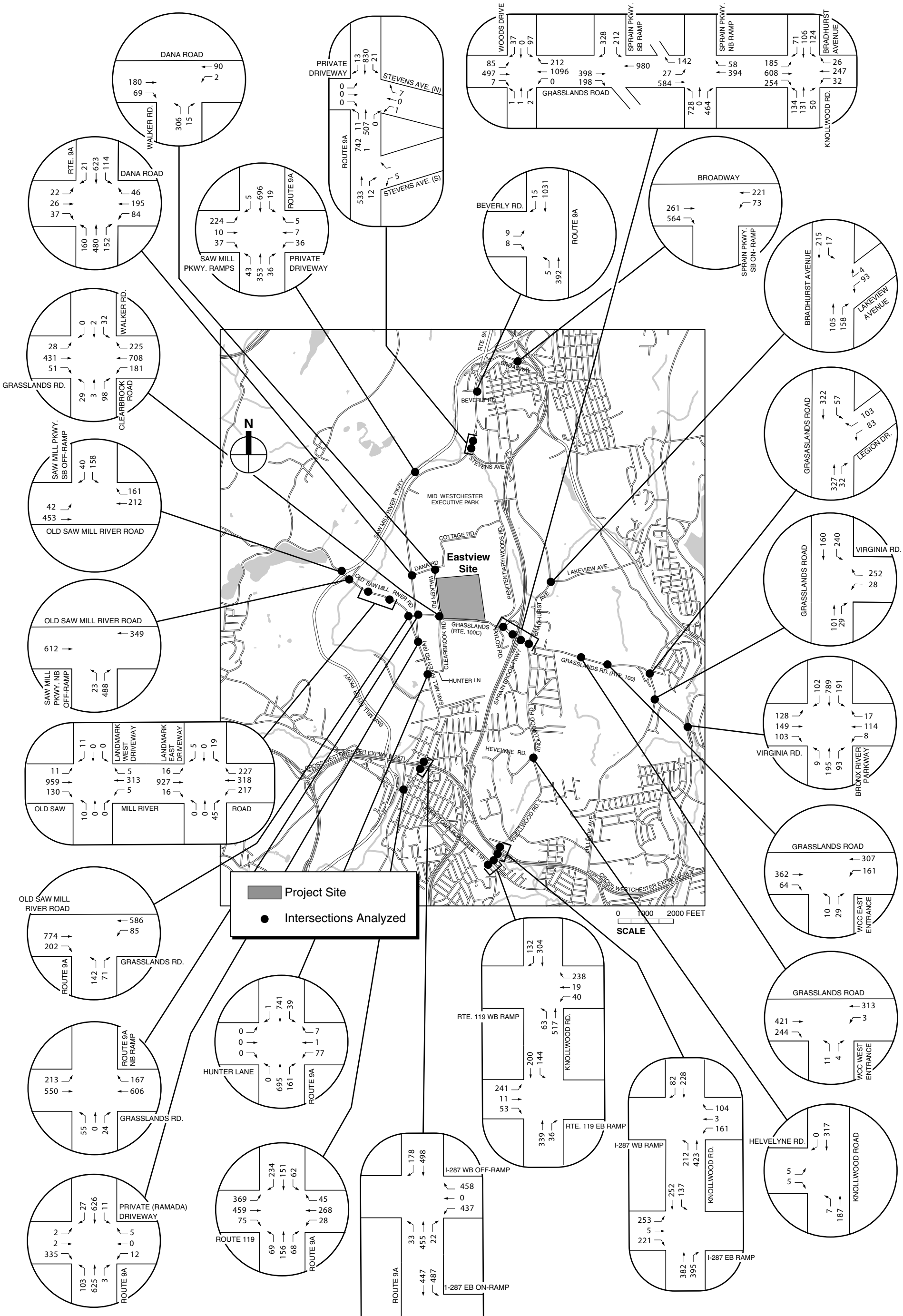

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option D - AM Peak Hour

Croton Water Treatment Plant

Figure 5.9-33

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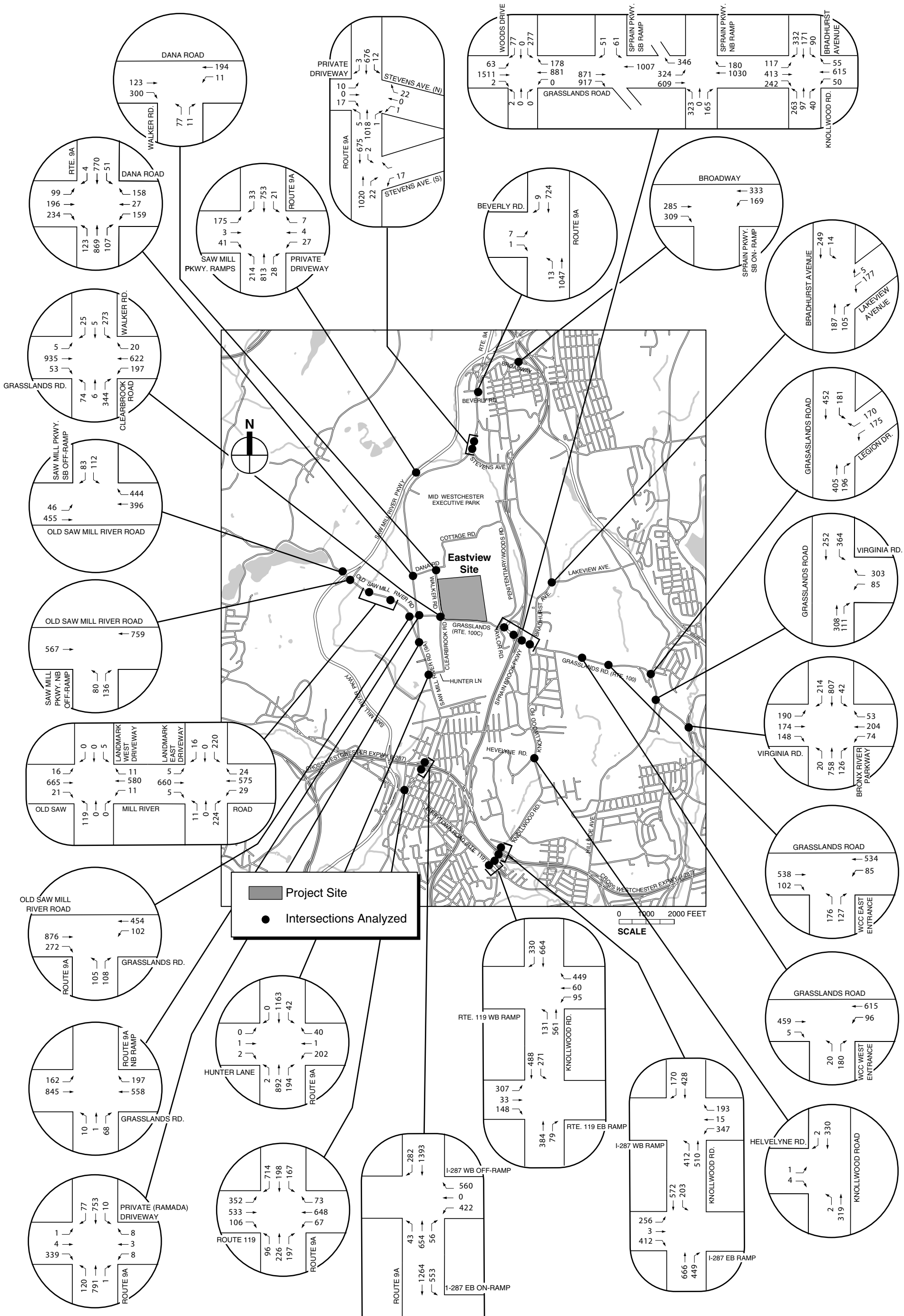

With Cat/Del UV Facility At Eastview Site - 2008 Construction Year Traffic Volume - Option D - PM Peak Hour

Croton Water Treatment Plant

Figure 5.9-34