

TRAFFIC IMPACT STUDY

PEPSICO – PROJECT RENEW MASTER PLAN

TOWN/VILLAGE OF HARRISON, NEW YORK

JOB NO. 1465
SEPTEMBER 23, 2009

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A. INTRODUCTION

This Study has been prepared to evaluate the potential traffic impacts of the Pepsico – Project Renew Master Plan on the surrounding roadway network. The following sections provide a description of the Project and the tasks undertaken in completing our evaluation.

B. PROJECT DESCRIPTION AND LOCATION (Figure No. 1)

The PepsiCo World Headquarters site is located at the intersection of Anderson Hill Road and Lincoln Avenue in the Purchase area of the Town of Harrison, New York. Access to the site is currently served via a gate controlled driveway to Anderson Hill Road as well as a gate controlled delivery only driveway to Lincoln Avenue.

The existing PepsiCo facility currently has some 1,500 employees. The PepsiCo – Project Renew Master Plan is proposed for a population of 1,800 employees (Phase I) and a population of 2,100 employees (Phase II). It should be noted that the original World Headquarters contemplated between 2,000 to 2,200 employees and had a population in excess of 1,900 employees. Also associated with the Project Renew Master Plan, the facility will provide a new reception area for visitors to the Corporate Office and will provide enhanced pedestrian circulation among the existing and proposed buildings. Also, a new Welcome Center Building with a separate gate controlled driveway from Anderson Hill Road and dedicated parking is proposed. Additional surface parking

necessary to support the future population of the property will be provided. The Project Renew Master Plan will also provide an internal connection drive from the main campus to the Calloway House property located off of Lincoln Avenue which will provide for more efficient internal traffic flow and removal of vehicles from local roads.

The full Master Plan (which is not the subject of the Application but being studied in the Draft Environmental Impact Statement of which this Study is part) calls for a population of 2,400 employees. This is further discussed in Section “L” of this Study.

C. DESCRIPTION OF EXISTING ROADWAY NETWORK

As discussed above, the site currently has access via Anderson Hill Road and Lincoln Avenue. The following is a description of these two roads within the Study Area. There are no planned roadway improvements by the New York State Department of Transportation (NYSDOT) or Westchester County Department of Public Works along these two roadways.

Anderson Hill Road

Anderson Hill Road originates to the west of the site with I-287. Approaching the site, Anderson Hill Road intersects with Purchase Street (NYS Route 120) and Lincoln Avenue at signalized intersections. Continuing east, Anderson Hill Road provides access to PepsiCo and SUNY Purchase at a signalized intersection and provides access to Doral Arrowwood, the Blind Brook Club and Doral Greens (unsignalized intersections) before intersecting with King Street (NYS Route 120A) at

a signalized intersection. In the vicinity of the site, Anderson Hill Road has a posted speed limit of 35 mph.

Lincoln Avenue

Lincoln Avenue originates at Anderson Hill Road at a signalized intersection. Lincoln Avenue continues in a southerly direction providing delivery only access to PepsiCo at a signalized intersection. Continuing south, Lincoln Avenue provides access to the Hutchinson River Parkway ramps (unsignalized intersections). Lincoln Avenue has a posted speed limit of 30 mph.

Section K provides a description of the existing geometry, traffic control and a summary of the existing and future Levels of Service for each of the Study Area intersections. The capacity analysis (Appendix “D”) also shows the existing geometry, traffic control and signal timings/phasing (where applicable).

D. PUBLIC TRANSPORTATION

Bus Service in the area includes the Westchester County Bee-Line Bus System operated by the Westchester County Department of Transportation. Local service is provided along Anderson Hill Road via the Route 12 Bus.

The Route 12 Bus (local service) is a full service route operating in both directions Monday through Saturday with limited service on Sunday between Jefferson Valley and White Plains, with service to

Purchase (including the Mt. Kisco Train Station and White Plains TransCenter) In the vicinity of Pepsico, bus stops are located on the driveway to SUNY Purchase. A copy of the Route 12 Bus route and schedule is contained in Appendix “E” o this Study.

E. YEAR 2009 EXISTING TRAFFIC VOLUMES (Figures No. 2 and 3)

In order to identify current traffic conditions in the vicinity of the site, representatives of John Collins Engineers, P.C. collected turning movement traffic counts on Wednesday, April 29, 2009 between the hours of 7:00 AM and 9:30 AM to determine the Weekday Peak AM Highway Hour and on Tuesday, April 28, 2009 between the hours of 4:00 PM and 6:30 PM to determine the Weekday Peak PM Highway Hour for the following Study Area locations as outlined in the Scoping Document.

1. Anderson Hill Road and Lincoln Avenue
2. Anderson Hill Road and SUNY Purchase/PepsiCo
3. Lincoln Avenue and PepsiCo (Delivery Only Driveway)
4. Lincoln Avenue and Hutchinson River Parkway Southbound Ramp
5. Lincoln Avenue and Hutchinson River Parkway Northbound Ramp
6. Purchase Street (NYS Route 120) and Anderson Hill Road
7. King Street (NYS Route 120A) and Anderson Hill Road

Based upon a review of this information, the existing peak hours were generally identified as follows:

- o Weekday Peak AM Highway Hour -- 8:00 AM to 9:00 AM
- o Weekday Peak PM Highway Hour -- 5:00 PM to 6:00 PM

The resulting Year 2009 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM and Weekday Peak PM Highway Hours, respectively.

F. YEAR 2020 NO-BUILD TRAFFIC VOLUMES (Figures No. 4 and 5)

For the purpose of analysis, a Design Year of 2020 has been utilized in completing the traffic analysis.

In order to account for normal background traffic growth in the area, the Year 2009 Existing Traffic Volumes (excluding the existing site traffic volumes) were increased by a growth factor of 1% (based on historical data) for a total background growth of 11%. The resulting Year 2020 No-Build Traffic Volumes are shown on Figures No. 4 and 5 for each of the peak hours, respectively. It should be noted that there are no major projects proposed in the vicinity of the site. Smaller projects would be covered by the background growth rate.

G. SITE GENERATED TRAFFIC VOLUMES

In order to estimate the amount of traffic to be generated by the proposed PepsiCo – Project Renew Master Plan, the Hourly Trip Generation Rates and anticipated site generated traffic volumes were developed based on the existing traffic volumes at the Anderson Hill Road driveway as summarized below.

PEPSICO – PROJECT RENEW MASTER PLAN	ENTRY		EXIT	
	HTGR*	TRIPS	HTGR*	TRIPS
<u>EXISTING – 1,500 EMPLOYEES</u>				
WEEKDAY PEAK AM HIGHWAY HOUR	0.36	535	0.03	45
WEEKDAY PEAK PM HIGHWAY HOUR	0.04	55	0.24	360
<u>PHASE I & II – 2,100 EMPLOYEES</u>				
WEEKDAY PEAK AM HIGHWAY HOUR	0.36	751	0.03	63
WEEKDAY PEAK PM HIGHWAY HOUR	0.04	79	0.24	504
<u>600 ADDITIONAL EMPLOYEES</u>				
WEEKDAY PEAK AM HIGHWAY HOUR	-	216	-	18
WEEKDAY PEAK PM HIGHWAY HOUR	-	24	-	144

* Hourly Trip Generation Rate

H. ARRIVAL/DEPARTURE DISTRIBUTION (Figure No. 6)

In order to assign the site generated traffic volumes to the roadway network, an arrival and departure distribution was developed based on a review of the existing traffic volumes at the existing Anderson Hill Road driveway and adjacent intersections. The resulting arrival and departure distributions are shown on Figure No. 6.

I. YEAR 2020 BUILD TRAFFIC VOLUMES - (PHASE I & II – 2,100 EMPLOYEES)

(Figures No. 7, 8, 9 and 10)

The additional site generated traffic volumes for the 600 employees were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting additional site generated traffic volumes (600 employees) are shown on Figures No. 7 and 8 for each of the peak hours, respectively. These volumes were then added to the Year 2020 No-Build Traffic Volumes to obtain the Year 2020 Build Traffic Volumes - (Phase I and II – 2,100 employees).

The resulting Year 2020 Build Traffic Volumes - (Phase I and II – 2,100 employees) are shown on Figures No. 9 and 10 for each of the peak hours, respectively.

J. DESCRIPTION OF ANALYSIS

In order to determine existing and future traffic operating conditions at the Study Area intersections, capacity analyses were performed based on procedures from the 2000 Highway Capacity Manual.

The following is a brief description of the analysis method utilized in this report:

Signalized Intersection Capacity Analysis

The capacity analysis for the signalized intersection was performed in accordance with the procedures described in the 2000 Highway Capacity Manual published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the 2000 Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or

capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection as well as for the overall intersection.

Additional information concerning signalized and unsignalized Levels of Service and delays can be found in Appendix "C" of this report.

K. TRAFFIC IMPACT ANALYSIS (Table No. 1)

In order to evaluate existing and future traffic operating conditions, capacity analyses were conducted at each of the Study Area intersections utilizing the procedures described above. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service.

Table No. 1 summarizes the results of the capacity analysis (Levels of Service and delays) for the Year 2009 Existing, Year 2020 No-Build and Year 2020 Build (Phase I and II) Conditions by movement, by approach as well as for the overall intersection. Copies of the capacity analysis which shows the existing geometrics, traffic control including signal phasing and timings (where appropriate) are contained in Appendix "D" of this Study.

1. Anderson Hill Road and Lincoln Avenue

Lincoln Avenue intersects Anderson Hill Road at a signalized, “T” type intersection. The Anderson Hill Road westbound approach consists of two lanes in the form of a separate left turn lane and a separate through lane and the Anderson Hill Road eastbound approach consists of one wide lane for through/right turn movements. The Lincoln Avenue northbound approach consists of one wide lane for left and right turn movements.

Capacity analysis conducted utilizing the Year 2009 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2020 No-Build Traffic Volumes indicates the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Phase I and II) indicates the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour and continue to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour.

2. Anderson Hill Road and SUNY Purchase/PepsiCo

PepsiCo intersects Anderson Hill Road opposite SUNY Purchase at a signalized intersection. The Anderson Hill Road westbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Anderson Hill Road eastbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and a separate right turn lane. The PepsiCo northbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a separate right turn lane and the SUNY Purchase southbound approach consists of three lanes in the form of a separate left turn lane, a shared through/right turn and a separate right turn lane.

Capacity analysis conducted utilizing the Year 2009 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour and is currently operating at an overall Level of Service “C” during the Weekday Peak PM Highway Hour.

Capacity analysis conducted utilizing the Year 2020 No-Build Traffic Volumes indicates the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour.

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Phase I and II) indicates the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour and is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour.

3. Lincoln Avenue and PepsiCo Delivery Only Access

The existing PepsiCo delivery only access intersects Lincoln Avenue at a signalized, “T” type intersection. All approaches to the intersection consist of one lane in each direction.

Capacity analysis conducted utilizing the Year 2009 Existing Traffic Volumes indicates that the driveway is currently operating at an overall Level of Service “A”.

Capacity analysis conducted utilizing the Year 2020 No-Build Traffic Volumes indicates that the driveway is projected to operate at an overall Level of Service “A”.

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Phase I and II) indicates that the driveway is projected to continue to operate at an overall Level of Service “A”.

4. Lincoln Avenue and Hutchinson River Parkway SB On/Off Ramp

The Hutchinson River Parkway Southbound On/Off Ramp intersects Lincoln Avenue at an unsignalized intersection. The Lincoln Avenue southbound approach consists of one lane for through and right turn movements and the Lincoln Avenue northbound approach consists of one lane for left and through movements. The Hutchinson River Parkway southbound off ramp (westbound approach) consists of one lane for left, through and right turn movements.

Capacity analysis conducted utilizing the Year 2009 Existing Traffic Volumes indicates that the Hutchinson River Parkway Southbound Off Ramp is currently operating at a Level of Service “B” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2020 No-Build Traffic Volumes indicates that the Hutchinson River Parkway Southbound Off Ramp is projected to operate at a Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to operate at a Level of Service “B” during the Weekday Peak PM Highway Hour.

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Phase I and II) indicates that the Hutchinson River Parkway Southbound Off Ramp is projected to continue to operate at a Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to continue to operate at a Level of Service “B” during the Weekday Peak PM Highway Hour.

5. Lincoln Avenue and Hutchinson River Parkway NB On/Off Ramp

The Hutchinson River Parkway Northbound On/Off Ramp intersects with Lincoln Avenue at an unsignalized intersection. The Lincoln Avenue southbound approach consists of one lane for left and through movements and the Lincoln Avenue northbound approach consists of one lane for through and right turn movements. The Hutchinson River Parkway northbound off ramp (eastbound approach) consists of one lane for left, through and right turn movements

Capacity analysis conducted utilizing the Year 2009 Existing Traffic Volumes indicates that the Hutchinson River Parkway Northbound Off Ramp is currently operating at a Level of Service “C” during the Weekday Peak AM Highway Hour and is currently operating at a Level of Service “B” during the Weekday Peak PM Highway Hour.

Capacity analysis conducted utilizing the Year 2020 No-Build Traffic Volumes indicates that the Hutchinson River Parkway Northbound Off Ramp is projected to operate at a Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to operate at a Level of Service “B” during the Weekday Peak PM Highway Hour.

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Phase I and II) indicates that the Hutchinson River Parkway Northbound Off Ramp is projected to continue to operate at a Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to continue to operate at a Level of Service “B” during the Weekday Peak PM

Highway Hour.

6. Purchase Street (NYS Route 120) and Anderson Hill Road

Anderson Hill Road intersects Purchase Street (NYS Route 120) at a signalized intersection. The Purchase Street northbound and southbound approaches each consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane. The Anderson Hill Road westbound and eastbound approaches each consists of one lane for a shared left, through and right turn movements.

Capacity analysis conducted utilizing the Year 2009 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2020 No-Build Traffic Volumes indicates the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Phase I and II) indicates the intersection is projected to continue to operate at an overall Level of Service “D” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

7. King Street (NYS Route 120A) and Anderson Hill Road

Anderson Hill Road intersects King Street at a signalized, “T” type intersection. The King Street northbound approach consists of two lanes in the form of a separate left turn lane and a separate through lane and the King Street southbound approach consists of two lanes in the form of a separate through lane and a separate right turn lane. The Anderson Hill Road eastbound approach consists of two lanes in the form of a separate left turn lane and a separate right turn lane.

Capacity analysis conducted utilizing the Year 2009 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2020 No-Build Traffic Volumes indicates the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Phase I and II) indicates the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour.

L. YEAR 2020 BUILD TRAFFIC VOLUMES - (MASTER PLAN – 2,400 EMPLOYEES)

(Appendix “F” - Figures No. 11, 12, 13 and 14, Table No. 3)

As previously noted, the full Master Plan calls for a population of 2,400 employees. While this is not part of the Application, an analysis of this condition has been conducted.

PEPSICO – PROJECT RENEW MASTER PLAN	ENTRY		EXIT	
	HTGR*	TRIPS	HTGR*	TRIPS
<u>EXISTING – 1,500 EMPLOYEES</u>				
WEEKDAY PEAK AM HIGHWAY HOUR	0.36	535	0.03	45
WEEKDAY PEAK PM HIGHWAY HOUR	0.04	55	0.24	360
<u>PHASE I & II – 2,100 EMPLOYEES</u>				
WEEKDAY PEAK AM HIGHWAY HOUR	0.36	751	0.03	63
WEEKDAY PEAK PM HIGHWAY HOUR	0.04	79	0.24	504
<u>FULL MASTER PLAN – 2,400 EMPLOYEES</u>				
WEEKDAY PEAK AM HIGHWAY HOUR	0.36	859	0.03	72
WEEKDAY PEAK PM HIGHWAY HOUR	0.04	91	0.24	576
<u>300 ADDITIONAL EMPLOYEES</u>				
WEEKDAY PEAK AM HIGHWAY HOUR	-	108	-	9
WEEKDAY PEAK PM HIGHWAY HOUR	-	12	-	72

* Hourly Trip Generation Rate

The additional site generated traffic volumes for the 300 employees were assigned to the roadway network based on the arrival and departure distributions previously discussed (Figure No. 6). The

resulting additional site generated traffic volumes (300 employees) are shown on Figures No. 11 and 12 for each of the peak hours. The resulting Year 2020 Build Traffic Volumes - (Master Plan – 2,400 Employees) are shown on Figures No. 13 and 14 for each of the peak hours, respectively.

TRAFFIC IMPACT ANALYSIS (Table No. 2)

Table No. 2 summarizes the results of the capacity analysis (Levels of Service and delays) for the Year 2020 Build (Full Build Out of the Master Plan) by movement, by approach as well as for the overall intersection. Copies of the capacity analysis are contained in Appendix “F” of this Study.

1. Anderson Hill Road and Lincoln Avenue

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Full Build Out of the Master Plan) indicates the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service “C” during the and Weekday Peak PM Highway Hour.

2. Anderson Hill Road and SUNY Purchase/PepsiCo

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Full Build Out of the Master Plan) indicates the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

3. Lincoln Avenue and PepsiCo Delivery Only Access

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Full Build Out of the Master Plan) indicates that the driveway is projected to operate at an overall Level of Service “A”.

4. Lincoln Avenue and Hutchinson River Parkway SB On/Off Ramp

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Full Build Out of the Master Plan) indicates that the Hutchinson River Parkway Southbound Off Ramp is projected to operate at a Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to operate at a Level of Service “B” during the Weekday Peak PM Highway Hour.

5. Lincoln Avenue and Hutchinson River Parkway NB On/Off Ramp

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Full Build Out of the Master Plan) indicates that the Hutchinson River Parkway Northbound Off Ramp is projected to operate at a Level of Service “D” during the Weekday Peak AM Highway Hour and is projected to operate at a Level of Service “B” during the Weekday Peak PM Highway Hour.

6. Purchase Street (NYS Route 120) and Anderson Hill Road

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Full Build Out of the Master Plan) indicates the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

7. King Street (NYS Route 120A) and Anderson Hill Road

Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes (Full Build Out of the Master Plan) indicates the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

M. EVALUATION OF PROPOSED WELCOME CENTER DRIVEWAY

(Appendix “G” - Figure No. 15)

As requested, Weekend Conditions were evaluated at the proposed Anderson Hill Road Welcome Center Driveway (Sculpture Garden). Figure No. 15 shows Saturday and Sunday traffic volumes at the proposed Anderson Hill Road Welcome Center driveway. It should be noted that traffic volumes during the Weekend Peak Hours are significantly less than the Weekday Peak AM and Weekday Peak PM Highway Hours.

The Welcome Center driveway is proposed to intersect Anderson Hill Road at an unsignalized, “T” type intersection. A separate westbound left turn lane is proposed for entering traffic. Capacity analysis conducted utilizing the Year 2020 Build Traffic Volumes indicates that the driveway is projected to operate at a Level of Service “B” during the Saturday Peak and Sunday Peak Hours. As

indicated on the Conceptual Highway Improvement Plan (Appendix “G”), with the provision of the separate left turn lane for westbound traffic, adequate stopping and intersection sight distance can be provided for the 35mph posted speed limit.

Appendix “G” of this Study contains Saturday and Sunday traffic volumes and a copy of the Conceptual Highway Improvement Plan.

N. ACCIDENT DATA (Table No. 3)

Accident data was obtained from the New York State Department of Transportation Records Access Office along Anderson Hill Road from Purchase Street to King Street and along Lincoln Avenue from Anderson Hill Road to the Hutchinson River Parkway ramps for the latest available three year period (January 1, 2006 through December 31, 2008).

Table No. 3 provides a summary of the accident data by location, date, time, traffic control, accident class, number of vehicles/injuries, light condition, road condition, weather, manner of collision as well as apparent contributing factors. As shown on Table No. 3, the type of accidents are typical type of accidents, such as rear end accidents and turning accidents with apparent contributing factors such as failure to yield right of way and driver error/inattention. It is not expected that this Project will have an impact on the accident rate on the area roadways.

A copy of the New York State Department of Transportation’s accident reports are contained in

Appendix “H” of this Study.

O. PARKING DEMAND (Appendix “I”)

Appendix “I” provides a Parking Summary Table and Parking Summary Figures. As summarized on the Table, the required parking for Phase I and II would be 1,701 with 1,752 spaces provided. Parking for the Master Plan (2,400 employees) will be developed as part of that site plan application.

P. SUMMARY AND CONCLUSION

As summarized in this Study, the proposed PepsiCo – Project Renew Master Plan will not significantly affect the roadway system in the vicinity of the site. It should be noted that the original World Headquarters contemplated between 2,000 to 2,200 employees and had a population in excess of 1,900 employees.

Respectfully submitted,
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