

Appendix A: Project Planning and Development
A-5 Non-Standard Feature Justification

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | 1721.51 | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB Approach to W. Broadway | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Lane Width | | |
| Location: | I-287 WB Approach to W. Broadway (STA 828+13 to STA 842+51) | | |
| Standard Value: | 12 ft | Design Speed: | 70 mph |
| Existing Value: | 10.5 ft | Recommended Speed: | 70 mph |
| Proposed Value: | 10.5 ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.07/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Lane width is tapered to match existing lane widths at the project limit. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | Meets project objective of tying in the works without affecting Interchange 10 in Rockland and the Rt 9 South Broadway Bridge in Westchester | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | Minimizes property impacts adjacent to the I-287 | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying to the existing lanes widths prior to Interchange 10 means no alterations need to be made to the Interchange ramps or the bridges | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | 1721.51 | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB Approach to Cornelison Ave. | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Shoulder Width | | |
| Location: | I-287 WB Approach to W. Broadway (STA 828+13 to STA 836+66) | | |
| Standard Value: | 12 ft | Design Speed: | 70 mph |
| Existing Value: | 7 ft | Recommended Speed: | 70 mph |
| Proposed Value: | 7 ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.07/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Shoulder width is tapered to match existing shoulder widths at the project limit. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | Meets project objective of tying in the works without affecting Interchange 10 in Rockland and the Rt 9 South Broadway Bridge in Westchester | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | Minimizes property impacts adjacent to the I-287 | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying in to the existing lanes widths prior to Interchange 10 means no alterations need to be made to the Interchange ramps or the bridges | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | 1721.51 | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB Off TZB Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Shoulder Width | | |
| Location: | I-287 WB Maintenance Ramp TZB intersection with River Road (STA 836+66 to STA 842+51) | | |
| Standard Value: | 12 ft | Design Speed: | 70 mph |
| Existing Value: | 6-7 ft | Recommended Speed: | 70 mph |
| Proposed Value: | 7ft-10ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 1.10/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Shoulder width is tapered to match existing shoulder widths at the project limit. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | The Thruways existing ramp is actually of a lesser standard so the new ramp will improve conditions. | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | Minimizes property impacts adjacent to the I-287 | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying the WB maintenance ramp within the available space minimizes impacts to adjacent properties. | | |

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** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB Tappan Zee Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Shoulder width - right | | |
| Location: | WB Tappan Zee Bridge (STA 842+51 to STA 1009+58) | | |
| Standard Value: | 12ft | Design Speed: | 70 mph |
| Existing Value: | 0ft | Recommended Speed: | 70 mph |
| Proposed Value: | 10ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 1.10/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | As per NYSDOT's instructions, 10ft shoulder to be provided on the right side of the bridge. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | Allows enough space for drainage puddle width | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
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** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB Off Tappan Zee Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Shoulder width - left | | |
| Location: | I-287 WB Tappan Zee Bridge (STA 828+13 to STA 839+00) | | |
| Standard Value: | 12ft | Design Speed: | 70 mph |
| Existing Value: | 0ft | Recommended Speed: | 70 mph |
| Proposed Value: | 24ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.07/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | As per NYSDOT's instructions, 24ft shoulder to be provided on the left side of bridge. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | | | |

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| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB New York State Thruway Toll Road | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Shoulder width-left | | |
| Location: | I-287 EB New York State Thruway Toll Road (STA 1015+40 to STA 1018+35) | | |
| Standard Value: | 12ft | Design Speed: | 70 mph |
| Existing Value: | 0ft | Recommended Speed: | 70 mph |
| Proposed Value: | 6ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 1.10/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | \$ 3million to rebuild the Rt 9 South Broadway Bridge | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Shoulder width is tapered to match existing shoulder widths at the project limit. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying to the existing lanes widths prior to the Rt 9 South Broadway Bridge in Westchester mean no alterations need to be made to the existing bridge. | | |

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** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB New York State Thruway Toll Road | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Shoulder width-right | | |
| Location: | I-287 EB New York State Thruway Toll Road & South Broadway (STA 1015+89 to STA 1018+66) | | |
| Standard Value: | 12ft | Design Speed: | 70 mph |
| Existing Value: | | Recommended Speed: | 70 mph |
| Proposed Value: | 0ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 1.10/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | \$ 3million to rebuild the Rt 9 South Broadway Bridge | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Mitigation consisting of no shoulder warning signs. Full 12ft shoulder maintained east of South Broadway bridge. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | Full width shoulder is not possible due to the existing Rt 9 South Broadway Bridge in Westchester. The shoulder width has been reduced as per NYDOT instruction. | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying to the existing lanes widths prior to the Rt 9 South Broadway Bridge in Westchester mean no alterations need to be made to the existing bridge. | | |

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** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB Off Tappan Zee Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 WB Off Tappan Zee Bridge (STA 836+86 to STA 842+51) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 600ft | Recommended Speed: | 70 mph |
| Proposed Value: | 571ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.07/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Required to fit re-aligned highway within highway boundary with minimal land take and property impact | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | Minimizes land take and property impacts | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying in to the existing lanes widths prior to Interchange 10 means no alterations need to be made to the Interchange ramps or the bridges | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB Tappan Zee Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 WB Tappan Zee Bridge (STA 842+51 to STA 871+29) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 600ft | Recommended Speed: | 70 mph |
| Proposed Value: | 586ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.07/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Required to fit re-aligned highway within highway boundary with minimal land take and property impact | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | Minimizes land take and property impacts | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying in to the existing lanes widths prior to Interchange 10 means no alterations need to be made to the Interchange ramps or the bridges | | |

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** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 WB @ S. Broadway Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 WB Toll Plaza Approach @ Rt 9 South Broadway Bridge (Westchester) (STA 1015+29 to STA 1018+66) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 472ft | Recommended Speed: | 70 mph |
| Proposed Value: | 571ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 1.10/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | \$3 million to rebuild the Rt 9 South Broadway Bridge | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Required to fit re-aligned highway within highway boundary with minimal land take and property impact | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying to the existing lanes widths prior to the Rt 9 South Broadway Bridge in Westchester mean no alterations need to be made to the existing bridge. | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB Tappan Zee Bridge Approach | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 EB Bridge Approach (STA 835+39 to STA 858+61) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 385ft | Recommended Speed: | 70 mph |
| Proposed Value: | 599ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.05/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Required to fit re-aligned highway within highway boundary with minimal land take and property impact | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying in to the existing lanes widths prior to Interchange 10 means no alterations need to be made to the Interchange ramps or the bridges | | |

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** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB to Tappan Zee Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 EB to Tappan Zee Bridge (STA 858+61 to STA 871+29) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 385ft | Recommended Speed: | 70 mph |
| Proposed Value: | 629ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.05/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| <input type="checkbox"/> | Required to fit re-aligned highway within highway boundary with minimal land take and property impact | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| <input type="checkbox"/> | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| <input type="checkbox"/> | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| <input type="checkbox"/> | Tying in to the existing lanes widths prior to Interchange 10 means no alterations need to be made to the Interchange ramps or the bridges | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB Off Tappan Zee Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 EB Off Tappan Zee Bridge (STA 968+52 to STA 983+00) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 440ft | Recommended Speed: | 70 mph |
| Proposed Value: | 569ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.07/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Required to fit re-aligned highway within highway boundary with minimal land take and property impact | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | In order to complete the tie in to the Toll Plaza, and to meet the temporary staging, the highway alignment is constrained from both the Rockland and Westchester approaches, and these constraints combine to yield a reduction in Stopping Sight Distance. Whilst the revised distance is less than the standard value, it is an improvement on the existing value. | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB Toll Plaza Approach | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 EB Toll Plaza Approach (STA 983+00 to STA 995+00) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 440ft | Recommended Speed: | 70 mph |
| Proposed Value: | 617ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.05/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Required to fit re-aligned highway within highway boundary with minimal landtake and property impact | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | In order to complete the tie in to the Toll Plaza, and to meet the temporary staging, the highway alignment is constrained from both the Rockland and Westchester approaches, and these constraints combine to yield a reduction in Stopping Sight Distance. Whilst the revised distance is less than the standard value, it is an improvement on the existing value. | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | | | |

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** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB Westchester South Broadway Bridge Approach | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. – Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Stop Distance | | |
| Location: | I-287 EB Westchester South Broadway Bridge Approach (STA 1011+34 to STA 1018+34) | | |
| Standard Value: | 730ft | Design Speed: | 70 mph |
| Existing Value: | 618ft | Recommended Speed: | 70 mph |
| Proposed Value: | 677ft | Recommended Speed: | 70 mph |
| b. – Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 1.10/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. – Cost Estimates | | | |
| Cost to Fully Meet Standards: | \$ 3million to rebuild the Rt 9 South Broadway Bridge | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. – Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Required to fit re-aligned highway within highway boundary with minimal land take and property impact | | |
| e. – Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. – Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. – Proposed Treatment (i.e., Recommendation): | | | |
| | Tying to the existing lanes widths prior to the Rt 9 South Broadway Bridge in Westchester mean no alterations need to be made to the existing bridge. | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 EB @ Westchester S. Broadway Bridge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Minimum Horizontal Clearance | | |
| Location: | I-287 EB at Westchester South Broadway Bridge (STA 1018+17 to STA 1019+26) | | |
| Standard Value: | Not Less than shoulder | Design Speed: | 70 mph |
| Existing Value: | | Recommended Speed: | 70 mph |
| Proposed Value: | 0ft | Recommended Speed: | 70 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 1.10/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | \$ 3million to rebuild the Rt 9 South Broadway Bridge | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Mitigation consisting of no shoulder warning signs. Full 12ft shoulder maintained east of South Broadway bridge. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Tying to the existing lanes widths prior to the Rt 9 South Broadway Bridge in Westchester mean no alterations need to be made to the existing bridge. | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|---|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 Westchester South Broadway W/B Merge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Ramp |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Horizontal Curvature | | |
| Location: | Westchester South Broadway W/B Merge (STA 3+47 to STA 5+86) | | |
| Standard Value: | 230ft | Design Speed: | 30 mph |
| Existing Value: | | Recommended Speed: | 30 mph |
| Proposed Value: | 210ft | Recommended Speed: | 30 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.05/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Matches existing radius. Ramp to be rebuilt at current location within the highway boundary, with no property impact. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-------------------------------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | I-287 Westchester South Broadway W/B Merge | Functional Class: | Urban Principal Arterial Interstate |
| Project Type: | Reconstruction | Design Class: | Ramp |
| % Trucks: | 12.4% | Terrain: | Rolling |
| ADT (ETC+30): | 218,551* | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Sight Distance | | |
| Location: | Westchester South Broadway W/B Merge (STA 3+47 to STA 5+86) | | |
| Standard Value: | 200ft | Design Speed: | 30 mph |
| Existing Value: | | Recommended Speed: | 30 mph |
| Proposed Value: | 175ft | Recommended Speed: | 30 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | 0.05/mvm** | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Matches existing Stopping Sight Distance. Ramp to be rebuilt at current location within the highway boundary, with no property impact. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-----------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | South Broadway (Rockland) STA 2+28 to STA 3+49 | Functional Class: | Urban Collector |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 0.984 | Terrain: | Rolling |
| ADT (ETC+30): | 3,075 | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Horizontal Curvature | | |
| Location: | South Broadway (Rockland) (STA 2+28 to STA 3+49) | | |
| Standard Value: | 250ft | Design Speed: | 30 mph |
| Existing Value: | | Recommended Speed: | 30 mph |
| Proposed Value: | 140ft | Recommended Speed: | 30 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | 2 additional properties would need to be displaced to meet full standards | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Matches existing Stopping Sight Distance. Road to be rebuilt near to current location within the highway boundary, with minimal property impact. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Additional signage to be provided on the approach to the curve | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-----------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | South Broadway (Rockland) STA 6+62 to STA 7+11 | Functional Class: | Urban Collector |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 0.984 | Terrain: | Rolling |
| ADT (ETC+30): | 3,075 | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Horizontal Curvature | | |
| Location: | South Broadway (STA 6+62 to STA 7+11) | | |
| Standard Value: | 250ft | Design Speed: | 30 mph |
| Existing Value: | | Recommended Speed: | 30 mph |
| Proposed Value: | 117.5ft | Recommended Speed: | 30 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | 2 additional properties would need to be displaced to meet full standards | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Matches existing Stopping Sight Distance. Road to be rebuilt near to current location within the highway boundary, with minimal property impact. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Additional signage to be provided on the approach to the curve | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-----------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | South Broadway (Rockland) STA 2+28 to STA 3+44 | Functional Class: | Urban Collector |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 0.984 | Terrain: | Rolling |
| ADT (ETC+30): | 3,075 | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Sight Distance | | |
| Location: | South Broadway (STA 2+23 to STA 3+44) | | |
| Standard Value: | 200ft | Design Speed: | 30 mph |
| Existing Value: | | Recommended Speed: | 30 mph |
| Proposed Value: | 109ft | Recommended Speed: | 30 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Matches existing Stopping Sight Distance. Road to be rebuilt near to current location within the highway boundary, with minimal property impact. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | 2 additional properties would need to be displaced to meet full standards | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Additional signage to be provided on the approach to the curve | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.

| NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8) | | | |
|--|--|------------------------------|-----------------|
| PIN: | | NHS (Y/N): | Yes |
| Route No. & Name: | South Broadway (Rockland) STA 5+75 to STA 7+60 | Functional Class: | Urban Collector |
| Project Type: | Reconstruction | Design Class: | Mainline |
| % Trucks: | 0.984 | Terrain: | Rolling |
| ADT (ETC+30): | 3,075 | Truck Access/Qualifying Hwy. | Yes |
| a. - Description of Non-Standard Feature | | | |
| Type of Feature (e.g., Lane Width): | Stopping Sight Distance | | |
| Location: | South Broadway (STA 5+75 to STA 7+60) | | |
| Standard Value: | 200ft | Design Speed: | 30mph |
| Existing Value: | | Recommended Speed: | 30 mph |
| Proposed Value: | 177ft | Recommended Speed: | 30 mph |
| b. - Accident Analysis | | | |
| Current Accident Rate: | | | |
| Statewide Rate: | | | |
| Is the non-standard feature a contributing factor? | No | | |
| Anticipated Accident Rates, Severity, and Costs: | | | |
| c. - Cost Estimates | | | |
| Cost to Fully Meet Standards: | | | |
| Cost(s) For Incremental Improvements: | N/A | | |
| d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius): | | | |
| | Matches existing Stopping Sight Distance. Road to be rebuilt near to current location within the highway boundary, with minimal property impact. | | |
| e. - Compatibility with Adjacent Segments & Future Plans: | | | |
| | | | |
| f. - Other Factors (e.g., Social, Economic & Environmental): | | | |
| | 2 additional properties would need to be displaced to meet full standards | | |
| g. - Proposed Treatment (i.e., Recommendation): | | | |
| | Additional signage to be provided on the approach to the curve | | |

* Values were obtained from the 2010 NYSDOT Traffic Data Report and Traffic Data Viewer.

** The units are accidents per million of vehicles-miles.