

APPENDIX 2V.
MEMO FROM P. GREALY RE:
ROADWAY WIDTH
DATED APRIL 28, 2008

**JOHN COLLINS
ENGINEERS, P.C.**

TRAFFIC • TRANSPORTATION ENGINEERS

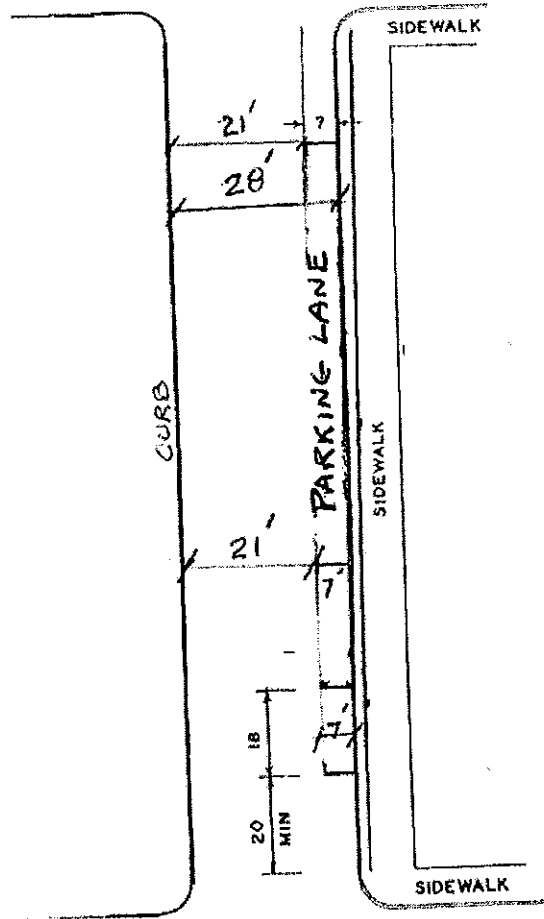
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MEMORANDUM

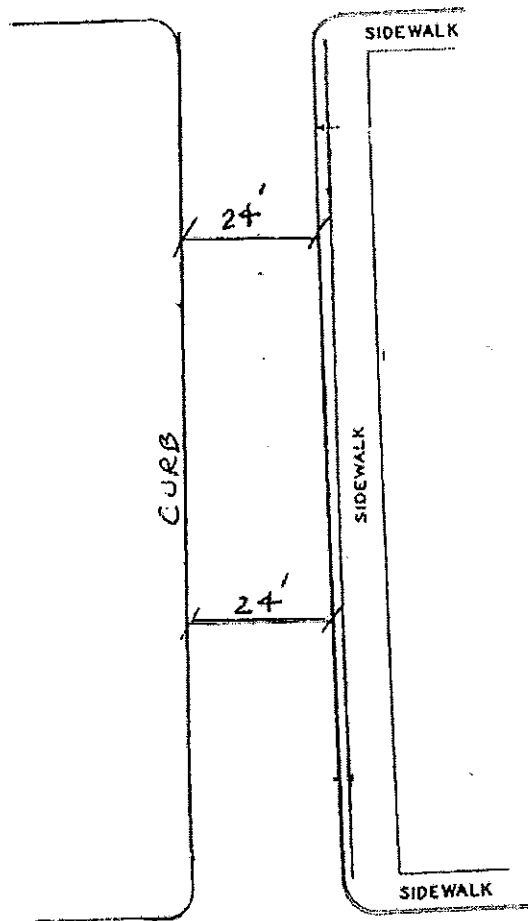
TO: Gerald Jacobowitz, Esq.
FROM: Philip J. Grealy, Ph.D., P.E.
DATE: April 24, 2008
SUBJECT: Cornwall Commons – Roadway Widths
PROJECT: No. 173
COPY TO:

As a follow up to our telephone conversation, the following are my observations regarding roadway widths including a 24' wide roadway within a 40' right-of-way with no parking allowed along the roadway versus a 28' wide roadway with parking allowed on one side.

The allowance for a parallel parking space is between 7' and 8' and with the 28' roadway, this would leave an effective travel width of between 20' and 21' (See Alternate 1). The 24' curb to curb roadway width with no parking would provide a 24' wide travel way (see Alternate 2). It is our understanding that beyond the curb line, there will be grass strip and sidewalk which provides additional free area where emergency vehicles could traverse if necessary. In addition, in the vicinity of the hydrants, the roadway could be "bumped out" to a 26' width to satisfy the New York State Building Code



ALTERNATE-1
 - 28' CURB TO CURB
 W/ PARKING
 - 21' REMAINING
 TRAVELWAY



- ALTERNATE-2
- 24' CURB TO CURB
 - w/ NO PARKING
 - 24' TRAVEL WAY