Kingwood. December 1983 ML E-- Traffic engineering report for the Ringwood Borough planning board covering develop. of 9 sites and their effect on the roadway system. (includes maps + exhibits) Prepared by Traffic + Transportation engineer. pg. 145 double sided.

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TRAFFICENGINEERINGREPORT

FOR THE

RINGWOOD BOROUGH PLANNING BOARD

COVERING THE DEVELOPMENT OF NINE SITES

AND THEIR

EFFECT ON THE ROADWAY SYSTEM

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### PREPAREDBY

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DECEMBER1983

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RESUME OF JOHN E. CHRIST, P.E.

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# INTRODUCTION

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report has been prepared to determine the effects of This two scenarios of site development on the roadway system in Ringwood first scenario is the development of nine sites as Borough. The second scenario is the development of the currently zoned. The in а higher density manner, or with different same nine sites The nine sites are described in the S.LZK types of development. QE.S.QRLEZLQRS. section of this report beginning on page 4- 1.

The major roadways in Ringwood Borough have been included in the study. These include:

SkyI ine Drive Greenwood Lake Turnpike Sloatsurg Road Margaret King Avenue West Brook Road Stone town Road

Other roadways are included where they intersect with the above named roadways.

are Twenty-f ive intersect ions included in the study. 25 more than intersections along these Obviously, there are The important inter sect ions and the study site roadways. more inter sect ions are the only ones included in order created to keep the study to a manageable size.

possible construction of Interstate Highway 1-287 The in the area was noted. Potential interchanges in the area will be at of Skyline Drive in Oakland and to the south in Wanaque the foot interchange off Ringwood Avenue. The location of the in Oakland is definite and to include understood to be the improvement of West Oakland Avenue - Skyline Drive intersection. the It is understood that interchange in Wanaque is not definite and an if one is constructed it will be off of Ringwood Avenue near that Union Avenue.

Traffic counts were conducted as part of this study. Observations of traffic flows were made. Measurements of existing roadways were made\*

A computerized traffic Tableau was used to manage the traffic generation and distribution portions of the study. Computer ized methods for intersection capacity were also used.

The site descriptions and site development was obtained from the Planning Board, and their planning consultant. The traffic generation factors are from ZRLE\_GEN.KBAZLQE, 1982, by the Institute of Transportation Engineers.

The following directions of travel were assumed on the roadways in this study:

<u>Skyline\_Drive</u> North-south except at Erskine Road and at Greenwood Lake Turnpike.

Qc.S.8.aw\_Q.o.Q\ \_Lake\_Turnptfrg North-south except at Sloatsburg Road.

Sloatsburg Road North-south.

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Margaret\_K\nQ\_Avenue East-west

West Brook Road East-west

**SX.aae.lQ.WQ\_RQ.Q.Q**\ **North-south** except **at** Greenwood Lake Turnpike

# CONCLUSIONS

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It can be concluded that

1, With the "As Zoned" scenario

a. Skyline Drive -will need extensive widening to five lanes in width from Greenwood Lake Turnpike to the south of Site I.

b, Greenwood Lake Turnpike will need to be widened to four lanes in width for its entire length within Ringwood, except possibly between Sloatsburg Road and Stonetown Road<sub>t</sub> with wider sections at the major intersections.

c. Margaret King Avenue will need to be widened to five lanes from Greenwood Lake Turnpike to Peters Mine Road and then four lanes to Sloatsburg Road,

d, Sloatsburg Road will need to be widened to four lanes for its entire length with wider sections at some inter sect ions.

2, With the "Full Development" scenario a, All of the above improvements for the "As Zoned" scenario plus the following:

b, Skyline Drive should be widened to five lanes from Knollwood Drive easterly to Countryside (Site 1) near The center lane should be 16 to 20 the water tower. wide with painted channelization, and reserved feet for into and out of the side streets, in order left turns that left turning traffic from side streets entering Skyline Drive has to contend with only one direction of through traffic at a time.

c. The same roadway treatment as described for Skyline Drive in Item 2.b. above would be needed for Margaret King Avenue from Greenwood Lake Turnpike to Peters Mine Road.

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d. Some intersections would need additional improvements beyond those needed in the "As Zoned" scenario.

e. A careful analysis should be made to determine if the roadway improvements needed for either scenario can be constructed, considering the rights-of-way available, slope rights, damages to the abutting properties, and within reasonable costs.

# + <u>METHOD</u>

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This study originally started for one site off of Skyline Drive. As such, the emphasis was placed on the A.M. (morning) Peak Traffic flow liour. While data has been collected in both the A.M. and P.M. peak hours, not all intersections were counted during the P.M. hours.

Traffic counts were conducted at the following locations. The counts were conducted using a hand held telly count board with 16 registers. All turning movements were counted.

Skyline Drive at Conkl intown Road Skyline Drive at Fieldstone Drive Skyline Drive at Erskine Road Fieldstone Drive at the Fieldstone Shopping Center Driveway Greenwood Lake Turnpike at Skyline Drive Greenwood Lake Turnpike at Sky I anas Road Greenwood Lake Turnpike at Sloatsburg Road Greenvjood Lake Turnpike at Stonetown Road Greenwood Lake Turnpike at Margaret King Avenue Greenwood Lake Turnpike at West Brook Road Ringwood Avenue at Skyline Lakes Drive Ringwood Avenue at Conkl intown Road West Brook Road at Stonetown Road Conkl intown R.oad at Canterbury Road Sloatsburg Road at Carletondcle Road Sloatsburg Road at Margaret King Avenue Partial counts at Skyline Drive and Edward Drive Partial counts at Skyline Drive and James Drive

In addition, machine traffic counts were conducted on Skyline Drive south of Conkl intown Road near the water tower.

The traffic were adjusted to a composite form above counts in the Traffic Distr ibut ion Tableaus and are shown for intersect ions in the column labeled EXISTING GRKD CNT (Existing Ground Count) in the Appendix.

The count data was used to estimate the direct ional travel of ^\* The best indicator of travel desires the **generated site traffic.** the **existing traffic flows as they leave** the area. would be Care to include the through traffic from the north on was used **not** Lake Turnpike which returned to the north on Sloatsburg Greenwood trip end in Ringwood. site traffic was Road with no Some considered to remain within Ringwood.

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**A** computer ized three-stage traffic distr ibut ion tableau was manage and present the data. to **Nine** developable sites, 11 used cordon (boundary) points, and 25 intersections are included in size of the Tableau. With this Tableau, the the various developments and the percent traveling to any cordon point can be easily **changed.** The most lengthy part of making a change would be loading the program into the **computer**. After loading the a series of changes in site development , travel program, factors, could direct ional factors be made in a matter of minutes. and program will recalculate changing data, the After the all inter sect ion volumes Therefore, should you in about five minutes. the site development used in this analysis desire changes in it can easily be made.

Standard trip generation rates from the Inst itute of TRIE GENE&illon, Transportation (ITE) publ ication 1975, as updated in 1979 and 1982, was used to determine the volumes of vehicle **trips to and from the study sites.** The reasonableness of ITE trip generation rates for the area was verified by manual the traffic counts made on Fieldstone Drive. The and machine single off Fieldstone Drive have only one way in and family homes out for everyday traffic. ITE factors related well The to the traffic **counts** .

The method for determining the Level of Service for en Unsignal ized Intersection contained in GLRCLLLAR-Z12., a 276 page by **the** Transportat ion Research Board, National publ ication Academy of Science, **January** 1980, was used. This method has been placed into a computer program. Note that there is an impedance by the left turns from the major roadway that factor **determined** reduces the capacity of the left turns and through movements from This impedance **factor** is to account for the side street. the differences in the gap distribution of the major roadway traffic

^flow caused by a vehicle waiting to turn left. In the case of all of the "JT" type intersections, a three lane configuration with a left turn stacking lane is assumed. Since left turning trafffic from the major roadway will not block following through major roadway traffic, the effect of the impedance factor has been reduced by two thirds.

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critical inter sect ions within the The study area were Critical Movement Analysis (CMA) by the for analyzed Signal ized programmed for an Apple as Inter sect ions Computer by the University of Florida. This program is for s ignal i zed series of different intersections and allows a intersection geometric and operational features of an intersection to be analyzed for capacity in a moderate amount of time. The CMA method is referred to as a planning method. It the approximates Level of Service that coulc be obtained if the intersect ions were operated efficiently. It does not give details such as the t iming. signal

at a traffic signal operates quite differently Traffic depending on whether or not left turn movements are protected from the opposing traffic flow. The original Florida parameters were tested at Route 46 and New Road in Parsippany with April hour traffic counts supplied by the New Jersey 1983 P.M. peak Department of Transportat ion. The left turns are protected at the 46 - New Road inter sect ion. The traffic flow is at Route peak hour. Using a peak hour factor of scturation in the P.M. the CMA program calculated a Level of Service E at 102% 1.0, saturat ion. This concurs with the actual conditions observed at Note that a peak hour factor of 1.0 reflects the intersection. hour while lower factors reflect constant demand during the unevenness in the traffic flow.

The existing background traffic was expanded at 3% per year for ten years to 1993 to reflect growth at other sites in Ringwood not included in the study, and traffic growth caused by development of the surrounding areas. This expans ion factor does not affect the volume of traffic generated by the sites included in the study.

Block 752 Lot 1, known as Countryside Properties. Site I. This site has frontage on the east side of Skyline Drive near the is 66 acres in size with 81% of water tower. The site its area 15%. is proposed by others for both on slopes over Access an ir.tersection with. Skyline Drive (Intersection 1) and bv а connection to the existing Cheshire Lane (Intersection 2). The Drive site roadway to Skyline is called Countryside. In the analysis of the "As Zoned" scenar io, 20 single family homes are Development of 280 townhouses within this site was used. used in Development" the analysis of the "Full scenario.

Site 2. -Block 877 Lot 16, also known as Countryside side Properties. Site 2 is on the east of Skyline Drive of Fieldstone Drive. This site is G3 acres immediately south in with 67% lying on slopes of over 15%. It is proposed to use area acres nearest Skyline Drive for conmercial development. the 28 А shopping center with 140,000 gross square feet was assumed in both scenarios. The *remaining* 34 acres is proposed by for others resident ial development, rental or condominiums, with a total of 400 to 500 units. Four hundred and fifty units were used in the of the "Full Development" scenar io . analysis Thirty-four single in the "As Zoned" scenar io. family homes were used Access was Fieldstone Drive at Intersection 13 in order that tested to one traffic control coulc protect traffic exiting siqnal onto Skyline (inter sect ion 4) the well as the existing from new Drive as "Full Development" scenario. shopping centers in the In the "As Zoned" scenario access was assumed to be from a site roadway to 5) with Skyline Drive (Intersection no access to Fieldstone Dctc is given in the "Full Development" scenario for both Drive. access directly to Skyline Drive or to Fieldstone Drive.

3. - Block 80 OA Lot 3, off Alto Vista Drive. This site Site lies of Skyline Drive. the west It was assumed that access vjould to by extension of Fielastone Drive to the west an and to Alto be Drive. Alto Vista Drive was not included Vista in the computer tableau because size I imitat ion. traffic of The percentage of Fieldstone Drive is reduced to reflect the traffic to volume of using Also Vistc Drive Site traffic instead of Intersection 4 3 in the tableau. A shopping center with 150,000 square feet gross floor area was used in both scenar ios.

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Lot 16. This site is off the west side of Site 4. -Block 100 Stonetovm Road south of Magee Road. It is 95 acre>s in size with 19% on slopes of 15% or more. A 20,000 square foot neighborhood 95 shopping area and townhouses on the site were used in the "Full traffic analysis for the Development" scenario. In the "As assumed. scenar io 83 single family homes were This site Zoned" assumed to have its was own roadway to Stonetovm Road. (Intersect ion 11).

Site 5. -Block 201 Lot 31. This site is off the west side of Stonetovm Road north of Magee Road. It is 314 acres in size.with greater. 41% lying on slopes of 15% or Three hundred and f our teen townhouses in traffic analysis were used the for the "Full Development" scenario 217 townhouses in the "As Zoned" and scenario. Access via Magee Road was assumed to be to Stonetown Road ( Inter sect ion 12).

6. - Block 601 Lot 12 & 13. This site is off the north Site side Avenue Kinq and is owned Ringwood of Margaret by Borough. This site is 203 acres in size with 68% on 15% or greater slopes. An access roadway to Margaret King Avenue was assumed ( Inter sect ion 18). Thirty acres for industr ial use 53 and two family res ident ial units were assumed for the "Full Development" scenario. Six acres for industr ial use and 53 two family res ident ial units vjere assumed for the "As zoned" scenar io.

Site 7. - Block 508 Lot 2. This site is off the south side of Margaret King Avenue (Intersection 19). This site is 122 acres in area with 21% being on slopes of 15% or greater. A mobile home tract is proposed by others on this site. For the "Full Development" scenario, 732 residential mobile home units (six per acre) were assumed. For the "As Zoned" scenar io, industr icl uses on 48 acres was assumed.

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Site 3. - Block 800 Lot 2. This site has access to Skyline Drive via Knollwood Drive (Intersection 6). Lot 2 is ovmed by the Borough and contains 45 acres, with 59% on 15% or greater . slopes. Municipal offices including a library, a Department of Public Works building, Police Headquarters, and a park-ride lot with GO spaces were used in the analysis for both scenar ios.

Site 9. - Sterling Forest. This site is on the north side of Margaret King Avenue just east of Greenwood Lake Turnpike. Site 9 contains 1300 acres of which 60% is on slopes of 15% or more. For the traffic analysis, the following development was used in the traffic analysis:

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U.S.K	<u>"EULL_DEVELOPMENT"</u> SCENARIO	"AS_ZONED" _SCENARIO_				
Single Family <b>Residence</b>	193 units	4S3 units				
Townhouse	226 units					
Apartment	300 units					
Commercial	100,000 sq. ft.					
Office Lab	250,000 sq. ft.	250,000 SQ. ft.				

Two rocaways to Margaret King Avenue viere assumed. The one Icoeled Sterling Forest Com. (Intersection 16) is to the vjest of tile roaavjay labeled Sterling Forest Res. (Inter sect ion 17).

## COMPUTER\_TRAFEIC\_TABLEAU

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traffic generation-network-distribution tableau was used to A the facets of a traffic tableau for the study area. combine The Visicars (1) program for an Apple Computer was used for this The program develops a three part tableau which purpose. Standard Visicalc (2) overlays into the software pogram. А large (192K) is needed for this program as configured for capacity this study.

The program is limited to 9 sites with 5 uses on each site, 16 cordon points, and 30 average intersections. In this case, 25 intersections were used to prevent exceeding the capacity of the program.

first part of the Visicars tableau is a description of The the sites, the uses on each site, and the cordon points. When completed and loaded into V is icalc, the sizes of each use and added. generat ion factors are Therefore, the various combinat ion of site uses, sizes, and generat ion factors, easily changed. are in the first part of the tableau when loaded Included into the Visicalc is the percentage of traffic from each use on each to/from each point. This percentage is site cordon easily tableau. changed in the

The second part of the computer traffic tableau is built by descr ibing each included inter sect ion. Each inter sect ion is also given a number followed by a decimal point. named and The numbers following the decimal point, from 01 through 12, refer to movements. The numbers always begin with a left turn movement, straight through traffic and then right turns with the the following sequencinq of approaches: Northbound, southbound, completed, no changes may be made eastbound, westbound. Once to tableau except by editing. Editing the final this part of the tableau is  $c^1$  iff icult and time consuming.

(1) V is icars is the trade name for the computer traffic tableau devel oped by Garmen Assoc i ates.

(2) Visicalc is a trademark of Pesonal Software Inc.

Building the third part of the Visicars tableau involves paths through the traffic along intersections from each routing cordon point, and then from each cordon point site each to to Multiple branching of paths each site. is possible clong with the assignment of a percentage. This decision on a percentage for а particular branch of paths is made while building the put in the paths tableau, a pecentage may only be tableau. Once by editing the final Visicalc tableau. changed That editing is a lengthy process\*

three parts of the program are completed and Once the loaded Visicalc, combinct ions of into and various site development, generation factors, percentages to/from cordon points loaded are the Visicalc program will calculate the volumes of traffic in, to from site as it passes through each inter sect ion. each То and site generated volumes the existing volumes, these or the existing volumes expanded at an annually compounded percentage of your choice for the number of years desired, may be rate added.

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The graphics included with the program allow the presentat ion of traffic volumes at each intersect ion in a diagramatic fashion. These traffic volume diagrams are included as en Appendix of this report. The intersection numbers correspond to the intersect ion numbers used for the traffic tableau.

Once the tableau is completed it is used for whatever var iat ions in time period, site development, generat ion factors, distr ibution percents, and background traffic, traffic by editing and inserting desired headings the date. The prepared tableau traffic factors and data is called up without site or into the from a master storage disk. The various desired data computer is in, calculat ions keved performed, printed, and saved on а different storage disk. This process is repeated in whole or the desired scenar ios for the study. Pr int-outs get of part to the various tcbleaus are included under separate cover.

\* The site development in the tableau is from data supplied to me from the Planning Board and their Consulting Professional Planner. The traffic generation factors are from ZRLE GE\_NEBAZLQ.bL, 1982, by the Institute of Transportation Engineers. The percentages of site traffic to each cordon point was developed from the counts of existing traffic flows. The computer program expands the existing background traffic to a future year at a chosen percent per year rate as part of its calculctions. In this case, 1993 was chosen at an annual growth rate of 3 percent.

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When completed, the computer traffic tableau is using the best available data to give the best estimate of future traffic i flows through the twenty-five intersections included in the study.

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Two types **of** intersection capacity analyses were performed. first was **the** unsignal ized intersection method from Circular The 212. The second was a signal ized intersection method called CMA for Critical **Movement** Analysis based on Circular 212. The computer program for the CMA analysis was developed by the Transportation Research Institute of the University of Florida. unsignal ized intersection analysis assumes randomness in The traffic flows arriving at the intersection. Todav this the assumption is valid as there are no traffic signals in the study In the future there will be traffic signals which will area. change the approach characteistics of the traffic on the major traffic signal will form queues in the major The roadways. roadway traffc flows. In most cases the Level of service will be increased by nearby signals.

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There are two **facets to** the Level of service reported by the unsignal ized intersection capacity method. The first is delay to average vehicle making the movement reported on and the the is the demand for the movement related to the capacity for second see a Level of service 4 (D) reported that movement. You may less than 5% **of** the capacity is utilized. This tells you where will be substant ial average delay for each vehicle that there making that movement although there will not be standing lines of waiting traffic. As the percentage of capacity utilized goes up, congestion would develop and increase.

In the unsignalized intersection analysis, three traffic lanes are considered in the approaches to the intersection. The extra\* lane, which for the most part does not exist today, is for left turn stacking lanes. The effect of the impedance factor has been reduced in the calulations to reflect the left turn stacking lane's beneficial effect on capacity.

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The Level of service is stated in the results of the unsignal ized intersection analysis in terms of delay. As set up in the program the letter "F" has been substituted for a second letter "E" that uses a different type setting in Circular 212, The delay description is in the following chart:

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LEZEL-.QE.-ZKR1LGZ EXEZQZEQ-XRAZELG-QZLAZ

A	Little or no delay
B	Short traffic delays
C	Average traffic delays
D	Long traffic delays
E	Very long traffic delays
F	Failure - extreme congest ion

The Critical Movement Analysis (CMA) based on Circular 212 as developed for the Apple Computer by the University of Florida was used for signal ized intersections. With this program it is necessary to enter left turns from the stem of a "T" type as straight through traffic for calculations, Left intersection in the CMA program only relate to directly opposing through turns in different type of check and would not reflect the traffic а green signal time needed for the movement. Each imput and calculat ion for an intersect ion variat ion takes about five Therefore, many variations of intersection parameters minutes. be tested in a reasonable amount of time. can This CMA method is referred to as a Planning Method, One caution to anyone using this method is to always save data before making calculations, never after, and to always call for a new problem before year 1993 is used in the CMA capacity retrieving data. The analyis.

The following descriptions of level of service has been copied from page 130 of the 1965 dLGUEAZ GAEAGLZY. MA&U.AL-This descr iption of the interpretation of the various levels of service is appropriate for this study.

level of service A there are no loaded cycles (ie., At the load factor **is** 0.0) and few are even close to loaded. approach phase is fully utilized by traffic and no Novehicle waits **longer** than one red indication. Typically the approach **appears** quite open, turning movements are find easily made, nearly all drivers and freedom of operation, their only concern being the chance that the light will be **red**, when they approach.

Level of service B represents stable operation, with a load factor of not over 0.1; an occasional approach phase is fully utilized **and** a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within of vehicles. platoons Under typical rural this frequently will be suitable operct ion for condit ions rural design purposes.

C stable operation In level of service continues. Loading is still intermittent, but more frequent, with the load factor ranging from 0.1 to 0.3. Occasionally drivers have to **wait** through more than may one red signal indication. and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not In the absence of object ionably so local condit ions dictating otherwise, this is the level typical ly associated with urban design practice.

Level of **service** D encompasses a zone of increasing instability in the limit when the restriction approaching load factor reaches 0.70. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic **clearance** of developing queues, thus preventing excess ive back-ups.

't Capacity occurs at level of service E. It represents the most vehicles that any particular intersection approach can accommodate. Although theoretically a load factor of 1.0 would represent capacity, in practice full util ization of every cycle is seldom attained, no matter how great the demand, unless the street is highly friction-free. A load factor range of 0.7 to 1.0 is more realistic. In the absence of a local determination, use of 0.85 is reommended for isolated intersections• For interconnected signals a higher factor may be appropriate, as discussed in Chapter Ten. At capacity there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).

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Level of service F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. No load factor can be established, because utilization of the approach is prevented by outside conditions.

The actual intersection capacity analyses are on the followng pages.

CAPACITY ANALYSIS FOR SKYLINE DRIVE & COUNTRYSIDE INTERSECTION 1

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This intersection is south of Conkl intown Road near the water tower. It does not exist today. It will be at a poor location for a possible traffic signal because of grades and hor i zontal curvature of the roadway. Therefore, only an unsignal ized intersection capacity analysis was performed.

During the AM. peak hour with the "As Zoned" scenario, the unsignalized intersection capacity analysis shows a Level of service A (1) for left turns into and right turns out of Countryside and a Level o'f service E for left turns out of Countryside using only 3 of the 25 vehicle capacity. This would indicate severe delay for these few vehicles making left turn Site 1 at this intersection. With the exits from "Full Development" scenario the level of service for the left turn exit from Site 1 onto Skyline drops to an F with the demand exceeding the capacity,

During the P.M. peak hour, the analysis shows a Level of service E for both right and left turns from Countryside and left turns into Countryside for the "As Zoned" scenario, The "Full Development" scenario also shows Level of service E for these movements but note that the available reserve capacity is lower, meaning that there will be greater interaction among vehicles waiting to make the same movement.

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nsignalized "T" Int <i>Cap</i> C	alc				
ocationSk	yline Dr. ?	< Country	side 1	Intersectio	on 1
Count Data:Z	one develop	nent of s	ites inclu	ded in th	e study
ate	1993				
AM or PM Analysis?	_меекцау				
Hourly Demand Volumes:	1111		Tabl	e 2A	
A Through	473		180	5	
A Right	2		240	6	
B Left	1		330	6	
B Through	1891		360	5	
C Left	3		440	7	
C Right	3		480	6	
				ю 7	
Conflicting Flower	474		000	1	
lajor road lanes (2 or 4)	2				
lajor road spd (30 or 55)	30				
Control (stop=4, Yld=3)	4				
Critical Gap Table 2 T=	6				
Capacity, from fig 2=	560				<b>Figure</b>
Shared Lane-go to L.T.			Tabi	le 3	Figure 3
			-800	6	ę
No shared lane-Y=1,N=U	1		100	5	10
Available Recerve*	557		200	4	15
Delay ?< L.O.S. Table 3=	1		300	2	20
(A=1, B=2, C=3, D=4, E=5, F=6)	- -		400	1	25 .
			10000	0	30.
LEFT "TURN "FROM" i					35.
Conflicting Flows=	475		Tab	le 2B	40 .
Major road lanes(2 or 4)	2		60	5	45 .
Major road spd(30 or 55)	30		110	5.5	50
Critical Gap Table 2 T=	5		120	5.5	55 ·
Capacity, Irom Ilg 2=	/ 3U 1		220	б	65
Capacity used (in */)=	.1369863		Тар	le 2C	70
Impedance factor, fig 3=	1		180	6.5	75 .
Available reserve <sup>*</sup>	729		240	7.5	80.
Delay ?< L.O.S. Table 3=	1		330	8	85
(A=1,B=2,C=3,D=4,E=5,F=6)			360	7	90 .
			440	9	95 . 100
LEFT TURN FROM~C	0000		480	8	TOO
Conflicting Flows=	2366		660	9	
Major road and (20 or 55)	20 ∠		880	TO TO	
Control $(stop=4, Yld=3)$	4				
Critical Gap Table 2 T=	7.5				
Capacity, from fig 2=	25				
Adjustment for Impedance <sup>2</sup>	25				
	-				
-No Shared Lane,Y=1,N=0	1				
Demand=	3				
Available Reserve Delav S< I O S Table 7=	5				
Available Reserve Delay S< L.O.S. Table Z= (A=I,B=2,C=3.D=4.E=5.F=6)	5				

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Unsignalized MT" Int Cap Ca	alc kyline Dr	& Countryside	Inters	ection 1	
Count Data Fi	ull devel	compate of sites	included i	n the stud	v
Data	1993		uucu		.7
Dav	Weekday	•			
AM or PM Analysis?	AM				
Hourly Demand Volumes.			Table 2A		
A Through	506	19	0	-	
A Right	10	24	0 0	5	
B Left	4	.33	0 6	5	
B Through	2217	36	0	5	
C Left	27	44	0	7	
C Right	27	48	0	5	
C Right		66	0 6	5	
RIGHT TURN FROM C		88	0 '	7	•
Conflicting Flows*	511				
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control (stop-4, Yld*3)	4				
Critical Sap Table 2 T=	6				
Capacity, from fig 2*	530				
Shared Lane-go to L.T.	550		Table 3	H	Migure 3
jo to		-80	0 4	5 0	1
No shared lane-Y*LN*O	1		0	5 5	.97
<b>Demand</b> (C right) <sup>3</sup>	27	10	0	10	.93
Available Reserve"	500	20	0	15	.89
Delay & LOS Table 3*	-503	30	0	2 20	.85
(A*1.B-2.C*3.D-4.E*5.F*6>	1	40	0	1 25	.81
		1000	00	o 30	.77
LEFT TURN FROM B				35	.72
Conflicting Flows*	516		Table 2B	40	.69
Major road lanes(2 or 4)	2	6	50	ລິ 45	.64
Major road spd (30 or 55)	30	11	LO 5.	ສີ 50	.6
Critical Gap Table 2 T*	5	12	20 5.	ລິ 55	.55
Capacity, from fig 2*	695	22	20	<b>S</b> 60	.5
Demand(B left)*	4			65	.45
Capacity used (in 5C)*	.5755396		Table 2C	70	.39
Impedance factor, fig 3*	1	18	30 <b>a.</b>	5 75	.33
Available reserve*	691	24	10 7.	5 80	.27
Delay & L.O.S. Table 3*	1	33	30	9 85	. 2
<a=1,b«2,c»3.d-4,e*5,f*6)< th=""><th></th><th>36</th><th>50</th><th>? 90</th><th>. 14</th></a=1,b«2,c»3.d-4,e*5,f*6)<>		36	50	? 90	. 14
		44	10	<b>9</b> 95	.08
LEFT TURN FROM C		48	30	<b>a</b> 100	0
Conflicting Flows*	2732	66	50	<b>Q</b>	
Major road lanes(2 or 4)	2	88	30 1	0	
Major road spd(30 or 55)	30				
Control (stop*4, Yld=3>	4			•	
Critical Gap Table 2 T*	7.5				
Capacity, from fxg 2=>>	25				
Adjustment for Impedance*	25				
	_				
-No Shared Lane,Y*i,N*0	I				
Demand*	27				
Available Reserve*	-2				
Delay ?< L.O.S. Table 3=	6				
<a=*1,b=2,c*3,d*4,e=5,,f=6)< th=""><th></th><th></th><th></th><th></th><th></th></a=*1,b=2,c*3,d*4,e=5,,f=6)<>					
· ·				1	-
				6-)	E.

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EFFET Dava		LOPILICITI	OL	STLCS T	ICTUUE	u III	une	SLUUV	/	
Date	1993	-1	-					-		
Day	Weekday									
AM or PM Analysis	PM	-								
Hourly Demand Volumes					Table	2A				
A Through	n 2364			ISO		5				
A Righ	t 6			240		б				
B Lef	t 3			330		6				
B Throug	h 839			360		5				
C Lef	t 2			440		. 7				
C Righ	t 2			480		6				
	<b>a</b>			660		6				
RIGHI IURN FROM	0007			880		1				
Conflicting Flows	= 2367									
Major road and (20 or EE	/ ∠ ) 20									
Control (stop-4 Vld-3	) 30									
Critical Cap Table 2 T	- 5									
Capacity from fig 2	= 40									
Shared Lane-go to L.T					Table	3		F	ioure	а 3
				-800		6		0		1
No shared~lane-Y=l.N=	0 1			0		5		5		.97
Demand(C right)	= 2			100		4		10		.93
Available Reserve	e <sup>3</sup> 38			200		3		15		.89
Delay & L.O.S. Table 3	= 5			300		2		20		.85
(A=1,B=2,C=3.D=4,E=5,F=6	)			400		1		25		.81
	-			10000		0		30		.77
LEFT TURN FROM	В							35		. 12
Conflicting Flows	= 2370				Table	2в		40		. 69
Major road lanes(2 or 4	) 2	2		60	)	5		45		.64
Major road sod(30 or 55	) 30			110	)	5.5		50		. 6
Critical Gap Table 2 1	'= 5			120	)	5.5		.55		. 55
Capacity, from fig 2	= 50			220		6		60		.:
Demand(B left)	= 3							65		.43
Capacity used (in 7.)	= 6				Table	2C		70		
Impedance factor, fig 3	.97			180	C	6.5		7.5 CO		, 4-,
Available reserve	s 47			240	)	7.5		85		
Delay ?< L.O.S. Table :	5= 5			330	)	8		90		1
<a=1,b=2,c=3,d=4,e=5,f=6< td=""><td>&gt;</td><td></td><td></td><td>360</td><td></td><td>.7</td><td></td><td>95</td><td></td><td></td></a=1,b=2,c=3,d=4,e=5,f=6<>	>			360		.7		95		
				440	)	9		100		(
LEF"I TURN FROM	C			480	)	8				
Conflicting Flows	3209			660	)	9				
Major road lanes(2 or 4	) 2			880	)	10				
Major road spd(30 or 55	) 30									
Control <stop=4, yld="3&lt;/td"><td>&gt; _ 4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></stop=4,>	> _ 4									
Critical Gap Table 2	Ľ= 7.5	)								
Capacity, from fig 2	25									
Adjustment for Impedance	es 24./5025	•								
-No Shared Lane,Y=t.N	=0 1	-								
Deman	d'2									
Available Reserve	e="22.750 25									

Count Data:Fi	ill developme	nt of sites inclu	ded in th	ne study	
Date Date	1993			· · · · · ·	
Dav	Weekday				
AM or PM Analysis?	PM				
Hourly Demand Volumesz		Tabl	e 2A		
A Through	2655	130	5		
A Right	51	240	6		
B Left	21	330	6		
B Through	985	360	5		
C Left	12	440	7		
C Right	14	480	6		
<b>-</b> 5		660	6		
RIGHT TURN FROM C		380	7	4	
Conflicting Flows'*	2680.5	500	,		
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control (stop«4, Yld=3)	4				
Critical Gap Table 2 T=	6				
Capacity, from fig 2-	40				
Shared Lane-go to L.T.		Tabl	.e 3	Fig	ure 3
J =		-800	6	0	1
No shared lane-Y=i,N=0	1	0	er	S	. 97
Demand(C right)»	14	100	4	10	.93
Available Reserve*	26	200	Ŧ	15	.39
Delay & L.O.S. Table 3=>	5	300	2	20	.85
(A-1, B-2, C-3, D-4, E=5, F=6)		400	1	25	.31
· · · · · · · · · · · · · · · · · · ·		10000	0	30	.77
LEFT TURN FROM B				35	. 72
Conflicting Flows*	2706	Tabl	.e <b>2B</b>	40	.69
Major road lanes(2 or 4)	2	60	5	45	.64
Major road spd(30 or 55)	30	no	5.5	50	.6
Critical Gap Table 2 T=	5	120	5.5	55	.55
Capacity, -from fig 2=	50	220	6	60	.5
Demand(B left)=	21			65	.45
Capacity used $(in !/.)$ =	40	Tab	le <b>2C</b>	70	. 39
Impedance factor, fig 3=	42	180	6.5	75	"?
Available reserve**	.69	240	7.5	90	.*2
Delay & L.O.S. Table Z=	28	330	9	35	
< A > 1 - B < 2 - C > 3 - D > 4 - E > 5 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E + 6 > 1 - E < 2 - E < 2 - E + 6 > 1 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2 - E < 2	-	360	7	90	.1
		440	0	95	. 08
LEFT TURN FROM C		480	2	100	
Conflicting Flows™	3686 5	660	å	200	
Major road lanes(2 or 4)	2	980	10		
Major road spd(30 or 55)	30				
Control (stop=4. Yld=3)	4				
Critical Gap Table 2 T»	7.5				
Capacity, from fig 2=	25				
Adjustment for Impedance <sup>8</sup>	40				
	22.41925				
-No Shared Lane.Y=1.N»0	1				
Demand=	12				
Available Reserve-	10.41925				
TIVGITUDIC RCDCLVC					
Delav & L.O.S. Table 3=	5				

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^CAPACITY ANALYSIS FOR SKYLINE DRIVE & CONKLINTOWN ROAD ^INTERSECTION 2

unsignalized intersection capacity analysis for The the current traffic volumes shows a Level of service E for right turns and D for left turns from Conkl intown Road in the A.M. peak The capacity for the right turn from Conkl intown Road hour. equals the capacity for that movement. Adding traffic nearly from the sites in this study would have the effect of having the demand for the movements from Conkl intown Road both exceed the avaiI able capacity, necessitating further roadway widening and traffic signals.

The CMA analysis shows that with future development of the study sites the P.M. peak hour will be the more critical. In the 1993 "Full Development" scenario, a Level of service E with a saturation rate of 90% is indicated by the CMA analysis with Skyline Drive widened to 5 lanes and Conkl intown Road to 4 lanes. Note that the 194 vehicles turning left from Conkl intown Road are placed in the computer analys is as through traffic. With the same intersection geometry, a Level of service D at a saturation rate of 80% would result in 1993 from development of the study sites "As Zoned". In the 1993 A.M. peak hour, this geometry would give a sat is factory Level of service C at a saturation rate of 69% with the "Full Development" scenar io.

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The next test was to add another through lane for northbound traffic on Skyline Drive. Skyline Drive would then have 3 lanes for through northbound traffic, one lane for northbound left turns and 2 lanes for southbound traffic. As before, Conkl intown Road would have 2 lanes for left turns and one lane for right entering the intersection and one lane exiting the turns geometry the With this intersection. CMA indicates a satisfactory Level of service C at a saturation rate of 66% for the "Full Development" scenario and a Level of servie B at a saturation rate of 59% for the "As Zoned" scencr io.

From the above it can be seen that the "Full Development" scenario would be one Level of service below the "As Zoned" scenario. It should be noted that the added lane would have to be of a significant length to add to the capacity as indicated by the CMA analysis. A full width lane 800 feet or more long before and after the intersect ion would be desirable.

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SKYLINE OR ft CONKLINTOUN RO

		DATE	E 19	93 :	PM PE	EAK	FULL	DEVELOP	MENT
	• • • » • • •	• • • • • • • • •	• • • • •	••••	••••	» • - >	»•••'»		
	LI	EVEL OF	SERV	ICE	Е				
	SI	ATURATIC	DN	30					
•	CI	RITICAL	N/S	VOL	1434	ł			
	CI	RITICAL	E/W	VOL	118				
	CI	RITICAL	SUM		1552	2			
	******	******	****	***	****	***	****	*	

				LAI	NE GEOME	TRY				
	NORT	HBOUND		SOUTH	BOUND		EAST	BOUND	WESTB	JUND
LANE	MOV	WIDTH		MOV V	VIDTH		MOV	WIDTH	MOV W	IDTH
1	т	13.0		RT.	13.0		R	13.0		
2	т	1£.0		т	12.0		т	12.0	• • •	
3	L	12.0		• • •			т	12.0	• • •	
4	•••	• • • •		• • •			• • •	• • • •	• • •	
5	• • •	••••		• • •	• • • •		• • •	• • • •	• • •	
6	•••	••••		•••			•••	• • • •	• • •	• • • •
				TRAFE	FIC VOLU	MES				
	NORT	HBOUND		SOUTH	IBOUND		EASTI	BOUND	WESTBO	DUND
LEFT		327			0			0		Ø
THRU		2342			896			194		0
RIGHT		0			237			107		0
		TRUCKS	<%>	LC	CAL BUS	ES (	(#/HR)	PEAF	C HOUR FAC	CTOR
NORTHBOU	ND		5			0			.3	
SOUTHBOU	ND		5			0			.3	
EASTBOU	ND		5			0			.9	
WESTBOU	ND		0			0			1	
PHASING		N/S	:4.	BOTH	I TURNS	PROT	ECTED	(WITH	OVERLAP)	
		E/W	:1.	NEITH	ER TURN	PROT	ECTED			
PEDESTRI	AN AC	TIVITY	: 1.		0	- 3 9	) (#PE	DS/HR)		
CYCLE LE	NGTH		: 90	SECO	NDS					

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT - LEFT	NORTHBOUND 1434 351	SOUTHBOUND 672 0	EASTBOUND 118 <b>0</b>	WESTBOUND 0 0
		LEFT TURN CHEC	CK	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 327 351 0 N/A	SOUTHBOUND 0 0 0 N/O	EASTBOUND 0 0 U S OK	WESTBOUND 0 0 0 OK

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## JOHN E- CHRIST CRITICAL MOVEMENT ANALYSIS

SKYLINE DR & CONKLINTOWN RD

DATE 1993 PM PEAK AS ZONE	D
**•»••**+	
LEVEL OF SERVICE D	
SATURATION 80	
CRITICAL N/S VOL 1262	
CRITICAL E/W VOL 109	
CRITICAL SUM 1371	
******	

LANE	NORTHBOUND MOV WIDTH	LANE SEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	T 13.0 T 12.3 L 12.0	RT. 13.0 T. 1£.0	R 13.0 T 12.0 T 12.0	· · · · · · · · · · · · · · · · · · ·
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	305 2061 0	0 751 229	0 178 87	0 0 0

	TRUCKS <*)	LOCAL BUSE	S (#/HR)	PEAK HOUR	FACTOR
NORTHBOUND	5		0	.9	
SOUTHBOUND	5		0	.9	
EASTBOUND	5		0	.9	
WESTBOUND	0		0	1	
				•	
DUACTNC	NT/C 14			(	

PHASINGN/S:4.BOTH TURNS PROTECTED(WITH OVERLAP)E/W··NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY:1.0-99CYCLE LENGTH:90SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 1262 324	SOUTHBOUND 579 0	EASTBOUND 109 0		WESTBOUND 0 0
		LEFT TURN CHECK			
INPUT VOLUME ADJUSTED VOL CAPACITY	NORTHBOUND 305 324	SOUTHBOUND 0 0	EASTBOUND 0 0	•	WESTBOUND 0 0
MOVEMENT	N/Ă	N/A	OK		OK

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2

SKYLINE DR & CONKLINTOWN RD

DATE 1993 AM PEAK FULL DEVELOPMENT

LANE	NORT MOV	HBOUND WIDTH		LAN SOUTH MOV W	NE GEOM HBOUND VIDTH	ETRY	EASI MOV	'BOUND WIDTH	WESTI MOV	BOUND WIDTH
1 2 3 4 <b>5</b> 6	T T L	13.0 12.0 12.0		RT. T	13.0 12.0		R T T	13.0 12.0 12.0	· · · · · · · · · ·	
	NORT	HBOUND		TRAFF SOUTH	FIC VOL	JMES	EAST	BOUND	WEST	BOUND
LEFT THRU RIGHT		32 480 0			0 1769 70			<b>∂</b> 33 452		<b>v</b> 0 Z
NORTHBOU SOUTHBOU EASTBOU WESTBOU	JND JND JND JND	TRUCKS	<%> 5 5 5 8 0	LC	OCAL BUS	SES ( 0 0 0 0	(#/HR> ) ) )	PEAK	K HOUR F2 .9 .9 .9 .9 1	ACTOR
PHASING		N/S	:4.	BOTI	H TURNS	PROT	ECTED	(WITH	OVERLAP	)

 E/W
 II.
 BOTH TORNS PROTECTED
 (WITH OVERLAP)

 E/W
 II.
 NEITHER TURN PROTECTED

 PEDESTRIAN ACTIVITY
 I
 0 - 9 9 (#PEDS/HR)

 CYCLE
 LENGTH
 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	293	1120	50	3
LEFT	14	0	121	13
		LEFT TURN CHEC	CK	
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	52	0	0	0
INPUT VOLUME ADJUSTED VOL	<b>S2</b> 14	0 0	0 2	0 0
INPUT VOLUME ADJUSTED VOL CAPACITY	<b>52</b> 14 0	0 0 0	0 0 50	0 0 i3
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	<b>S2</b> 14 0 N/A	0 0 0 N/A	0 3 50 OK	0 0 <sup>i3</sup> OK

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SKYLINE DR & CONKLINTOWN RD

BRIDIND		DATE 19	93 PM PEAK F	ULL DEVELOPM	ENT
		LEVEL OF SERV SATURATION CRITICAL N/S CRITICAL E/W CRITICAL SUM	» » • • • » » » » 66 VOL 1023 VOL 118 1141	* • * • •	
LANE	NORTHBOUND MOV WIDTH	LANE GEON SOUTHBOUND MOV WIDTH	IETRY EASTBC MOV WI	UND WE: DTH MOV	STBOUND V WIDTH
1 2 3 4 5 ©	T. 13.0 T. 12.0 T. 12.0 L. 12.0 	RT. 13.0 T. 12.0 	R T T 	13.0         12.0         12.0	· · · · · · · · · · · · · · · · · · ·
	NORTHBOUND	TRAFFIC VOI SOUTHBOUND	UMES EASTBC	UND WE	STBOUND
LEFT THRU RIGHT	327 2342 0	0 896 237	1	0 94 07	0 0 0
NORTHBOU • SOUTHBO EASTBOU WESTBOU	TRUCKS < JND 5 UND 5 JND 5 JND 0	*> LOCAL BU	ISES (#/HR) 0 0 0 0 0	PEAK HOUR .9 .9 .9 1	FACTOR
PHASING	N/S :4	BOTH TURNS	PROTECTED	(WITH OVERL	AP)

4

6-6D

CRITICAL LANE VOLUMES BY MOVEMENT

THRU*-RIGHT LEFT	NORTHBOUND 1001 351	SOUTHBOUND 672 0	EASTBOUND 118 0	WESTBOUND 0 0
		LEFT TURN CHECK		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 327 351 0 N/A	SOUTHBOUND 0 0 0 N/A	EASTBOUND 0 118 OK	WESTBOUND 0 2> 0 OK

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1

SKYLINE DR & CONKLINTOWN RO

DATE 1993 PM PEAK AS ZONED LEVEL OF SERVICE B SATURATION 39 CRITICAL N/S VOL 903 CRITICAL E/W VOL 109 CRITICAL SUM 1012

LANE	NORT MOV	HBOUND WIDTH		Li SOU MOV	ANE GI THBOUN WIDTH	EOMETR ID I	Y EAST MOV	BOUND WIDTH	WESTI MOV N	BOUND WIDTH
1	т	13.0		RT.	13	.0	R	13.0		
2	т	12.0		т	12	.0	т	12.0	• • •	
3	т	12.0		• • •	• • •	•	т	12.(3	• • •	• • •
4	ь	12.0		• • •	• • •	•	• • •	• • • •		
S	• • •	• • • •		• • •	• • •	•	•••	• • • •	• • •	• • •
6	•••	••••		•••	• • •	•	•••	• • • •	• • •	• • • •
				TRA	FFIC V	/OLUME	S			
	NORT	HBOUND		SOU	THBOUN	ID	EAST	BOUND	WESTE	BOUND
LEFT		305			(	)		Ø		ø
THRU		2061			731	-		178		Ø
RIGHT		0			229	9		87		Ø
		TRUCKS	(%)	]	LOCAL	BUSES	<#/HR)	PEA	K HOUR FA	ACTOR
NORTHB	OUND		5				0		.3	
SOUTHB	OUND		5				0		.9	
EASTB	OUND		5				0		.3	
WESTB	OUND		0				0		1	
PHASIN	G	N/S	:4.	BO'	TH TUP	RNS PR	OTECTED	(WITH	OVERLAP	)
		E/W	:1.	NEIT	HER TU	JRN.PR	OTECTED			
PEDESTI	RIAN AC	TIVITY	: :	1.		0 - 9	99 (#PB	EDS/HR)		
CYCLE	LENGTH		: 9	0 SEC	ONDS					

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 881 324	SOUTHBOUND 579 0	EASTBOUND 109 0	WESTBOUND ଅ ଅ
		LEFT TURN CHECK		
INPUT <b>VOLUME</b> ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 305 324 0 N/A	SOUTHBOUND 0 0 0 N/A	EASTBOUND 0 13 109 OK	WESTBOUND 0 13 0 OK

6-6E

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Unsignalised "T" Int Cap C	alc						_		
Location Sł	xyline Dr	& Con	klint	own Rd	Interse	ction	2		
Count Data:	Existing	Ground	l Coun	it i					
Date	1983								
Day	Weekday								
AM or PM Analysis?	AM								
Hourly Demand Volumes:				Та	ble 2A				
A Through	900			ISO	5				
A Right	25			240	6				
B Le-it	25		"	330	6				
B Through	100			360	5				
C Le-It	35			440					
C RIGHL	300			480	6		·		
DICUT TUDN FOOM C				880	0 7			•	
Conflicting Flows	912 5			550					
Major road lanes $<2$ or $4$ )	2 2.5								
Major road spd (30 or 55)	30								
Control $(stop*4 Yld=3)$	4								
Critical Gap Table 2 T=	6								
Capacity, from fig 2=	305								
Shared Lane-go to L.T.				Ta	able 3		Fi	gure	- 
				-300	6		0		1
No shared lane-Y=77N=0	1			0	5		10		• ^1
Demand(C right)=	300			100	4		10		.93
Available Reserve <sup>3</sup>	5			200	3		20		• 57 2E
Delay it L.O.S. Table 3=	- 5			300	2		20		• 5 5 Q1
<a=1,b=2,c=3,d=4,e=5,f=6)< td=""><td></td><td></td><td></td><td>400</td><td>1</td><td></td><td>30</td><td></td><td>77</td></a=1,b=2,c=3,d=4,e=5,f=6)<>				400	1		30		77
				10000	0		35		.72
LEFT~TURN~FROM~i							40		.69
Conflicting Flows=	925			Ta	able 2B		45		.64
Major road lanes(2 or 4)	2			60	_ 5		50		.6
Major road spd(30 or 55)	30			110	5.5		55		.55
Critical Gap Table 2 T=	5			120	5.5		60		.5
Capacity, from fig 2=	440			220	0		65		.45
Capacity used (in !/)-	40 5 601010			т <b>-</b>	ble 20		70		. 39
Impedance factor: fig 3-	97			180	ADIE ZC		75		.33
Available recerve	415			240	75		SO		.27
Delay & LOS Table 3=	1			330	,		85		, 2
(A=1 B=2 C=3 D=4 E=5 E=6)				360-	2		90		. 14
				7440	g g		95		.08
LEFT TURN FROM C	1000 5			8			TOO		0
Conflicting Flows-	1037.5			660	9				
Major road lanes(2 or 4)	2			880	10				
Major road spd(30 or 55)	30								
Control <stop=4, iid="3)&lt;/td"><td>- 4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></stop=4,>	- 4								
Critical Gap Table 2 1-	150								
Adjustment for Impedance	140 5015								
Adjustment for impedance=	140.5015								
-No Shared Lane Y-LN-0	1								
Demand <sup>55</sup>	35								-
Available Reserve-	113.5015								
Delay ?< L.O.S. Table 3=	4								
(A=1,B=2,C=3,D=4,E=5,F=6)									

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Count Data:	Existing	Ground Count			
Date	1983				
Day ^ _	Weekday				
	PM				
Hourly Demand Volumes:		Tabl	e 2A		
- A Through	200	180	5		
A Right	70	240	á		
B Left	200	330	6		
B Through	1250	360	5		
C Left	40	440	7		
C Dert	50	480	5		
C Right	50	660	4		
DIGUE EUDN EDON G		880	7		
RIGHT TURN FROM C	07E	880	,		
Conflicting Flows*	203				
Major road lanes (2 or 4)	2				
Major road sod (30 or 55)	30				
Control (»top«4, Yld»3)	4				
Critical Gap Table 2 T⇒»	б				
Caoacity. from fig 2 <sup>s</sup>	760				_
Shared Lane-go to L.T.		Tabl	e 🕽	Fiaure	3
		-800	б	ō	1
~No shared Iane-Y*I7N=0	1	0	5	5	<sup>י</sup> י9.
Demand(C right) <sup>3</sup>	50	100	4	10	.93
Available Reserve*	710	200	. <u>-</u> ;	15	.89
	1	300	2	20	.35
$(\lambda_{-1} B_{-2} C_{+3} D_{-4} E_{-5} E_{-6})$	Ŧ	400	1	25	.81
(A-1.B-2,C-5,D/4,E-5,F(0)		10000	0	30	.77
LEET TUDNEDOM P		10000	Ũ	35	.72
LEFI~TURN FROM~B	270	Tabl	e 2B	40	.69
Conflicting Flows"	270	60	5	45	64
Major road lanes<2 or 4)	-	110	55	50	
Major road sod(30 or 55)	30	120	5.5	50	
Critical Gap Table 2 T=	5	120	5.5	55	. 55
Capacity, from fig 2=	920	220	0	60	.5
Demand(B left)*	200	- 11	0.7	05	.45
Capacity used (in *'.)*	21.73913	Tabl	.e 2C	70	. 39
Imoedance factor, fig 3»	.85	180	6.5	/5	.00
Available reserve*	720	240	7.5	30	.27
Delay & L.O.S. Table 3⇒	1	330	3	85	. 2
(A»1.B-2,C»3,D»4,E=5.F*6)		360	"7	90	. 14
		440	9	95	.08
LEFT TURN FROM C		480	8	100	0
Conflicting Flows*	1685	660	Q		
Major road lanes(2 or 4)	2000	880	10		
Major road $spd<30$ or 55)	20				
Control (stop»4 Vld=3)	30 4				
Critical Gap Table 2 T-	75				
Capacity from fig 2-	50				
Adjustment <b>for</b> Impedance*					
Adjustment <b>for</b> impedance.	47.5025				
-No Shared Lane.Y=1,N=0	1				
Demand <sup>3</sup>	40				
Available Reserve^	<sup>7</sup> .5025	i			
Delay ?< L.O.S. Table 3=	5				

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Unsignalised "T" Int Cap C	alc	Conklint	own Bd	Intorgoat	tion 2	
Count Data:7	Cone developm	ent of s	uites incl	uded in i	the study	
Date	1983		1000 11101	uucu III	study	
Day	Weekday					
AM or PM Analysis?	ÂM					
Hourly Demand Volumes:			Tab	le 2A	-	
A Through	1141		180	5		
A Right	42		240	6		
B Left	36	د ا	330	6		
B Through	397 '		360	5		
C Leit C Diabt	68		440	E I		
C RIGIIC	220		400	6		
PICHT TIDN FROM C			880	7		
Conflicting Flows=	1162		000	,		
Major road lanes (2 or 4)	2					
Major road spd (30 or 55)	30					
Control (stop'4, Yld=3)	4					
Critical Gap Table 2 T=	6					
Capacity, from fig 2=	200			_		
Shared Lane-go to L.T.			Tab	ole 3	E I	gure 3
	-		-800	6	0	
No"shared~lane-Y=1/N=0	1		0	5	5	
Demand(C right)=	338		200	4	15	د . م
Delay it I. O. S. Table 3-	-130		300	2	20	8
(A=1, B=2, C=3, D=*4, E=5, F=6)	0		400	1	25	.8
(,,, 0 0, 0 - 1, 1 0, 1 - 0)			10000	0	30	.7
LEFT~TURN~FROM~B				5	35	7
Conflicting Flows-	1183		Tah	ole 2B	40	.6
Major road lanes(2 or 4)	2		60	5	45	.6
Major road spd(30 or 55)	30		110	5.5	50	. •
Critical Gap Table 2 T=	5		120	5.5	55	•
Capacity, from fig 2-	320		220	6	6U 65	
Demand(B left)=	36				70	•
Capacity used (in !'.)=	11.25		Tak	Die 20	75	
Impedance factor, fig 3=	.93		180	6.5	80	
AVALLADIE RESERVE*	284		∠40 320	/.5	85	
$\sim 2 = 1$ B=2 C=3 D=4 E=5 E-6)	3		360	0 7	90	•
			440	· · · ?	95	
LEFT~fURN~FROM~C			480	8	100	
Conflicting Flows*	1595		660	9		
Major road lanes(2 or 4)	2		380	10		
Major road spd(30 or 55)	30					
Control (stop=4. Yld=3)	4					
Critical Gap Table 2 T=	7.5					
Capacity, from fig 2=	50					
Adjustment for Impedance*1	48.8345					
-No Shared Lane V=»1 N-0	1					
Demand*	68					
Available Reserve-	-19.1655					
Delay 🌊 L.Q.S. Table 3=	6	-				
(A=1,B-2.C=3,D=4.E=5,F=6)				-		

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Unsignalized "T" Int Cap (	Calc	de Contributore Dd	Tabaaaa	2	
Count "Data 17	one develo	s conkincown Ra	aluded in	the stud	Y
Oat*	1983	pment of sites in	iciuueu in	che	_
Day	Weekday				
AM or PM Analysis?					
Hourly Demand Volumesi	111	Т	able 2A		i
A Through	682	180	5		
A Right	205	240	6		
B Left	236	330	6		
B Through	1631	360	5		
	164	440	7		
C Delt C Bight	70	480	5		
C Right	70	560	6		
DICUT TUDN FROM C		800	° 7		
RIGHI IURN FROM C	<b>704 5</b>	880	,		
Conflicting Flows*	/84.5				
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control (stop-4, Yld*3)	4				
Critical Gap Tabla 2 T=	6				
Capacity, from -fig 2 <sup>s</sup>	380		_	_	
Shared Lane-go to L.T.		I	Table 😳	F	igure 3
		-800	6	0	1
No"shared~Tane-Y»77N*O	1	0	5	5	.97
Demand(C right) <sup>3</sup>	70	100	4	10	.93
Available Reserve*	310	200	3	15	.89
Delay & L.O.S. Table 3*	2	300	2	20	.85
(A-1,B-2,C*3,D*4,E*5,F*6)	_	400	1	25	.81
(11 1/2 1/6 6/2 1/2 6/1 6/		10000	0	30	.77
I.EET TIRN FROM B				35	.72
Conflicting Flows*	887	T	Table <b>2B</b>	40	.69
Major road lanes(2 or 4)	007	6.0	5	45	.64
Major road and (20 or 25)	30	110	5.5	50	.6
Major road spa (30 or 33)	50	120	5.5	55	55
Critical Gap Table 2 1»	160	220	5.5	60	
Capacity, from fig 2=*	400	220	0	65	.5
Demand(8 left)*	236	-	n-1-1 - <b>20</b>	05	.13
Capacity used (in '/.)=	51.,30435	100		70	
Impedance factor, fig 3*	.6	180	6.5	/5	
Available reserve*	224	240	7.3	80	.27
Delay Si L.O.S. Table 3*	3	330	8	85	. 2
(A*i.B-2,C-3.D»4,E*5,F«6)		360	;7	90	. 14
		440	9	95	.08
LEFT TURN FROM C		480	a	100	0
Conflicting Flows*	2651.5	660	?		
Major road lanes(2 or 4)		880	10		
Major road spd(30 or 55)	30				
Control (stop*4, Yld»3)	4				
Critical Gap Table 2 T=	7.5				
Capacity, from fig 2*	25				
Adjustment for Impedance*	21.67				
-No Shared Lane.Y*1.N*0	1	-			
Demand*	164				
Available Reserve*	-142.33				
Delay & L.O.S. Table 3*	6				
(A*1, B*2, C*3, D*4, E*5, F*6)	0				
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LocationSk	yline Dr & Con	klintown Rd In	ntersect	ion 2
Count Data: F	ull development	t of sites includ	ded in t	the study
Date	1983			
Day	Weekday	•		
AM or PM~Analysis?	AM			•
Hourly Demand Volumes:		Table	2A	
A Through	1459	ISO	5	
A Right	61	240	6	
B Left	44	330	6	
B Through	446	360	5	
C Left	71	440	. 7	
C Right	349	4S0	б	
		660	6	
RIGHT TURN FROM C		880	7	
Conflicting Flows-	1489.5			
Jajor road lanes (2 or 4)	4			
(a  jor road spd (30  or  55))	30			
Control $<$ stop=4 $Vld=3>$	_ 3			
Critical Can Table 2 T-	ĥ			
Capacity _from fig ?-	120			
Shared Lane-go to L.T.	130	Table	2 3	Figure 3
bilared halle go to h.i.		-800	6	
No charod lano V-1 N-0	1	-800	5	5 .9
No shared $Iane-i=1, N=0$	240	100	5	10 .9
Demand(C right)=	349	100	4	15 8
Available Reserve-	-219	200	. 3	20 81
Delay & L.O.S. Table 3-	6	300	2	20 .0.
(A=1.B=2.C=3,D=4,E=5,F=6)		400	Τ.	20 .0
		10000	0	30 .7
LiFT~TURN~FROM~i				35 .7
Conflicting Flows=	1520	Table	e 2B	40 .65
Major road lanes(2 or 4)	4	60	5	45 .6
Major road spd(30 or 55)	30	110	5.5	50
Critical Gap Table 2 T=	5.5	120	5.5	55 .5
Capacity, from fig 2=	150	220	6	60 .
Demand(B left)=	44			65.4
Capacity used $(in'/.)$ -	29.33333	Table 2C 70		70.3
Impedance factor, fig 3=	.81	180	6.5	75 .3
Available reserve*	106	240	7.5	ao .2
Delay ?< L.O.S. Table 3=	4	330	8	85.
<a=1,b=2,c=3,d=4,e=5,f=6)< td=""><td></td><td>360</td><td>7</td><td>90.1</td></a=1,b=2,c=3,d=4,e=5,f=6)<>		360	7	90.1
		440	9	95 .0
LEFT~TURN~FROM C		480	8	100
Conflicting Flows-	1979 5	660	a	200
Major road lange(2 or 4)	د. <i>د</i> ا د ـ	000	10	
Major road and (20 or EE)	20 	000	τU	
$\begin{array}{c} \text{Prajure 10au Spu(30 OI 55)} \\ \text{Control (atom 4 Vistor)} \end{array}$	50			
CULLICI (SLOP=4, YId«3>	4			•
Critical Gap Table 2 1=	ð O			
Capacity, from fig 2=	20			
Adjustment for Impedance-	18./346			
-No Shared Iane V-1 N-0	1			
Demand <sup>5</sup> *	⊥ 71	·		
Demand "	-52 2654			
AVAIIADIE RESEIVE	-52.2054			
$(\lambda - i D - 2 C - 2 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 4 D - 5 D - 5 D - 5 D - 4 D - 5 D -$	O	_		
		-		

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.
Unsignalized "I" Int Cap ( Location	alc Unulin⊲∎ Dr & (	onklintown Rd In	terse	tion 2	
CountDataTF	ull developme	nt of sites include	ed in	the study	
Data.	1983	ne er preep inerud		one beau,	
Dav.	Weekday				
AM or PM Analysis?	PM				
Hourly Demand Volumes:	111	Table	22		
A Through	0 2 7	180	ົົຽ		
A Infough A Bight	04/	240	6		
R Kight	213	330	6		
D DELC D Through	400	360	5		
	1912	440	7		
C La-IC	180	480	6		
C RIGHC	89	660	6		
סדמעיד ידווסא בססא מ		880	7		
Conflicting Flows*	033 5	000			
Major road lang (2 or 4)	955.5				
Major road and (20 on 55)	20				
Major road spa (30 or 55)	30				
Control (Stop-4, Ha~3)	4				
Critical Gap Table 2 T=	0				
Capacity, from fig 2»	290	Table	2	Fie	
shared Lane-go to L.T.		and	3		
	1	-800	5	0 5	97
No shared lane-Y-1.N-U	1	100	4	10	,
Demand <c right)="*&lt;/th"><th>89</th><th>200</th><th>vr</th><th>15</th><th>. 23</th></c>	89	200	vr	15	. 23
Available Reserve*	201	200	2	20	95
Delay & L.O.S. Table 3*	3	400	1	20	.05
<a»1,b*2.c-3,d»4,e-5,f-6)< th=""><th></th><th>10000</th><th>0</th><th>20</th><th>.01</th></a»1,b*2.c-3,d»4,e-5,f-6)<>		10000	0	20	.01
L CET TIION COM D		10000	0	— e;	_TQ_
Conflicting Elevitt	1040	Table	2B	4 0	. 69
Major road lang(2 or 4)	1040	60	5	45	.64
Major road gpd(30 or 55)	30	ño	5.5	50	. 6
dritical Cap Table 2 Tt	55	120	5.5	55	. 55
Generativet from fig 2t	310	220	6	60	.5
Capacity IIOm IIg 2"	258	220	0	65	.45
Generative wood (in X) *	02 22501	Table	20	70	. 39
Transdance factor fig 2-	27	180	6.5	7 B	.33
Impedance factor, fig 3=	.27	240	7.5		27
Available reserve	52	210	,. <u>,</u>	30	
Delay & L.O.S. Table 3*	5	220	-7	" 0	14
<a»1,b-2,c*3,d*4,e-5.f*(0)< th=""><th></th><th>440</th><th>,</th><th>95</th><th></th></a»1,b-2,c*3,d*4,e-5.f*(0)<>		440	,	95	
		480	Ŕ	100	0
Conflicting Elevet	3103 5	660	0	100	•
Major mond lanag(2 or 4)	3103.3	880	10		
Major road rafes(2 or 4)	30	000	10		
$\begin{array}{c} \text{Major road spa(30 or 55)} \\ \text{Control (stors4 Vid*2)} \end{array}$	4				
Critical Cap Table 2 Th	8				
Conscient from fig 2*	20				
Adjustment for Impedance*	15 1382				
Aujustment for impedance.	10.1002				
-No Shared Lane Vol No.	1				
Demand*	1 8 0				
Available Peservo-	-164 862				
Delay & L O G Table 7-	-101.002 * £				
$2 \times 1 = 2 \times 2$	U				
5 4 7 1 - BS 2 - L = 5 - L > 4 - K > 5 - K > 6 L					

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CAPACITY ANALYSIS FOR SKYLINE DRIVE &. CHESHIRE LANE -INTERSECTION 3

This currently existing intersection is a short distance north of Conklintown Road. It is proposed by others that Site 1 have part of their access by this intersection. Because of this intersection's location with respect to Conklintown Road, a traffic signal capacity analysis was not done.

the During the A.M. peak hour, unsignal ized intersection "As Zoned" scenario shows a Level of service A analysis for the turns for vehicles making right out of and left turns into and a Level of service E for vehicles making left Cheshire Lane, \* turns from Cheshire Lane. The left turns from Cheshire Lane onto of the Drive 17 25 vehicle available capacity Skyline use vehicles waiting indicat ing inter act ion between make to that movement. With the "Full Development" scenario during the A.M. the Level of service for the left turn from Cheshire peak hour, Lane falls to an F with the demand (44) exceeding the capacity (20) by 24 vehicles, indicating extremely long delays.

During the P.M. peak hour, the unsignalized intersection capacity analysis shows a Level of service E for both left and right turns out of Cheshire Lane and for left turns into Cheshire Lane for the "As Zoned" scenario. In the "Full Development" scenario the Level of service for left turns from Cheschire Lane fails to an F with the capacity exceeded.

Count Data*Zo:	ne developmen	t of sites inclu	uded in th	ne study	
Data.	<u>    1993    </u>				
Day	Weekday 🎾				
AM or PM Analysis?	AM				
Hourly Demand Volumes:		Tab	le 2A		
A Through	504	ISO	5		
A Right	7	240	6		
B Left	8	330	6		
B Through	1484	360	5		
C Left	17	440	7		
C Right	15	480	6		
-		660	6		
RIGHT TURN FROM C		880	7		
Conflicting Flows-	507.5				
Major road lanes (2 or 4)	</td <td></td> <td></td> <td></td> <td></td>				
Major road spd (30 or 55)	30				
Control (stop-4 $V1d \approx 3$ )	4				
Critical Car Mable 2 M.	-				
Cifical Sap Table 2 T«	E 20				
Capacity, from fig 2-	530	mak	7 - 7	<b>D</b> 4	auro 3
Shared Lane-go to L.T.			pre -		gure 5
	-	-800	6	5	-
No shared lane-Y-1,N«0	1	100	5	<b>3</b>	.9
Demand(C right)-	15	100	4	10	.93
Available Reserve-	515	200	<i>Y</i> •	15	- 85
Delay & L.O.S. Table 3-	1	300	2	20	.85
(A-1,B-2,C»Z,D-4,£-5,F-6)		400	1	25	.81
		10000	0	30	.77
LEFT TURNFROMI				35	.7
Conflicting Flows*	511	Tak	ole <b>2B</b>	40	.69
Major road lanes(2 or 4)	2	60	5	45	.64
Major road spd $(30 \text{ or } 55)$	30	110	5.5	50	. (
Critical Gan Table 2 Tw	5	120	5.5	55	, 5
Canadity from fig 2-	695	220	6	60	,
Domand(D loft)	Q 2	220	-	65	_ 4
Constitution (in (C))	151079	Tał	ole <b>20</b>	70	3
Capacity used $(11 / t)$ .	1	120	6 5	75	
impedance factor, fig 3*	L 207	100	7 5	, , ,	*2
Available reserve-	1 00	∠4U 220	1.5		• "2
Delay 1t L.O.S. Table 3*	T	330	3 7	60	, 1
(A»1,B«2,C«3,D«4,E»5,F*6)		360	/ 0	90 .	. 1
		440	2	95	.0
LEFT TURN FROM C		480	8	TOO	
Conflicting Flows-	1999.5	660	9		
Major road lanes<2 or 4)	-	880	10		
Major road spd(30 or 55)	30				
Control (stop»4, Yld»3)	4				
Critical Gap Table 2 T»	7.5				
Capacity, from fig 2*	25				
Adjustment for Impedance-	25				
-No Shared Lane,Y=1.N»0	i				
Demand <sup>9</sup>	17				
Available Reserve-	8				
Delay ?< L.O.S. Table 3=	Š				
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Unsignalised "T" Int Cap Ca	llC line Du Di Ch	arbina Ta		<b>*</b>	
Location Sky	line Dr ?< Cn	esnire La. I	ntersection	د nc	
Count Data-Fu		t of sites includ	aea in th	e study	
	Weekday				
Day <u>AM or DM AppEvere</u>	лм				
Hourly Demand Volumes:	AM	Table	<u>م</u> 2 م		
Through	556	190	5 ZA		
A IIIOugii A Bicht	220	240	5		
P Loft	11	330	6		
	1705	260	5		
	1/95	440	5		
C Leit	22	440	6		
C Right	55	560	6		
סדכטיד ידוסא דס <u>מא</u> כ		880	7		
Conflicting Flower	560	880	. 1		
Major mod lang (2 or 4)	500				
Major road railes (2 or 4)	20				
Major road spa (30 or 55)	30				
Control <stop=»4, yid="3)&lt;/td"><td>4</td><td></td><td></td><td></td><td></td></stop=»4,>	4				
Critical Gap Table 2 I=	5				
Capacity, from fig 2=	500	ma la l		Fia	ure 📑
Shared Lane-go to L.T.		labi	e 3	0	1
	4	-800	6	5	97
$\sim$ NO $\sim$ Shared $\sim$ Iane-Y=I/IN=0		0	5	10	93
Demand(C right) =	33	100	4	10	.00
Available Reserve	467	200	3	15	.09
Delay & L.O.S. Table 3=	1	300	2	20	.05
(A=1,B=2,C=3,D=4,E=5,F=6)		400	1	25	.01
چین کی بی هی جان است بنده بیت بین اخت اخت این بین مان است کار این ماه ماه میا دید کرد این اف این ا		10000	0	30	72
LEFT~TURN~FROM i				35	*60
Conflicting Flows=	564	Tabl	e 2B	40	. 03
Major road lanes(2 or 4)	4	60	5	45	.04
Major road spd(30 <i>or</i> 55)	30	110	5.5	50 c^	erer
Critical Gap Table 2 T=	5.5	120	5.5	wTwJ	
Capacity, from fig 2=	575	220	6	60	. 5
Demand(B left)=	11			65	.45
Capacity used (in '/.)=	1.913043	Tabl	e 2C	70	.39
Impedance factor, fig 3=	1	180	6.5	75	.2-2
Available reserve*	564	240	7.5	80	.27
Delay ?< L.O.S. Table 3=	1	330	8	95	. 2
<a=1,b=2,c=3,d=4,e=5,f=6></a=1,b=2,c=3,d=4,e=5,f=6>		360	7	90	. 14
		440	9	95	.08
LEFT~TURN"FROM C		480	8	100	0
Conflicting Flows=	2366	660	?		
Major road lanes(2 or 4)	4	880	10		
Major road spd(30 or 55)	30	000	<b>_</b> 0		
Control (stop=4, Yld=3)	4				
Critical Gap Table 2 T=	8 1 1				
CaOacity from fig 2=	20				
Adjustment for Impedance=	20				
-No Shared Lane,Y=1.N=0	1				
Demand=	44				
Available Reserve=	-24				
Delav !< L.O.S. Table Z=	6				
(A=1.B=2.C=3,D=4.E=5,F=6)					

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ne developmen	t of sites inclu	ded in t	he study	
1993	C OI DICCD 111014	ucu 111 c	Scuuy	
Weekday				
PM				
	Tabl	e 2A		
2191	180	5		
21	240	6		
17	330	6		
972	360	5		
9	440	7		
8	480	6		
	660	6		
	880	./		
2201.5				
2				
30				
4				
40				
40	Tahl	e =	Fi	aure =
	-800	6	0	,
1	\$	5	5	•
8	100	4	10	.9
32	200	3	15	.8
5	300	2	20	.8
2	400	1	25	.8
	10000	0	30	.7
			35	.7
2212	Tabl	le <b>2B</b>	40	.6
2	6 0	5	45	.6
30	110	5.5	50	•
5	120	5.5	55	.5
50	220	6	60	•
17	T-b <sup>-</sup>	l <b></b>	65	.4
34	12D		70	د. ج
•77	180	0.5 7 5	7 5 80	
33 F	240	2 '	85	• 2
Э	320	7	90	
	440	, 9	95	• • •
	480	<u>ر</u>	100	.0
2100 F	660	0	100	
3730.2	880	10		
2	000	± 0		
3U 1				
4 7 5				
/ • J				
∠⊃ 23.08525				
1				÷
9				
14 08525				
TI.00727				
5				
	ne developmen 1993 Weekday PM 2191 21 17 972 9 8 2201.5 2 30 4 6 40 1 8 32 5 2212 2 30 4 6 40 1 8 32 5 2212 2 30 5 50 17 34 .77 33 5 3190.5 2 30 4 7 2 30 4 7 31 9 5 2 30 4 7 31 9 5 5 2 30 4 7 5 5 5 5 5 5 5 5 5 5 5 5 5	ine development of sites inclusion    1993    Weekday    PM    2191  180    2191  240    17  330    972  440    8  480    660  880    2201.5  2    30  4    6  40    Tabl  -800    1  ◆    8  100    32  200    5  300    40  Tabl    -800  5    1  ◆    8  100    32  200    5  300    400  100000    2212  Tabl    2  60    30  110    5  120    5  120    5  330    440  480    3190.5  660    2  880    30  4    4  7.5    25  25	ne development of sites included in t. 1993 Weekday PM Table 2A 2191 180 5 21 240 6 17 330 6 972 360 5 9 440 7 8 480 6 660 6 880 7 2201.5 2 30 4 6 40 Table - -800 6 1 \$\$\$ 5 8 100 4 32 200 3 5 300 2 400 1 10000 0 2212 Table 2B 2 60 5 3 0 110 5.5 5 120 5.5 5 220 6 17 34 Table 2C .77 180 6.5 33 240 7.5 5 330 8 360 7 440 9 480 3 3190.5 660 9 2 880 10 30 4 7.5 25 23.08525 1 9	ne development of sites included in the study 1993 Weekday PM Table 2A 2191 180 5 21 240 6 17 330 6 40 Table $\stackrel{-}{-}$ 8 440 7 8 440 7 8 440 7 2201.5 2 30 4 6 40 Table $\stackrel{-}{-}$ 7 8 100 4 1 $\stackrel{-}{-}800$ 6 6 40 Table $\stackrel{-}{-}$ 8 100 4 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 6 1 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 6 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ $\stackrel{-}{-}800$ 7 $\stackrel{-}{-}800$ $\stackrel{-}{-}800$ $\stackrel{-}{-}80$ $\stackrel{-}{-}800$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}80$ $\stackrel{-}{-}90$ $\stackrel{-}{-}80$ $\stackrel{-}{-}90$ $\stackrel{-}{-}80$ $\stackrel{-}{-}90$ $\stackrel{-}{-}80$ $\stackrel{-}{-}90$ $\stackrel{-}{-}80$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}80$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$ $\stackrel{-}{-}800$ $\stackrel{-}{-}90$

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Date	
Day Weekday AM~or~FM~AnaTysi"s? PM Hourly Demand Volumes: Table 2A A Through 2485 180 5 A Right 24 240 6 B Left 42 330 6 B Through 1112 360 5 C Left 20 440 7 C Right 17 480 6 660 6 RIGHT TURN FROM C 880 7 Conflicting Flows= 2497	
AM~or~FM~AnaTysi"s?  PM    Hourly Demand Volumes:  Table 2A    A Through  2485  180  5    A Right  24  240  6    B Left  42  330  6    B Through  1112  360  5    C Left  20  440  7    C Right  17  480  6    RIGHT TURN FROM C  880  7    Conflicting Flows=  2497  2497	
Hourly Demand Volumes:  Table 2A    A Through  2485  180  5    A Right  24  240  6    B Left  42  330  6    B Through  1112  360  5    C Left  20  440  7    C Right  17  480  6    RIGHT TURN FROM C  880  7    Conflicting Flows=  2497  7	
A Through  2485  180  5    A Right  24  240  6    B Left  42  330  6    B Through  1112  360  5    C Left  20  440  7    C Right  17  480  6    RIGHT TURN FROM C  880  7    Conflicting Flows=  2497  7	
A Right 24 240 6 B Left 42 330 6 B Through 1112 360 5 C Left 20 440 7 C Right 17 480 6 RIGHT TURN FROM C 880 7 Conflicting Flows= 2497	
B Left  42  330  6    B Through  1112  360  5    C Left  20  440  7    C Right  17  480  6    RIGHT TURN FROM C  880  7    Conflicting Flows=  2497  2497	
B Through    1112    360    5      C Left    20    440    7      C Right    17    480    6      RIGHT TURN FROM C    880    7      Conflicting Flows=    2497    5	
C Left  20  440  7    C Right  17  480  6    660  6  6    RIGHT TURN FROM C  880  7    Conflicting Flows=  2497  2497	
C Right 17 480 6 660 6 RIGHT TURN FROM C 880 7 Conflicting Flows= 2497	
RIGHT TURN FROM C 660 6 Conflicting Flows= 2497	
RIGHT TURN FROM C 880 7 Conflicting Flows= 2497	
Conflicting Flows= 2497	4
Major road lanes (2 or 4) 4	
Major road spd (30 or 55) 30	
Control <stop=4, 4<="" td="" yld="3)"><td></td></stop=4,>	
Critical Gap Table 2 T $\Rightarrow$ 6	•
Capacity, from fig 2= 40	
Shared Lane-go to L.T. Table 3	Figure 3
-800 6	0 1
No""shared~Tane-Y=17N=0 1 0 5	5 .9/
Demand(C right) = 17   100   4	10 .93
Available Reserve* 23 200 3	15 .89
Delay & L.O.S. Table 3= 5 300 2	20 .85
(A=1, B=2, C=3, D=4, E=5, F=6) 400 1	25 .81
10000 0	30 .77
LEFT TURN FROM B	35 .72
Conflicting Flows=» 2509 Table 2B	40 .69
Major road lanes (2 or 4) 4 60 5	45 .04
Major road sod $(30 \text{ or } 5)$ 30 HO 55	50 .0
$\begin{array}{c} \text{Critical Gap Table 2 T= 55} \\ 120 \\ 55 \\ 120$	55 .55 60 E
Capacity from fig $2=$ 45 220 6	60 .5
Demand(R) left = $42$	70 20
Capacity used (in $"/ = 97.7777$ Table 2C	70 .59
$\begin{array}{c} \text{Typedance factor fig.3} = 14 \\ \begin{array}{c} 180 \\ 85 \\ \end{array} \end{array}$	10 .3
Available reserve* 3 240 75	80 .27
Delay 24 LOS Table $3=$ 5 330 8	85
(A=t: E=2: C=3: D=4: E=5: F=6) 360 7	90 .14
440 9	95 .08
LEFT"TIRN FROM~C 480 8	100 0
$\begin{array}{c} \text{Conflicting Flows} = 3651 \\ \end{array} \qquad 660 \\ 9 \\ \end{array}$	
Major road lanes $(2 \text{ or } 4)$ 4 880 " 10	
Major road spd( $30 \text{ or } 55$ ) 30	
Control (stop=4, Yld=3) 4	- 
Critical Gaptable 2 T= 8	
Capacity, from fig $2=20$	
Adjustment for Impedance <sup>3</sup> 14 2724	
-No Shared Lane.Y=1.N=0 1	
Demand= 20	
Available Reserve -5.7276	
Delay ?< L.O.S. Table 3= 6	
(A=1,B=2.C=Z,D=4,E=5,F=6)	-

 $\sim$  CAPACITY ANALYSIS FOR SKYLINE DRIVE & FIELDSTONE DRIVE -  $l_{\rm v}$  INTERSECTION 4

Intersection 4 is one of the two right angle four approach intersections in the study, and the only one existing today. The basic analysis assumes that Site 2 will have its own access road to Skyline Drive at Intersection 5. A CMA analysis was also calculated assuming Site 2 having its access to Fieldstone Drive at Intersection 13 instead of at Intersection 5. The P.M. peak hour will be the critical peak hour because three major shopping areas will use Intersection 4 as part of their access system. <sup>1</sup> Therefore, the P.M. peak hour is the only time period tested.

The first test with CMA was for an intersect ion with Skyline Drive 5 lanes (62 feet) wide and Fieldstone Drive also 5 lanes wide. In the "Full Development" scenario the CMA analysis indicates a poor Level of service D at a saturation rate of 82%. The CMA indicates a Level of service C at saturation rate of 75% for the "As Zoned" scenario with the same geometry.

The second test was to add a lane for northbound traffic resulting in Skyline Drive being 6 lanes (74 feet) wide. Then the CMA analysis indicates a Level of service C at a saturation rate of 76% for the "Full Development" scenario. With this geometry the "As Zoned" scenario also has a Level of service C but at a saturation rate of 69%. Note that Level of service C ranges from a saturation rate of 66% to 79%.

The third test was to add a lane for southbound Skyline Drive to make the intersection symmetrical. Then Skyline Drive would be 7 lanes (86 feet) wide. The CMA indicates a Level of service B at a saturation rate of 65% for the "Full Development" scenario, and also a Level of service B but at 57% saturation for the "As Zoned" scenario. Note that Level of service B ranges from a saturation rate of 55% to 65%.

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The fourth test was to eliminate Intersection 5 from the tableau, assuming access to Site 2 to be via Intersection 13 on Fieldstone Drive. This changes the volumes of traffic for the various movements at Intersection 4. The test was only for the "Full Development" scenario with Skyline Drive 7 lanes (86 feet) wide. The CMA anlaysis indicates a Level of service E at a saturation level of 105%. Therefore, it can be seen that if Site 2 is to be developed as in the "Full Development" scenario, having its only access to Fieldstone Drive would not be successful from a traffic standpoint.

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SKYLINE I	OR & FIELD	STONE DR	(INT#A)W»	5 TE 1002	א הפאע	עישרו דווים		
		••->		TE 1993	PM PEAR	FULL DEV	ELOPMENT	
		•-»-»•	LEVEL O SATURAT CRITICA CRITICA CRITICA	PF SERVICE ION SS L N/S VOL L E/W VOL L SUM	D 1120 2B7 1487	••••		
LANE	NORT E MOV	HBOUND WIDTH	LAN SOUTH MOV W	E GEOMETRY BOUND IDTH	Y EASTB MOV W	OUND IDTH	WESTBO MOV WI	OUND I DTH
1 2 3 4 5 &	RT. T L	12.≫a 12.0 12.0	RT. T L	13.0 12.0 12.0	RT. L L	13.0 12.0 12.0	RT. L L	13.0 12.0 12.0
ŭ	NORT	HBOUND	TRAFF SOUTH	IC VOLUME: BOUND	S EASTB	OUND	WESTBO	DUND
LEFT THRU RIGHT		196 1759 77		43 1044 251		339 22 198	1	130 31 59
NORI SOUI EAS WES	THBOUND THBOUND STBOUND STBOUND	TRUCKS ( 5 5 5 5	s> LO	CAL BUSES	(#/HR) 0 0 0 0	PEAK	HOUR FAC .3 .9 .9 .9	CTOR
PHAS PEDE CYCI	SING ESTRIAN AC LE LENGTH	N/S :4 E/W :4 TIVITY : :	BOTH BOTH 1. 90 SECON	TURNS PR TURNS PR 0 - 9 DS	OTECTED OTECTED 9 (#PED	(WITH (WITH) S/HR)	OVERLAP) OVERLAP)	

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 1117 191	SOUTHBOUND 770 -3	EASTBOUND 230 192	WESTBOUND 33 <b>57</b>
		LEFT TURN CHECK		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 196 191 0 N/A	SOUTHBOUND 43 3 0 N/A	EASTBOUND 333 366 0 N/A	WESTBOUND 130 110 0 N/A

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SKYLINE	DR 8	FIELDS	TONE DR	(INT#4)W D	#5 ATE 1993 1	PM PEAK	AS ZONED		
			#		* • • _ * • * * • • * • *	**.	• * • • • •		
				LEVEL ( SATURA	OF SERVICE	С			
				CRITIC	AL N/S VOL	965 274			
				CRITICA	AL SUM	1239			
			»•*•••	*****	* • • * * • • • • • * • • •	• > • * • > * •			
				LAI	NE GEOMETRY	Y			
LAN	ΙE	NORTH MOV W	BOUND IDTH	SOUTI MOV	HBOUND WIDTH	EASTI MOV N	BOUND WIDTH	WESTB MOV W	OUND IDTH
1		RT.	13.0	RT.	13.0	RT.	13.0	RT.	13.
2		т	12.0	т	12.0	ь	12.0	L	12.
3		L	12.0	L	12.0	L	12.0	L	12.
4			• • • •	• • •			• • • •	• • •	• • •
. 5		•••		• • •		• • •		• • •	
6		•••	• • • •	• • •	••••		• • • •	• • •	•••

	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOU	ND
LEFT	196	43	323	12	1
THRU	1507	876	22	3	1
RIGHT	76	249	189	5	9

13.0 12.0 12.0

• • • • ••••

NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND	TRUCKS (%) 5 5 5 5 5	LOCAL	BUSES <#/HR) 0 0 0 0 0	РЕАК	HOUR FACTOR 9 9 9 9
PHASING PEDESTRIAN ACT	N/S :4. E/W :4. IVITY : 1	BOTH TU BOTH TU	RNS PROTECTED RNS PROTECTED 0 - 9 9 <#PE	(WITH C (WITH C DS/HR)	VERLAP) VERLAP)
CYCLE LENGTH	: 90	) SECONDS			

THRU -RIGHT LEFT	NORTHBOUND 962 191	SOUTHBOUND 667 3	EASTBOUND 221 181	WESTBOUND 93 51
		LEFT TURN CHECK		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 196 191 0 N/A	SOUTHBOUND 43 3 0 N/A	EASTBOUND 323 346 0 N/A	WESTBOUND 121 99 0 N/A <b>G-8</b> B

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LANE	NORT MOV	HBOUND WIDTH	LANE ( SOUTHBOU MOV WIDI	GEOMETRY IND EAS IN MOV	TBOUND WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5	RT. T T L	13.0 12.0 12.0 12.0	RT. 13 T. 12 L. 12	.0 RT. .0 L .0 L	13.0 12.0 12.0	RT. 13.0 L. 12.0 L. 12.0
6	•••	••••		•• •••		
LEFT THRU RIGHT	NORT	HBOUND 196 1739 77	TRAFFIC SOUTHBOU 4 104 23	VOLUMES ND EAS 3 <b>14</b> <b>1</b>	TBOUND 333 22 138	WESTBOUND 130 31 59
NORTHBO SOUTHBO EASTBO WESTBO	UND UND UND UND	TRUCKS <>> 5 5 5 5 5	LOCAL	BUSES (#/HR 0 0 0 0 0	) PEAK	HOUR FACTOR 3 9 <sup>n</sup> 9 9
PHASING PEDESTR CYCLE L	LIAN AC ENGTH	N/S :4. E/W :4. TIVITY : : : 9	BOTH TU BOTH TU L. 00 SECONDS	JRNS PROTECTE JRNS PROTECTE 0-99 (#1	D (WITH D (WITH PEDS/HR)	OVERLAP) OVERLAP)

THRU -RIGHT LEFT	<b>NORTHBOUND</b> 779 191	SOUTHBOUND 770 3	EASTBOUND £30 132	WESTBOUND 93 57
		LEFT TURN CHEC	ĸ	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 196 191 0 N/A	SOUTHBOUND 43 3 0 N/A	EASTBOUND 339 366 0 N/A	WESTBOUND 130 110 0 N/A
				≤-£>x

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	RT.  13.0    T.  12.0    T.  12.0	RT.  13.0    T.  12.0    L.  12.0	RT. 13.13 L. 12.3 L. 12.3	RT. 13.0 L. 12.0 L. 12.0
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	196 1507 76	43 876 249	323 22 189	121 31 59
	EDUCID			

.

	TRUCKS (>>	LOCAL BUSES <#/HR)	PEAK HOUR FACTOF
NORTHBOUND	5	0	. 9
SOUTHBOUND	5	0	. 9
EASTBOUND	5	0	.9
WESTBOUND	5	0	. 9

PHASINGN/S:4.BOTH TURNSPROTECTED(WITH OVERLAP)E/W:4.BOTH TURNSPROTECTED(WITH OVERLAP)PEDESTRIAN ACTIVITY:1.0 - 99 (#PEDS/HR)CYCLE LENGTH:90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 670 191	SOUTHBOUND 667 3	EASTBOUND 221 181	WESTBOUND 33 51
		LEFT TURN CHECK		•
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 196 191 0 N/A	SOUTHBOUND 43 3 0 - N/A	EASTBOUND 323 346 0 N/A	WESTBOUND 12* 39 0 N/A 6-3

• • ••;

LANE	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV W	IDTH
1 2 3	RT. T T	13.0 12.0 12.0	RT. T T	13.0 12.0 12.0	RT. L L	13.0 12.a 12.0	RT. L I	13.0 12.0 12.3
4	L	12.0	L	12.0	• • •		•••	• • • •
5	• • •	• • • •	• • •	• • • •	• • •		• • •	• • • •
6	• • •	• • • •	• • •	• • • •	• • •	• • • •	• • •	

	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU	196 1759	43 <b>1044</b>	339 22	1313 31
RIGHT	77	251	198	59
			<* /ITD>	

	IRUCKS	) (2	.)	LOC	ль,	БОЗ			PEAK	HOUR	FACTOR
NORTHBOUND		5					0			.3	
SOUTHBOUND		5					0			.9	
EASTBOUND		5					0			.9	
WESTBOUND		5					0			.9	
PHASING	N/S	s4.		BOTH	TU	RNS	PROTE	CTED	(WITH	OVERLA	P)
	E/W	:4.		BOTH	TU	RNS	PROTE	CTED	(WITH	OVERLA	P)
PEDESTRIAN	ACTIVITY	:	i.				0 - 9 9	(#PE:D	S/HR>		
CYCLE LENGT	H	:	90	SECONI	DS						

### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 779 191	SOUTHBOUND 534 <b>3</b>	EASTBOUND 230 192	WESTBOUND 93 57
		LEFT TURN CHECK	c .	
INPUT <b>VOLUME</b> ADJUSTED <b>VOL</b> CAPACITY MOVEMENT	NORTHBOUND 196 191 0 N/A	SOUTHBOUND <sup>N</sup> 43 3 0 N/A	EASTBOUND 339 366 0 N/A	WESTBOUND 130 110 N/A

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SKYLINE DR & FIELDSTONE DR <INT#4)W#5

DATE 1993 PM PEAK AS ZONED

LEVEL OF SERVICE B SATURATION 57 CRITICAL N/S VOL S73 CRITICAL E/W VOL 274 CRITICAL SUM 947 

LANE	NORTI MOV N	HBOUND WIDTH	SOUTI MOV V	NE GEOMET. HBOUND WIDTH	RY EASTI MOV V	BOUND NIDTH	WESTBO MOV W	DUND I DTH
1 2 3	RT. T T	13.0 12.0 12.0	RT. T T	13.0 12.0 12.0	RT. L L	13.0 12.0 12.0	RT. L L	13.0 12.0 12.0
4 5 6	L •••	12.0	L •••	12.0	•••		•••	••••

	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WES	TBOUND
LEFT	196	43	323		121
THRU	1507	S76	22		31
RIGHT	76	249	189		59

	TRUCKS	5 (8)	LOCAL	BUSES (#/HR)	PEAK HOUR FAC	CTOR
NORTHBOUND		5		0	.9	
SOUTHBOUND		5		0	. 9	
EASTBOUND		5		0	.9	
WESTBOUND		5		0	.9	
PHASING	N/S	:4.	BOTH TU	RNS PROTECTED	(WITH OVERLAP)	
	E/W	:4.	BOTH TU	JRNS PROTECTED	(WITH OVERLAP)	
PEDESTRIAN ACT	YTIVITY	: 1.		0 - 99 (#PED	S/HR)	
CYCLE LENGTH		: 90	SECONDS			

THRU -RIGHT LEFT	NORTHBOUND 670 191	SOUTHBOUND 461 3	EASTBOUND 221 iai	WESTBOUND 93 51
		LEFT TURN CHEC	CK.	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 196 191 0 N/A	SOUTHBOUND 43 3 0 N/A	EASTBOUND 323 346 0 N/A	WESTBOUND 121 99 0 N/A
				6-8 F

LANE GEOMETRY NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND LANE MOV WIDTH MOV WIDTH MOV WIDTH MOV WIDTH Ι RT. 12.0 RT. 12.0 RT. 13.0 RT. 13.13 12.0 **L.** 12.0 2 т. . т.. 12.0 L. . 12.3 3 т.. 12.0 т.. 12.0 12.0 L. . 12.3 ь. . 4 12.0 ь.. L., 12.0 . . . . . . . . . . . . . . 5 . . . . . . . . . . . . . . . . . • « • • . . • . . . . . . . . . . . •• « . . . . . . . . . . . . . . . w TRAFFIC VOLUMES NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND LEFT 193 339 361 301 THRU 1453 726 28 34 RIGHT £92 251 191 364 TRUCKS <X) LOCAL BUSES (#/HR) PEAK HOUR FACTOR . 9 NORTHBOUND 5 0 SOUTHBOUND 3 0 . 9 EASTBOUND 5 0 .9 WESTBOUND 5 0 . 9 **N/S** :4. PHASING BOTH TURNS PROTECTED (WITH OVERLAP)

CRITICAL SUM 1725

E/W :4. BOTH TURNS PROTECTED (WITH OVERLAP) PEDESTRIAN ACTIVITY : 1. 0-99 <#PEDS/HR) CYCLE LENGTH : 90 SECONDS

THRU -RIGHT LEFT	NORTHBOUND 723 187	SOUTHBOUND 398 393	EASTBOUND 229 192	WESTBOUND 417 167
		LEFT TURN CHEC	CK .	
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	193	361	339	301
ADJUSTED VOL	187	393	366	319
CAPACITY	0	0	0	0
MOVEMENT	N/A	N/A	N/A	N/A
				£-8_&

CAPACITY ANALYSIS FOR SKYLINE DRIVE & SITE 2 DRIVEWAY -INTERSECTION 5.

Intersection 5 does not currently exist, A quick perusal of the traffic data shows that when developed the intersection volumes will far exceed those that can successfully be handled by STOP sign control. The P.M. peak hour will be the critical peak hour.

The CMA analysis indicates . a Level of service D with a saturat ion rate of 80% with 6 lanes in Skyline Drive and 2 lanes available for left turns from Site 2 during the P.M. peak hour "Full Development" scenario. The six lanes in Skyline with the Drive would be divided evenly with 3 lanes for southbound traffic lanes for northbound traffic. With the same geometry the 3 and CMA yields a Level of service B at a saturat ion rate of 65% for the "As Zoned" scenar io.

Constructing Skyline Drive to a six lane vjidth with a cartway 72 feet wide plus shoulders and a graded utility strip would be difficult because of the ruggedness of the terrain. It is doubtful that a greater roadway width in Skyline Drive could be practically constructed to achieve a better level of service. if the "Full Development" scenario is allowed, more Therefore, complex solutions such an addit ional access point as to Fieldstone Drive or an English style intersection, using a large access width and interchange area within the site should be invest igated.

6-10

SKYLINE DR & SITE 2 DR <INT#3> DATE 1393 PM PEAK FULL DEVELOPMENT \*\*\*\*\* LEVEL OF SERVICE D SATURATION 80 CRITICAL N/S VOL 1168 CRITICAL E/W VOL 206 CRITICAL SUM 1374 ••••• • » # • • \* • » • • • • • LANE GEOMETRY NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND MOV WIDTH LANE MOV WIDTH MOV WIDTH MOV WIDTH 1 RT. 13.0 RT. 12.0 т.. 13.0 . . . . . . . 12.0 т.. т.. 12.0 . . . . . . . т.. 12.0 3 т.. 12.0 L.. 12.0 . . . . . . . . . . . . . . 4 .... .... 5 . . . • • • • • • • . . . . . . . . . . . . . . . . . . 6 . TRAFFIC VOLUMES NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND LEFT 0 Ø 2 332 1721 THRU 1037 Ø 177 RIGHT 216 0 0 311 TRUCKS <>> LOCAL BUSES <#/HR) PEAK HOUR FACTOR NORTHBOUND 5 0 .3 SOUTHBOUND .9 5 0 EASTBOUND 0 1 0 WESTBOUND 3 .3 0 PHASING N/S i4. BOTH TURNS PROTECTED (WITH OVERLAP) E/W :1. NEITHER TURN PROTECTED PEDESTRIAN ACTIVITY i 1. CYCLE LENGTH : 90 SECONDS 0-99 <#PEDS/HR>

THRU -RIGHT LEFT	NORTHBOUND 811 0	SOUTHBOUND 635 357	EASTBOUND Ø	WESTBOUND £06 0
		LEFT TURN CHEC	ĸ	
INPUT VOLUME ADJUSTED VOL CAPACITY <b>MOVEMENT</b>	NORTHBOUND 0 0 N/A	SOUTHBOUND 332 357 0 N/A	EASTBOUND 0 0 0 QK	WESTBOUND 0 206 OK

6-10 A

SKYLINE DR & SITE 2 DR (INT#5)

CAPACITY

MOVEMENT

0 N/A

0

DATE 1993 PM PEAK AS ZONED LEVEL OF SERVICE B SATURATION 65 CRITICAL N/S VOL 965 CRITICAL E/W VOL 156 CRITICAL SUM 1121 \*«•••\*••••

LANE	NORTHBOUND MOV WIDTH	LANE GEOMET SOUTHBOUND MOV WIDTH	RY EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	RT. 13.0 T. 12.0 T. 12.0	T.  13.0    T.  12.13    L.  12.0	· · · · · · · · · · · · · · · · · · ·	RT. 13.0 T. 12.0

	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	0	266	0	0
THRU	1505	919	0	134
RIGHT	130	0	0	269

	TRUCKS	(응)	LOCAL	BUSES	(#/HR)	PEAK	HOUR	FACTOR
NORTHBOUND		5			0		9	
SOUTHBOUND		5			0		9	
EASTBOUND		0			0		1	
WESTBOUND		5			0		9	

PHASINGN/S:4.BOTH TURNSPROTECTED(WITH OVERLAP)E/W:1.NEITHER TURNPROTECTEDPEDESTRIAN ACTIVITY:1.0-99 (#PEDS/HR)CYCLE LENGTH:90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 689 0	SOUTHBOUND 562 276	EASTBOUND 0 0	WESTBOUND 156 0
		LEFT TURN CHE	СК	
INPUT VOLUME ADJUSTED VOL	NORTHBOUND 0 0	SOUTHBOUND 266 276	EASTBOUND 0 0	WESTBOUND 0

0

N/A

156 OK

0

OK

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SKYLINE OR \* SITE 2 DR (INT#S> DATE 1993 PM PEAK AS ZONED

,

LEVEL OF SERVICE D SATURATION 83 CRITICAL N/S VOL 1265 CRITICAL E/UI VOL 156 CRITICAL SUM 1421

LANE	NORT: MOV	HBOUND WIDTH		LAI SOUTI MOV N	NE GEOM HBOUND WIDTH	ETRY	EASI MOV	BOUND WIDTH	WE S MOV	STBO 7 WI	UND DTH
1 2 3 4 5 6	RT. T	13.0 12.0		T T L	13.0 12.0 12.0		· · · · · · · · · ·	· · · · · · · · · · · · · ·	RI T.	•	13.0 12.0
	NORTI	HBOUND		TRAFI SOUTI	FIC VOLU HBOUND	UMES	B EAST	BOUND	WES	тво	UND
LEFT THRU RIGHT		0 1S05 130			£66 919 0			» 0 0	1 2	36	» 4 9
NORTHBOUI SOUTHBOUI EASTBOUI WESTBOUI	ND ND ND ND	TRUCKS	<%> 5 5 0 5	LC	DCAL BUS	SES	<#/HR> O O O O	PEA - -	K HOUR -9 -3 1 -3	FAC	TOR
PHASING PEDESTRIA CYCLE LEN	AN ACT IGTH	N/S E/W TIVITY	i4. :1. : 1. 90	BOTH NEITHI SECON	H TURNS ER TURN 0 NDS	PRC PRC - 9	)TECTED )TECTED 9 (#PE	(WITH DS/HR)	OVERLA	.P)	

THRU -RIGHT LEFT	NORTHBOUND 989 0	SOUTHBOUND 562 276	EASTBOUND 121 0	WESTBOUND 156 0
		LEFT TURN CHEC	ĽK	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 0 N/A	SOUTHBOUND 266 276 0 N/A	EASTBOUND 0 OK	WESTBOUND 0 156 OK $G - IO_C$

CAPAITY ANALYSIS FOR SKYLINE DRIVE & KNOLLWOOD DRIVE -INTERSECTION 6

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The unsignalized intersection shows that with either the "As Zoned" scenario or "Full Development" scenario with 1983 background traffic during the P.M. peak hour the demand for left turns from KnolIwood Drive will exceed the capacity. Therefore, the capacity of a traffic signal was investigated.

For the CMA analysis five lanes were assumed in Skyline Drive with the middle lane a left turn stacking lane for northbound traffic. Knollwood Drive was assumed to be three lanes wide. With these geometries the CMA analysis shows a Level of service A at a saturation rate of 47% for the "As Zoned" scenaio and a Level of service B at a saturation rate of 56% during the A.M. peak hour. During the P.M. peak hour the CMA anlaysis shows a Level of service B at a saturation rate of 65% for the "As Zoned" scenario and a Level of service C at a saturation rate of 75% for the "Full Development" scenario.

SKYLINE DR & KNOLLWOOD DR

DATE 1993 AM PEAK AS ZONED LEVEL OF SERVICE A SATURATION 47 CRITICAL N/S VOL 787 CRITICAL E/W VOL 21 CRITICAL SUM 808 \*\*\*

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	T. 13.0 T. 12.0 L. 12.0	RT. 13.0 T 12.0	RT. 12.3 T. 12.0	· · · · · · · · · · · · · · · · · · ·
		TRAFFIC VOLUMES		

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	34	0	0	0
THRU	£80	1237	23	0
RIGHT	0	57	14	0

	TRUCKS (	b) LOCAL	BUSES (#/HR)	PEAK HOUR F	ACTOR
NORTHBOUND	5		Ø	. Э	
SOUTHBOUND	5		0	. 3	
EASTBOUND	5		Ø	. 9	
WESTBOUND	0		0	1	
PHASING	N/S ::4.	BOTH TU	RNS PROTECTED	(WITH OVERLAP	)
	E/W1	NETTUED 7			

E/W::1. NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY::1.0-99 (#PEDS/HR)CYCLE LENGTH:30 SECONDS

THRU -RIGHT LEFT	NORTHBOUND 416 0	<b>SOUTHBOUND</b> 787 0	EASTBOUND 21 0,	westbound I I I I I I I I I I I I I I I I I I I
		LEFT TURN CHEC	K	
INPUT <b>VOLUME</b> ADJUSTED <b>VOL</b> CAPACITY MOVEMENT	NORTHBOUND 34 0 0 N/A	SOUTHBOUND 0 0 0 N/A	EASTBOUND 0 2.X OK	WESTBOUND 3 0 0 OK

6-11 A

SKYLINE DR & KNOLLWOOD DR

DATE 1333 AM PEAK FULL DEVELOPMENT #...\*.

LEVEL OF SERVICE B SATURATION 56 CRITICAL N/S VOL 333 CRITICAL E/W VOL £3 CRITICAL SUM 362

L.ANE	NORTHBOUND ;10V WIDTH	I SOU MOV	JANE GEOMET JTHBOUND V WIDTH	'RY EASTBO MOV WI	DUND I DTH	WESTBO MOV WI	)UND I DTH
រ រ រ រ រ រ រ រ រ រ រ រ រ រ រ រ រ រ រ	T. 13.0 T. 1£.0 L. 12.0	RT. T.	13.0 1£.O	RT. T	13.0 12.0	· · · · · · · · · ·	· · · · ·
	NORTHBOUND	TRA SOU	AFFIC VOLUM JTHBOUND	IES EASTBO	DUND	WESTBO	OUND
LEFT THRU RIGHT	41 775 0		0 1473 70		0 2£ 15		0 0 0
NORTHBOU SOUTHBOU EASTBOU WESTBOU	TRUCKS JND JND JND JND	5 (*> 5 5 5 0	LOCAL BUSE	S (#/HR) 0 0 0 0 0	PEAK	HOUR FAC 3 3 3 1	TOR
PHASING PEDESTR CYCLE LI	N/S E/W LAN ACTIVITY ENGTH	:4. BC :1. NEIT : 1. : 30 SEC	OTH TURNS F THER TURN F 0 - CONDS	PROTECTED PROTECTED 33 <#PEDS	(WITH ( S/HR>	OVERLAP)	

THRU -RIGHT LEFT	NORTHBOUND 474 1	SOUTHBOUND 338 0	EASTBOUND 23 0	WESTBOUND 2 0
		LEFT TURN CHEC	СК	
INPUT VOLUME	NORTHBOUND 41	SOUTHBOUND	EASTBOUND	WESTBOUND
ADJUSTED VOL	1	0	0	0
CRPGCITY	0	0	23	0
MOVEMENT	N/A	N/A	OK.	OK

6-113

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SKYLI	NE DR 4 KNOLLWOOI	D DR DATE 1993 F	M PEAK AS ZONED	
	#••	• # • • • • • • • • • • • • • • • • • •	••»•»•*••*•••	
	**	LEVEL OF SERVICE SATURATION 65 CRITICAL N/S VOL CRITICAL E/W VOL CRITICAL SUM	B 1024 87 1111	
	••»•••	••••«-»•••»•••••	•••••-»•••••	
	NODELIDOUND	LANE GEOMETRY		MECEDOUND
TANE	MON WIDTH	SOUTHBOUND	EASIBOUND	WESIBOUND
DANE	MOV WIDIH	MOV WIDTH	MOV WIDIH	MOV WIDIH
1	<b>T</b> 13.0	RT.13.0	RT.13.0	
£	<b>T</b> 12.0	т12.0	т12.0	••• •••
3	<b>L</b> 12.0			••• •••
4	••• ••••	•••	•••	••• •••
S	•••	•••	•••	••• •••
6	••• ••••	• • • • <sub>m</sub> m m	••• ••••	••••
		TRAFFIC VOLUMES		
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	47	0	0	(3
THRU	1673	1267	91	0
RIGHT	0	67	61	0

	TRUCK	S (54)	LOCAL	BUSE	S C#/HR>	PEAK	C HOUR B	FACTOR
NORTHBOUND		5			0		. 3	
SOUTHBOUND		5			0		. 3	
EASTBOUND		5			0		.3	
WESTBOUND		0			0		i	
PHASING	N/S	<b>s</b> 4.	BOTH TU	RNS I	ROTECTED	(WITH	OVERLAP	·)
	E/W	:1.	NEITHER T	URN I	PROTECTED			
PEDESTRIAN	ACTIVITY	<b>S</b> 1	•	0 -	· 39 <#PED	S/HR)		

PEDESTRIAN ACTIVITY s CYCLE LENGTH s s 30 SECONDS

N/A

MOVEMENT

### CRITICAL LANE VOLUMES BY MOVEMENT

OK

THRU -RIGHT LEFT	NORTHBOUND 1024 a	SOUTHBOUND an 0	EASTBOUND 37 0	WESTBOUND 0 0
		LEFT TURN CHEC	K	
INPUT VOLUME ADJUSTED VOL CAPACITY	NORTHBOUND 47 Q 0	SOUTHBOUND 0 0 0	EASTBOUND 0 <b>a7</b>	WESTBOUND 0 0

N/A

6-s/C

0 OK

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SKYLINE DR & KNOLLWOOD DR

WESTBOUND

DATE 1393 PM PEAK FULL DEVELOPMENT

LEVEL OF SERVICE C SATURATION 75 CRITICAL N/S VOL 1139 CRITICAL E/W VOL 36 CRITICAL SUM 1235

		LANE BEOMETI	RY	
LANE	NORTHBOUND MOV WIDTH	SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
i .	T 13.i3	RT. 13.13	RT. 13.0	
2	т 12.0	т 12.13	т 12.13	· · · · · · ·
3	L 12.a	•••	••••	•••
4	•••	• • • • • • • •	••• •••	•••
5	•••	•••	••• ••••	•••
5	· • • • • • • • •	· · · · · · · · · · · · · · · · · · ·		• • • • • • • • •

Ν	IORTHBOUND		TRAFFIC SOUTHBOUN	VOLUME: ND	S EASTE	BOUNE	)	WE	STBOUND
LEFT	51		1	13		0			a
THRU	1359		1450	б		93			a
RIGHT	0		7(	C		68			a
NORTHBOUND SOUTHBOUND EASTBOUND	TRUCKS	(%) H 5 S	LOCAL	BUSES	(#/HR) 0 0 0		PEAK	HOUR . 3 . 3 . 3	FACTOR

PHASINGN/S:4.BOTH TURNS PROTECTED (WITH OVERLAP)E/W:1.NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY:1.0-39 (#PEDS/HR)CYCLE LENGTH: 30 SECONDS

0

CRITICAL LANE VOLUMES BY MOVEMENT

0

THRU -RIGHT LEFT	NORTHBOUND 1133 13	SOUTHBOUND 328 0	EASTBOUND 36 0	WESTBOUND 0 0
		LEFT TURN CHECH	x	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 51 13 0 N/A	SOUTHBOUND 0 13 N/A	EASTBOUND 0 36 OK	WESTBOUND 0 0 0 0

6-11 D

1

Unsignalized <sup>16</sup> 7" Int Cap	Calc bulies by C.V.	. 1. 1		6	
Count DataIs	one developmen	t of sites include	itersect id in t	he study	
	1983 Weekdav				
AM or PM Analysis? Hourly Denand Volunes:	Neexuay AM	Table	2 A		
A Through A Right 8 Left B Through C Left C Right	1 0 0 3 5 7 3 4 5 8 3 2 3 1 4	180 240 330 360 <b>440</b> <b>480</b> 660	5 6 5 7 6 6		
RIGHT TURN FROM C Conflicting Flows- Major road lanes (2 or 4) Major road spd (30 or 55) Control (stop-4, Yid-3) Critical Gap Table 2 T* Capacity, from fig 2* Shared Lane-go to L.T.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	880 Table -800	7 3 6	Figu 0	ure 3
No shared lane-Y»l.N=«0 Demand <c right)"<br="">Available Reserve* Delay &amp; L.O.S. Table 3* (A*1,B-2,C-3,D-4,E-5,F*6)</c>	1 14 246 3	0 100 200 300 400 10000	5 4 3 2 1 0	5 10 15 20 25 30 35	.97 .93 .89 .85 .81 .77
Conflicting Flows* Major road lanes(2 or 4) Major road spd(30 or 55) Critical Gap Table 2 T* Capacity, from fig 2 <sup>s</sup> Demand(B left)* Capacity used (in %) * Impedance factor, fig 3*	1060 4 30 5.5 300 34 11, 3	<b>Table</b> 60 110 120 220 Table 180	2B 5.5 5.5 6 2C 6.5	40 45 50 55 60 65 70 75	.69 .64 .95 .5 .45 .39 .33
Available reserve* Delay & L.O.S. Table 3* (A=1,B-2,C*3,D-4,E-5,F-6) L1EFT~TURN~FROM~C Conflicting flows*	1648.5	240 330 360 440 480 660	7.5 8 7 9 8 9	30 85 90 <b>95</b> 100	•27 •2 •14 •08 0
Major road lanes(2 or 4) Major road apd(30 or 55) Control (stop*4, Yld=3) Critical Gap Table 2 T= Capacity, from fig 2=» Adjustment for Impedance <sup>9</sup>	4 ZO 4 3 40 39.0676	880	ΤÚ		
-No Shared Lane.Y*1,N=0 Denand* Available Reserve* Delay & L.O.S. Table 3 * (A*1,B«2.C*3.D*4,E*5,F*6)	1 23 16.0676 5				

C

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6-11 E

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Count Data:F	ull develo	pment	of sit	es inc	luded in	the s	study	
Date	1983	-					· · · · · · ·	
Day .	Weekday							
~AM""or~PM AnalysTs?	AM							
Hourly Demand Volumes:				Tal	ole 2A			
A Through	1239			180	5			
A Right	70			240	6			
<i>B</i> Left	41			330	6			
B Through	678			360	. 5			
C Left	26			440	7			
C Right	15			480	6			
				660	6			
RIGHT TURN FROM C				880	7			
Con-flicting Flows=	1274							
Major road lanes (2 or 4)	4							
Major road spd (30 or 55)	30							
Control (stop=»4, Yld=3)	4							
Critical Gap Table 2 T=	6							
Capacity, -from -fig 2=	180							
Shared Lane-go to L.T.				Ta	ble 3		Figu	ire 3
				-800	6		0	1
No shared lane-Y=1,N=0	1			0	. 5		5	. 97
Demand (C right)=»	15			100	4		10	.93
Available Reserve-	165			200	3		15	.89
Delay ?< L.O.S. Table 3=	4			300	2		20	.85
(A=1.B=2,C=3,D*4,E=5,F=6>				400	1		25	.81
			1	0000	0		30	.77
LEFT~TURN FROM~*B							35	.72
Conflicting Flows-	1309			Tal	ble 2B		40	.69
Major road lanes(2 or 4)	4			60	5		45	.64
Major road $spd<30$ or 55)	30			110	5.5		50	.6
Critical Gap Table 2 T=	5.5			120	5.5		55	.55
Capacity, from fig 2=	210			220	6		60	.5
Demand(B left)=	41						65	.45
Capacity used (in '/.)=	19.52381			Та	ble 2C		70	.39
Impedance factor, fig 3=	.89			180	6.5		75	• Z'
Available reserve-	169			240	7.5		80	.27
Delav S< L.O.S. Table 3=	4			330	8		85	. 2
(A=1, B=2, C=3, D=4, E=5, F=6)				360	7		90	. 14
				440	. 9		95	.08
LEFT~TURN FROM~C				480	8		100	0
Conflicting Flows-	1993			660	9			
Major road lanes(2 or 4)	4			880	10			
Major road spd(30 or 55)	30							
Control (stop=4, Yld=3)	4							
Critical Gap Table 2 T=	3							
Capacity, from fig 2=	20							
	19.2674							
Adjustment for Impedance <sup>3</sup>	12.20/1							
Adjustment for Impedance <sup>3</sup>								
Adjustment for Impedance <sup>3</sup> -f*4b Shared Lane, Y=1, N=0	1							
Adjustment for Impedance <sup>3</sup> -f*b Shared Lane, Y=1, N=0 Demand=	1 26							
Adjustment for Impedance <sup>3</sup> -f*4b Shared Lane, Y=1, N=0 Demand= Available Reserve=	1 26 -6.7326							
Adjustment for Impedance <sup>3</sup> -f*4b Shared Lane, Y=1, N=0 Demand= Available Reserve= Delay !< L.O.S. Table 3=	1 26 -6.7326 6						•	

6-11 F

C

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C

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Unsignalized "T*' Int Cap C	alc				
Locations	kyliru Dr it	Knollwood Dr. Int	erse	ction 6	
Count Datatz	one developm	ent of sites include	d in	the study	
	1983				
	vveekaay				
AM or PM Analysis?	PM	m - l- l -	70		
Hourly Demand Volumes:		Table	-n		
A Through	1163	180	5		
A Right	67	240	6		
B Left	47	330	0		
B Through	1443	360	5		
C Left	91	440	7		
C Right	61	480	6		
		660	6		
RIGHT TURN FROM C		880	7		
Conflicting Flows-	1196.5				
Major road lanes (2 or 4)	2				
Major road spd (30 or 35)	30				
Control (stop-4. Yld»3>	4				
Critical Gap Table 2 T-	6				
Capacity, from -fig 2=	195				
Shared Lane-go to L.T.		Table	3	Fig	ure 🕺
J J		-800	б	0	1
No shared lane-Val Na0	1	0	5	5	.97
Demand(C right)"	61	100	4	10	.93
Available Reserve-	134	200	3	15	.89
Delay & L. O. S. Table 3=	4	300	2	20	.85
-2 = 1 = 2 = 2 = 2 = 2 = 2 = 2 = 2 = 2 =	-	400	1	25	.81
(A-1.6%2,C%5,D%4,E-5.F-0)		10000	0	30	.77
 τ τυτη φτίδη τρωμο		10000	•	35	.72
Conflicting Flows*	1220	Table	2B	40	. 69
Major read large(2 or 4)	1250	60	5	45	64
Major road lanes(2 or 4)	4	110	5 5	50	.01
Major road spd(30 or 55)		120	5.5	50	.0
Critical Gap Table 2 T-	3.5	220	5.5	50	.55
Capacity, from fig 2=	240	220	0	60	.0
Demand (B left)-	4/	mahla.	24	70	.+0
Capacity used (in %>=	19.58333	1abre	20	70	
Impedance factor, fig 3*	.89	180	0.2	/ 5	
Available reserve*	193	240	/.5	80	• 4/
Delay it L.O.S. Table 3=	4	330	3	85	. • 44 • •
(A-1,B-2,C»3,D*4,E-5,F-6)		360	/	90	• 14
		440	9	95	.08
LEFT TURN FROM C		480	8	100	0
Conflicting Flows-	2686.5	660	9		
Major road lanes(2 or 4)	4	880	10		
Major road spd(30 or 55)	30				
Control (stop»4, Yld-3)	4				
Critical Gap Table 2 T=	8				
Capacity, -from fig 2=	20		•		
Adjustment -for Impedance <sup>3</sup>	19.2674				
-No Shared Lane,Y»l.N«0	1				
Demand <sup>3</sup>	91				
Available Reserve-	-71.7326				
Delay & L.O.S. Table 3=	6				
<a-1.b-2.c=z,d-4,e«5,f=»6)< td=""><td></td><td></td><td></td><td></td><td></td></a-1.b-2.c=z,d-4,e«5,f=»6)<>					

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Unsignalized "T" Int Cap Ca	alc vline Dr	& Knollw	ood Dr	Intergeo	tion 6		
Count Data:Fu	ill develo	poment of	sites inclu	uded in	the stu	ldv	
Date .	1983	.E				- 1	
Day	Weekday				•		
AM~or~PM~Ana7vs7s?	PM						
Hourly Demand Volumes:			Tab	le 2A			
A Through	1352		ISO	5			
A Right	70		240	б			
3 Left	51		330	6			
B Through	1729		360	5			
C Left	99		440	7			
C Right	68		480	6			
			660	6		1	
RIGHT TURN FROM C			380	7			
Conflicting Flows*	1337						
Major road lanes (2 or 4)	4						
Major road spd <30 or 55>	30						
Control (stop*4, Yld=3>	4						
Critical Gap Table 2 T=	6						
Capacity, -from fig 2=	150						
Shared Lane-go to L.T.			Tab	le 3		Figure 3	
			-800	6	τ	1	1
No shared Tane-Y*7,N=0	1		0	5	5	5.9	7
Demand(C right)=	68		100	4	10	) .9	3
Available Reserve*	82		200	3	1	5.8	9
Delay <i>it</i> L.O.S. Table 3=	5		300	2	20	) .8	5
(A=1,B=2.C=3.D=4,E=5.F=6)			400	1	25	5.9	1
			10000	0	30	) .7	7
LiFT~TURN"FROM~i					35	· · · · · · · · · · · · · · · · · · ·	2
Conflicting Flows*	1422		Tab	le 2B	40	J .63	9
Major road lanes(2 or 4)	4		60	5	45	5.0	4
Major road spd(30 or 55)	30		110	5.5	50	J .	6
Critical Gap Table 2 T=	5.5		120	5.5	5:	· · · ·	5
Capacity, from fig 2=	180		220	6	60	J.	5
Demand(B left) =	51				6:	·4	5
Capacity used (in "/.)*	23.ZZZ3Z		Tab	le 2C	70	J .3	9
Impedance factor, fig 3=	.81		180	6.5	/	5.3	2
Available reserve*	129		240	7.5	80	J . Z	/
Delay $? < L.O.S.$ Table $3=$	4		330	8	3:	5 0 1	
(A=1.B=2.C=3,D=»4.E=5.F=6)			36.0		90	J . T	.4
			440	9	9	5 .U	8
LEFI~TURN FROM~C	21.67		480	8	TO	0	0
Conflicting Flows	3167		660	9			
Major road lanes(2 or 4)	4		880	10			
Ma Jor road spd<30 or 55)	30						
Control (Stop=4, Yid=3)	4						
Critical Gab lable 2 l=	20						
Adjustment for Impedance*	18 7346						
Adjustment for impedance	10./340						
-No Shared Lane,Y=1.N=0	1						
Demand*	99						
Available Reserve*	-80.2654						
Delay ?< L.O.S. Table 3=	6						
(A=1.B=2,C=3,D=4.E=5.F=6)							

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CAPACITY ANALYSIS FOR SKYLINE DRIVE AND ERSKINE ROAD -INTERSECTION 7

This intersection exists with the west approach of Skyline Drive and the Eskine Road approach being the "thru" approaches with a STOP sign facing westbound Skyline Drive traffic. For this study the STOP sign is assumed to face southbound Erskine Road traffic, with the eastbound and westbound Skyline Drive approach the "through street". In the CMA analysis Erskine Road is again considered to be the stem of the "T" type intersection.

The unsignalized intersection anlaysis indicates that the demand for left turns from Erskine Road to Skyline Drive will exceed the capacity to make that movement in either the "As Zoned" or "Full Development" scenarios even with 1983 background. Therefore, roadway improvements and a traffic control signal will become necessary as the area develops.

Skyline Drive was assumed to be 5 lanes wide and Erskine Road 3 lanes wide for the CMA signalized intersection analysis. The five lanes in Skyline Drive would be divided into 3 lanes eastbound and 2 lanes westbound. The middle lane in the roadway would be a left turn stacking lane for eastbound traffic on Skyline Drive. Erskine Road would have two lanes turning left into Skyline Drive. The right turn from Erskine Road would be a free right turn and not enter the analysis.

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The CMA analysis indicates that with this geometry a Level of service A at a saturation rate of 51% for the "As Zoned" scenario and a Level of service B at 60% staturation for the "Full Development" scenario during the A.M. peak hour. During the P.M. peak hour, the CMA analysis indicates that there would be a Level service C at a saturation rate of 73% for the "As Zoned" of scenario and a Level of service D at a saturation rate of 83% for the "Full Development" scenario. An addit ional westbound through be needed to raise the Level of service to a C level would lane for the "Full Development" scenario.

6 - 12

Unsignalized "T" Int Cap C Location	alc Kyline <i>Dr</i>	?< Erskine	Road	Intersect	tion 7
Count Data: 2	Sone develo	opment of a	sites inci	uded III	lie study
Date	L903				
~AM~or~PM~AnaFys7s? Hourly Demand Volumes:	weekday AM		Tab	ole <b>2A</b>	
A Right B Left B Through C Left C Right	65 35 790 200 80		240 330 360 440 480 660 880	5 6 5 7 6 6 7	
Conflicting Flows=» Major road lanes (2 or 4) Major road spd (30 or 55) Control (stop=4, Yld=3) Critical Gap Table 2 T= Capacity, from fig 2= Shared Lane-go to L.T.	568.5 2 30 4 6 490		Tal	ole 3	Figure 3
No shared lane-Y=i,N=0 Demand <c right)="&lt;br">Available Reserve* Delay <i>it</i> L.Q.S. Table 3= (A=1,B=2,C=Z,D=4,E=5,F=*6)</c>	1 80 410 1		-800 100 200 300 400 10000	6 5 4 2 1 0	0 1 6 97 10 93 15 89 20 .35 25 .81 30 .77
LEFT TURN FROM B Conflicting Flows* Major road lanes(2 or 4) Major road spd(30 or 55) Critical Gap Table 2 T= Capacity, from fig 2= Demand(B left)= Capacity used (in '/.)= Impedance factor, fig 3= Available reserve* Delay ?< L.O.S. Table 3= (A=I,8=2,C=3.D=4,E=5,F=6)	601 4 30 5.5 550 35 6.363636 .97 -515 <b>1</b>		Tal 60 110 220 Tal 180 240 330 360 440	ole 2B 5.5 5.5 6 ble 2C 6.5 7.5 3 7 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
LEFT~TURN~FROM~C Conflicting Flows= Major road lanes(2 or 4) Major road spd(30 or 55) Control <stop=4, yld="3)&lt;br">Critical Gap Table 2 T= Capacity, from fig 2= Adjustment for Impedance<sup>5</sup>*</stop=4,>	1393.5 4 30 4 8 60 59.4006		480 660 380	3 9 10	100 0
-No Shared Lane,Y=1,N=0 Demand* Available Reserve <sup>2</sup> Delay S< L.O.S. Table 3= (A=1,B=2,C=3,D=4,E=5,F=6)	1 200 -140.599 6				

6-12. A

Unsignalized "T" Int Cap Ca	alc				
LocationSk	yline Dr <i>it</i>	Erskine Road Int	ersec	tion /	
Count DataTzo	one develop	ment of <b>sites include</b>	d in	the study	
Date	1983 -				
Day	Weekday				
AH or PM Analysis?	PM				
Hourly Demand Volumes:		Table	2A		
A Through	1322	180	5		
A Right	212	240	6		
B Left	59	330	5		
B Through	1133	360	2		
C Le-ft	97	440		•	
C Right	40	480	6		
		660	6		
RIGHT TURN FROM C		880	7		
Conflicting Flows-	142B				
Major road lanes (2 or 4)	2				
Major road spd (30 or S3)	30				
Control (stop-4, Yld»3)	4				
Critical Gap Table 2 T»	6				
Capacity, from fig 2*	140				_
Shared Lane-go to L.T.		Tabl <b>e</b>	3	Figure	3
		-800	б	0	1
~No snared Tane-Y»1^N»0	1	0	3:	5	.97
Demand(C right)-	40	100	4	10	.93
Available Reserve*	100	200	3	15	.89
Delay & L.O.S. Table 3-	4	300	_1	20	.85
(A-1,B-2,C»3,D-4,E»5,F-6)		400	1	25	.81
		10000	0	30	.77
LEFT TURN~FROM~i				35	.72
Conflicting Flows*	1534	Table	2B	40	.69
Major road lanes(2 or 4)	4	60	5	45	.64
Major road spd(30 or 35)	30	110	5.5	50	.6
Critical Gap Table 2 T=	5.5	120	5.5	55	.55
Capacity, from fig 2 <sup>s</sup>	250	220	6	60	.5
Demand(B left)*	59			65	.45
Capacity used (in 7.)-	23.6	Tabie	2C	70	. 39
Impedance factor, fig 3*	.85	180	6.5	75	.33
Available reserve-	191	240	7.5	80	.27
Delay & L.O.S. Table 3*	4	330	8	85	.2
$(A \ll t.B \gg 2, C \ll 3, D \ll 4, E - 5, F - 6)$		360	7	90	.14
		440	Q	95	.08
LEFf~fURN~FR6fi~C		480	8	100	0
Conflicting Flows-	2620	660	ą.		
Major road lanes(2 or 4)	4	880	10		
Major road spd(30 or 55)	30				
Control (stop»4, Yld-3)	4				
Critical Gap Table 2 T-	8				
Capacity, -from fig 2=	20				
Adjustment for Impedance-	19.001				
-No Shared Lane.Y»t,N«O	1				
Demand-	97				
Available Reserve-	-77.999				
Delay ?< L.O.S. Table 3-	6				
(A-1,B»2,C=3,D=4,E»5.F»6)			_	•	

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Count Data:F	ull devel	opment	of si	tes in	.c1ude	ed in	the	stud	У	
Date	1983									
Day'_	Weekday		-							
AM oV~PM~AnaTysTs?	AM					_				
Hourly Demand Volumes:				Т	able	2A				
A Through	635			180		5				
A Right	65			240		6				
B Left	- 35			330		6				
B Through	1039			360		5				
C Left	200			440		7				
C Right	80			480		6				
				660		6				
RIGHT TURN FROM C				880		7				
Conflicting Flows=	667.5									
Major road lanes (2 or 4)	4									
Major road spd (30 or 55)	30									
Control (stop=4, Yld=3)	4									
Critical Gap Table 2 T=	6									
Capacity, from fig 2=	430									
Shared Lane-go to L.T.				Г	able	3		F	'igure	3
				-800		б		0		1
No shared lane-Y=1,N=0	1			0		5		5		.97
Demand(C right)=	80			100		4		10		.93
Available Reserve=	350			200		3		15		.89
Delay S< L.O.S. Table 3=	2			300		2		20		.85
(A=1, B=2, C=3, D=4, E=5, F=6)				400		1		25		.81
				10000		0		30		.77
LEFT~TURN~FROM~B								35		.72
Conflicting Flows=	700			Г	able	2B		40		.69
Major road lanes(2 or 4)	4			60		5		45		.64
Major road spd<30 or 55)	30			110		5.5		50		.6
Critical Gap Table 2 T=	5.5			120		5.5		55		.55
Capacity, from fig 2=	490			220		б		60		, .5
Demand(B left)=	35							65		.45
Capacity used $(in 7.)=$	7.142857			Г	able	2C		70		.39
Impedance factor, fig 3=	.97			130		6.5		75		.3Z-
Available reserve <sup>8</sup>	455			240		7.5		80		.27
Delay & L.O.S. Table 3=	1			330		8		85		.2
(A=1,B=2,C=3,D=4,E=5,F=6>				360		7		90		. 14
				440		9		95		.08
LEF <sup>*</sup> fuRN~FROM~C				480		8		100		0
Conflicting Flows=	1741.5			660		р				
Major road lanes(2 or 4)	4			880		10				
Major road spd(30 or 55)	30									
Control $(stop=4, Y]d=3)$	4									
Critical Gap Table 2 T=				•						
Capacity from fig 2=	20									
Adjustment for Impedance*	19 8002									
	12.0002									
-No Shared Lane,Y=1.N=0	1									
Demand=	200									
Available Reserve*	-180.200									
Delay •k L.O.S. Table 3=	6									
(A=1,B=2.C=3,D=4,E=5,F=6~)										
, _, _, _, _, _, _, _, _, _, _, _, _, ,							/			

6-12C

Unsignalised "T" Int Cap C	Calc	<b>D</b> _ 1			
Location Sk	xyline Dr 5c	Erskine Road Int	erse	ction 7	
Count Data:F	ull developm	ent of sites include	d in	the study	
Oats	1983				
Day	Weekday				
AM or PM AnalysTs?	' PM	Table	27		
Hourly Demand Volumes:		Table	ZA		
A Through	1615	180	5		
A Right	212	240	6		
B Left	59	330	6		
B Through	1325	360	5		
C Left	97	440			
C Right	40	480	Č		
		660	6		
RIGHT TURN FROM C		880	/		
Conflicting Flows*	1721				
Major road lanes (2 or 4)	4				
Major road spd (30 or 55)	30				
Control (stoo»4. Yld*3)	4				
Critical Gap Table 2 T»	6				
Capacity, from -fig $2^{s}$	40		_		-
Shared Lane-go to L.T.		Table	3	Fiau	re
		-800	6	Q	
No~shared~Tane-Y»T7N*0	1	0	5	5	.97
Demand(C right)∙	40	100	4	10	.93
Available Reserve*	0	200	3	15	.89
Delay Sc L.O.S. Table 3*	5	300	2	20	.85
(A=1.B*2,C*3,D-4,E»5.F»6)		400	1	2e	.31
		t0000	0	30	•77
LEFT TURN FROM B				35	.72
Conflicting Flows-	1827	Table	2B	40	.69
Major road lanes(2 or 4)	4	60	5	45	.64
Major road sod (30 or 55)	30	no	5.5	50	.6
Critical Gao Table 2 T*	5.5	120	5.5	, 55	.55
CaDacity, from fig 2 <sup>s</sup> *	45	220	6	60	.5
Demand(B left)*	59			65	.45
Capacity used (in '/.)«	131.1111	Table	2C	70	.39
Impedance factor, fig 3=	0	180	6.5	75	.33
Available reserve*	-14	240	7.5	80	.27
Delay % L.O.S. Table 3*	6	330	9	s5	, 2
(A»1.8«2.C»3,D-4.E*5,F-6>		360	7	90	. 14
		440	9	95	.08
LEFT "TURN" *FR6M~C		480	8	100	0
Conflicting Flows*	3105	660	9		
Major road lanes(2 or 4)	4	880	10		
Major road spd(30 or 55)	30				
Control (stop=4. Yld=3)	4				
Critical Gap Table 2 T»	8				
Capacity, from fig 2=	20				
Adjustment for Impedance*	13.34				
-No Shared Lane.Y»l,N*0	1				
Demand <sup>3</sup>	97				
Available Reserve*	-83.66				
Delav it L.O.S. Table 3*	6				
<a*i.b-2.c=3,d*4.e-5.f-6)< td=""><td></td><td></td><td></td><td></td><td></td></a*i.b-2.c=3,d*4.e-5.f-6)<>					

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### JOHN E. CHRIST CRITICAL MOVEMENT ANALYSIS

SKYLINE	DR & ERSKINE RD	(INT.7)			
		DATE 1993 AN	M PEAK AS ZONED		
	*••	• * • • • * * * • • • * # • • * • * * • * •	* • * • • * * » * * • # • •		
		LEVEL OF SERVICE	A		
		SATURATION 51			
		CRITICAL N/S VOL 3	313		
		CRITICAL E/W VOL	570		
		CRITICAL SUM	383		
		LANE GEOMETRY			
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	)
L.ANE	MOV WIDTH	MOV WIDTH	MOV WIDTH	MOV WIDTH	ĺ
1	*** ****	T13.0	т 13.0	RT. 13	•
3		т. 12.0	т 12.0	T 12	2
3	•••	•••	L 12.0	• • • • • •	•
4	•••	• • • • • • • • •	••••	••• ••	•
5	•••		• • • • • • • •		•

6	••••	• • • • • •	••••	•••
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	0	0	47	0
THRU	0	269	931	609
RIGHT	0	103	0	37

13.ft 12.0 . . . .

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. . . .

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FA	CTOR
NORTHBOUND	Ø	0	1	
SOUTHBOUND	5	0	• 9	
EASTBOUND	5	0	• 9	
WESTBOUND	5	0	• 9	

PHASINGN/S.:1.NEITHER TURN PROTECTEDE/W:4.BOTH TURNS PROTECTED (WITH OVERLAP)PEDESTRIAN ACTIVITY:1.0 - 9.9 (#PEDS/HR)CYCLE LENGTH:90 SECONDS

THRU -RIGHT LEFT	NORTHBOUND 0 0	SOUTHBOUND 313 0	EASTBOUND 570 a	WESTBOUND 418 0
		LEFT TURN CHECK		
INPUT VOLUME	NORTHBOUND 0	SOUTHBOUND 0	EASTBOUND 47	WESTBOUND 0
ADJUSTED VOL	0	0	8	0
CAPACITY	0	313	0	156
MOVEMENT	OK	OK	N/A	N/A
				G -/2L F
				·

SKYLINE DR & ERSKINE RO (INT.7)

	DATE	19	993	AM	PEAK	FULL	DEVELOPMENT
* * * * *	***>>	»•»»		»•»	»*•••	• • • • •	
I	EVEL OF	SERV	/ICE	В			
S	SATURATIO	N	60				
C	RITICAL	N/S	VOL	<b>3</b> 1	.3		
C	RITICAL	E/W	VOL	72	2		
C	RITICAL	SUM		10	35		
	·····						

LANE	NORI MOV	'HBOUND WIDTH		LAN SOUTH MOV V	NE GEOMI IBOUND VIDTH	TRY	EAST MOV	BOUNO WIDTH		WES MOV	TBC WJ	OUND IDTH
1 3 4 5 5	•••• ••• ••• •••	· · · · · · · · · · · · · ·		T T 	13.0 12.0		T T L	13.1 12.0 12.0	3 0	RT T.	•	13.0
	NORI	HBOUND		TRAFF SOUTH	IC VOLU	IMES	EAST	BOUND		WES	TBC	UND
LEFT THRU RIGHT		0 0 0			0 269 108		1	47 180 0			7	0 707 <b>87</b>
NORTHBO SOUTHBO EASTBO	OUND OUND UJMD	TRUCKS	(%) 0 5 5	LC	CAL BUS	ES ( 0 0 0	#/HR)	]	PEAK	HOUR 1 .3 .3	FAC	TOR

EASTBOUJMD WESTBOUND	5 5 5	0 0	.3 .3
PHASING N/S E/W	:1. NEITHER TURN :4. BOTH TURNS	N PROTECTED S PROTECTED	(WITH OVERLAP)
PEDESTRIAN ACTIVITY CYCLE LENGTH	: 1. : 90 SECONDS	<b>0-99</b> <#PEPS	S/HR)

### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 0 0	SOUTHBOUND 313 0	EASTBOUND 722 a	WESTBOUND 478 Ø	
		LEFT TURN CHEC	ĸ		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 0 OK	SOUTHBOUND 0 313 OK	EASTBOUND 47 a 0 N/A	WESTBOUND 0 156 N/A <b>6-12</b> F	<b>-</b> .

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SKYLINE DR & ERSKINE RD (INT. 7) DATE 1993 PM PEAK FULL DEVELOPMENT

LEVEL OF SERVICE D SATURATION 83 CRITICAL N/S VOL 151 CRITICAL E/W VOL 1282 CRITICAL SUM 1433

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	· · · · · · · · · · · · · · · · · · ·	T. 13.13 T. 12.0	T. 13.0 T. 12.0 L. 12.0	RT. 13.0 T. 12.0
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	ୟ ଅ ସ	0 130 54	79 139S 0	0 1773 285
	TRUCKS (%)	LOCAL BUSES	<#/HR) PEAK	HOUR FACTOR

	INCOURS		LOCAL	000000	$\times \pi / 110$	FEAR HOUR	TACIÓR
NORTHBOUND		Ø			0	1	
SOUTHBOUND		5			0	. 9	
EASTBOUND		5			0	.9	
WESTBOUND		5			0	. 9	
PHASING	N/S	:1.	NEITHER T	URN PRO	DTECTED		

FIASINGN/S:1.NEITHER TURN PROTECTEDE/W:4.BOTH TURNS PROTECTED(WITH OVERLAP)PEDESTRIAN ACTIVITY:1.0-99 <#PEDS/HR)</td>CYCLE LENGTH:90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 0 0	SOUTHBOUND 151 0	EASTBOUND 855 47	WESTBOUND 1235 0
		LEFT TURN CHECK		
INPUT VOLUME	NORTHBOUND 0	SOUTHBOUND 0	EASTBOUND 79 47	WESTBOUND 0
CAPACITY MOVEMENT	0 OK	151 OK	0 N/A	156 N/A
				/

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SKYLINE	DR &	ERSKINE	RD <	INT.7) DATE	: 19	993 1	PM PEAK	OS Z	ONED	
				LEVEL OF SATURATIO CRITICAL CRITICAL CRITICAL	SERV N N/S E/W SUM	VICE 73 VOL VOL	C 151 1102 1253			
LANE	NC MC	ORTHBOUND		LANE SOUTHBO MOV WID	GEON OUND OTH	METRY	EAST MOV	BOUND WIDTH	~ -	WESTBOUND MOV WIDTH

1 £ 3	••• •••	T 13.0 T 12.0	T 13.0 T 12.0 L 12.0	<b>RT.</b> 13.0 <b>T</b> 12.0
3 6	•••• ••••	···· ····	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	0 0 0	0 130 54	79 1204 0	0 1479 285

	TRUCKS (X)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	0	0	1
SOUTHBOUND	5	0	.9
EASTBQUND	5	0	.9
WESTBOUND	5	0	.9

PHASIN6 N/S E/V	:1.	NEITHER TURN BOTH TURNS	PROTECTED	(WITH	OVERLAP)
PEDESTRIAN ACTIVIT	Y: 1 : 9	0 SECONDS	-99 (#PED	S/HR)	

### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 0 0	SOUTHBOUND 151 0	EASTBOUND 737 47	WESTBOUND 1055 0
		LEFT TURN CHECK		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 0 OK	SOUTHBOUND 0 151 OK	EASTBOUND 79 47 0 N/A	WESTBOUND 0 156 N/A

6-12H

\$

'QAPACITY ANALYSIS FOR GREENWOOD LAKE TURNPIKE AND SKYLINE DRIVE -INTERSECTION8

V

the traffic data shows that a traffic Α quick perusal of necessary at this intersection. Therefore, only will signal be CMA signalized intersection analysis is presented. the Greenwood Turnpike is assumed to be five lanes wide, with one lane for Lake through southbound traffic and lanes for southbound left two Skyline Drive was considered to have the first test. turns for westbound lanes, one for left turns and one for right turns. two "Full Development" scenario during the P.M. peak hour, For the analysis indicates a Level of service E at a saturation the CMA of 109%. addit ional northbound through rate An lane and an addit ional westbound left turn lane was added for the second Then the CMA indicates a Level of service D test. at а saturation rate of 82% for the "Full Development" scenario dur ing the P.M. peak hour.

Usina latter descr ibed the geometry as above, the CMA of service C at a satuation rate of analysis indicates а Level 72% during the P.M. peak hour with the "As Zoned" scenario.

peak hour is less critical than the P.M. peak hour. А.М. The six Skyline Drive configurction shows an 82% Whereas the lane saturation in the P.M. peak, the CMA analysis shows a Level of at a saturation rate of 66% for the "Full Development" service В scenario during the А.М. peak hour. Dropping a lane so. that Skyline Drive has 5 lanes still yields an acceptable level of A.M. service during the peak hour; Level of service C at a saturation rate of 74% for the "Full Development" scenario and Level of service B at a saturation rate of 65% for the "As Zoned" scenar io.

6 - 13

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5

MO 96S 12	MO R R R	0/N 212 0821 2.9TI	<b>€f/下</b> 0 0 0	IN3W3A0W All3tfdtJ3 HOA asisnraw awmoA mdNi
MESTROUND	ai∖inoaisb3	aNnoaHinos	ONnoaHidON	
		M33H3 ±d3~I		
Ø	Ø	724	0	LEFT
865	Ø	029		iH9ia- naHi
UNI DETERM	aNnoaisws	aNnoaHinos	ONnoaHidON	
	1N3W3A0W A	S S3WmOA 3NW1 -1W	V3I1IM3	
	(HH/Sa3d#) Q31D32	<b>S0N033S (</b> 66-0 L0ad <b>N¥⊓⊥ M3HJ.I3N</b>	)6 '• H19N3 'I s Aliail3W N«I 'I*- <b>M/3</b>	H 3H3A3 dls3Q3d
(dw"1M3A0	HUM) a31D31	Lodd Snaut Hj.08	' <b>†</b> ' S/N	SNISWHd
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Ø	0	2911	ହ	1J31
<b>UNDBIS3M</b>	arvinoaisb3	SOUTHBOUND TRAFFIC Voulas	QNnOaHlUON	
••••	••••	••••	••••	9
••••	••••	••••	•••• •••	,
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· · · · · · · · ·	••••	ריי אדי 0'st	•••• •••	
0.51 1		0.51 *1	0*21	z
N 21 - 8		N-51 -18	6.21 .18	т
ніаім ЛОю	HICIM AOW	HiaiM <b>AOW</b>	HIOIFI ACW	1
MESTBOUND	UNDBT2A3	aNnoaHinos A£13W039 3NW1		3Ntn

 Z99T
 wnS
 -IW311IM3

 B6S
 IDA
 M/3
 -IW311IH3

 693T
 HOA
 S/N
 -1W311IM3

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(e#1NI)da SNIIAMS **?** dl 3>«n a00MN33d9

SISA IN3W3AOW IN3W3AOW CEILICUT IN3W3AOW IN3W3AOW ISISIBH3 '3 NHOf

GREENWOOD LAKE TP & SKYLINE DR(INT#S) DATE 1993 PM PEAK FULL DEVELOPMENT

### LEVEL OF SERVICE D SATURATION 32 CRITICAL N/S VOL 1096 CRITICAL E/W VOL 314 CRITICAL SUM 1410

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EAST30UND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3	RT. 13.0 T 12.0 T 12.0	RT. 13.0 L 12.0 L 12.0	· · · · · · · · · · · · · · · · · · ·	R. 13.0 T. 12.0 T. 12.2
4	••• ••••	•••	• • • • • • •	••• ••••
5	••• ••••	••••	•••	••• ••••
6	•••	•••	•••	••• •••

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	0	1167	0	0
THRU	426	600	0	513
RIGHT	543	0	0	1303

NORTHBOUND SOUTHBOUND EASTBOUND	TRUCKS	C/.) 5 5 0	LOCAL	BUSES	<#/HR) 0 0 0	PEAK HOUR .9 .9 1	FACTOR
WESTBOUND		5			0	. 9	

PHASINGN/S:4.BOTH TURNS PROTECTED(WITH OVERLAP)E/W:1.NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY:1.0 - 9 9 < #PEDS/HR)</td>CYCLE LENGTH: 90 SECONDS

### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 372 0	SOUTHBOUND 630 724	EASTBOUND 0 0	WESTBOUND 31* 0
		LEFT TURN CHECK		•
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 N/A	SOUTHBOUND 1167 1380 313 N/A	EASTBOUND 0 0 0 OK	WESTBOUND 0 314 OK
				6_/53

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GREENWOOD LAKE TP & SKYLINE DR(INT#8)

DATE 1993 PM PEAK AS ZONED

EASTBOUND

000

LEVEL OF SERVICE C SATURATION 72 CRITICAL N/S VOL 948 CRITICAL E/W VOL £90 CRITICAL SUM 1238

LANE	NORTI MOV	HBOUND WIDTH	LAI SOUTI MOV	NE GEOMETH HBOUND WIDTH	EASTI MOV	BOUND WIDTH	WESTBO MOV W	OUND IDTH
1	RT.	12.0	RT.	12.0			R	13 (
2	т	12.0	L	12.0			Т	12.0
3	т	12.0		12.0	•••		т	12.0
4	• • •		• • •					
5								
6	• • •	• • • •					• • •	

TRAFFIC VOLUMES

SOUTHBOUND

NORTHBOUND

LEFT	0
THRU	342
RIGHT	499

1018	
632	
Ο	

(3
475
1046
TOTO

WESTBOUND

	TRUCKS	(51)	LOCAL BUSE	<b>ES</b> (#/HR)	PEAF	K HOUR F	ACTOR
NORTHBOUND		5		Ο	-	З	
SOUTHBOUND		5		Ο	-	3	
EASTBOUND		0		Ο		l	
WESTBOUND		5		Ο	-	З	
PHASING	N/S E/W	:4. il.	BOTH TURNS P NEITHER TURN P	<b>ROTECTED</b>	(WITH	OVEFUAP	)
PEDESTRIAN	ACTIVITY	: 1	0 -	-99 <#PE	DS/HR>		

**PEDESTRIAN ACTIVITY**1.0-99<#PEDS/HR>CYCLE LENGTH:90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 320 0	SOUTHBOUND 663 £28	EASTBOUND 0 0	WESTBOUND 0
		LEFT TURN CHEC	CK	
INPUT <b>VOLUME</b> ADJUSTED <b>VOL</b> CAPACITY MOVEMENT	NORTHBOUND 0 0 N/A	SOUTHBOUND 1018 1198 0 N/A	EASTBOUND 0 0 0 OK	WESTBOUND 0 £90 OK <b>f - ' 3</b> 0

GREENWOOD LAKE TP & SKYLINE DR<INT#8)

DOTE 1993 AM PEAK FULL DEVELOPMENT

LEVEL OF SERVICE B SATURATION 66 CRITICAL N/S VOL 989 CRITICAL E/W VOL 143 CRITICAL SUM 1132

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 £ 3 4 5 6	RT. 13.0 T. 12.0 T. 12.0	RT. 13.0 L. 12.0 L. 12.0	· · · · · · · · · · · · · · · · · · ·	R. 13.0 T. 12.0 T. 12.0
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	0 437 318	1117 380 0	0 0 0	0 235 599

	TRUCKS (%)	LOCAL BUSES	<#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5		0	.9
SOUTHBOUND	5		0	.9
EASTBOUND	0		0	1
WESTBOUND	5		0	.9

PHASINGN/SEA.BOTH TURNSPROTECTED(WITH OVERLAP)E/W:1.NEITHER TURNPROTECTEDPEDESTRIAN ACTIVITY:1.0-99<#PEDS/HR)</td>CYCLELENGTH:90SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT	NORTHBOUND 297	SOUTHBOUND 399	EASTBOUND 0	WESTBOUND 143
LEFT	0	692	0	0
			-	

LEFT TURN CHECK

INPUT VOLUME	NORTHBOUND	SOUTHBOUND 1117	EASTBOUND 0	WESTBOUND
ADJUSTED VOL	0	1319	0	0
CAPACITY	0	0	0	143
MOVEMENT	N/A	N/A	OK	OK
				6-13 D

GREENWOOD LAKE TP & SKYLINE DR<INT#8) DATE 1993 AM PEAK FULL DEVELOPMENT «-»•»••••••\*\*\*\* LEVEL OF SERVICE C SATURATION 74 CRITICAL N/S VOL 1126 CRITICAL E/W VOL 143 CRITICAL SUM 1269 »#•••• • > • • > • • - • • • • - • • • \* • LANE GEOMETRY NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND LANE MOV WIDTH MOV WIDTH MOV WIDTH MOV WIDTH 1 RT. 13.0 RT. 13.0 13.0 R.. . . . . . . . 2 т. . 12.0 12.0 L.. . . . . . . . т.. 12.0 З L.. 12.0 т.. 12.0 . . . .... . . . . . . . 4 . . . .... 3 . . . • • • • . . . . . . . • • • . . . . . . . . . . . 6 • • • • . . . . . . .... . . . .... . . . . . . . TRAFFIC VOLUMES NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND LEFT 0 1117 0 0 THRU 437 380 S) 235 RIGHT 318 Ø 599 0 TRUCKS <>> PEAK HOUR FACTOR LOCAL BUSES (\*/HR> NORTHBOUND .3 5 0 SOUTHBOUND . 9 5 0 EASTBOUND 0 1 0 WESTBOUND 5 .9 0 PHASING N/S :4. BOTH TURNS PROTECTED (WITH OVERLAP) :1. NEITHER TURN PROTECTED E/W PEDESTRIAN ACTIVITY : 1. 0-99 (#PEDS/HR) CYCLE LENGTH : 90 SECONDS CRITICAL LANE VOLUMES BY MOVEMENT NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND THRU -RIGHT 434 399 ø 143 Ø LEFT 0 0 692 LEFT TURN CHECK NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND INPUT VOLUME 0 1117 0 0 ADJUSTED VOL 0 1319 Ø

N/A

westboond 0 143 0K 6-/3 ⊆

Ø

ок

CAPACITY

MOVEMENT

0

N/A

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> JOHN E. CHRIST CRITICAL MOVEMENT ANALYSIS

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3	RT. 13.0 T 12.0	RT. 13.0 L. 12.0 L. 12.0	· · · · · · · · · · · · · · · · · · ·	R 13.0 T 12.0 T 12.0
4 5 6	••••	···· ····	••••	· · · · · · · · · · · · · · · · · · ·

NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
0	362	0	0
484	312	0	211
304	0	0	525
	NORTHBOUND 0 484 304	NORTHBOUND TRAFFIC VOLUMES SOUTHBOUND 0 362 484 312 304 0	NORTHBOUNDTRAFFIC VOLUMES SOUTHBOUNDEASTBOUND03620484312030400

	TRUCKS ()	LOCAL BUSES	3 (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5		0	. 3
SOUTHBOUND	5		0	. 9
EASTBOUND	0		0	1
WESTBOUND	5		0	.9

PHASINGN/S:4.BOTH TURNS PROTECTED (WITH OVERLAP)E/W:1.NEITHER TURN PROTECTED.PEDESTRIAN ACTIVITY:1.0-99 (#PEDS/HR)CYCLE LENGTH:90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 455 0	SOUTHBOUND 327 541	EASTBOUND 0 0	WESTBOUND 123 0
		LEFT TURN CHEC	ľK	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 0 N/A	SOUTHBOUND 382 1031 0 N/A	EASTBOUND 0 0 0 OK	WESTBOUND 0 129 OK 6

CAPACITY ANALYSIS FOR GREENWOOD LAKE TURNPIKE & WEST BROOK ROAD -INTERSECTION9

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The A.M. peak hour will be the critical peak hour at this location. The unsignalized intersection capacity analysis shows that the capacity for left turns from West Brook Road will be exceeded in both the "As Zoned" and "Full Development" scenarios. Therefore, a CMA analysis was run.

**A three lane configuration** was assumed in both Greenwood Lake Turnpike and West **Brook Road.** The CMA analysis indicates a Level of service A for both the "As Zoned" and "Full Development" scenarios.

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oouno paba re	TT GEVETO	placific	TCCD INCIA		ine beauy	
Date	1993	-				
Day	Weekday					
AM or FM Analysis?	AM		ma la 1	- 07		
Hourly Demand Volumes:			130	Le ZA		
A Through	552		240	5		
A Right	43		330	6		
B Left	45		360	5		
B Through	495		440	7		
C Leit C Picht	193		480	6		
C Right	237		660	6		
RIGHT TURN FROM C			880	7		
Conflicting Flows-	573.5					
Maior road lanes (2 or 4)	2					
Major road spd (30 or 55)	30					
Control <stop=4. yid="3)&lt;/td"><td>4</td><td></td><td></td><td></td><td></td><td></td></stop=4.>	4					
Capacity from fig 2-	390					
Shared Lane-go to L.T.	550		Tab	le 🖥	Fic	ure 🖥
			-800	б	0	-
No shared lane-Y=1,N=0	1		0	5	5	
Demand(C right)-	239		100	4	10	'.9
Available Reserve <sup>3</sup>	151		200	3	15	8
Delay & L.O.S. Table 3=	4		300	1	20 25	٥. ٥
(A=1,B=2,C=3,D=4.E=5,F=6)			400		30	.0
LEET THEN SEOM B			10000	0	35	• +
Conflicting Elows-	595		Tab	le 2B	40	. 6
Major road lanes(2 or 4)	2		60	5	45	. 6
Major road spd(30 or 55)	30		110	5.5	50	
Critical Gap Table 2 T=	5		120	5.5	55	•
Capacity, from fig 2=	640		220	б	60	
Demand(B left)=	45			2 20	65	• 4
Capacity used (in "/.) =	7.03125		100	IE ZC	70	• •
Imoedance factor, fig 3=	.97		180	0.5	30	•
Available reserve-	595		230	7.5	85	•
A = 1 B = 2 C = 3 D = 4 E = 5 E = 6			360	7	90	· .
			440	Ŷ	95	
LEFT~TURN~FROM~C			480	8	100	
Conflicting Flows-	1113.5		660	9		
Major road lanes(2 or 4)	2		380	10		
Major road spd(30 or 55)	30					
Control (stap=4, Yld=3)	_ 4					
Critical Gap Table 2 T=	/.5					
Capacity, from fig 2=	L3U					
Aujustment for impedance-	125./013					
-No Shared Lane Y=l N=0	1					
	193					
Demand-	·					
Demand- Available Reserve=	-64.2987					
Demand- Available Reserve= Delay ?< L.O.S. Table <i>Z</i> =	-64.2987 6					

6-14A

Unsignalized "T" Int Cap C	alc	Intersec	tion 9		
LocationG	reenwood I	k. Tpe· & West	Brook Drive	2	
Count Data:Z	one develo	opment of sites	included in	the stud	У
Date	1993	-			
Dav -	Weekdav				
AH or PM Analysis?	All				
Hourly Demand Volumes.			Table 2A		
A Through	464	18	30 5		
A Infough	201	24	40 G		
ARIGHT	38	2-			
B Leit	43	22			
B Throuạh	S39	30	50 5		
C Left	182	44	±0 /		
C Right	223	48	80 6		
		66	60 6		
RIGHT TURN FROM C		88	30 7		
Conflicting Flows"	483				
Major road lanes (2 or 4)					
Major road spd (30 or 55)	<i>Z0</i>				
Control <stop*4. th="" yld-3)<=""><th>4</th><th></th><th></th><th></th><th></th></stop*4.>	4				
Critical Gao Table 2 T*	6				
Capacity, from fig 2=	560				
Shared Lane-go to L.T.			Table 🖥	F	'igure 💈
		-80	)0 6	0	1
No shared lane-Y»l.N*0	1		o 5	5	97
Demand(C right)*	223	10	10 4	10	. 93
Available Peserve*	227	20	)0 Y	15	. 89
	, ,	3 (	10 <b>2</b>	20	.85
$(\Delta_{-})$ B*2 C*3 D*4 F-5 F*6)	~	4 (	10 <b>1</b>	<b>7</b> 5	. 81
(A-1.0 2,C 5.0 4,E-5.F 0)		1000	n <b>n</b>	30	77
		1000	•	35	.72
Conflicting Playst	500		Table 2B	40	.69
Conflicting Flows*	502		50 <b>5</b>	45	. 64
Major road lanes(2 or 4)	2	1 -		50	
Major road sod(30 or 55)	30	1	20 <b>5.5</b>	56	55
Critical Gao Table 2 T*	5	1.		55	.55
Capacity, from fig 2*	705	22	20 0	00	.5
Demand(B left)*	43		mahla 20	20	.45
Caoacity used (in 7.)*	6.099291	-	Table ZC	70	. 39
Imoedance factor, fig 3*	.97	1	80 0.5	/ 5	. 33
Available reserve*	662	24	40 7.5	80	.27
Delay & L.O.S. Table 3*	1	- 3:	30 • 3	85	. 2
(A=1,B*2.C-3. <b>D*4,</b> E*5,F*6)		31	60 7	90	. 14
		44	1.0 º	95	.08
^LEFT~TURN~FROM~C		48	80 <b>8</b>	100	0
Conflicting Flows*	1065	6	60 O		
Major road lanes(2 or 4)	2	88	80 10		
Major road sod(30 or 55)	30				
Control (stop*4, Yld*3)	4				
Critical Gao Table 2 T*	7.5				
Caoacity, from -fiq 2*	140				
Adjustment for Impedance*	138.6014				
J					
-No Shared Lane.Y*1.N*0	1				
Demand*	182				
Available Reserve*	-43 3986				
Delay fc L O S Table 3*	A				
(A*1, B*2, C*3, D*4, E=5, E*6)	U				
(					

6-14 B

C

WESTBOUND

\*

GREENWOOD LAKE TP & WEST BROOK RD

DATE 1993 AM PEAK FULL DEVELOPMENT LEVEL OF SERVICE A SATURATION 47 CRITICAL N/S VOL 593 CRITICAL E/W VOL 212 CRITICAL SUM 805 \*\*\*••\*\*

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	Y EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 <b>6</b>	T 14.0 L 12.0 	RT. 14.0	R. 13.0 T. 12.0	· · · · · · · · · · · · · · · · · · ·
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	5 EASTBOUND	WESTBOUND
LEFT THRU RIGHT	45 495 0	0 552 43	0 193 239	0 0 0
NORTHBO SOUTHBO EASTBO	TRUCKS         (-/.)           UND         10           UND         10           UND         10	LOCAL BUSES	<#/HR) PEAK 0 0 0	HOUR FACTOR 1 1 1

PHASINGN/S:4. BOTH TURNS PROTECTEDE/W:1. NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY: 1. 0 - 9 9 (ttPECYCLE LENGTH: -30 sendNDS (WITH OVERLAP) 0 - 9.9 (ttPEDS/HR)

10

CRITICAL LANE VOLUMES BY MOVEMENT

0

0

THRU -RIGHT LEFT	NORTHBOUND 490 5	SOUTHBOUND 588 0	EASTBOUND 212 0	WESTBOUND 0 0
		LEFT TURN CHEC	K	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 45 5 0 N/A	SOUTHBOUND 0 0 N/A	EASTBOUND 0 212 OK	WESTBOUND 0 0 0 OK

6-140

1

GREENWOOD LAKE TP & WEST BROOK RD DATE 1993 flm peak as zoned \*\*\*\*\* LEVEL OF SERVICE A SATURATION 63 CRITICAL N/S VOL 533 CRITICAL E/W VOL £00 CRITICAL SUM 733 

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 3 4 5 6	T.k 14.13 L. 12.0	RT. 14.0	R 13. a T 12-13 	· · · · · · · · · · · · · · · · · · ·
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT <b>THRU</b>	43 539	0 464	0 182	13 0
RIGHT	0	38	223	

X

	TRUCKS (%)	LOCAL <b>BUSES</b> <#/HR)	PEAK HOUR FACTOR
NORTHBOUND	10	0	1
SOUTHBOUND	10	0	1
EASTBOUND	10	0	1
WESTBOUND	10	0	1

 PHASIN6
 N/S
 :4.
 BOTH TURNS
 PROTECTED
 (WITH OVERLAP)

 E/W
 :i.
 NEITHER
 TURN
 PROTECTED

 PEDESTRIAN ACTIVITY
 :
 1.
 0 - 9.9 < #PEDS/HR>

 CYCLE LENGTH
 :
 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
	533	496	2013	0
LEFT	3	0	i3	(3

1. ምምጥ	TURN	CHECK	
TIGL T	TOIVIN	CILLCK	

INPUT <b>VOLUME</b> ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 43 3 0 N(2)	SOUTHBOUND 0 0	EASTBOUND 13 0 - 200	WESTBOUND 0 0 0
MOVEMENT	N/A .	N/A	OK	ок 6-14D

CAPACITY ANALYSIS FOR GREENWOODLAKE TURNPIKE &. STONETOWN ROAD -INTERSECTION 14

1

The critical peak hour at this location will be the A.M. peak. The unsignalized intersection capacity analysis shows a Level of service E for westbound traffic on Stonetown Road turning left onto Greenwood Lake Turnpike.

A three lane configuration in Greenwood Lake Turnpike was used in the CMA analysis. It gave a Level of service A for both the "As Zoned" and "Full Development" scenarios. A three or four lane configuration in Greenwood Lake Turnpike and a three lane configuration in Stonetown Road should prove adequate.

Unsignalized "T" Int Cap (	Calc	Intersection	14		
LoMtion.,.,	reenwood Lk Tpk	& Stonetown	Ka uded in t	he study	
Count Data:F	ull development	OI SILES INCI		ne scuay	
Date	1993				
Day More DM Anal waita?	weekday				
AM~OF~PM ANALYSI'S?	AM	Tab	10.27		
Houriy Demand Volumes:	577	180	5 <u>5</u>		
A Intough A Bight	37	240	6		
A RIGHU B Loft	57	330	6		
B LEIL D Through	200	360	5		
	142	440	7		
C Leit	. 143	430	6		
C Right	54	660	6		
DICUT TIDN FROM C		880	7		
Conflicting Flows!		000	,		
Major read lang (2 or 4)	2				
Major road grd (30 or 55)	30				
Control (stop*4 Vld*2)	30				
Critical Cap Table 2 T-	4				
Conception from fig 2 <sup>s</sup>	6				
Capacity, from fig z	470	Tab	1a 3	Fie	-
Shared Lane-go to L.I.		-800	б б	0 12	lure 1
No charad Zapa VijZN*O	1	000	5	5	.97
<b>NO Shared</b> $falle-f // f N O$		100	4	10	.93
Available Beserve	54	200	3	15	. 89
Available Reserve-	416	200	2	20	.85
(A - I B - 2 C / 3 D / 4 E + 5 E - 6)	T	400	1	25	. 81
(A-1, B-2, C × 3, D × 4, E 3.1 - 0)		10000	0	30	. 77
		10000	Ū	35	.72
Conflicting Flowert	614	Tab	le <b>2B</b>	40	.69
Major road lanes(2 or 4)	2	60	5	45	.64
Major road gpd(30 or 55)	30	110	5.5	50	.6
Critical Gap Table 2 T=	5	120	5.5	55	.55
Capacity, from fig 2*	620	220	5	60	.5
Demand(B left)"	7			65	.45
Capacityused $(in'/_{*}) = *$	1.129032	Tab	ole 2C	70	.39
Impedance factor, fig 3 <sup>s</sup>	1	180	6.5	75	. 3_^
Available reserve*	613	240	7.5	80	.27
Delay & L.O.S. Table 3=	1	330	8	35	. 2
<a*1.b*2.c-3.d-4.f*5.f-6< th=""><th>_</th><th>360</th><th>7</th><th>90</th><th>. 14</th></a*1.b*2.c-3.d-4.f*5.f-6<>	_	360	7	90	. 14
		4 4 Ó	Ģ	95	.08
I.EFT~TURN~FROM"~C		480	8	100	0
Conflicting Flows=	1001.5	660	Q		
Major road lanes(2 or 4)	2	. 880	10		
Major road spd(30 or 55)	30				
Control (stop*4, Yld»3)	4				
Critical Gap Table 2 T=	75				
Capacity, from fig 2=	160				
Adjustment for Impedance <sup>3</sup>	160				
_					
-No Shared Lane,Y»l,N«0	1				
Demand <sup>3</sup>	143				
Available Reserve*	17				
Delay !« L.O.S. Table 3=	5				
(A»1.8=2.C*3,D*4.E=5.F»6)					

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6-15 A

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Unsignalized "T" Int Cap Ca	lc	-1	Intersection	14 Rd		
Location G	reenwood	LK TPK nment Of	sites inclu	ided in	the study	7
Date	1003	pillenc				
Date	Weekday					
Day	_weekuay					
-Hourly Demand Volumes:	AM		Tabl	.e 2A		
-mourry Demand Vorumes:	511		180	D 5		
A IIIOugii A Right	29		24	06		
Right Ploft	29 7		33	06		
B Through	200		36	05		
	149		<b>44</b>	07		
C Bight	54		48	06		
Chighe	51		66	06		
RIGHT TURN FROM C			88	07		
Conflicting Flows <sup>3</sup>	525.5					
Major road lanes (2 or 4)	2					
Major road spd $(30 \text{ or } 55)$	30					
Control (stop=4, Yld=3)	4					
Critical Gap Table 2 T=	6					
Capacity, from fig 2=	520					
Shared Lane-go to L.T.			Tabl	le 3	F	igure 🔾
			-800	6	· 0	. 1
No shared lane-Y=1.N=0	1		0	5	5	.97
$Demand(C right)^{3}$	54		100	4	10	.93
Available Reserve <sup>3</sup>	466		200	<b>.</b>	15	.89
Delay 24 L O S Table 3=	100		300	2	20	.85
(A-1 B-2 C-3 D-4 E-5 E-6)	Ŧ		400	1	25	.81
(11-1, 0-2, 0-3, 0-1, 0-3, 1-0)			10000	0	30	.77
LEFT TURN FROM B					35	.72
Conflicting Flows <sup>3</sup>	540		Tab	le 2B	40	.69
Major road lanes(2 or 4)	2		60	5	45	.64
Major road spd(30 or 55)	30		110	5.5	50	.6
Critical Gap Table 2 T=	5		120	5.5	55	.55
Capacity, from fig 2=	680		220	6	6 0	.5
Demand(B left) <sup>3</sup>	7				65	.45
Capacity used (in V.) =	1.029412		Tab	le 2C	70	.39
Impedance factor, fig 3=	1		180	6.5	75	.33
Available reserve <sup>3</sup>	673		240	7.5	8.0	.27
Delay & L.O.S. Table 3 <sup>3</sup>	. 1		330	8	85	
(A=1.B=2.C=3,D=4,E=5,F=6)			360	;7	90	. 1
			440	9	95	.08
LEFT~TURN~FROM~C			480	8	100	C
Conflicting Flows <sup>3</sup>	931.5		660	9		
Major road lanes(2 or 4)	2		880	10		
Major road spd(30 or 55)	30					
Control (stop=4, Yld <sup>3</sup> 3)	. 4					
Critical Gap Table 2 T <sup>3</sup>	7.5					
Capacity, from fig 2=	180					
Adjustment for Impedance <sup>3</sup>	180					
-No Shared Lane.Y=1.N=0	1					
Demand <sup>3</sup>	149					
Available Reserve <del>-</del>	31					
Delay ?< L.O.S. Table 3=	5					
(A=1,B=2.C=3.D=4,E=5,F=6)						

6-15B

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GREENWOOI	D LAKE T	P & STON	IETOWN RD D	) ATE 199	<b>3 AM</b> P	EAK FULL D	EVELOPMENT	I
		• « –	»•••••»••• LEVEL	OF SERVI	•»•••»•• CEA	•••••		
			CRITIC	AT. N/S V	4 01. 6(37			
			CRITIC	AL E/W V	<b>OL</b> 157			
			CRITIC	AL SUM	764			
		•••»-»	• » • • • • » • • • «	×-•••••	••-»•-••	•••*		
			LA	NE GEOME	TRY			
	NORTH	BOUND	SOUT	HBOUND	E	ASTBOUND	WESTB	OUND
LANE	MOV W	IDTH	MOV	WIDTH	M	OV WIDTH	MOV W	IDTH
1	т	14.0	RT.	14.0	R	13.0	• • •	
£	ь	12.0			Т	12.0	• • •	• • • •
3	•••	••••		• • • •	•	•• ••••	• • •	
4	• • •	••••		••••	•	•• ••••	•••	• • • •
5	•••	• • • •		• • • •	•	•••••	• • •	• • • •
0	•••		•••	••••	•	•••••	•••	••••
			TRAF	FIC VOLU	MES			
	NORTH	BOUND	SOUT	HBOUND	E.	ASTBOUND	WESTB	OUND
LEFT		7		0		0		0
THRU		399		377		143		0
RIGHT		0		37		34		0
		TRUCKS <	(%) L	OCAL BUS	ES <#/1	HR) PE	AK HOUR FA	CTOR
NORTHBO	DUND	10			0	-	1	
SOUTHBO	DUND	10			0		1	
EASTBO	DUND	10			0		1	
WESTEC	DUND	10			0		T	
PHASING	3	N/S :4	вот	H TURNS	PROTEC	red (WIT	H OVERLAP)	
		E/W :1	. NEITH	ER TURN	PROTEC	ГED		
PEDESTR	RIAN ACT	IVITY :	1.	0	- 39	(#PEDS/HR)		
CYCLE I	LENGTH	:	90 SECO	NDS				

CRITICAL LANE VOLUMES BY MOVEMENT

<b>THRU -RIGHT</b> LEFT	NORTHBOUND 395 0	SOUTHBOUND 607 0	EASTBOUND 157 0	WESTBOUND 0 0
		LEFT TURN CHEC	K.	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 7 0 0 N/A	SOUTHBOUND 0 0 N/A	EASTBOUND 0 157 OK	WESTBOUND 0 13 0K 6-15C

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GREENWOOD	LAKE IP & STO	NETOWN RD DATE 1993	AM PEAK AS ZONED	
	•*•	LEVEL OF SERVICE SATURATION 41 CRITICAL N/S VOL CRITICAL E/W VOL CRITICAL SUM	A 533 163 696	
LANE	NORTHBOUND MOV WIDTH	LANE GEOMETR SOUTHBOUND MOV WIDTH	Y EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	T. 14.0 L. 12.0	RT. 14.0	R 13.0 T. 12.0	
	NORTHBOUND	TRAFFIC VOLUME SOUTHBOUND	S EASTBOUND	WESTBOUND
LEFT THRU RIGHT	7 399 0	0 511 29	0 149 54	0 0 0
NORTHBOU SOUTHBOU EASTBOU WESTBOU	TRUCKS IND 1 IND 1 IND 1 IND 1	( <b>%)</b> LOCAL BUSES 0 0 0 0 0	(#/HR) PEAK 0 0 0 0	HOUR FACTOR 1 1 1 1
PHASING PEDESTRI CYCLE LH	N/S : E/W : EAN ACTIVITY • ENGTH :	<ol> <li>BOTH TURNS PH</li> <li>NEITHER TURN PR</li> <li>0 - 9</li> <li>90 SECONDS</li> </ol>	ROTECTED (WITH OTECTED 9 (#PEDS/HR)	OVERLAP)

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 395 0	SOUTHBOUND 533 0	EASTBOUND 163 0	WESTBOUND 0 0
	• •	LEFT TURN CHECK		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 7 0 0 N/A	SOUTHBOUND 0 0 0 N/A	EASTBOUND 0 163 OK	WESTBOUND 0 0 0 OK

6-15 D

C

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CAPACITY ANALYSIS FOR GREENWOOD LAKE TURNPIKE & MARGARET KING AVE. INTERSECTION 15

A four lane configuration in Greenwood Lake Turnpike was assumed for the first OAA test. With the "As Zoned" scenario it indicates a Level of service B at a saturation rate of 66% during the P.M. peak hour. The "Full Development" scenario shows a Level of service D at a saturation rate of 79%. Widening Greenwood Lake Turnpike to five lanes with two lanes for southbound left turns would improve the P.M. peak hour flow for the "Full Development" scenario to a Level of service C at a saturation rate of 12%.

The **morning peak hour** would be less critical as can be seen from the **attached calculation** sheets.

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GREENWOOD L	AKE TP & MAR. H	CING AVE DATE 1993 PM	PEAK AS ZONED	
	<i>***</i>	LEVEL OF SERVICE SATURATION 66 CRITICAL N/S VOL 7 CRITICAL E/W VOL 4 CRITICAL. SUM 1	B 18 16 134	
	• * • * • * • *	• » • » - » • » • * • » • • • » * • • » • » • * • • * • •	• » • • • • * • » * • • • » * - » •	
LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	RT. 13.(3 T. 12.0	RT. 13.0 L. 12.13		R. 13.0 T. 12.i3
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	13 632 £67	196 £07 13	0 0 0	0 357 £35

NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND	TRUCKS	5 (*/.) 5 ສ ອ ອ	LOC	AL BUS	SES (# 0 0 0 0	/HR)	PEAK	HOUR 9 9 1 9	FACTOR
PHASING	N/S E/W	:4. :1.	BOTH NEITHER	TURNS TURN	PROTE	CTED	(WITH	OVERL2	AP)
υμυμάλη		· 1				/#DFDC	/UD)		

PEDESTRIAN ACTIVITY : 1. CYCLE LENGTH : 90 SECONDS 0 - 9 9 (#PEDS/HR)

### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 527 0	SOUTHBOUND £17 191	EASTBOUND 0 0	WESTBOUND 416 21
		LEFT TURN CHEC	K	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 0 N/A	SOUTHBOUND 196 191 0 N/A	EASTBOUND 0 0 0 OK	WESTBOUND 0 416 OK
		• .		6-16 J

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GREENWOOD	LAKE TP & MAR.	KING AVE DATE 1993 H	PM PEAK FULL DE	VELOPMENT
	••••	LEVEL OF SERVICE SATURATION 79 CRITICAL .M/S VOL CRITICAL E/W VOL CRITICAL SUM	), D 871 481 1352	
LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	Z Efistbound MOV WIDTH	WESTBOUND .10V WIDTH
1 2 3 4 5 6	RT. 13.0 T. 12.0	RT. 13.0. L. 12.0.	· · · · · · · · · · · · · · · · · · ·	R       13.0         T       12.0
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	0 £52 459	230 229 0	0 0 0	<b>a</b> 413 65£
NORTHBC SOUTHBC EASTBC WESTBC	TRUCKS	<*> LOCAL BUSES 5 5 0 5	(#/HR> PEA) 0 0 0 0 0	X HOUR FACTOR .3 .3 1 .3
PHASING PEDESTR CYCLE L	N/S : 4 E/W : 2 RIAN ACTIVITY : ENGTH :	4. <b>BOTH</b> TURNS PRO 1. NEITHER TURN PRO 1. 0-99 90 SECONDS	DTECTED (WITH DTECTED ) <*PEDS/HR)	OVERLAP)

### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 639 0	SOUTHBOUND 240 <b>232</b>	EASTBOUND Ø Ø	WESTBOUND 481 අ
		LEFT TURN CHEC	к	
INPUT VOLUME	NORTHBOUND	SOUTHBOUND 230	EASTBOUND 0	WESTBOUND 3

INPUT VOLUME	0	230	0	3
ADJUSTED VOL	0	232	0	2
CAPACITY	0	0	0	481
MOVEMENT	N/A	N/A	OK	OK

6-16B

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GREENWOOD LAKE TP & MAR. KING AVE

DATE 1993 PM PEAK FULL DEVELOPMENT

LEVEL OF SERVICE C SATURATION 72 CRITICAL N/S VOL 760 CRITICAL E/W VOL 481 CRITICAL SUM 1241 

LANE	NORTHBOUND MOV WIDTH		LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUN MOV WIDT	D H	WESTBO MOV WI	UND DTH
1 2 3 4 5 6	RT.13.0 T.12.0		RT.13.0 L.12.0 L.12.0 		· · · • · • · • ·	R T 	13.0
	NORTHBOUND		TRAFFIC VOLUMES SOUTHBOUND	EASTBOUN	D	WESTBO	UND
LEFT THRU RIGHT	0 652 459		230 229 0	0		4 6	0 13 52
NORTHBOUI SOUTHBOUI EASTBOUI WESTBOUI	TRUCKS ND ND ND	( <b>* )</b> 5 5 0 5	LOCAL BUSES	(#/HR) 0 0 0 0	PEAK I	HOUR FAC 3 1 9	TOR

PHASINGN/S:4.BOTH TURNSPROTECTEDE/W:1.NEITHER TURNPROTECTEDPEDESTRIAN ACTIVITY:1.0-99(#PEDCYCLELENGTH:90SECONDS (WITH OVERLAP) 0-99 (#PEDS/HR)

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 639 0	SOUTHBOUND 240 121	EASTBOUND 0 0	WESTBOUND 481 0
		LEFT TURN CHECK		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 N/A	SOUTHBOUND 230 232 0 N/A	EASTBOUND 0 0 0 OK	WESTBOUND 0 4ai OK

6-16 C

GREENWOOD LAKE TP ft MAR. KING AVE DATE 1393 AM PEAK FULL DEVELOPMENT LEVEL OF SERVICE C SATURATION 76 CRITICAL N/S VOL 1053 CRITICAL E/W VOL 254 CRITICAL SUM 1307 ••••••• LANE GEOMETRY SOUTHBOUND NORTHBOUND EASTBOUND WESTBOUND LANE MOV WIDTH MOV WIDTH MOV WIDTH MOV WIDTH RT. 13.0 1 RT. 13.0 13.0 т.. 2 т.. 12.0 12.0 ь. . 1£.3 ••• 3 • • • . . . . ... . . . . . . . . . . . 4 ... . . . ••• . . . . .... ... . . . . 5 • • • .... 6 . . . . . . . • • • • • • . . . . . . . . . . . . . . . TRAFFIC VOLUMES NORTHBOUND EASTBOUND WESTBOUND SOUTHBOUND . 0 LEFT 644 Ο **N** THRU 146 477 0 218 RIGHT 429 0 0 93 LOCAL BUSES <#/HR) TRUCKS (%) PEAK HOUR FACTOR .3 NORTHBOUND 5 0 SOUTHBOUND 5 .3 0 EASTBOUND Ø 1 0 WESTBOUND 5 . 3 0 (WITH OVERLAP)

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PHASINGN/S:4.BOTH TURNS PROTECTED (WITH OVERLAP)E/W:1.NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY:1.0-99 (#PEDS/HR)CYCLE LENGTH:90 SECONDS

· CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 314 0	SOUTHBOUND 500 739	EflSTBOUND 121 0	WESTBOUND £54 0
		LEFT TURN CHEC	CK	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 N/A	SOUTHBOUND 644 733 0 N/A	EfistBOUND (3 a oK	WESTBOUND 0 254 OK

GREENWOOD	LAKE	ΤP	&	MAR.	KING	AVE DATI	E 1	993	AM	PEAK	AS	ZONED	
				· · · ·	LEV SAT	/EL OF FURATIO	SER ON	VICE 7S	E C		•~•~		
					CR CR CR	ITICAL ITICAL ITICAL	N/S E/W SUM	VOL	10 17 12	72 243			

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 &	RT. 13.0 T. 12.0 	RT. 13.0 L 12.0	· · · · · · · · · · · · · · · · · · ·	R. 13.0 T. 12.0
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	0 136 446	656 473 0	0 0 0	0 148 82
NORTHBOU SOUTHBOU EASTBOU WESTBOU	TRUCKS 5 ND 5 ND 5 ND 0 ND 0	LOCAL BUSES	(#/HR) PEAK 0 0 0 0	HOUR FACTOR .3 .3 1 .3

PHASINGN/S= 4 · BOTH TURNS PROTECTED (WITH OVERLAP)E/W= 1. NEITHER TURN PROTECTED.PEDESTRIAN ACTIVITY: 1. 0 - 9 9 (#PEDS/HR)CYCLE LENGTH: 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT	NORTHBOUND 317	SOUTHBOUND 496	EASTBOUND 0	WESTBOUND 172
	U	754	U	0
		LEFT TURN CHE	CK	
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	0	656	0	0
ADJUSTED VOL	0	754	0	0
CAPACITY	0	0	0	172
MOVEMENT	N/A	N/A	OK	QK
				1-16

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**CAPACITY ANALYSIS FOR MARGARET KING AVENUE** & THE STERLING FOREST TRACT

INTERSECTIONS 16 & 17

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V

Two roadways were included in the computer traffic tableau to provide access for the Sterling Forest Tract. One was labeled Sterling Forest Conmercial and the other Sterling Forest Residential. Both intersections were tested individually with the unsignal ized intersection capacity program. The results can be looked at individually or collectively.

the "As Zoned" scenario in the 1993 A.M. peak The test for shows Levels of service A at both Intersections 16 and 17 i *hour* traffic turning left into the site and turning right out of for tests show a Level of service E at the site\* However, the Intersection 16 and a Level of service F at Intersection 17 for left turns exiting the site. Collectively the capacity of the exit is 30 vehicles less than the demand. With the left **turn** scenario the capacity for the left turn exit "Full Development" is exceeded by 140 vehicles.

During the P.M. peak hour conditions would be worse. Collectively the capacity for left turn exits from the site would be exceeded by 166 vehicles with the "As Zoned" scenario and 384 vehicles with the "Full Development" scenario.

**Clearly, the two unsignal ized intersections** of site roadways forming **Intersections 16** &.' **17** would be inadequate for site access .

6 - 17

ate	1993 _Weekday AM							
ayAM or PM Analysis? Hourly Demand Volumes: A Through A Right	_Weekday AM							
AM or PM Analysis? Hourly Demand Volumes: A Through A Right	AM							•
Hourly Demand Volumes: A Through A Right								
A Through A Right				Tabl	e 2A			
A Right	199		18	0	5			
	SO		24	0	6			
B Leit	154		33	0	6			
B Through	987		36	0	5			
C Left	60		44	.0	- 7			
C Right	61		48	80	6			
			66	0	6			
RIGHT TURN FROM C			88	0	7			
Conflicting Flows=	229							
asor road lanes (2 or 4)	2							
ajor road spd (30 or 55)	30							
Control (stop=4, Yld=3)	4							
Critical Gap Table 2 T=	б							
Capacity, from fig 2=	775							-
Shared Lane-go to L.T.				Tabl	le 3		F	igure -
			-80	0	6		0	
No shared Tane-Y=1,N=0	1			0		5		5.9
Demand <c right)="&lt;/td"><td>61</td><td></td><td>10</td><td>0</td><td>4</td><td></td><td>10</td><td>• 9</td></c>	61		10	0	4		10	• 9
Available Reserve=	714		20	0	3		15	• 9
Delay <del>K</del> L.O.S. Table 3=	1		30	0	2		20	• 3
<a=1,b=2,c=3,d=4,e=5,f=6)< td=""><td></td><td></td><td>40</td><td>0</td><td>1</td><td></td><td>25</td><td>• 3</td></a=1,b=2,c=3,d=4,e=5,f=6)<>			40	0	1		25	• 3
			1000	00	0		30	• 7
"LEFT"TURN"FROM"B	-						35	• •
Conflicting Flows=	269			Tabl	le 2B		40	• 6
Major road lanes(2 or 4)	2		. (	50	5		45	• • •
Major road spd(30 or 55)	30		11	10	5.5		50	
Critical Gap Table 2 T=	5		1:	20	5.5		55	•,
Capacity, from fig 2=	920		22	20	6		60	
Demand(B left)=	154						65	۰,
Capacity used <in "="" .)="&lt;/td"><td>16.73913</td><td></td><td></td><td>Tab</td><td>le 2C</td><td></td><td>70</td><td>· . • •</td></in>	16.73913			Tab	le 2C		70	· . • •
Impedance factor, fig 3=	.89		I	SO	6.5		75	•
Available reserve <sup>3</sup>	766		24	10	7.5		30	•,
Delay Z< L.O.S. Table 3=	1		33	30	8		85	
(A=1,B=2,C=3.D=4,E=5,F=6>			36	50	- 7		90	۰,
· · · · · · · · · · · · · · · · · · ·			44	l-0	9		95	••
LEFT~fuRN&ROM~C			48	30	3		100	
Conflicting Flows=	1370		6	50	9			
Major road lanes(2 or 4)	2		88	30	10			
Major road spd(30 or 55)	30			-	. – *			
Control (stop=4. Yld=3)	4							
Critical Gap Table 2 T=	7.5							
Capacity, from fig 2=	80							
Adjustment for Impedance=	77.0696							
		-	<del>.</del>					
-No Shared Lane,Y=1,N=0	1							
Demand=	60							
Available Reserve"	⊥7.0696							
	· _							

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6-17 A

Count Data?Zo	one developm	ent of sites inclu	ded in t	he study	
ate	1993				
Dayiris	Weekday				
AM or PM Analysis?	AM				
Hourly Demand Volumes:		Tabl	.e 2A		
A Through	215	180	5		
A Right	101	240	6		
B Left	88	330	6		
B Through	960	360	5		
C Left	135	440	7		
C Right	55	480	6		
5		660	6		
RIGHT TURN FROM C		880	7		
Conflicting Flows**	265.5				
Major road lanes (2 or 4)	r2				
Major road and (20 or EE)	30				
Control (ston $(30 \text{ OI} 33)$	30				
Critical Con Table 2 T	4				
Critical Gap Table 2 I=	6				
Capacity, from fig 2"	740	ma h.		Fia	ura 3
Shared Lane-go to L.T.		Tab.	Le 3	r i ạ	ure 3
		-800	6	0	0
No~shared~lane-y»77N«0	1	0	5	5	.,
Demand(Cright)•	55	100	4	10	.9
Available Reserve*	685	200	У,	15	. 3
Delav «e L.Q.S. Table 3-	1	300	2	20	. 3
(A«I.B«2.C-3.D-4.E«5.F«6)		400	1	25	. 3
(		<b>1</b> 0000	0	30	.7
LEFT TURN FROM B				35	• ~7
Conflicting Flows"	316	Tab	Le 2B	40	.6
Major road lanes(2 or 4)	-	60	5	45	.6
Major road spd(30 or 55)	30	110	5.5	50	
Critical Cap Table 2 T-	5	120	5.5	55	.5
Cifcical Gap Table 2 1-	880	220	6	60	
Capacity, from fig 2	000			65	.4
Generative wood (in Fi)	10	тар	Le 20	70	.3
Capacity used (in 51)»	10	120	6 5	75	
Impedance factor, fig 3	. 9÷	130	0.5	75	.4
Available reserve**	792	240	/.5	ao	• 4
Delay & L.O.S. Table 3=	1	330	3	35	2
(A=1,B*2,C«3,D»4,E-5,F-6>		360	7	90	• 1
اب این ها بار بی ها کا ای ای این بی بی ای بی ای		44.0	9	95	.0
LEFT TURN FROM C		480	8	100	
Conflicting Flows=	1313.5	660	9		
Major road lanes(2 or 4)	-	880	10		
Major road spd(30 or 55)	10				
Control (stop»4, Yld»3)	4				
Critical Sap Table 2 T=	7.5				
Capacity, from fig 2=	90				
Adjustment for Impedance**	37.9021				
-No Shared Lane,Y»l,N»0	1				
Demand <sup>3</sup>	135				
Available Recerve-	-47.0979				
Delav ?« L.O S Table 2-*	_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
$(A \gg 1, B = 2, C \gg 3, D \gg 4, E = 5, F = 6)$	0				

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Jocation Count Dates	Margaret K	mont f	- ~ !	SCELTI	al re		- COI	atur	.al
Count Data:F	ull develo	oment of	: 51	tes in	clude	ed in	the	study	7
Date	1993								
Day	_weeкday								
AM~Or~PM AnaFysIs?	AM					0.7			
Hourly Demand Volumes:	0.4.0			.T.	abie	ZA			
A Through	242			180		5			
A Right	99			240		6			
B Leit	172			330		6			
B Through	941			360		5			
C Leit	91			440		./			
C Right	. 89			480		6			
				660		6			
RIGHT TURN FROM C				880		7			
Conflicting Flows=	291.5								
<i>M</i> ajor road lanes (2 or 4)	2								
Major road spd (30 or 55)	30								
Control <stop=4, yld="3)&lt;/td"><td>4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></stop=4,>	4								
Critical Gap Table 2 T=	6								
Capacity, from fig 2=	705								
Shared Lane-go to L.T.				Т	able	3		F	igure 👻
				-800		6		0	
No shared lane-Y=1,N=0	1				0		5		5:9
Demand(C right)=	89			100		4		10	• 9
Available Reserve*	616			200		3		15	• 5
Delay & L.O.S. Table 3=	1			300		2		20	• 8
(A=1.B=2,C=3,D=4,E=5,F=6)				400		1		25	• 8
				10000		0		30	• '/
LEFT~TURN"FROM~i								35	• •
Conflicting Flows=	341			Т	able	2B		40	• 0
Major road lanes(2 or 4)	2			60		5		45	• 0
Major road spd(30 or 55)	30			110		5.5		50	
Critical Gap Table 2 T=	5			120		5.5		55	!/
Capacity, from fig 2=	850			220		6		60	
Demand <b left)="&lt;/td"><td>172</td><td></td><td></td><td></td><td></td><td></td><td></td><td>65</td><td>••</td></b>	172							65	••
Capacity used (in $'/.) =$	20.23529			Г	able	2C		70	•,
Impedance factor, fig 3=	.85			180		6.5		75	• •
Available reserve*	678			240		7.5		80	•,:
Delay ?< L.O.S. Table 3=	1		•	330		8		35	. '
(A=1.B=2.C=3.D=4,E=5,F=6)				360		7		90	•/
				440		.9		95	۰.
"LEFT "TURN "FROM~C				480		8		100	
Conflicting Flows=	1404.5			660		9			
Major road lanes<2 or 4)	2			880		10			
Major road spd(30 or 55)	30								
Control (stop=4, Yld=3)	4								
Critical Gap Table 2 T=	7.5								
Capacity, from fig 2=	75								
Adjustment for Impedance <sup>3</sup>	71.25375								
-No Shared Lana V-1 N-0	т			1					
-NO SHALEG LAHE, I=1, N=0 Demand <sup>3</sup>	⊥ Q 1								
Demana Available Pecervo <sup>0</sup>	_10 7/62								
Delaw 24 I 0 9 Table 2-	LJ.1403								

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Unsignalized " $T^{H}$ Int Cap C	alc	Intersection 1	.7		
Location	Margaret King Ave.	& Sterling Fo	rrest	Resident	ial
Count Data:F	ull development of	i sites include	d in	the study	
Date <u>Andrews</u>	1993				
Day	Weekday				
ALL OF PEL ANALYSIS?	ALL		<b>.</b>		
Hourly Demand Volumes:	0.51	Table	2A		
A Inrough	271	180	4		
A Right	111	240	4		
B Leit	99	330	5		
B Through	933	360	7		
C Left	198	440	, ,		
C Right	/1	480	4		
		200	7		
RIGHT TURN FROM C		380			
Conflicting Flows*	326.5				
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control (stop"4, Yld*3)	4				
Critical Gap Table 2 T-	6				
Capacity, from fig 2 <sup>s</sup>	680		-		-
Shared Lane-go to L.T.		Table	<u>.</u>	Fl	gure 🤟
		-800	6	ō	1
No shared lane-Y«l,N-0	1	0	5	5	.97
Demand(C right)*	71	100	4	10	.93
Available Reserve*	609	200	Z	15	.89
Delay & L.O.S. Table 3=	1	300	2	20	.85
<a*1,b-2,c«3,d»4,e*5,f*6)< th=""><th></th><th>400</th><th>1</th><th>25</th><th>.31</th></a*1,b-2,c«3,d»4,e*5,f*6)<>		400	1	25	.31
		10000	0	30	.77
LEFT TURN FROM B		·	_		• /
Conflicting Flows*	382	Table	2B	40	.69
Major road lanes(2 or 4)	2	60	5	45	.64
Major road spd(30 or 55)	30	110	5.5	50	.6
Critical Gap Table 2 T=	5	120	5.5	55	.55
Capacity, from fig 2=	805	220	6	60	.5
Demand(B left)-	*?«?			65	.45
Capacity used (in $*/.)=$	12.29814	Table	2C	70	. 39
Impedance factor, fig 3*	.93	180	6.5	75	.33
Available reserve*	706	240	7.5	SO	.27
Delay & L.O.S. Table 3*	1	330	8	35	. 2
(A*1.B*2.C*3,D*4,E-5,F*6)		360	• j	90	.14
		440	Q	95	.08
LEF?TURNFROMC		480	8	100	0
Conflicting Flows*	1358.5	660	0		
Major road lanes(2 ar 4)	2	880	10		
Major road spd(30 or 55)	30				
Control (stop»4, Yld»3)	4				
Critical Gap Table 2 T*	7.5				
Capacity, -from fig 2 <sup>s</sup> *	80				
Adjustment for Impedance*	78.1352				
-No Shared Lane,Y=1,N*0	1				
Demand*	198				
Available Reserve*	-119.865				
Delay ≮ L.O.S. Table 3*	6				
(A*1.8*2.C*3,D*4.E*5.F*6)					

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Unsignalized "T" Int Cap C	alc	Intersect.	ion 16	. ~	
Location M	largaret King	Ave. & Sterl	ing Forres	c Commer	cial
Count Data:2	one developme	nt of sites i	ncluded in	the stu	JAY
Date	1.993				
Day	_weekday		•		
AM Or PM Analysis?	PM		m - l - l - 0 7		
Hourly Demand Volumes:	261	100	Table ZA		
A Inrough	361	180	5		
A Right	/8	240	6		
B LEIL	80	330	ю . Г		
B Inrough	3//	360	5		
C Leit	138	440			
C Right	130	480	6		
		660	6		
RIGHT TURN FROM C		380	7		
Conflicting Flows=	900				
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control (stop=4, Yld=3)	4				
Critical Gap Table 2 T=	6				
Capacity, -from fig 2=	310				_, <b>र</b>
Shared Lane-go to L.T.			Table 3		Figure –
		-800	) 6		0 1
No shared lane-Y=1,N=0	1		0	5	5:9/
Demand(C right)=	130	100	) 4	1	0 • 93
Available Reserve*	180	200	) 3	1	.5 .89
Delay & L.O.S. Table 3=	4	300	) 2	2	.0 .85
<a=1,b=2,c=3,d=4,e=5,f=6)< td=""><td></td><td>400</td><td>) 1</td><td>2</td><td>·5 · · 31</td></a=1,b=2,c=3,d=4,e=5,f=6)<>		400	) 1	2	·5 · · 31
		10000	) 0	3	• / /
- LEFT TURN FROM B			-	-	•,/2
Conflicting Flows*	932		Table 2B	4	• 69
Major mod lang(2 or 4)	22.	c		1	6 <b></b> 01
Major road ranes(2 or 4)	2	0	0 5		.) . . 55
Major road spd(30 or 55)	30	11	0 5.5	. 5	,0 .33
Critical Gap Table 2 T=	5	12	0 5.5	5	5 <b>1</b> 5
Capacity, from fig 2=	440	220	) 6	6	0 30
Demand(B left) =	86			F	5 • <del>•</del> •
CaDacity used (in "/)-	19 54545		Table 20		70 27
Impedance factor fig 3-	20	1.0	0 6 5	7	75 7
Available recerve*	25/	10	0 75		20 14
Dolar 24 I O G Table 2-	274	21	0 7.5		
7 = 1 = 2 = 2 = 2 = 2 = 2 = 2 = 2 = 2 = 2	<u>ک</u>	35	ס ס ד ר	C	,08 10
(A=1,D=2.C=3,D=1,E=3,F=0)		11		2 C	νο 35
		19	0 9 1 8	10	10
Conflicting Elowat	1262	400	J 0	ΤC	10
Major read lang(2 or 4)	T202		0 10		
Major road and (20 on EE)	20	00	0 10		
Major road spa(30 or 55)	50				
Control $(\text{stop=4}, \text{rid=3})$			•		
Critical Gap Table 2 I=	7.5				
Capacity, If Oll IIg Z=	77 0000				
Aujustilient for impedance	11.0090				
-NO SHALED LAHE, I=1.N=U	• <u> </u>				
Demand=	L30				
AVALIADIE RESERVE"	-00.9304				
(A=1.B=2.C=3,D=4,E=5.F=6)	,, 0				

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Unsignalized "T" Int Cap Ca	alc	Intersection 1	7		
Location	Margaret King Ave	. St Sterling Fo	rrest	residential	
Count Data:Zo	one development o	of sites included	l in t	he study	
Date	1993				
Day	Weekday.				
AM OF PM Analysis?	PM	mahla.	<b>0</b> 7		
Hourly Demand Volumes:		190	ZA		
A Through	313	240	5		
A Right	82	330	6		
B Left	120	360	5		
B Through	396	440	7		
C Left	180	480	6		
C Right	126	660	6		
DIGUT TIDN FOM C		880	7		
Conflicting Flows-	854				
Major road lanes (2 or 4)	2				
Major road and (30 or 55)	30				
Control (stop«4 Vld-3)	4				
Critical Gap Table 2 T-	-				
Capacity, from fig 2-	340				
Shared Lane-go to L.T.		Table	3	Figure	3
3		-800	б	0	1
No~shared"*lane-Y-T.N«0	1	0	5	5	.97
Demand(C right)-	126	100	4	10	.93
Available Reserve-	214	200	2	15	.89
Delay & L.O.S. Table 3=	3	300	2	20	.85
(A-1.B-2,C«3,D-4,E-5,F-6)		400	1	25	.81
		10000	0	30	.77
LiFT~TURN*"FROM~i				35	.72
Conflicting Flows-	895	Table	2B	40	.69
Major road lanes(2 or 4)	2	60	5	45	.64
Major road sod(30 or 55)	30	no	3.5	50	.6
Critical Gap Table 2 T-	5	120	5.5	55	.55
Capacity, from fig 2-	450	220	6	60	.5
Demand(B left)-	120	mahla.	20	70	
Capacity used (in '/.) =	26.66667	100	<b>2</b> C	76	
Impedance factor, fig 3-	.31	180	0.5 7 E	90	- 3 3
Available reserve-	330	240	1.5	90	• 2 /
Delay & L.O.S. Table 3-	2	350	9 7	90	14
(A-1.B-2.C-3.D-4.E-5.F-6)		440	9	95	080
		480	2	100	
LEFIIURN FROFIC	1 3 7 0	560	9	100	Ű
Motor mod lang(2 or 4)	1370	880	10		
Major road $and(20 \text{ or } 55)$	20	000			
Control (stop-4 Vld-3)	30				
Critical Cap Table 2 T-	7 5				
Capacity from fig 2=	80				
Adjustment for Impedance-	74 9384				
Adjustment for impedance-	/4.5564				
-No Shared Lane.Y-1.N-O	1				
Demand-	180				
Available Reserve*	-105.062				
Delay & L.O.S. Table 3-	6				
(A=1,B-2.C=3.D=4,E=5,F-6)					

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Unsignalired "T" Int Cap Ca	lc	Intersection	16		
Location Ma	argaret King Ave	. & Sterling F	orrest Co	mmercial	
"* Count Data!Fu	ull development o	of sites includ	ed in the	e study	
Date	1993				
Day	Weekday				
~AM~or~PM~AnaTysis?	PM		_		
Hourly Demand Volumes:		Table	2A		
A Through	864	180	5		
A Right	124	240	6		
B Left	155	330	6		
B Through	534	360	5		
C Left	220	440	7		
C Right	201	480	6		
		660	6		
RIGHT TURN FROM C		880	7		
Conflicting Flows-	926			4	
Major road lanes (2 or 4)	2				
Major road spd $(30 \text{ or } 55)$	30				
Control <stop=4. yld="3)&lt;/td"><td>4</td><td></td><td></td><td></td><td></td></stop=4.>	4				
Critical Gap Table 2 T=	6				
Capacity, from fig 2=	300				
Shared Lane-go to L.T.		Table	3	Figure	3
I		-800	6	0	1
No shared lane-Y=1,N=0	1	0	5	5.	97
Demand(C right)=	201	100	4	10 .9	93
Available Reserve=	99	200	3	15 .	89
Delay Sc L.O.S. Table 3=	5	300	2	20 .8	85
<a-1.b=2,c=3,d=4,e=5.f=6)< td=""><td></td><td>400</td><td>1</td><td>25 .</td><td>81</td></a-1.b=2,c=3,d=4,e=5.f=6)<>		400	1	25 .	81
		10000	0	30 .	77
LEFT TURN~FROM B				35.	72
Conflicting Flows-	988	Table	2B	40	69
Major road lanes(2 or 4)	2	60	5	45	64
Major road spd (30 or 55)	30	HO	5.5	50	.6
Critical Gap Table 2 T=	5	120	5.5	55 .	55
Capacity, from fig 2=	400	220	6	60	.5
Demand(B left)-	155			65 .	45
Capacity used $(in */.)=$	38.75	Table	≥ 2C	70 .	39
Impedance factor, fig 3=	.72	180	6.5	75 .	33
Available reserve-	245	240	75	80	27
Pelay 2 I. 0 S Table-3=	• 3	330	8	85	2
<a-1< math="">, B=2, C=3, D=4, E=5, F-6)</a-1<>	- 3	360	7	90	14
LEFT TURN FROM C		480	8	109	. 08
Conflicting Flows-	1615	660	ō,		0
Major road janes(2 or 4)	2	880	10		
Major road spd(30 or 55)	30				
Control (stop=4 Vld=3)	4				
Critical Gap Table 2 T=	75				
Capacity, from fig 2=	50				
Adjustment for Impedance=	45.338			1	
	101000				
-No Shared Lane.Y=1,N=0	1				
Demand-	220				
Available Reserve-	-174.662				
Delay ?< L.O.S. Table 3=	6				
(A=1.B=2,C=3,D=4,E=5,F=6>					

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Location M	argarat King Ave.	. « Sterling	Forrest 1		
Data Count Datair	1993	or sites inclu		ne study	
Dav	Weekday				
AM or PH Analysis?	PM				
Hourly Demand Volumes:		Tabl	le 2A		
A Through	855	TSO	5		
A Right	165	240	6		
B Left	195	330	6		
B Through	559	360	5		
C Left	253	440	7		
C Right	132	480	6		
-		660	6		
RIGHT TURN FROM C		880	7		
Conflicting Flows"	937.5				
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control (»top»4, Yld»3)	4				
Critical Gap Table 2 T=	а				
Capacity, from fig 2 <sup>s</sup>	205				
Shared Lane-go to L.T.	295	Tab	le 3	Figure	3
<b>3</b>		-800	б	0	1
NcTshared "1ane^Y»77N=0	1	0	5	5	.97
Demand(C right)=	132	100	4	10	.93
Available Reserve"	163	200	3	15	.8?
Delay & L.O.S. Table 3»	4	300	2	20	.85
$(A \ll 1, B \ll 2, C \ll 3, D = 4, E \approx 5, F \gg 6)$	Ŧ	400	1	25	.81
(		10000	0	30	.77
LEFT *TURN~FROM~I			Ŭ	35	• "7^]
Conflicting Flows*	1020	Tab	le 2B	40	.69
Major road lanes(2 or 4)	2	60	5	45	.64
Major road spd(30 or 55)	30	110	5.5	50	.6
Critical Gap Table 2 T*	5	120	5.5	5 5	.55
Capacity, from fig 2=	380	220	6	60	.5
Demand (B left)**	195			65	.45
Capacity used (in *⁄C)⇒	51.31579	Tab	le <b>2C</b>	70	.39
Impedance factor, fig 3=	.6	180	6.5	75	
Available reserve**	185	240	7.5	80	.27
Delay Sc L.O.S. Table 3=	4	330	8	85	.2
(A=1,B«2,C»3,D»4.E-5.F-6)		360	7	90	.14
		440	9	95	.08
LEFT TURN FROM C		480	8	100	0
Conflicting Flows=	1691.5	660	Q		
Major road lanes(2 or 4)	2	880	10		
Major road spd(30 or 55)	30				
Control (stop»4, Yld*3)	4				
Critical Sap Table 2 T=	7.5				
Capacity, from fig 2=	50				
Adjustment for Impedance-	43.34				
_					
-No Shared Lane,Y=1.N»0	1				
Demand*	253				
Available Reserve*	-209.66				
Delay ?< L.O.S. Table 3=	6				
(A=1,B=2,C=5,0=4,E=5,F=6)					

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## CAPACITY ANALYSIS FOR MARGARET KING AVENUE & SITE 6 -INTERSECTION18

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The unsignal ized intersection capacity analysis for 1993 the AM\* peak hour shows a Level of service A for traffic making left turns into the site and traffic making right turns from the site "As Zoned" for both the and "Full Development" scenarios, and a of service E for left turns exiting the site. Level The left exit for the "As Zoned" scenario used 19 of the 80 vehicle turn in the "Full Development" scenario 36 of capacity while the 59 Thus while there will be vehicle capacity is used. long dlays turn exits from Site 6 for both scenarios, the delays in for left "Fall Development" scenario would be significantly greater.

1993 P.M. peak hour the only similarity between During the scenar ios would be the left turn entering the site which the two would be a Level of service A in both cases. The right turn exit site would be a Level of service C for the "As Zoned" from the and a Level of service D for the "Full scenario Development" The left turn exit from the site would be a Level of scenario. using 41 of the 75 vehicle capacity for the "As Zoned" service Ε scenario while for the "Full Development" scenario the demand for left turns from the site would exceed the capacity by 151 vehicles.

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Unsignalized "T" Int Cap C	alc	Intersection 1	.8	h -	
Location JANNIN Count Data 7	maraaret King Av one development	e. & BOUILIZ & I of sites include	d in	te o the study	
Dete	1993	or bitteb include	u	circ bouu,	
Dvcv <del>eeddedylaweeseese</del> D <sub>477</sub>	Weekday				
Allor PM Analysis?	AM				
Hourly Demand Volumes:		Table	2A		
A Through	305	iao	5		
A Right	28	240	6		
B Left	25	330	6		
B Through	1070	360	5		
C Left	19	440	7		
C Right	10	480	6		
		660	6		
RTRM1. TURN PROM r		830	7		
Conflicting Flows*	319				
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control (stop*4, Yld*3>	4				
Critical Gap Table 2 T*	6				
Capacity, from fig 2 <sup>s</sup>	680				
Shared Lane-go to L.T.		Table	3	Figure	3
		-800	6	0	1
No <sup>™</sup> shared lane-Y*77N-O	1	<i>I</i> , 1, 0, 0	-/	5	.97
Demand(C right)*	10	100	4	10	.93
Available Reserve*	670	200	3 0	15	.39
Delay & L.O.S. Table 3*	1	300	2	20	.05
(A*1,B«2,C»3,D-4,E«5,F* <b)< th=""><th></th><th>400</th><th>1</th><th>25</th><th>.31</th></b)<>		400	1	25	.31
		10000	0	30	
LEFT TURN FROM B	222	Table	25	35	*69
Conflicting Flows*	333		2D E	46	. 09
Major road lanes(2 or 4)	20	80	55	45	.04
Major road spu(su or ss)	30	120	5.5	55	ere
Capacity from fig 2-	5	220	5.5	60	-
Demand<8 left)*	860	220	0	65	'T <u>'</u> S
	25	Table	2C	70	.39
Impedance factor fig 3*	2.906977	190	65	75	.33
Available reserve*	1	• 240	7.5	80	.*27
Delay & L. O.S. Table 3*	835	330	8	85	<u>r&gt;</u>
(A*IIB*2.C*3.D-4.E-5.F*6)	•	360	7	90	. 14
		440	9	95	.08
LEFT TURN FROM C		480	8	100	0
Conflicting Flows*	1414	660	9		
Major road lanes<2 or 4)	<del>``</del>	880	10		
Major road spd(30 or 55)	30				
Control (stop-4, Yld*3)	4				
Critical Gap Table 2 T=	7.5				
Capacity, from fig 2 <sup>s</sup>	SO				
Adjustment for Impedance*	80				
-No Shared Lane,Y*1,N*0	1				
Demand*	19				
Available Reserve*	61				
Delay $< 1.0.5$ . Table 3*	5				
(A»I,D=2.C"3,D=4,E=3,F=0)					

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Unsignalized "T" Int Cap C	alc	II	ntersection	13				
Location	Margaret King	g Ave.	?< B001L12 &	: 13	+ <b>1</b>			
Count Data:Fi	all developme	ent or	sites inclu	aea in	the	study		
Date	1993							
Day	_weeкday							
AM or PM Analysis?	AM			<b>a</b> -				
Hourly Demand Volumes:			Tabl	e 2A				
A Through	360		ISO	5				
A Right	129		240	б				
B Left	104		330	6				
B Through	1026		360	5				
C Left	36		440	7				
C Right	22		480	6				
			660	6				
RIGHT TURN FROM C			880	7			1.	
Conflicting Flows-	424.5							
Major road lanes (2 or 4)	2							
Major road spd (30 or 55)	30							
Control (stop=4, Yld=3)	4							
Critical Sap Table 2 T=	• 6							
Capacity from fig 2-	595							
Charad Lana as to L	5,55		Tabl	~ ~		F	~	2
Shared Lane-go to L.I.			Idbi	le s		F I	.gure	5
- <u></u>			-800	6		0		1
~No shared~7ane-Y=77N=0	1		0	5		5		.97
Demand(C right)=	22		100	4		10		.93
Available Reserve	573		200	3		15		.99
Delay .* L.d.S. Table 3=	1		300	2		20		.95
(A=1,B=2.C=3,D=4,E=5,F=6)			400	1		25		.81
			10000	0		30		- 77
LEFT IURN FROM B			- 17	0.7		4.0		• • -
Conflicting Flows-	489		Tabl	Le ZB		40		. 69
Major road lanes(2 or 4)	2		60	5		45		.04
Major road spd(30 <i>ar</i> 55)	30		110	5.5		50		. 6
Critical Gap Table 2 T=	5		120	5.5		55		.55
Capacity, from fig 2=	720		220	6		60		. 5
Demand(B left)-	104					65		.45
Capacity used (in '/.)=	14.44444		Tab.	le 2C		70		.39
Impedance factor, fig 3=	.93		180	6.5		75		.33
Available reserve-	616		240	7.5		30		.27
Delay 2< L.O.S. Table 3=	1		330	3		35		. 2
(A=I,B=2,C=3,D=4,E=5,F=6)			360	7		90		.14
			440	. 9		95		.08
LEFT TURN FROM C			480	8		100		0
Conflicting Flows-	1554.5		660	9				
Major road lanes(2 or 4)	2 .		880	10				
Major road spd(30 or 55)	30							
Control $(stop-4, Yld=3)$	4							
Critical Gap Table 2 T=	7.5							
Capacity from fig 2=	60							
Adjustment for Impedance-	58 6014							
Tajasemente Tor Impedance=	J0.0011							
No Charad Lana V-1 N-0								
-NO SHAREG Lane, I=1, N=0	1							
	30							
Available Keserve-	22.0U14							
Delay *< L.O.S. Table 3=	5							
(A=⊥,B=2,C=3,D=4.E=5,F=6)								

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Location Ma	argaret King A	ve. !< B601L12 & 1	3 Sit	е б
Count Data: Z	one developmer	nt of sites include	d in t	he study
Date	1993			
Day	Weekday			
AM or PM Analysis?	PM		<b>-</b> .	
Hourly Demand Volumes:		Table 2	2A	
A Through	865	180	3	
A Right	18	240	6	
B Left	15	330	0 F	
B Through	560	360	5	
C Left	41	440	6	
C Right	30	480	6	
		280	7	
RIGHT TURN FROM C	074	380	'	
Conflicting Flows"	874			
Major road lanes <2 or 4)	20			
Major road spd (30 or 55)	30			
Control <stop«4. td="" yid»3)<=""><td>4</td><td></td><td></td><td></td></stop«4.>	4			
Critical Gap Table 2 T=	220			
Capacity, from fig 2"	520	Table.	3	Fi au
Shared Lane-go to L.I.		-800	6	n rigu 0
	-	(i	5	5
No snared Tane-Y-IIN-O	1	100	4	10
Demand(C right)=	30	200	-;	15
Available Reserve	290	200	2	20
Delay K L.U.S. lable $3=$	<b>د</b> .	400	1	25
(A-I.B»2.C^3,D»4.E»5.F»6)		10000	0	30
		10000	•	35
Conflicting Flows-	883	Table	2B	40
Major mond lang(2 or 4)	003	50		45
Major road god(30 or 55)	30	110	s.5	50
Critical Cap Table 2 T-	50	120	5.5	55
Critical Gap Table 2 1=	460	220	6	60
Demand(P loft)»	15	220	0	65
Capacity used (in 1/) =	13 260870	Table	2C	70
Turnedance factor fig 2-	1	180	6.5	75
Augilable recerve"	445	240	7.5	20
Delay St L O S Table 3»	1	330	8	a0 35
$(\Delta - t B \approx 2 C \approx 3 D \approx 4 E \approx 3 E = 6 >$	1	360	7	90
(/(1,B*2,0*0,B*4.E*0.1 =0)		440	9	95
LETT~TURN~FROM~C		480	a	100
Conflicting Flower	1440	660	o Q	
Major mod lang(2 or 4)	7443	880	10	
Major road ranes(2 or 4)	20			
$\begin{array}{c} \text{Major road spa(30 or 55)} \\ \text{Control (stop-4 Vidw2)} \end{array}$	50			
Critical Cap Table 2 T-	75			
Capacity, from fig 2=	7.5			
Adjustment for Impedance* <sup>3</sup>	75			
-No Shared Lane.Y»1,N»0	1			
Demand <sup>9</sup>	41			
Available Reserve $^{8}$	34			
Delay it L.O.S. Table 3=	5			

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Location Ma	argaret King Aw	re. i< B601112 &	13 Sit	е б	
Count Data:F	ull developmen	t of sites inclu	ded in t	he study	
Date	1993				
Dav	Weekday				
AM~or~PM~Anarysrs?	PM				
Hourly Demand Volumes:		Tabl	e 2A		
A Through	886	180	5		
A Right	43	240	6		
B Left	33	330	6		
B Through	774	360	5		
C Left	176	440	7		
C Right	135	480	6		
<b>3</b> •	,	660	6	1997 - Alexandria Alexandria	
RIGHT TURN FROM C		880	7		
Conflicting Flows=	907.5				
Major road lanes (2 or 4)	2				
Major road spd (30 or 55)	30				
Control <stop=4, yld*3=""></stop=4,>	4				
Critical Gap Table 2 T=	б				
Capacity, from fig 2=	305			1997 - <u>19</u> 97 - 1997	
Shared Lane-go to L.T.		Tabl	.e 3	Figure	3
k seen we a samewaya		-800	6	0	
No shared 7ane-Y=1.N=0	1	0	5	ç	.9
Demand(C right)=	135	100	4	10	.9
Available Reserve*	170	200	3	15	.3
Delay ?< L.O.S. Table 3=	4	300	2	20	.8
(A=1.B=2,C=3,D=4,£=5,F=6)		400	1	25	.8
		10000	0	30	.7
LIFT TURN~FROM~B				35	.7
Conflicting Flows*	929	Tabl	.e 2B	40	.6
Major road lanes(2 or 4)	2	60	5	45	.6
Major road spd(30 or 55)	30	110	5.5	50	•
Critical Gap Table 2 T»	5	120	5.5	55	.5
Capacity, from fig 2=	440	220	6	60	•
Demand(B left)*	38			65	.4
Capacity used (in '/.)=	8.636364	Tab	Le 2C	70	.3
Impedance factor, fig 3=	.97	180	6.5	75	
Available reserve*	402	240	7.5	80	.2
Delay ?< L.O.S. Table 3=	. 1	330	8	85	•
(A=1,B=2,C=3,D=4,E=5,F=6)	•	360	7	90	. 1
		440	9	95	.0
LEFT "TURN~FR0M~C		480	8	100	
Conflicting Flows*	1719.5	660	9		
Major road lanes(2 or 4)	2	880	10		
Major road spd(30 or 55)	30				
Control (stop=4, Yld=3>	4				
Critical Gap Table 2 T*	7.5				
Capacity, from fig 2*	25				
Adjustment for Impedance*	24.75025				
	1				
-NO Snared Lane, Y=1, N=0					
Demand*	1 F1 250				
AVAILADIE Keserve*	-151.250				
Delay S< L.U.S. Table 3=	0				

CAPACITY ANALYSIS FOR MARGARET KING AVENUE & SITE 7 -INTERSECTION 19

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The "As Zoned" and "Full Development" scenar ios are quite is different as industrial development used in the former and mobile homes in the latter. In the 1993 A.M. peak hour the capacity analysis shows c Level of unsignal ized intersection service C for right turns from the site, D for left turns into the site, and E for left turns from the site for the "As Zoned" scenario, where 19 of the 51 vehicle capacity is used by left turns exiting the site. With the "Full Development" scenario the service would be E for the right turn exit, 3 for the Levels **of** entry movement, and E using 50 of the 54 vehicle left **turn** available capacity for the left turn exit.

1993 P.Af. peak hour the "As Zoned" scenario would the During a Level of service D for right turns exiting the site, A for have the site, and F for the left turn vehicles turning left into exiting the site with the capacity exceeded by 65 vehicles. With "Full Development" scenario the Levels of service would be D the for the right turn exit, B for the left turn entry, and E for the left turn exit with 20 of the 23 vehicle capacity used.

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Unsignalized "T" Int Cap Ca	alc	Intersection	19		
Location Ma	rgaret King Ave	. ?< B508L2 S1	te /	the stude	
Count Data: 2		of sites inclu	laea in	the study	
Date	I993				
Day M.or DM Applygig2	меекаау				
Marchi PM Analysis:	AM	Tob]	- <u>)</u>		
HOULLY Demand VOLUMES.	006	Tabi	E ZA		
A Inrough	906	150	5		
ARIGHT	182	240	6		
B Leit	202	330	6		
B 'I'hrough	315	360	5		
C Left	19	440	./		
C Right	44	480	6		
		660	6	1	
RIGHT TURN FROM C		380	7		
Conflicting Flows*	997				
Major road lanes <2 or 4)	2				
fajor road spd (30 or 55)	30				
Control (stop=4, Yld=3)	4				
Critical Gap Table 2 T=	6				
Capacity from fig 2=	275			· .	
Shared Lane-go to L T	215	Tab	le 3	Fiaure	3
		-800	6	0	_1
No chared Tane-V-1 N-0	1	000	5	5.	97
Domand(C right) =	 	100	5	10 .	93
Demand(C right)=	44	100 J	4	15 .	89
Available Reserve*	231	200	. 3	20 .	85
Delay $\ll$ L.Q.S. lable $3=$	3	300		25 .	81
(A=1,B=2.C^3,D=4,E=5,F=6)		400	Ţ	30 .	77
		10000	0	35 .	72
LEFT TURN FROM B				40 .	69
Conflicting Flows*	1088	Tab	le 2B	45 .	64
Major road lanes(2 or 4)	2	60	5	50	.6
Major road spd (30 or 55)	30	HO	5 « <sup>5</sup>	55 .	55
Critical Gap Table 2 T=	5	120	5.5	60	.5
Capacity, from fig 2=	360	220	6	65 .	. 45
Demand(B left)*	202			70 .	39
Capacity used $(in 7) =$	56.11111	Tah	le 20^	75	. 3
Impedance factor fig 3=	55	180	65	80	. 27
Available recerve*	158	240	75	85	
Delay Ze I. O C Table 2-	± 50	230	,	90	1
$(\lambda - 1 P - 2 C - 3 P - 4 P - 5 P - 6)$	Т	360	כ ד	95 .	0.0
(A-1.D-2.C-3,D-1,E-5,F=0)		300	/	100	. u c r
		440	9	TOO	U
LEFT~TURN~FROM~C		480	3		
Conflicting Flows*	1514	660	9		
Major road lanes(2 or 4)	2	880	10		
Major road spd(30 or 55)	30				
Control <stop=4, yld="3)&lt;/td"><td>4</td><td></td><td></td><td></td><td></td></stop=4,>	4				
Critical Gap Table 2 T=	7.5			•	
Capacity, from fig 2=	60				
Adjustment for Impedance*	51.009				
-No Shared Lane, Y=1.N=0	1				
Demand*	19				
Available Reserve*	32.009				
Delay !< L.D.S. Table 3=	5				
$(\Delta = 1 B = 2 C = 3 D = *4 E = 5 E = 6 > 100 E = 100 $					

6-19 H

Unsignalised <sup>H</sup> T <sup>M</sup> Int Cap	Calc	Intersection	19		
Location	Margaret King A	ve. < B508L2 S	ite 7		
Count Data;	Full developmen	t of sites incl	uded in t	he study	
Date _	1003				
Dav	Weekday				
AM~or" DM Analygig					
Hourly Doi Bond Volumog	-	Tab	1 - 21		
HOULTY DELBANG VOLUMES		190	Le ZA		
A Through	1 1021	100	5		
A Right	42	240	6.		
B Left	53	.3.3.0	6		
B Through	n 439	360	=;		
C Left	50	440	7		
C Right	t <b>2</b> 28	480	6		
5		660	6		
PTCHT TIDN FDOM	7	880	7		
Conflicting Eloug	3 1042				
Noter mod leng (2 on 4					
Major road lanes (2 or 4	) _				
Major road spd (30 or 55	) 30				
Control <stop»4. td="" yld»3<=""><td>) 4</td><td></td><td></td><td></td><td></td></stop»4.>	) 4				
Critical Gap Table 2 Ta	= 6				
Capacity, from fig 2:	= 260				
Shared Lane-go to L.T		Tab	le 💈	Fig	Jure 💈 👘
U U		-800	5	0	1
No shared lane-Y=LN=	<b>ō</b> 1	0	5	5	. 97
Domand(C right)	3 000	100	4	10	.93
	+ 440	200	-	15	.89
Available Reserve	- E	200	-	20	.35
Delay & L.O.S. Table 3	= 5	300	-	25	31
(A»1.B«2.C-3.D-4.E»5.F*6	)	400	<u>`</u>	20	. 31
	-	10000	0	30	• / /
LEFT TURN FROM	8			•-•5	• / 4
Conflicting Flows	- 1063	Tab	le 2B	40	.69
Major road lanes(2 or 4	) ~	60	5	45	.64
Major road sod(30 or 55	) 30	UO	5.5	50	.6
Critical Gao Table 2 T	= 5	120	5.5	55	.55
Capacity, from fig 2	- 375	220	5	60	.5
Demand(B left)	- 53			65	.45
Capacity used (in !/ )	- - 14.13zzz	Tak	ole 2C	70	.39
Turpedance factor fig 3		180	6.5	75	. 2^
Augilable records	+ 300	240	7.5	80	.27
Available reserve	· · · · · · · · · · · · · · · · · · ·	330	9	85	*2
Delay & L.O.S. Table 3	= -	260	Ĩ	0.5	14
<a=t.8«2.c-3,d»4.e«5.f»6< td=""><td></td><td>300</td><td>, </td><td>90</td><td>. 14</td></a=t.8«2.c-3,d»4.e«5.f»6<>		300	, 	90	. 14
	-	440	7	20	.08
LEFT TURN FROM		480	a	100	U
Conflicting Flows	* 1534	660	ç		
Major road lanes(2 or 4	) 2	880	10		
Major road spd(30 or 55	) 30				
Control (stop*4, Yld=3	) 4				
Critical Gap Table 2 I	* 7.5				
Capacity, from fig 2	= 55				
Adjustment for Impedance	* \$53.71795				
-No Shared Long V-1 N*	0 1				
	J <sup>3</sup> E0				
Demand					
Available Reserve	^ 3./1/95				
Delay !< L.O.S. Table 3	= 5				
(A=1.B*2.C*3,D»4.E=5,F=6	Ţ				
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6-198

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Unsignalised "T" Int Cap Ca	lc Margaret K	II ing Ave	ntersection	n 19 Site 7		
Count Data: 7	argaret K	ing Ave.	aitog ing	Juded in	the stu	dy
Data Data Zo		phiene or	sites inc	iludea III	the stu	uy
Dave	Weekday					
AM or DM Analysis?	_weenday DM					
Hourly Demand Volumes:	EM		Тэ	hle 2a		
A Through	556		180	5		
A Picht	46		240	5		
R Loft	50		330	6		
B Through	730		360	5		
C Left	144		440	7		
C Bight	236		480	6		
C Right	550		660	6		
RICHT TURN FROM C			880	7		
Conflicting Flows*	579		000	,		
Major road lanes (2 or 4)	272					× .
Major road and (20 or 55)	20					
$\begin{array}{c} \text{Major road spa} (30 \text{ or } 55) \\ \text{Control} (stop-4 \text{ Vld-3}) \end{array}$						
Control (Stop-4. 110-3)	4					
Critical Gap Table 2 I=	105					
Capacity, from fig Z=	405		m-	blo 2		Fiaure 3
			-800	adre 5	. (	) 1
No gharad lana_V*7 N=0				5	ſ	5.97
Demand(C right)*	336		100	4	10	.93
Available Pecerve*	149		200	3	1	5.89
Delay & LOS Table 3=	4		300	2	20	.85
A=1 B=2 C=3 D=4 F=5 F=6)	-		400	1	2!	581
(A=1:D=2,C=3,D=1,E=3,1=0)			1000	<u> </u>	30	0.77
Ι.ΕΕΤ ΤΙΡΝ~ΕΡΛΜ Β			10000	U	3	5 77
Conflicting Elougt	600				4	0.*69~
Maiow wood lawar(2 ow 4)	002			ADIE ZB	4	5.64
Major road $\operatorname{sod}(30 \text{ or } 55)$	30		110	55	5	0.6
Critical Gao Table 2 T-	5		120	5.5	5	5.55
Capacity from fig 2=	640		220	5.5	6	0.5
Demand(B left)=	50		220	0	6	5.45
Capacity used (in !/) =	7 8125		·	able 20	7	0.39
Impedance factor fig 3=	97		180	65	7	5.3
Available recerve*	590		240	75	8	0.27
Delay 24 L 0 9 Table 3*	1		230	,.5	8	5.
$(\Delta = 1 B = 2 C = 3 D = 4 E = 5 E = 6)$	-		360	7	9	0.14
(A=1., B=2., C=5, B=1., B=5, F=0)			440	9	9	5.08
LEFT TURN~FROM C			490	8	10	0 0
Conflicting Flows*	1368		660	9		
Major road lanes(2 or 4)	2		880	10		
Major road spd(30 or 55)	30		000	TO		
Control $(stop=4 Vld=3)$	4					
Critical Gap Table 2 T=	75					
Capacity from fig 2=	80					
Adjustment for Impedance*	79,2008					
inclusement for impedance	12.2000					
-No Shared Lane.Y=1.N*0	1					1.
Demand*	144					
Available Reserve*	-64.7992					
Delav ?< L.O.S. Table 3*	6					
(A=i,B=2,C=Z,D=4,E=5,F=6>						

G-19C

Unsignalized "T" Int Cap C	alc I	ntersection 1	?			
Location - <u></u> Count DataiFi	Maraaret Kino Ave.	sites include	1 in	the st	udv	
Date Count Datair	1993	51005 1001000		00 50	uuy	
Dav	Weekday	•				
AM or PM Analysis?	PM					
Hourly Demand Volumes:		Table	2A			
A Through	857	180	5			
A Right	92	240	6			
B Left	120	330	6			
B Through	909	360	5			
C Left	20	440	7			
C Right	112	480	6			
<b>j</b>		660	6			
RIGHT TURN FROM C		880	7			
Conflicting Flows-	903					
Major road lanes (2 or 4)	2					
Major road spd (30 or 55)	30					
Control <stop-4, th="" yld-3)<=""><th>4</th><th></th><th></th><th></th><th></th><th></th></stop-4,>	4					
Critical Gap Table 2 T»	6					
Capacity, from fig 2-	310					_
Shared Lane-go to L.T.		Table	3		Fi gure	3
		-800	6		0	1
No~shared"Tane-Y»T7N-0	1	0	5		5	.97
Demand(C right)«	112	100	4		10	.93
Available Reserve"	198	200	-		15	.89
Delay & L.O.S. Table 3=	4	300	2	2	20	.85
(A-1.B-2.C»3,D-4.E»5.F»6>		400	1	2	25	.31
		10000	0	3	30	.77
LiFT~TURN~FROM~i				-	35	.72
Conflicting Flows-	949	Table	2B	4	10	.69
Major road lanes(2 or 4)	2	60	5		45	.64
Major road spd(30 or 55)	30	110	5.5	1	50	.6
Critical Gao Table 2 T-	5	120	5.5		55	.55
Capacity, from fig 2=	430	220	6	(	50	.5
Demand(B left)-	120				65	.45
Caoacity used (in */.)»	27.90698	Table	2C		70	. 39
Impedance factor, fig 3⇒	.81	180	6.5		75	ٽٽ. 
Available reserve-	310	240	7.5		30	.27
Delay Si L.O.S. Table 3-	2	330	8		85	. 2
(A-1,B-2,C-3,D-4,E-5,F-6)		360	7		90	. 14
		440	Ģ Q	-	95	.08
LEFT TURN FROM C		480	8	1	00	0
Conflicting Flows-	1932	660	9			
Major road lanes(2 or 4)	2	880	10			
Major road spd(30 or 55)	30					
Control (stop-4, Yld=3)	4				•	
Critical Gap Table 2 T=	7.5					
Capacity, from fig 2=	25					
Adjustment for Impedance-	23.41825					
	_					
-No Shared Lane,Y=1,N«0	1 ·					
Demand=	20					
Available Reserve"	3.41825					
Delay «e L.O.S. Table 3=	5	-				
CA«1.B=»2.C=3,D»4,E=5,F=6)						

6-19D

CAPACITY ANALYSIS FOR SLOATSBURG ROAD & MARGARET KING AVENUE INTERSECTION 21

The first tests for this intersection were done with all approaches three lanes wide. During the 1993 A..M. peak hour the analysis shows a Level of service D at 83% saturation for the CMA "As Zoned" scenario and Level of service D at 87% saturation for Perusal of the CRITICAL LANE "Full Development" scenario. the BY MOVEMENT section on the attached sheets shows that the VOLUMES be gained would be by having two eastbound lanes to turn most to left instead of one. To accomplish this there must be two lanes plus widening for the turning movement in the northbound exit Ianes .

To accommodate the two ecstound left turn lanes the second CMA tests assumed SIOctsburg Road to be five lanes wide at the intersection. Then the CMA analysis for the 1993 A.M. peak hour indicates a Level of service A for both scenarios. During the P.M. peak hour the CMA shows a Level of service A at a saturat ion rate of 54% for the "As Zoned" scenario and a Level of service C at a a saturction rate of 70% for the "Full Development" scenario.

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SLOATSBU	JRG RD & MAR. KI	NG AVE DATE 1993 AN ***	M PEAK AS ZONED	
		LEVEL OF SERVICE SATURATION 83 CRITICAL N/S VOL CRITICAL E/U VOL CRITICAL SUM	D 609 824 1433	
LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	T 14.0 L 12.0	RT. 14.0	R 13.0 T 12.0	· · · · · · · · · · · · · · · · · · ·
	NODTUDOUND	TRAFFIC VOLUMES	EASTBOUND	WESTBOUND

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU	287 . 492	0 63	0 7 0 7	0 0
RIGHT	0	230	250	Q .

NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND	TRUCKS (%) 5 5 5 10	LOCAL BUSES	(#/HR) 0 0 0	PEAK HOUR FACTOR . 3 . 3 . 3 1
PHASING	N/S :4. E/W :1.	BOTH TURNS PR NEITHER TURN PR	U OTECTED (W OTECTED	ITH OVERLAP)

PEDESTRIAN ACTIVITY :1.CYCLE LENGTH:90 SECONDS 0-39 <#PEDS/HR)

#### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND S16 302	<b>SOUTHBOUND</b> 307 0	EASTBOUND 824 0	WESTBOUND 0 0
		LEFT TURN CHEC	СК	
INPUT VOLUME ADJUSTED VOL CAPACITY	NORTHBOUND 287 302 0	SOUTHBOUND 0 0 0	EASTBOUND 0 824	WESTBOUND 0 0 3
MOVEMENT	N/A	N/A	OK	OK

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SLOATSBURG	RD	4	MAR.	KING AVE	
				DATE 1993 AM PEAK AS ZONED	
				• * • • * • • • • * * * • • * • • * • *	
				LEVEL OF SERVICE A	
				SATURATION 52	
				CRITICAL N/S VOL 457	
				CRITICAL E/W VOL 433	
				CRITICAL SUM 390	
			* *	••+***•**	

				LANE	GEOMET	RY						
LANE	NORT MOV	HBOUND WIDTH	SC MC	OUTHB OV WI	OUND DTH		EAST MOV	BOUND WIDTH		WES MOV	STBO 7 WI	UND DTH
і 2 3 4	T T L	14.0 12.0 12.0	R T	T. 1 1 	L4.0 2.0 **•		R T T	13. 12. 12.	0 0 0	•••	•	• • • • •
5 6	• • • • • •	• • • • * * * *	•••	•			•••	•••	•	• • •	• •	· · · ·
	NORT	HBOUND	TI SC	RAFFI OUTHB	C VOLUM OUND	ES	EAST	BOUND		WES	бтво	UND
LEFT THRU RIGHT		287 492 0			0 S3 230			0 7 0 7 2 5 0				0 0 (21.
NORTHBO SOUTHBO EASTBO WESTBO	DUND DUND DUND DUND	TRUCKS (: 5 5 5 10	4 )	LOC	AL BUSE	S (‡ 0 0 0 0	‡/HR)		PEAK	HOUR .9 .3 .9 1	FAC	TOR

PHASINGN/S:4.BOTH TURNS PROTECTED (WITH OVERLAP)<br/>£/W:1.NEITHER TURN PROTECTED.PEDESTRIAN ACTIVITY:1.0 - 99 < #PEDS/HR>CYCLE LENGTH. 30 SECONDS

THRU -RIGHT LEFT	NORTHBOUND 271 302	SOUTHBOUND 155 0	EASTBOUND 433 0	WESTBOUND 0 0
		LEFT TURN CHEC	CK	
INPUT VOLUME ADJUSTED VOL CAPACITY -MOVEMENT	NORTHBOUND 287 302 0 N/A	SOUTHBOUND 0 0 N/A	EASTBOUND 0 433 OK	WESTBOUND 0 0 0 0 0

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SLOATS	BURG RD	& MAR.	KING AVE	DATE	1993	AM PEAK	AS ZONED		
		-							
		•	LEVE SATU CRIT CRIT CRIT	L OF S RATION ICAL N ICAL E ICAL S	SERVICE 75 75 75 VOL 2/W VOL SUM	C 457 824 1281	••••		
LANE	NORTI MOV	HBOUND WIDTH	SO MO	LANE ( UTHBOU V WIDI	GEOMETRY ND 'H	r Easte Mov V	BOUND NIDTH	WESTBO MOV W	)UND IDTH
<b>1</b> 2 <b>3</b> 4 5 <b>6</b>	T T L	14.0 12.0 12.0	R: T.	r.14 .12 	. 0 . 0  	R T  	13.0 12.0 	· · · · · · · · · ·	••••
	NORT	HBOUND	TR SO	AFFIC UTHBOU	VOLUMES ND	5 Easte	BOUND	WESTBO	OUND
LEFT THRU RIGHT		287 492 0		6 23	0 3 0		0 707 250		0 0 0
NORTHI SOUTHI EASTI WESTI	BOUND BOUND BOUND BOUND	TRUCKS	00 5 5 5 10	LOCAL	BUSES	(#/HR) 0 0 0 0	PEAK	HOUR FAC . 3 . 3 . 3 1	CTOR
PHASIN PEDESI CYCLE	NG IRIAN AC' LENGTH	N/S E/W TIVITY	<b>1: B</b> <b>1: NE</b> <b>1:</b> <b>90</b> SE	OTH TU THER T CONDS	IRNS PRO TURN PRO O - S	DTECTED DTECTED 99 <#PEI	(WITH DS/HR)	OVERLAP)	

THRU -RIGHT LEFT	NORTHBOUND £71 302	SOUTHBOUND 155 0	EASTBOUND 8£4 ≫3	WESTBOUND 0 20
		LEFT TURN CHEC	ïĸ	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 287 302 0 N/A	SOUTHBOUND 0 0 0 N/A	EASTBOUND 0 824 OK	WESTBOUND 0 0 0 OK

SLOATSBURG RD & MAR. KING AVE DATE 1393 AM PEAK FULL DEVELOPMENT

LEVEL OF SERVICE D SATURATION 37 CRITICAL N/S VOL 5S7 CRITICAL E/W VOL 904 CRITICAL SUM 1491 LANE GEOMETRY NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND MOV WIDTH MOV WIDTH LANE MOV WIDTH MOV WIDTH R.. 13.0 T.. 12.0 т.. 14.0 1 RT. 14.0 . . . . . . . Ξ L.. 12.0 ... .... . . . . . . . З . . . . . . . • • • . . . . . . . . . . . . . . . . . . . 4 . . . . . . . • • • .... . . . . . . . . . . . . . . 5 . 6 . TRAFFIC VOLUMES NORTHBOUND EASTBOUND SOUTHBOUND WESTBOUND LEFT 275 0 0 0 775 THRU 530 70 0 RIGHT 0 217 481 0 TRUCKS (%) LOCAL BUSES (#/HR) PEAK HOUR FACTOR <sub>m</sub> 9 NORTHBOUND 5 0 . 9 SOUTHBOUND 5 0 EASTBOUND 5 0 • 9 WESTBOUND 10 0 1 PHASINGN/S:4. BOTH TURNS PROTECTEDE/W:1. NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY:1.0-99(#PECYCLE LENGTH:30 SECONDS (WITH OVERLAP) 0 - 9.9 (#PEDS/HR)

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT	NORTHBOUND 556	SOUTHBOUND 300	EASTBOUND 904	WESTBOUND 0
LEFT	EB7	0	0	0
		LEFT TURN CHECH	ĸ	
TNPUT VOLUME	NORTHBOUND £75	SOUTHBOUND	EASTBOUND	WESTBOUND
ADJUSTED VOL	287	0	0	0
CAPACITY	0	0	304	0
MOVEMENT	N/A	N/A	OK	OK

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LANE	NORTH MOV W	IBOUND VIDTH	LAI SOUTI MOV	NE GEOMETH IBOUND WIDTH	EASTE MOV N	BOUND WIDTH	WESTB MOV W	OUND IDTH
1 2 3	T T L	14.0 12.0 12.0	RT. T	14.0 12.0	R T T	13.13 12.i3 12.0	• • • • • •	 
4 5 6	•••	•••• ••••	••• •••	* • • • • • • •	•••• •••	• • • •	· · · · · ·	  

	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	273	0	13	0
THRU	530	70	775	0
RIGHT	0	217	481	0

T NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND	RUCKS <*> 5 5 5 10	LOCAL BUSES	(#/HR> PEAM 0 0 0 0 0	K HOUR FACTOR .3 .9 .9 1
PHASING PEDESTRIAN ACTI CYCLE LENGTH	N/S :4. B E/W :1. NEI VITY : 1. : 91211 SE	OTH TURNS PRO THER TURN PRO 0 - 9 CONDS	TECTED (WITH IECTED 9 <ttpeds hr=""></ttpeds>	OVERLAP)

CRITICAL LANE VOLUMES BY MOVEMENT

THRU <b>-RIGHT</b> LEFT	NORTHBOUND 292 287	SOUTHBOUND 152 0	EASTBOUND . 474 0	WESTBOUND '3 0
		LEFT TURN CHEC	ľK	
INPUT VOLUME	NORTHBOUND	SOUTHBOUND	EASTBOUND 0	WESTBOUND 0
CAPACITY	287	S 0	474	13
MOVEMENT	N/A	N/A	OK	OK

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SLOATSBURG RD.& MAR. KING AVE

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				LAI	NE GEOM	ETRY					
LANE	NORTH rtcv N	HBOUND WIDTH		SOUTH MOV V	HBOUND WIDTH		EAST MOV	BOUND WIDTH	W	ESTBO OV W	OUND IDTH
1 3 4 5 6	T T L 	14.0 12.0 12.0		RT. T	14.0 12.0		R T T	13.0 12.0 12.0		• • •	· · · · · · · · · · · · · · · · · · ·
	NORTH	HBOUND		TRAFI SOUTH	FIC VOL	UMES	EAST	BOUND	W	ESTB	OUND
LEFT THRU RIGHT		235 223 0			0 429 561			0 269 589			0 0 0
NORTHBOU SOUTHBOU EASTBOU WESTBOU	JND JND JND JND	TRUCKS	(•/.) 5 5 5 10	LC	OCAL BU	SES ( 0 0 0 0	(#/HR)	PE	AK HOU: .9 .9 .9 .9 1	r fa	CTOR
PHASING PEDESTRI	IAN AC	N/S E/W TIVITY	:4. :1. : 1	BOTI NEITH	h TURNS ER TURN 0	PROT PROT - 99	TECTED TECTED 9 <#PI	(WIT EDS/HR)	TH OVER	LAP)	

CYCLE LENGTH : 90 SECONDS

THRU -RIGHT* LEFT	NORTHBOUND 122 233	SOUTHBOUND 530 0	EASTBOUND 164 0	WESTBOUND 0 0
		LEFT TURN CHEC	K	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 235 238 0 N/A	SOUTHBOUND 0 0 0 N/A	EASTBOUND 0 164 OK	WESTBOUND 0 0 0 0 0K

CAPACITY ANALYSIS **FOR** GREENWOOD LAKE TURNPIKE & SKYLANDS ROAD - .' INTERSECTION 22

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The A.M. **peak hour** will be the critical peak hour at this intersection. The first tests were done with all approaches having three lanes. Then the CALA analysis for the 1993 A.M. peak hour indicated **a** Level of service D at 84% saturation for the "As Zoned" scenario **and a** Level of service E at 94% saturation for the <sup>>r</sup>Full Development" scenario.

For the second **tests**. Greenwood Lake Turnpike v; as assumed to be five lanes wide. Then the CMA analysis for the 1993 A.M. peak hour shows a **Level of** service B at 57% saturation for the "As Zoned" scenario **and a** Level of service B at 63% saturation for the "Full Development" scenario.

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GREENWOOD LAKE TP &SKYLANDS RD DATE 1993 AM PEAK AS ZONED LEVEL OF SERVICE D SATURATION 84 CRITICAL N/S VOL 11(38 CRITICAL E/W VOL 335 CRITICAL SUM 1443

LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3 4 5 6	RT. 14.0	T. 14.13 L. 12.0	···· ··· ··· ··· ··· ···	R 13.0 T 1£.0
	NORTHBOUND	TRAFFIC VOLUMES SOUTHB <sub>OUND</sub>	EASTBOUND	WESTBOUND

LEFT	0	34	0	0
THRU	969	911	0	£96
RIGHT	87	0	0	7

	TRUCKS	(%)	LOCAL	BUSES	0*/HR)	PEAK	HOUR	FACTOR
NORTHBOUND		5			0		. 9	
SOUTHBOUND		5			0		. 9	
EASTBOUND		0			0		1	
WESTBOUND		2			0		• 9	

PHASINGN/S:4.BOTH TURNSPROTECTED(WITH OVERLAP)E/W:1.NEITHER TURNPROTECTEDPEDESTRIAN ACTIVITY:1.0 - 9.9 < #PEDS/HR)</td>CYCLE LENGTH:90 SECONDS

		LEFT TURN CHECK		
NOI INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT I	RTHBOUND 0 0 0 N/A	SOUTHBOUND 34 0 0 N/A	EASTEOUND 0 0 0 OK	WESTBOUND 0 335 OK

GREENWOOD	LAKE TP & SK	YLANDS ROAI	OF SERVICE TION 34 CAL N/S VOI CAL E/W VOI CAL SUM	AM PEAK <b>E</b> 1275 335 1610	FULL DEV	ELOPMENT	
LANE	NORTHBOUND MOV WIDTH	LA SOUI MOV	ANE GEOMETH THBOUND WIDTH	RY EOSTB MOV W	OUND IDTH	WESTBC MOV WI	UND DTH
1 2 3 4 5 6	RT. 1 <sup>^</sup> .0	T L 	14.13 12.(3 			R T 	13.0 12.0
	NORTHBOUND	TRAF SOUT	FIC VOLUME HBOUND	ES EASTB	OUND	WESTBO	UND
LEFT THRU RIGHT	0 996 87		34 1215 3		ଏ ଏ ଅ		0 7
NORTHBO SOUTHBO EASTBO WESTBO	TRUCK. DUND DUND DUND DUND	S (*> L 5 5 <b>2</b> 2	OCAL BUSES	<*/HR> 0 0 0 0 0 0 0	PEAK	HOUR FAC .3 .9 1 .3	TOR
PHASING PEDESTI CYCLE	G N/S E/W RIAN ACTIVITY LENGTH	:4. BOT :1. NEITH : 1. : 90 SECO	TH TURNS PR HER TURN PR 0 - ONDS	ROTECTED ROTECTED 99 (#PED	<with DS/HR)</with 	OVERLAP)	

THRU -RIGHT LEFT	NORTHBOUNDSOUTHBOUND-RIGHT11361275EFT00		EASTBOUND a a	WESTBOUND • -iiiis 3
		LEFT TURN CHECK	c i i i i i i i i i i i i i i i i i i i	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 N/A	SOUTHBOUND 34 0 N/A	EASTBOUND 3 3 3 0 0 0K	WESTBOUND 3 335 OK
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GREENWOOD LAKE TP &SKYLANDS RD

DATE 1993 AM PEAK AS ZONED

	0110		2	
SATURATI	ON	57		
CRITICAL	N/S	VOL	639	
CRITICAL	E/W	VOL	335	
CRITICAL	SUM	. •	974	

				LAI	NE GEOM	ETRY					·
LANE	NORI MOV	'HBOUND WIDTH		SOUTI MOV N	HBOUND WIDTH		EAST MOV	BOUND WIDTH	WES' MOV	rbou WID	ND TH
1 2 3 4 5 6	RT. T • •	13.0 12.0		T T L	13.0 12.0 12.0		· · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	R. T.	- . 1:	13.0 2. <b>O</b>
	NORI	HBOUND		TRAFI SOUTI	FIC VOL HBOUND	UMES	EAST	BOUND	WES	TBOU	ND
LEFT THRU RIGHT		0 969 87			34 911 0			0 0 0		29	0 6 7
NORTHROI		TRUCKS	<%>	L	OCAL BU	SES (	#/HR)	PEA	K HOUR	FACT	OR

NORTHBOUND	5	0	. 9
SOUTHBOUND	5	0	.9
EASTBOUND	0	0	1
WESTBOUND	2	0	. 9

PHASINGN/S:4.BOTH TURNS PROTECTED (WITH OVERLAP)E/W:1.NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY:1.0-99 (#PEDS/HR)CYCLE LENGTH:90 SECONDS

THRU -RIGHT LEFT	NORTHBOUND 639 0	SOUTHBOUND 557 0	EASTBOUND 0 0	WESTBOUND 335 0
		LEFT TURN CHE	CK	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 N/A	SOUTHBOUND 34 0 0 N/A	EASTBOUND 0 0 OK	WESTBOUND 0 335 OK
		•	- -	6-21 C

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GREENWOOD LAKE TP & SKYLANDS ROAD

DATE 1993 AM PEAK FULL DEVELOPMENT

		» « » «	» « » « « » » LEVEL ( SATURA CRITICA CRITICA CRITICA	A SUM SUNCESS SERVICES OF SERVICES (SERVICES) AL N/S VCESS (SERVICES) AL E/W VCESS (SERVICES) AL SUM (SERVICES) AL SUM (SERVICES)	» » » • » • » » » » 2 0L 744 0L 335 1079	» » » •• » •• * •	· · · ·	
LANE	NORTHBO MOV WII	DUND DTH	LA SOUT MOV	NE GEOMET HBOUND WIDTH	'RY EASTI MOV N	BOUND WIDTH	WESTBC MOV WI	)UND IDTH
1 2 3 <b>4</b> 5 6	RT. T	13.0	T T L  TRAF1	13.8 12.0 12.0  FIC VOLUM	   	· · · · · · · · · · · · ·	R T  	13.0 12.13
LEFT THRU RIGHT	NORTHBO	0UND 0 996 87	SOUTI	HBOUND 34 1215 a	EASTI	a a a	WESTBO £3	UND a 36 7
NORTHBOU SOUTHBOU EASTBOU WESTBOU	TF JND JND <b>JND JND</b>	RUCKS <% S 5 0 2	) L(	OCAL BUSE	S (#/HR) a a a a a	PEAK	HOUR FAC .3 .3 1 .9	TOR
PHASING PEDESTR: CYCLE LI	n E IAN ACTIV ENGTH	N/S :4. S/W j1. MITY si. : 9	BOTI NEITHI 90 SECOI	H TURNS P ER TURN P a - NDS	PROTECTED PROTECTED 39 <#PEI	(WITH DS/HR>	OVERLAP)	
THRU -RIGHT LEFT	NORTHBC 655	CRITI DUND 5	CAL LAN SOUTH	ne volume HBOUND 7 <b>44</b> a	S BY MOVI EASTE	EMENT BOUND a a	WESTBO 3	UND 35 20

INPUT VOLUME ADJUSTED VOL CAPACITY	NORTHBOUND 0 0 0	SOUTHBOUND 34 a a	EASTBOUND a a a	WESTBOUND a 0 335
MOVEMENT	N/A	N/A	OK	OK

а LEFT TURN CHECK

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SLOATSBURG RD & MAR. KING AVE

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DATE 1993 PM PEAK FULL DEVELOPMENT

LEVEL OF SERVICE C SATURATION 70 CRITICAL N/S VOL 1021 CRITICAL E/W VOL 183 CRITICAL SUM 1204

NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
T       14.0         T       12.0         L       12.0	RT. 14.0 T. 12.0	R 13.0 T 12.0 T 12.0	· · · · · · · · · · · · · · · · · · ·
NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
390 238 0	0 462 646	0 300 636	0 0 0
	NORTHBOUND MOV WIDTH T. 14.0 T. 12.0 L. 12.0  NORTHBOUND 390 238 0	LANE GEOMETRY SOUTHBOUND MOV WIDTHLANE GEOMETRY SOUTHBOUND MOV WIDTHT. 14.0 T. 12.0 L. 12.0 T. 12.0 L. 12.0 T. 12.0 	LANE GEOMETRY SOUTHBOUND MOV WIDTHEASTBOUND MOV WIDTHT.14.0RT. 14.0R. 13.0T.12.0T. 12.0T. 12.0L.12.0T. 12.0T. 12.0WORTHBOUNDT. 12.0T. 12.0T.12.0T. 12.0T.12.0T. 12.0MORTHBOUNDTRAFFIC VOLUMES SOUTHBOUNDEASTBOUND390002384623000646636

	TRUCKS (%)	LOCAL	BUSES (#/HR)	PEAK HOUR	FACTOR
NORTHBOUND	5		0	. 3	
SOUTHBOUND	5		0	.9	
EASTBOUND	5		0	.9	
WESTBOUND	10		0	1	

PHASINGN/S:4.BOTH TURNS PROTECTED(WITH OVERLAP)E/W:1.NEITHER TURN PROTECTEDPEDESTRIAN ACTIVITY:1.0-99 <#PEDS/HR)</td>CYCLE LENGTH:90 SECONDS

FHRU -RIGHT LEFT	NORTHBOUND 131 428	SOUTHBOUND 593 0	EASTBOUND 183 0	WESTBOUND 0 0
		LEFT TURN CHEC	CK	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 390 428 0 N/A	SOUTHBOUND 0 0 0 N/A	EASTBOUND 0 183 OK	WESTBOUND 0 0 0 OK
	· -			6-20 G

CAPACITY ANALYSIS FOR GREENWOOD LAKE TURNPIKE & SLOATSBURG ROAD -INTERSECTION 23

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The P.M. peak hour will be the critical peak hour at this intersection. The first tests were with Greenwood Lake Turnpike four lanes wide and Sloatsburg Road three lanes wide. With this geometry the GVfA analysis for the 1993 P.M. peak hour indicated a Level of service C at 74% saturation for the "As Zoned" scenario and a Level of service D at 86% saturation for the "Full Development" scenario.

For the second tests Greenwood Lake Turnpike was widened to five lanes. Then the CMA indicated a Level of service B at 64% saturat ion for the "As Zoned" scenario and a Level of service C at a saturation of 73% for the "Full Development" scenario.

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GREENWOOD LAKE TP & SLOATSBURG RD DATE 1993 PM PEAK FULL DEVELOPMENT .....LEVEL OF SERVICE D SATURATION 36 CRITICAL N/S VOL 590 CRITICAL E/W VOL 9S5 CRITICAL SUM 1555

		LANE GEOMETR	Y		
LANE	NORTHBOUND MOV WIDTH	SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBO MOV WI	JUND IDTH
1 2	···· ····	RT. 13.0 T 12.0	T 14.0 L 12.0	RT. T	14.0 12.0
E	•••	•••		•••	••••
4 5	••••	··· · · · · · ·	· · · · · · · · · · · · · · · · · · ·		· · · ·
6	••• ••••	••••	••••	•••	
			0		

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	0	0	. 7	0
THRU	0	960	592	1174
RIGHT	0	5	0	637

	TRUCK	S (.jv)	LO	CAL BUSE	S <#/HR	>	PEAK HOUR	FACTOR
NORTHBOUND		0			0		1	
SOUTHBOUND		5			0		. 9	
EASTBOUND		5			0		. 9	
WESTBOUND		5			0		. 9	
PHASING	N/S	:1.	NEITHE	R TURN P	ROTECTE	D	•	

PHASINGN/S:1.NEITHERTURNPROTECTEDE/W:1.NEITHERTURNPROTECTEDPEDESTRIAN ACTIVITY:1.0 - 99 <#PEDS/HR)</td>CYCLELENGTH:90SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT	NORTHBOUND 0 0	SOUTHBOUND 590	EASTBOUND 621	WESTBOUND 965
	Ũ		0	0
		LEFT TURN CHEC	СК	
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	0	0	7	0
ADJUSTED VOL	0	0	0	0
CAPACITY	0	590	0	344
MOVEMENT	OK	OK	OK	OK

r t GREENWOOD LAKE TP & SLOATSBURG RD DATE 1393 PM PEAK AS ZONED LEVEL OF SERVICE C SATURATION 74 CRITICAL N/S VOL 541 CRITICAL E/U VOL 783 CRITICAL SUM 1354

LANE	NORI MOV	HBOUND WIDTH		LA SOUT MOV	ANE ( THBOU WID1	JEOMETR JND 'H	Y EASI MOV	TBOUND WIDTH		WE MO	STBC V W	)UND IDTH
1 2 3 4 5 6	•••• ••• ••• •••	•••• •••• ••••		RT. T	1 • • • •	3.0 12.0 ••• •••	T 1	14.i3 1,2.0	3 D	R T.	Τ.	14.0 1 2 - Z
	NORI	HBOUND		TRAE SOUI	FIC THBOU	VOLUME: ND	S EASI	BOUND		WE:	STBO	UND
LEFT THRU RIGHT		0 0 0			86	0 50 5		7 554 0			10 4	0 106 137
NORTHBOU	JND	TRUCKS	<b>(X)</b> 0	I	LOCAL	BUSES	<#/HR> 0	F	PEAK	HOUR 1	FAC	TOR

SOUTHBOUND		5			0	. 3	
EASTBOUND		5			0	. 3	
WESTBOUND		5			0	. 3	
PHASING	N/S	:1.	NEITHER	TURN	PROTECTED		
	E/W	:1.	NEITHER	TURN	PROTECTED		
	3 CONTRACTOR			~			

PEDESTRIAN ACTIVITY :1.0-99 (#PEDS/HR)CYCLE LENGTH:90 SECONDS

<b>THRU -RIGHT</b> LEFT	NORTHBOUND 0 0	<b>SOUTHBOUND</b> 541 0	<b>EASTBOUND</b> 581 0	<b>WESTBOUND</b> 783 0
		LEFT TURN CHEC	ĸ	
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 0 OK	SOUTHBOUND 0 541 OK	EASTBOUND 7 0 0 OK	<b>WESTBOUND</b> 0 £0£ <b>OK</b>

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LANE	NORTHBOUND MOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1 2 3	···· ···· ··· ···	RT. 13.0 T 12.0	T 14.0 L 12.0	R 13.0 T 12.0 T 12.0
4 5 S	•••• •••• ••• ••••	···· ···· ··· ····	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·

	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	0	0	7	0
THRU	0	360	532	1174
RIGHT	0	5	0	607

	TRUCKS	C/.)	LOCAL	BUSES	(#/HR)	PEAK	HOUR	FACTOR
NORTHBOUND		0			0		1	
SOUTHBOUND		5			0		. 3	
EASTBOUND		5			0		. 3	
WESTBOUND		5			0		. 3	

PHASINGN/S:1.NEITHERTURNPROTECTEDE/W:1.NEITHERTURNPROTECTEDPEDESTRIAN ACTIVITY:1.0-33 (#PEDS/HR)CYCLELENGTH:90 SECONDS

#### CRITICAL LANE VOLUMES BY MOVEMENT

THRU -RIGHT LEFT	NORTHBOUND 0 .0	SOUTHBOUND 530 0	EASTBOUND 621 0	WESTBOUND 713 0
		LEFT TURN CHECK		
INPUT VOLUME ADJUSTED VOL CAPACITY MOVEMENT	NORTHBOUND 0 0 0 OK	SOUTHBOUND 0 530 OK	EASTBOUND 7 0 0 0 OK	WESTBOUND 0 3 a OK

LANE	NORTHBOUND WOV WIDTH	LANE GEOMETRY SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
<b>1</b> 2 3 4 5 6	· · · · · · · · · · · · · · · · · · ·	RT. 13.0 T. 12.0	T       14.0         1       12.0	R       13.0         T       12.0         T       12.0
	NORTHBOUND	TRAFFIC VOLUMES SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT THRU RIGHT	0 0 0	0 880 5	7 :554 <sup>13</sup>	0 11306 437

	TRUCKS	(*)	LOCA	L BUS	<b>ES</b> (#/HR)	PEAK HOUR	FACTOR
NORTHBOUND		0			13	1	
SOUTHBOUND		5			0	.3	
EASTBOUND		5			0	. 3	
WESTBOUND		5			0	. 3	
PHASING	N/S	:1.	NEITHER	TURN	PROTECTED		
PEDESTRIAN	E/W ACTIVITY	:1. : 1	NEITHER	turn 0	PROTECTED - 9 9 (#PEDS	S/HR>	

CYCLE LENGTH : 90 SECONDS

THRU -RIGHT LEFT	NORTHBOUND 0 0	SOUTHBOUND 541 0	EASTBOUND 381 0	WESTBOUND 616 0
		LEFT TURN CHECK	ζ	
INPUT VOLUME ADJUSTED VOL CAPACITY	NORTHBOUND 0 0 0	SOUTHBOUND 0 0 541	EASTBOUND 7 0 0	WESTBOUND 3 0 35
MOVEMENT	OK	OK	OK	QK

# INTERSECTION\_RECOMMENDATIONS

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The inter sect ion recommendations are based on the Intersection Capacity Analysis. It should be noted that both nine sites scenar ios consider only in Ring-wood with а the existing background traffic at conservat ive expans ion of 3% per year for ten years to 1993. The traffic increase from other development in Ringwood and the ne ighbor ing areas may well give a background traffic growth in excess of 3% per year. Therefore, recommended improvements should be considered the minimum the that should be made for each scenario.

Traffic signals are not practical at many locations. When placed at intersections too close together progress ion problems may be created resulting in a Level of service F. When traffic very close together multiphasing for the purpose of signals are "through traffic" out of clearing the area between the inter sect ions is often needed, causing a reduction in capacity. several intersections along Skyline Drive between There are Cheshire Lane and Fieldston Drive that have not been included in These intersecting streets are residential feeder the tableau. streets. The traffic using them will experience similar difficulties traffic using Cheshire Lane and Countryside in to entering and exiting Skyline Drive. The same recommendations the Cheshire Lane and Countryside intersections would given for apply to these other intersections along Skyline Drive.

Intersection 1 - Skyline Drive and Countryside

<u>As Zoned Scenario</u>

Widen Skyline Drive to five lanes with the middle lane for left turns.

<u>Full Development Scenario</u>

Widen Skyline Drive to five lanes with the middle lane 16 to 20 feet wide.

Paint channelization in the middle lane for left turns into ana left turns out of Countryside. With this arrangement, the traffic turning left from Countrys ide would only have to contend with one direction of Skyline Drive traffic at a time. Intersection 2 - Skyline Drive and Conkl intown Road As.\_Zoned\_\_5cgfl.gr iff. Widen Conkl intown Road to four lanes\* Widen Skyline Drive to five lanes accepting a Level of service D at 80% saturation or widen further to six lanes yielding a Level of service B at 59% saturation. Install a traffic control signal. Eul I Development Scenario Widen Conkl intown Road to four lanes. Widen Skyline Drive to six lanes. Install a traffic control signal. Intersection 3 - Skyline Drive and Cheshire Lane As Zoned Scenario Widen Skyline Drive to five lanes with the middle lane for left turns. Do not install a traffic control signal. FullDevelOpment«"S<;e,nqFiQ Widen Skyline Drive to five lanes with the middle lane 16 to 20 feet wide. Paint channel ization reserving the middle lane for left turns into and out of Cheshire Lane. Intersection 4 - Skyline Drive and Fieldstone Drive As Zoned Scenario Widen Skyline Drive to five lanes. Widen Fieldstone Drive to five lanes. Install a traffic control signal. Full\_Development\_Scenario Widen Skyline Drive to six\*lanes. Widen Fieldstone Drive to five lanes. Install a traffic control signal. Intersection-5 - Skyline Drive and the Site 2 Driveway As <u>Zoned</u> <u>Scenario</u> Widen Skyline Drive to five or six lanes. Improve the horizontal alignment of Skyline Drive. Provide two lanes for left turn exits and one lane for r ight turn exits. Install a traffic control signal.

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Eull Development Scenario

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\*s~ \$ Widen Skyline Drive to six lanes,

Improve the horizontal and vertical alignment of Sky I ine Dr ive,

site roadways in close proximity to each Provide two other so that left turns entering the site and left exiting the site do so on the same signal turns can without interfering with phase each other on Skyline Drive.

Install a traffic control signal.

Intersection 6 - Skyline Drive and Knollwood Drive

<u>Either Scenario</u>

Widen Skyline Drive to five lanes.

Provide three lanes in KnolIwood Drive.

Install a traffic control signal.

Intersection 7 - Skyline Drive and Erskine Road

As Zoned Scenario

Widen Skyline Drive to five lanes.

Provide two lanes for Erskine Road traffic to turn left into Skyline Drive.

Provide channelization to separate the Erskine Road right turns into Skyline Drive from the signalized part of the intersection.

Install a traffic control signal.

<u>Eull\_Development\_Scenario</u>

Widen Skyline Drive to six lanes.

As above, provide two lanes for southbound Erskine Road traffic to turn left into Skyline Drive,

Provide channelization to separate the right turns out of the inter sect ion proper.

Install a traffic control signal.

Intersection 8 - Greenwood Lake Turnpike and Skyline Drive As Zoned Scenario

Widen Greenwood Lake Turnpike to six lanes. Provide dual left turn lanes for Skyline Drive traffic

to turn left onto Greenwood Lake Turnpike. Provide а separate **lane on** Skyline Drive for right turns to Greenwood Lake Turnpike and an acceleration lane in Greenwood Lake Turnpike so that the right turn is not included in the **intersection** control. This acceleration lane is in addition to the six lanes stated above.

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Install a traffic control signal.

Eull Development Scenario

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Same as the "As Zoned" scenario accept ing a Level of service D at a saturat ion rate of 80% because further widening would be impractical.

Intersection 9 - Greenwood Lake Turnpike and West Brook Road <u>Both\_Scenarios</u> Widen Greenwood Lake Turnpike to three or four lanes.

Widen Ylest Brook Road to three lanes. Install a traffic control signal.

Intersection 14 - Greenwood Lake Turnpike and Stonetown Road Both\_Scenarios

Widen Greenwood Lake Turnpike to four lanes. Widen Stonetown Road to three lanes. Install a traffic control signal.

Intersection 15 - Greenwood Lake Turnpike and Margaret King Avenue

# <u>As Zoned Scenario</u>

Widen Greenwood **Lake** Turnpike to four lanes. Provide separate lanes for the westbound left and right turns from **Margaret** King Avenue. Install a traffic control signal.

# Full Development Scenario

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Widen Greenwood. Lake Turnpike to five lanes.

Provide separate lanes for the westbound left and right from Margaret King Avenue. turns

Install a traffic control signal.

Intersections 16 6c 17 - Margaret King Avenue and Sterling Forest Tract

<u>Both\_Scenarios</u> Margaret King Avenue to Widen five lanes with the middle lane 16 to 20 feet wide. Paint channelization middle lane reserving in the it into and left turns out of the for left turns site. Provide two or more access points to the site. Do not install a traffic control signal.

Inter sect ion 18 - Margaret King Avenue and Site 6 As Zoned Scenario Widen Margaret King AVenue to five lanes. install a traffic control Do not signal. Eull Development Scenario Widen Margaret King Avenue to five lanes with the middle lane 16 to 20 feet wide. Paint channelization in the middle lane reserving for left turns into and left turns out of the site.

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Do not install a traffic control signal. Intersection 19 - Margaret King Avenue and Site 7 Both Scenarios Widen Margaret King Avenue to five lanes with the middle lane 16 to 20 feet wide. Paint channel ization in the middle lane reserving it for left turns into and left turns out of the site. Do not install a traffic control signal. Intersection 21 - Sloatsburg Road and Margaret King Avenue Both Scenarios Widen Sloatsburg Road to five lanes Widen Margaret King Avenue to five lanes with two eastbound lanes for left turns and one eastbound Icne for right turns. Install a traffic control signal. Intersection 22 - Greenwood Lake Turnpike and Skylands Road Both Scenarios Widen Greenwood Lake Turnpike to five lanes. Install a traffic control signal. Intersection 23 - Greenwood Lake Turnpike and Sloatsburg Road As. <u>Zoned. Scenario</u> Widen Greenwood Lake Turnpike to four Ianes. Install a traffic control signal. Eull Development Scenario Widen Greenwood Lake Turnpike to five lanes.

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Install a traffic control signal.

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# ROADWAY\_RECOMMENDATIONS

These recommendations are to cover roadway sections between the major intersections. At the major intersections the Intersection Recommendat ions would apply.

#### SKYLINE DRIVE

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# <u>As Zoned Scenario</u>

Skyline Drive should be widened to five lanes from Greenwood Lake Turnpike to south of Intersection 1 at Countryside (Site 1) near the water tower. From Countryside (Site 1) south Skyline Drive should be four lanes wide.

<u>Eull Development Scenario</u>

Skyline Drive should be widened to five lanes with the middle lane 16 to 20 feet wide from Greenwood Lake Turnpike to south of Countryside (Site 1), and four lanes from this point southerly.

# Greenwood Lake Turnpike

# Both\_Scenarios

Widen Greenwood Lake Turnpike to four lanes from the southern Borough line to Skyline Drive, then five lanes to Sloatsburg Road, then four lanes to the New York border.

# Sloatsburg Road

Both\_Scenarios

Widen Sloatsburg Road to four lanes for its entire Iength.

# Margaret King Avenue

As Zoned Scenario

Widen Margaret King Avenue to five lanes from Greenwood Lake Turnpike to Peters Mine Road, and then four lanes to Sloatsburg Road,

Eull Development Scenario

Widen Margaret King Road to five lanes with the middle 16 to 20 feet wide from Greenwood Lake Turnpike to lane Peters Mine Road, and then four lanes to Sloatsburg Road,

# West Brook Road and Stonetown Road

Both Scenarios

Improve these roadways to two lane roadways with cross sections conforming to the AASHTO Policy on Design of Urban Highways.

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I certify that the above is a true representation of my findings.

John E. Christ, P.f.

John E. Christ, P.f. New Jersey License 13883

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### RESUME OF JOHN S. CHRIST, P.E.

JUNE 1980

?0 Orton Road

West Caldwell, New Jersey 07006

201-226-3609

# ^PROFESSIONAL ENGINEER

Licensed in the State of New Jersey, Certificate #13883

Bachelor of Science in Civil Engineering, Rutgers University, June 1953-Certificate in Traffic Engineering, Yale University Bureau of Highway Traffic, 1959 (academic year full time graduate school)

## EXPERIENCE

Senior Engineer-Traffic, New Jersey Division of Motor Vehicles, Bureau of Engineering and Planning, June 1959 to April 1963\* Design of traffic control devices such as traffic signals, speed zone signs, "through streets" channelizations, intersection geometries, regulatory and warning signs, review of traffic data including volume counts and accident reports.

Principal Engineer-Traffic, Essex County (N.J.) Highways and Bridges Department, April 1963 to December 1965.

Traffic Engineer, Essex County Engineering Division, formerly the Highways and Bridges Dept., December 1965 to present: Determines the need for and the design of traffic control devices such as traffic signal3, inter section and roadway geometries, channelizations, regulatory, warning and guide signs, review of accident data, traffic counts, site plans, subdivisions, TOPICS analysis, describes aspects of traffic to the public, gives expert testimony concerning the County roadway system. VJorks with other engineers in department on various roadway projects. Responsible to the County Engineer.

Former teacher at Rutgers University, University Extension Division, New Brunswick, N.J., 1968 through 1977:

Traffic Regulations: 3 years, k sessions/yr., 2 hours per session Traffic Signals: 5 years, 13 sessions/yr., 3 hours per session Intersection Geometries: 1. year, 2 sessions/yr. 3 hours per session Traffic Signs and Markings: 2 years, 10 sessions/yr, 3 hours per sessi( Lecturer at various traffic seminars given by Rutgers University, Newark College of Engineering, A.A.A., New Jersey State Safety Council and Substitute Lecturer at he Bergen County Policé Academy.

Consulting As a Professional Engineer, April 1965 to present: Design of driveways and parking facilities for businesses, design of traffic contro! signals and one-way roadway report for municipalities, expert testimony before planning boards, variance boards, A.B.C. hearings, magistrates courts, Superior Court, Chancery Division and Law Division of Superior-Court, Traffic Court.

# <u>ACTIVITIES"</u>

Member of the Institute of Transportation Engineers, currently Immediate Past President of the N.Y. and N.J. Metropolitan Section (also past Treasurer, Secretary, and Vice President.

- Supporting Member of the Transportation Research Board, National Academy of Sciences.
- Past member of committees to review the State Laws on Traffic and the <u>Manual on Uniform Traffic Control Devices</u> for Streets and Highways
- Listed in the 1980 edition of <u>Who's Who</u> in <u>Engineering</u>, published by the American Association of Engineering Socities.




#### APPENDIX A

1983 BACKGROUND TRAFFIC	
A.M. EXISTING TRAFFIC VOLUMES	A- 1
P.M. EXISTING TRAFFIC VOLUMES	A- 2
A.M. 1993 TRAFFIC VOLUMES	A- 3
P.M. 1993 TRAFFIC VOLUMES	A- 4

### 1993 BACKGROUND TRAFFIC AND SITE TRAFFIC

~	A.M.	RESULTING	TRAFFIC	VOLUMES	WITH	STUDY	SITES	DEVELOPED	AS	ZONED	<b>A-</b>	5
C								• •		A	, <del>- (</del>	6
^	P.M.	RESULTING	TRAFFIC	VOLUMES	WITH	STUDY	SITES	DEVELOPED	AS	ZONED		
	A.M.	RESULTING	TRAFFIC	VOLUMES	WITH	STUDY	SITES	DEVELOPED			A-	7
		AS PROPOSI	ED BY OTH	HERS								
	P.M.	RESULTING	TRAFFIC	VOLUMES	WITH	STUDY	SITES	DEVELOPED			A-	8
		AS PROPOSI	ED BY OTI	HERS								

#### 1983 BACKGROUND TRAFFIC AND SITS TRAFFIC

A.M. EXISTING TRAFFIC VOLUMES WITH STUDY SITES DEVELOPED AS ZONED A- 9
P.M. EXISTING TRAFFIC VOLUMES WITH STUDY SITES DEVELOPED AS ZONED A-10
A.M. EXISTING TRAFFIC VOLUMES WITH STUDY SITES DEVELOPED A-H
AS PROPOSED BY OTHERS

P.M. EXISTING TRAFFIC VOLUMES WITH STUDY SITES DEVELOPED A-12 AS PROPOSED BY OTHERS



### 1983 BACKGROUND TRAFFIC

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A.M. PEAK HOUR EXISTING TRAFFIC VOLUMES

#### EXISTING INTERSECTION TRAFFIC

A.M. PEAK HOUR







### EXISTING INTERSECTION TRAFFIC A.M. PEAK HOUR

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### 1983 BACKGROUND TRAFFIC

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A/M. PEAK HOUR 1993 TRAFFIC VOLUMES

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### 1983 BACKGROUND TRAFFIC

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### P.M. PEAK HOUR 1993 TRAFFIC VOLUMES

## EXISTING INTERSECTION TRAFFIC EXPANDED AT 3%/YR FOR 10 YEARS P.M. PEAK HOUR

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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3f\*/yr for 10 years p.m. peak hour

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#### 1993 BACKGROUND TRAFFIC AND SITE TRAFFIC

A.M. RESULTING TRAFFIC VOLUMES WITH STUDY SITES DEVELOPED AS ZONED

EXISTING INTERSECTION TRAFFIC EXPANDED AT 3<sup>^</sup>/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

A.M. PEAK HOUR







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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED A.M. PEAK HOUR







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# EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED..

A.M. PEAK HOUR







EXISTING INTERSECTION TRAFFIC EXPANDED AT 3<sup>^</sup>/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

A.M. PEAK HOUR







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# **EXISTING INTERSECTION TRAFFIC EXPANDED** AT *Jfo/YR* FOR 10 YEARS ' **PLUS TRAFFIC FROM STUDY SITES** DEVELOPED AS ZONED

A.M. PEAK HOUR







#### EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

A.M. PEAK HOUR





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# EXISTING INTERSECTION TRAFFIC EXPANDED AT 3%/YR FOR 10 YEARS ' PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

A.M. PEAK HOUR







## EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED A.M. PEAK HOUR

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#### 1QQ3 BACKGROUND TRAFFIC AND SITE TRAFFIC

#### P.M. RESULTING TRAFFIC VLOUMES

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#### STUDY SITES DEVELOPED AS ZONED

EXISTING INTERSECTION TRAFFIC EXPANDED AT 3%/XR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED P.M. PEAK HOUR







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## EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

P.M. PEAK HOUR







EXISTING INTERSECTION TRAFFIC EXPANDED AT 3<sup>^</sup>/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

P.M. PEAK HOUR







\*\* NEW TRAFFIC ONLY

# EXISTING INTERSECTION TRAFFIC EXPANDED AT 3%/YR FOR 10 YEARS · PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

P.M. PEAK HOUR







•• NEW TRAFFIC ONLY

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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3fo/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED P.M. PEAK HOUR







\*\* NEW TRAFFIC ONLY

## EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED P.M. PEAK HOUR







EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

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P.M. PEAK HOUR





# EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

P.M. PEAK HOUR







•• NEW TRAFFIC ONLY

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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3<sup>^</sup>/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS ZONED

P.M. PEAK HOUR

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#### 1993 BACKS KKOND TRAFFIC AND SITE TRAFFIC

#### A.M. RESULTING TRAFFIC VOLUMES

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#### STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

Access to Site 2 via Intersection 13 on Fieldstone Drive unless otherwise noted ( Last Sheet ) EXISTING INTERSECTION TRAFFIC EXPANDED AT 3#/T2 FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR







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EXISTING INTERSECTION TRAFFICEXPANDEDAT3^/YRFOR10YEARSPLUSTRAFFICFROMSTUDYSITESDEVELOPEDASPROPOSEDBYOTHERSA.M.PEAKHOURAAAAAA

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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3<sup>^</sup>/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR







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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR







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EXISTING INTERSECTION TRAFFICEXPANDEDAT3^/YRFOR10YEARSPLUSTRAFFICFROMSTUDYSITESDEVELOPEDASPROPOSEDBYOTHERSA.M.PEAKHOUR

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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3f./YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR





`, | EXISTING INTERSECTION TRAFFICEXPANDEDAT3^/YRFOR10YEAftSPLUS TRAFFICFROMSTUDYSITESDEVELOPEDASPROPOSEDBYOTHERSA.M.PEAKHOUR

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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3f\*/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR





EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR INR 10 YEARS " PLUS TRAFFIC FROM STUDY SITES DSVELOPSD AS PROPOSED BY OTHERS A.M. PEAK HOUR







### 1993 BACKGROUND TRAFFIC AND SITS TRAFFIC

### P.M. RESULTING TRAFFIC VOLUMES

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#### STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

Access to Site 2 via Intersection 13 on Fieldstone Drive unless otherwise noted ( Last Sheet )

# EXISTING INTERSECTION TRAFFIC EXPANDED AT $3^{/}$ FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

P.M. PEAK HOUR







EXISTING INTERSECTION TRAFFIC EXPANDED AT 3#/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR







EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR







\*\* NEW TRAFFIC ONLY

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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS ' PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR







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EXISTING INTERSECTION TRAFFIC EXPANDED AT 3<sup>^</sup>/YR FOR 10 YEARS PLUS TRAFFIC FROM'STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR







\*\* NEW TRAFFIC ONLY

N. S.

• • • • • EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS ' PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR







EXISTING INTERSECTION TRAFFIC EXPANDED AT *Jfofik* FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR





**EXISTING INTERSECTION TRAFFIC EXPANDED AT** *3fo/YR* FOR 10 YEARS ' **PLUS TRAFFIC FROM STUDY SITES DEVELOPED** AS PROPOSED BY OTHERS P.M. **PEAK HOUR** 







•• NEVJ TRAFFIC ONLY

EXISTING INTERSECTION TRAFFIC EXPANDED AT 3^/YR FOR 10 YEARS PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR

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EXISTING INTERSECTION TRAFFICEXPANDEDAT3^/YRFOR10YEARS'PLUSTRAFFICFROMSTUDYSITESDEVELOPEDASPROPOSEDBYOTHERSWITHACCESSTOSITE2FROMSKYLINEDRIVE

P.M. PEAK HOUR

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### 1983 BACKGROUND TRAFFIC AND SITE TRAFFIC

### A.M. EXISTING TRAFFIC VOLUMES

### WITH

### STUDY SITES DEVELOPED AS ZONED







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A.M. PEAK HOUR







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### 1983 BACKGROUND TRAFFIC AND SITE TRAFFIC

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P.M. EXISTING TRAFFIC VOLUMES

### WITH

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P.M. PEAK HOUR







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P.M. PEAK HOUR







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P.M. PEAK HOUR





### 1983 BACKGROUND TRAFFIC AND SITE TRAFFIC

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### A.M. EXISTING TRAFFIC VOLUMES

#### WITH

### STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

Access to Site 2 via Intersection 13 on Fieldstone Drive unless otherwise noted ( Last Sheet )







To be

#### EXISTING INTERSECTION TRAFFIC

### PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

A.M. PEAK HOUR







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### EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR







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#### EXISTING INTERSECTION TRAFFIC ' ' ' PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

A.M. PEAK HOUR







### EXISTING INTBRSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR







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#### EXISTING INTERSECTION TRAFFIC • PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED EY OTHERS

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A.M. PEAK HOUR







### EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR





## EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

A.M. PEAK HOUR







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#### EXISTING INTERSECTION TRAFFIC

PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

A.M. PEAK HOUR





#### EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS A.M. PEAK HOUR







#### 1983 BACKGROUND TRAFFIC AND SITS TRAFFIC

#### P.M. EXISTING TRAFFIC VOLUMES

#### WITH

#### STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

Access to Site 2 via Intersection 13 on Fieldstone Drive unless otherwise noted ( Last Sheet )

## EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR







# EXISTING INTERSECTION TRAFFIC '

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P.M. PEAK HOUR







## EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

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P.M. PEAK HOUR







\*\* NEW TRAFFIC ONLY

## EXISTING INTERSECTION TRAFFIC PLUS **TRAFFIC FROM** STUDY SITES DEVELOPED AS PROPOSED EY OTHERS

P.M. PEAK HOUR

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NEW TRAFFIC ONLY

## EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS P.M. PEAK HOUR







\*• NEW TRAFFIC ONLY

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#### EXISTING INTERSECTION TRAFFIC

PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

P.M. PEAK HOUR

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#### EXISTING INTERSECTION TRAFFIC

PLUS TRAFFIC'FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

P.M. PEAK HOUR





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## EXISTING INTERSECTION TRAFFIC **PLUS TRAFFIC FROM STUDY SITES DEVELOPED** AS PROPOSED BY OTHERS

P.M. PEAK HOUR

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•• NEW TRAFFIC ONLY

## EXISTING INTERSECTION TRAFFIC PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS

P.M. PEAK HOUR





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## EXISTING INTERSECTION TRAFFIC \*\* " PLUS TRAFFIC FROM STUDY SITES DEVELOPED AS PROPOSED BY OTHERS WITH ACCESS TO SITE 2 FROM SKYLINE DRIVE P.M. PEAK HOUR



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9	1.02 NB-ftGHT 1.03 NB-ftGHT 1.04 SB-LEFT 1.05 SB-THRU 1.10 HB-LEFT 1.12 WB-RGHT 2.SKYLINE-CONKLN-TN 2.01 NB-LEFT 2.02 NB THRU	253	51	151	74	50	EE	25	104	26	218	2655		
9	2.SKYLINE-CONKLN-TN 2.01 NB-LEFT		21 12 12 14	113	74 79	53 45	55 27	80	104 65	26 34	218 190	2655 51 21 985 12 14		in
	2.02 NB-THRU 2.05 SE-THRU 2.04 EB-RGHT	200 1250 200 70	3 11• 28 1	151 113 59	74 79 56	23 30 27	31 23 11	25 80	104 65	26 34 26	218 190	327 2342 996 137		
	2.07 EE-LEFT 2.09 EB-REHT 3.SKYLINE-CHESHIRE 3.02 NB-THRU 3.03 HB-RGHT 3.04 SB-LEFT	40 50 1255 15 10	4 6 11 4 28	64 214	52 126	19 30	15 23	25	104	47	218	194 107 2485 24 42		
	3.05 SB-THRU 3.10 WB-LEFT 3.12 WB-RGHT •4.SK'YLINE-FIELD'STN 4.01 NB-LEFT	265 5 5 5	15 14 11 2	173	135 126	27	11	80	65	60	190 "1	1112 20 17 196		
9	4.02 NB-IRK0 4.03 NB-RGHT 4.04 SB-LEFT 4.05 SB-THRU 4.06 SB-RGHT 4.07 EB-LEFT	736 56 32 195" 20 31	16 1 31	201 1 "269	222 251	<del>ع</del> د 	25 14 1 5	20 Bl 1	70 2 S	47 60 0 0	243 "231 30	** 77 43 1044 251 339		
9 9	4.08 EB-THRU 4.09 EB-RGHT 4.10 WB-LEFT 4.11 HB-THRU 4.12 WB-RGHT 5. SKYLINE-SITE 2 DR	"'16 39 89 23 44	4	" 0 7 7	0 135 0	in de la composition Internet de la composition Internet de la composition						22 198 130 • • • • 3 1 59		
9	5.01 HB-LEFT 5.02 NB-THRU 5.03 NB-RGHT 5.04 SB-LEFT 5.05 SB-THRU 5.06 SB-RGHT	840	19 2 35	214 "2B5 "	126 "0 " 135	30 1 27	23 2 11	25 0 80	104 b 65	47 "" 0 60	218 • 4i 190	1721 216 332 " 1037		
	5.07 EB-LEFT 5.08 EB-THRU 5.09 EB-RGHT 5.10 WB-LEFT 5.11 WB-THRU			1/J					•			177		
	5.12 HB-RGHT 6.SKYLIME-KN"0LLWQ0D 6.01 HB-LEFT 6.02 NB-THRU 6.05 SB-THRU 6.06 SB-RGHT	670 J04	2 14 ~28~	265 2 256 264	0 251 "235	1 34 29 1	5 37 18 2	1 28 81 0	129 - 80 4	0 47 57	30 309 J12 7	311 51 1959 1456 70		
	6.07 EB-LEFT 5.07 EB-RGHT 7.SKYLINE-ERSUNE 7.04 SB-LEFT 7.06 SB-RGHT	<u>97</u>		t)	Ō	1	3	1.	6	74 • 6	1:	99 13051		
<u>ар</u> ни	7.07 EB-LEFT 7.08 EB-THRU 7.11 WB-THRU 7.12 WB-RGHT B.SRN.LK.TP-SKYLINE	59 207 458 212	28 14	264 256	235 251	29 35	20 41	82 29	84 136	57 74	319 321	54 79 1396 1773 2B5		
	8.02 NB-IHRU 8.03 NB-RGHT B.04 SB-LEFT B.05 SB-THRU 8.10 WB-LEFT 8.12 WB-RGHT	180 190 250 200 140 350	B 20 4 10	103 162 102 154	96 139 102 149	29 35	20 41	27 82 122 29	34 84 22 136	32 25 41 34	122 319 187 321	426 543 1167 600 513 1303		
	9.GRN.LK.TP-W.BR00K 9.01 NB-LEFT 9.02 NB-THRU 9.05 SB-THRU 9.06 SB-RGHT 9.07 EB-LEET		7 4 1	60 5B 44	52 56 47	44 35	52 41	27 122	34 21 1	21 26 15	122 187	96 × 324 473 * 183 •		
W\$Bm	9.07 EB-LEFT 9.09 EB-RGHT 10.W.BROOK-STONETOWN 10.04 SB-LEFT 10.06 SB-RGHT 10.07 EB-LEFT		>	42	44	29 36 65 6 6	20 25 45 1 1	15 3	2	11	34 18	147 61 110 55 30		
	10.0a EB-THRU 10.11 WB-THRU 10.12 HB-RGHT 11.STONET0WN-B100L16 11.01 HB-LEFT 11 02 NB-THRU		1	42 44	44 47	79 ~ 85	93		i 	11 "IS	<b>*</b>	98 107 172 85	• ~ ~ -	
	11.05 SB-THRU 11.05 SB-RGHT 11.07 EB-LEFT 11.09 EB-RGHT 12.ET0JIET0WH-MAGEE	· · · · · · · ·	H.H.+			41 38 71	94 46	3 15	2		ta 34	95 t 41 * 38 * 71 #		· · · · · · · · · · · · · · · · · · ·
HAB HAA	12.01 NB-LEFT 12.02 NB-THRU 12.05 SB-THRU 12.06 SB-RGHT 12.07 EB-LEFT 12.09 EB-RGHT					38 41	94 22 11 46	3 15	2		IS 74	94 * 61 * 90 * 22 * 11 •		
	13.FIELD'H-SHOP.CTRS 13.01 NB-LEFT 13.02 NB-THRU 13.03 HB-RGHT 13.04 SB-LEFT	11									- 	15	· · · · · · · ·	
	13.05 SB-THRU 13.06 SB-RGHT 13.07 EB-LEFT 13.08 EB-THRU 13.09 E6-RGHT 13.10 WB-LEFT	134 21 •**** 83	4 1 ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	7 1	0							191 30 112	- - 	مر میں اور مرکز میں اور
	13.11 WB-THRU 13.12 HB-RGHT 14.GRN.LK.TP-STONTN 11.01 √S-L^FT • • 14.0i NB-THRU	"21 "" 5	2	65	66			27	80	IB	257	28 7 514 *	n ann an Stair An Stàir An Stàir	
Ă Î Î Î Î Î Î Î Î Î Î Î Î Î Î Î Î Î Î Î	14.05 SB-IHRU 14.06 SB *GHI 14.07 EB-LEFT 14.09 EB-RGHT 15.GRN.LIf.TP-NA.KIMG 15.02 HB-THRU	378	3	52	56	4i 38 18	22 11 1	15 3	2	15	34 18	112 * 72 * 0		
	15.03 N6-RGHT IZ"J", SB-LEFT 15.05 SB-THRU 15.10 WB-LEFT 15. 12 WB-PEHT 16.M.K1HG-STPL.F.COM	13 127 68 <u>17</u> 387	1 2 1_	<u>11</u> 52	10 52 13	20 18 23	10 2 20	<u> </u>	82 4 13 3	3 11 3	275 49 212 99	459 230 229 413 652		
	16.04 SB-LEFT 16.06 SB-RGHT 16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 NB-RGHT	<u>140</u> 404	1 1	11	10 13 4	1 20 23	3 2 <u>8</u> 16	1 	6 86  16 4	3	213 196 128 <u>195</u> 115 109	220 201 155 534 864 124		
	17.M.KING-STRL.F.RES 17.04 SB-LEFT 17.06 SB-RGHT 17.07 EB-LEFT 17.08 EB-THRU	140	2	17	13	1		38	92	3	2 ī3 115 195 213	253 132 195 559		•
	17.11 WB-THRU 17.12 HB-RGHT 13. M.KING AV-B601L12M 18.04 SB-LEFT 18.06 SB-RGHT 18.07 EB-LEFT	404	0	5	4			135 176 135 38	20		165	165 176 135 38		
	18.08 EB-THRU 18.11 WB-THRU 18.12 WB-RGHT 19". H.KING AV-E508L2 19.01 NB-LEFT	140 404	2 0	17 5	4	20 22	S 16	43	92 20 20	1	446 274	774 886 43 20	· · · · · · · · · · · · · · · · · · ·	
HHH ffiHW	19.03 NB-RGHT 19.09 EB-RGHT 19.10 WB-LEFT 19.11 WB-THRU 20.M.KING-PETERS MNE	140 404	2 0	17 5	4	20 22	8 16	176 43	92 120	1	446 274	857 92 120 909		
	20.04 SB-LEFT 20.06 SB-RGHT 20.07 EB-LEFT 20.03 EB-THRU 20.11 WB-THPU 20.12 HB-RGHT	5 5 5 140 404 5	2 0	17 5	4	20 22	B 16	176 43	ii2 120	1	446 274	7 7 969 1029 7		
Ахн Кунн Кунн	21.SLOATS'BG-MA.K1NG 21.01 NB-LEFT 21.02 NB-THRU 21.05 SB-THF.U 21.06 SB-RGHT 21.07 EB-LEFT	55 39 201 354 54	0 7 15	5 85 92	4 79 74	22 20	16 B	29 15 61	90 30 18	1 15 11	187 87 119	390 238 462 64S 		¥.
	** 21.09 EB-RGHT 22.BRN.U.T-SKYLANDS 22.02 HB-THRU 22.03 NB-RGHT 22.04 SB-LEFT	" 41	z 10	" <b>" IT</b> " 154	149			114 56	74 170	34	32T 444	""535 1014 * 0		
	22.05 SB-THRU 22.10 WB-LEFT 22.12 HB-RGHT 23.GRN.LK.T-SL0AT'EG 23.04 SB-LEFT 23.06 SB-RGHT	159 4	20 17	162 n o <b>•"</b> "	139 74			114	107 94	- 11	327	1162 ° 0 960 5	ها بینیند این موجود محمد م	
	23.07 EB-LEFT 23.08 EB-THRU 23.11 WB-THRU 23.12 HB-RGHT 24.SLOATS-CARLT'DALE 24.02 ND TUST	5 - 131 491 78	"3 <sup></sup> " 2 8		tb 66 83			<b>' B9</b> 27 29 29	•~"T3 80 90	lt 18 16	179 257 187 187	7 592 1174 607 577		
	24.02 NB-IHPU 24.03 NB-RGHT 24.04 SB-LEFT 24.05 SB-THRU 24.10 WB-LEFT 24.12 WF-RGHT """	56 15 - 156 183 11 - 43""	8 17	эо 110	33 74			114	94	11	327	20 210 992 15		
	25.CONKLN-CANTERBURY 25.04 SB-LEFT 25.06 SB-RGHT 25.07 EE-LEFT 25.03 EB-THRU 25.11 WB-THRU	33 24 30 144 91	9 5	64 59	52 56	19 23	15 31			21 26	-	44 32 40 		
	25. 12 WB-RGHT 26.STRL COM-STRL.RES 26.01 EASTBND 26.02 HESTBND	91 55		JJ	JU 						26 38	74 26 38		

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	YEARS =		GRTH	FCTR .1,	343916.									· · · · · · · · · · · · · · · · · · ·
	INDEF VAR	UNITS	TRIP RATH	-≻=∩ M-OUT	VEH. TRIPS	5 •rz~T							••••••••••••••••••••••••••••••••••••••	
	BLOCK 752 LOT 1: SI SINGLE FAM RES TOWNHOUSE	TE 1 20 0	FACTOR F	.55 .37	VOLUMX VC 4 0	11 0								
	RESERVED TOTAL BLOCK 877 LOT 16: SI	0 TE 2	0	0	0 4	11	•							
	SINGLE FAM RES TOWNHOUSE COMMERCIAL RESERVED TOTAL	34 • 0. HO 0	.21 .07 .6 0	.33 .37 .3 0	, 0 84 0 9.1	42 0 61								
	BLOCK 800A LOT 3: SI SINGLE FAM RES TOWNHOUSE	TE 3 Q; 0	.0	_0	0	00					i gange			, sere y ser or or o 
	APARTMENTS COMMERCIAL RESERVED TOTAL	0 150 0	.1 6 0	.4 3 0	0 90 0 90	0 45 0 45				landa orași Teanin de la Teanin de la comunicați L			•	
	BLOCK 100 LOT 16: SI SINGLE FAM RES TOWNHOUSE COMMERCIAL"	TE 4 83 0 ' 0	.21 .0791	.55 37 .8	17 0 0	46 0 0		2 						
	RESERVED TOTAL BLOCK 201 LOT <b>SI: SI</b>	0 ITE 5	0	0	0 17	0 46	-							
	SINGLE FAM RFR TOWNHOUSE COMMERCIAL INDUSTRIAL	0 217 0 0	.21 .07 0 0	.55 .37 0 0	0 15 0 0	80 0 0								
	TOTAL BLOCK 601 L12M3 SI SINGLE FAM RES	ITE 6 0	.21	.55	15 0	B0 0								
	TWO FAMILY RES TOWNHOUSE INDUSTRIAL RESERVED	53 0 6 0	.1 • ^ 0		30 0 0	21. Q 							· · · · · · · · · · · · · · · · · · ·	
	TOTAL BLOCK 50B LOT 2: S: SINGLE FAM RES	ITE 7 0	0 F <sup>arrie</sup>	~~0	- 53 0	29 0								
	INDUSIRIAL FESERVED TOTAL	4 <u>B</u> 0	R0	<u>1.3</u> 0	384 0 384	<u>62</u> 0 62								
	BLOCK BOO LOT 2: S AFARTMENT-1 FAM t DHHlfitUJ MUN.OFFICE-LIBR	SITE 8 0 :0 30	0 0 .5	0 0 .05	0 0 15	0 0 2								
	MUN. D.P.W. PARK/RIDE LOT TOTAL STERLING FOREST TR.	60	1	.5	60 86	30 37								
	SINGLE FAM RES TOWNHOUSE APARTMENT COMMERCIAL	483 0 0 0	.21 .07 .1 .4	.55 .37 .4 .2	101 0 0 0	266 0 0 0								
	OFFICE-LAB TOTAL	250	1.79	.22	448 549	55 321							· · · · · · · · · · · · · · · · · · ·	n de la composition d la composition de la co la composition de la c
	TRIP DISTRIBUTION	PE SKYLINE CO	ERCENT OF S	ITE TRAFE	FIC TO/FROM	4 CORDON	POINTS BY	USE SHOP NEW	SHOP MUN	SITE RING	SHP STR	LFOR		
		SOUTH-E	SOUTH	SOUTH	WEST N-	-WEST	NORTH EX IS	8 N-E S-E	s 2	WEST	WEST NOR	TH CM	TOTAL	
	BLOCK 752 LOT 1: SITE 1 PERCENT:	5.	· · · · · · · · · · · · · · · · · · ·	ο	• • • • • • • • • • • • • • • • • • •		14			τ		· · · · · · · · · · · · · · · · · · ·	100	
	TOWNHOUSE RESERVED	52 0	11 11 0	8	1	30	16 0	10	1 0	3	1 0	0 3 3	100	
	AM-IM fim-out BLOCK 877 LOT 16:	2 6	0	0 1	0	0	1 2	0 0	0 0	0	0	0 0	4	1997) 1997 - Santa Santa 1997 - Santa S
	SITE 2 PERCENT: SINGLE FAM RES TOWNHOUSE	52 52	11 11	8	1	3	- 16 16	i 1	1 1	2	1	3 3 5	100 100	
	RESERVED TRAFFIC VOLS: AM-IN	20 0 21	9	13	0	13	13 0	0	0	0	0	0 	83	
n Landa anti-Antone Antone Landa anti-Antone Antone Antone Landa antone Antone Antone Antone Antone Antone Antone	AM-OUT BLOCK 800A LOT 3i sir?: : PERCENT;	18	<b>6</b>	8	4	7	9	0	0		0	<b>3</b> (	57	
	SINGLE FAM RES TOWNHOUSE APARTMENTS COMMERCIAL	52 52 52 20	11 11 11 10	8 8 15	1 1 10	3 3 15	16 16 16 15	1 1 1 0	1 1 1 0	3 3 0	1 1 1 0	3 3 5	100 100 100 70	
	<pre>PEFERVED TPfiFFIC \HL"; : • " PI</pre>	0 19 9	9	14	0 7 5	14	0 14: 7	. <b>.</b>	. 0 	¢ A	ň	5	E1 71	na senten in seren en seren e Seren en seren en sere
Antonio	BLOCK 100 LOT 16: SITE 4 PERCENT }													
	SINGLE FAM RES TOWNHOUSE CDMHERCIA1 RESERVED	22 22 20 0	30 30 <u>12</u> 0	19 19 12 0	1 1 5 0	3 3 0	16 16 15 0	1 1 0	1 1 0	0 0 3 3 3	1 1 00	0	100 100 79	
	TRAFFIC VOLS: AM-IN flM-OUT	4	5 14	3 9	0 0	1 1	3 7	0	0		0	0 1 1	17	
	BLOCK 201 LOT 31: SITE 5 PERCENT:													
	SINGLE FAM RES TOWNHOUSE COMMERCIAL INDUSTRIAL RESERVED	22 22 0 0	0 30 30 30	19 19 0 0	1 1 0 0	0 0 3 3	16 16 0	1 1 0 0	1 1 0 0	0 0 2 2	1 1 0 0	3 3 0	100 100 00	
	TRAFFIC VOLS: AH-1N AM-OUT	3 18	5 24	3 15	0 1	0	2 13	0 1	0 1	0 2	0	0	0 15 80	
	BLOCK 601 L.12S.13 SITE 6 PERCENT:										•	4	80	
	SINGLE FAM RES TWO FAMILY RES TOWNHOUSE INDUSTRIAL RESERVED	52 52 52 25	12 12 12 20 0	7 7 20	1 1 5 ^	3 3 10	16 16 16 20	1 1 0	1 1 0	3 3 3 0	1 1 0	3 3 3 0	100 100 100 100	
	TRAFFIC VOLS: AM-IN AM-OUT	0 15 13	0	0 10 3	U 2 1	0 5 1	0 10 5	0	00	0 01	0	p	<u></u> 0 53	
	BLOCK 508 LOT 2: SITE 7 PERCENT:					•		•	V	1	U	1	29	
	SIH3LE FAM RES , MOBILE HOME FRK INDUSTRIAL RESERVED	52 52 25 0	12 12 20 0	7 7 20 0	1 • • • • • • • • • • • • • • • • • • •	3 3 10 0	16 16 20 0	0 0	1 	0 0 3	1 1 0 0	3 3 0 0	JOO 100 100 0	
	TRAFFIC VOLS: Att-IN Aff-OUT	96 16	<u>77</u> 12	<u>77</u> 12	 193	<u>38</u> 6	<u>, 77</u> <u>12</u>	0	0	0	0	0 0	<u>384</u> 62	
	BLOCK 800 LOT 2: SITE 8 PERCENT: ftPARTMENT-1 FAM	52	<u>11</u>	8	1	3	16	<u> </u>	1	3	1	3	100	
	COMMERCIAL HUN.OFFICE-LIBR MUN. D.P.W. PARK/RIDE LOT	* 25 25 25 20	20 20 20 15	20 20 20 15	10 10 10 10	10 10 10 10	10 10 10 10	0 0 0	0 0 0 0	0 0 0	0 0 0	5 5 5 5	100 100^ 100 '85	
	TRAFFIC VOLS: AM-IN fitt-OUT	19 8	14 6	14 6	9 4	9	9 4	0 0	0 0	0 0	0	42	77 33	
	STERLING FOREST TR" SITE ? 		10											
	SINSLE FAM RES Townhouse Apartment Commercial Office-Lab	52 52- 15	12 12 12 10 10	7 7 7 10	1 1 10 10	3 3 10	16 16 15	1 1 0	1 1 0	0 2 2 2 3	1 1 1 0	2 3 3 3	100 100 100 75	
	TRAFFIC VOLS: Am-in Am-out	120 144	57 37	52 24	46	48	83 51	1	1 3	J 3 8	υ 1 τ	25	437	
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2J.6RN.LK.T-SLOAT-8G 23.04 SB-LEFT 23.06 SB-RGHT 23.07 EB-LEFT	5 45 5	<b></b>	18	14	a a constante da con		14	31	9	-140	296 7 286			
23.08 EB-THRU 23.11 HB-THRU 23.12 HB-RGHT 24.5L0ATS-CFCRLT'DALE	380 75 225	0 1 2	13 9 10	18 8 7			8 18 18	12 125 125	13 5 4	84 140 95	7 20 659 406 563			
24.02 NB-THRU 24.03 NB-RCHT 24.04 SB-LEFT 24.05 SB-THRU 24.10 WB-LEFT	185 5 40 45 5	2	10 18	7			18	125 31	4	75	510 7 54			
	155 50 110								7	140	286 7 208 67		· · · · · · · · · · · · · · · · · · ·	
25.07 EB-LEFT 25.08 EB-THRU 25.11 HB-THRU 25.12 WBRGHT 26.52PL C011 STPL DEC	20 100 140 20	0 1	9 6	9 5	14 5	24 5			14 6		148 27 205 216			
24.0f EASTENO 26.02 HESTEND										25 11	27 25 11	3		
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BACKGROUMIC GROWTH: YEAH: -	37. PE 10	R YR GRTK	FCTR 1.3	43916				26232222			===≠≠			
TRIP GENERATION	UNITS	TRIP RATE	-OUT 1	VEH. TRIP PM-IN F	PS PM-OUT									
BLOCK 752 LOT 1: SIT SINGLE FAM RES TOWMHOUSE RESERVED TOTAL	E 1 20 0 0	.63 0 0	.37 .0	OLUMEV 13 00 13	7 7 0 0 7					· · · · · · · · · · · · · · · · · · ·			······································	
BLOCK 877 LOT 16: SIT SINGLE F <b>AM</b> RES TOWNHOUSE COMMERCIAL RESERVED	E 2 34 0 140 0	.63 0 2.9 0	.37  3.1 0	21 Q 406 0	13 . 0 434 0									
TOTAL BLOCK 800ft LOT 3: SIT SINGLE FAM RES . TOWMHOUSE APARTMENTS	1E 3 0 0 0	0. 0 0	0	00 0 0	JL4Z 0 0 0									
COMMERCIAI RESERVED TOTAL BLOCK 100 LOT 16: SIT SINGLE FAM RES	15.00 © E 4 83	<u>2.9</u> 0 .63	3.1 0 .37	435 0 435 52	465 0 465 31									
TOWNHOUSE COMMERCIAL RESERVED TOTAL BLOCK 201 LOT 31: SIT	0 <br 0	0	0	0 0 52	0 0 0 31	-								
SINGLE FAM RES TOWNHOUSE COMMERCIAL INDUSTRIAL RESERVED TOTAL:	217 0. -0 0	0 .37 0	0 .18 0 6	0 80 0 0 0 80	0 39 0 39									
BLOCK 601 L12&13 SIT SINGLE FAM RES TWO FALLLY RES TOWNHOUSE INDUSTRIAL RESERVED	E h 0 53 0 4 0	0 -4 0 2 0	0 .2 0 10 0	0 21 0 12 0	0 11 0 60 0									
TOTAL BLOCK 508 LOT 2: SIT SINGLE FEIM RES :, MOBILE. HOME FFik. TMEUSIFIIFit	CE 70	02	0 0 10	0 0 0	71 0 0 459									
CEREVIC: to:AL 8LPO' SOO LOT 2: SJ fif f.BTWENT-1 ffif!	0 ITE S 0		0	96 96 0	9 480 8									
fCS«S«CUl r'JN.OFFICE-LIBR "UN. D.P.W. fnRlVRIDC LOT TOTAL	0 30 11 60	2.5 .5 .5	2.5 1 1-	75 6 30 111	0 75 11 60 146									
STEHLING.FOREST TR. S SINGLE FEIM RES TOWNHOUSE APARTMENT COMMERCIAL CFFICE-LAB	483 0 0 0 250	.63 0 .0.0 0 .24	.37 0 0. 0 1.63	304 0 0- 0 60	179 0 0 0 408					-				
TOTAL	PER	CEMT OF SI	TE TRAFF	U 3&4-	. 386	POINTS BY	=== <b>=</b> ================================	=======================================		270×722,4	10702			
COMPONENT S	KYLINE CDNI OUTH-E	KL'TN GRN.I SOUTH S	LK.T W.E DUTH'	BROOK GRN WEST N	.LK.T SLQ. I-WEST	AT'BG FLD. NORTH EXIS	SHOP NEW N-E S-H	SHOP MUN E S 2	SITE RING WEST	SHP STRI WEST NOR	L FOR TH CH	TOTAL	-	
BLOCK 752 LOT 1: SITE 1 PERCENT: SINGLE FAM RES TOWNHOUSE	49 0	9 0 0	7 0 0	1 0	2 0	14 0	4 0	4 0	3 0	4 0 0	3	100	41 <u></u>	
RESERVED TRAFFIC VOLS: PM IN FMPUT BLOCK 877 LOT 16:	. (J. . 6 . 4	U	U	,, U 0 0	0. 0. 0.	2	1 0	1	0	1	0 . 0 . 0 .	13 7		
SITE 2 PERCENT: SINGLE FAM RES TOWNHOUSE COMMERCIAL RESERVED	49 0 17 0	9 9 12 0	7 0 12 -0	1 0 10 0	2 0 12 0	. 14 0 17 0	4 0 0 0	4 0 0	0 0 3	4 0 0	3 0 5 0	100 0 85 0		
TRAFFIC VOLS: . PM-IN . PH CUT	.:- <u>Bfl.</u> ;	51 53	- 50 - 53	4L'1	49 52	7\$'	1 1 = 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		<b>1</b> 1	21	367 -31		
BLOCK. BOOFL.LOT 3: SITE 3 PERCENT: SINGLE FFUW RES TOMMHOUSE APARTMENTS	0 0 0 0	Q 0	o 0 0	0- <u></u> 0 0	0 0 0	00	C 0	0. 0 0 0	Q0	0 0	0 0 0 0	0 0 0		
COMMERCIAL RESERVED TRfiFFIC VOLS: PM-IN PM-OUT	170 74 79	120 52' 56	12 0 52 56	100 44 47	12 0 52 5i	JL7 0 74 79	<u>io</u> <u>0</u> 0 0	0	Q 0 0 0 0	0	5. 0 22 23	85 0 370 395	• • • • • • • • • •	
BLOC! 100 LOT 16: SITE 4 PERCENT: SINGLE FAM RES TOWNHOUSE	20 0	<b>27</b> 0	18 0	1 0	<b>2</b> 0	14 0	4 0	4 0	3 0	4 0	3	100		
COMMERCITEL RESERVED TRAFFIC VOLS: PM-IN PM-OUT	0 0 10 6	0 0 14 8	0 9 8	0 0 1 0	0 0 1 1	0 0 7 4	0 0 2 1	0 0 2 1	0 2 1	0 0 1	0	0 52 31		<i>I</i>
BLOCK 201 LOT 31: SITE 5 PERCENT: SINGLE FAH RES TOWNHOUSE	0 20	0 27	0 18 0	0 1 2	0 2 ^	0 14 0	0 4	0 4	0 3 0	0 4 0	0 3 0	0 100 0		
COMMERCIAL INDUSTRIAL RESERVED TRAFFIC VOLS: PM-IN PM-IN	Q 0 0 16	0 0 0 22	0 0 14 7		0 0 2 t	0 0 11	0 0 3 2	0 0 3 2	0 0 2 1	0 0 3 2	0 0 2 1	0 0 80 39		
BLOCK 601 L.12M3 SITE 6 PERCENT: .SINGLE FAM RES .TWO FAMILY RES	a 0 49	0 10	0	0 1	0 2	0 14	0	0	0 3	0	0	0 100		
TOWNHOUSE INDUSTRIAL RESERVED TRAFFIC VOLS: .PM-IN	0 25 0	0 20 0 5	0 20 0 4	0 5 0	0 10 0	0 - 20 - 0 - 5	0 0 0	0 0 0	0 0 0	0 0 1	0 0	0 100 0		
PM-OUT BLOCK SOB LOT 2; SITE 7 PERCENT: SINGLE FAM RES	20	0	13 0	3	6	13 0	0	0	0	0	0	71		۰۰ ۱۰۰۰ بند ۱۰۰۰ بند ۱۰۰۰ بند
MOBILE HOME PRK INDUSTRIAL RESERVED TRAFFIC VOLS: PM-IN	0 25 0 24	0 20 0	0 20 0 19	0 5 0 5	0 10 0	0 20 0 19	0 0 0	0 0 0	0 0 0	000000000000000000000000000000000000000	0	0 100 96		
PM-OUT STERLING FOREST TR SITE 9 PERCEMT	120	96 8	96	24	48	96	4	4	3	9 	3	4B0*		
 TOWNHOUSE APARTMENT COMMERCIAL OFFICE-LAP TRAFFIC VOLS:	0 0 9 14	0 0 0 10	0 0 14	0 0 0 10	0 0 14	0 0 14	0 0 5	0 0 5	0	0 0 5	0 0 5 	0 96 322		
PM-IN Ptf-CUT	136 132	30 55	24	9 43	14 61	42 77	15 28	15	9 	15 28	12 26	547		

	MOVEMENT	GRND CNT BLO FM DATA S	CK 75 E	SLOCK 87 BL SITE. 2	OCK 80 BL SITE 3	OCK 10 BLC SITE 4	OCK 20 BL SITES	OCK 40 BI SITE 4	LOCK 50 BL SITE?	OCK 80 ST SITE 8	ERLING SITE 9	_FUTURE TOT VOL	n an
	I.SKYLINE-COUNTRY'E .1.02 NB-THRU	1450		80	74	z5		13	2.4	26	J3_6	2364	
	1.03 NB-RGHT 1.04 SB-LEFT 1.05 SB-THRU 1.10 WE LEFT	253	6 3 2	80	79		18	20	120	34	132	4 3 	
	1.12 WB-RGHT 2.SKYLINE-CONKLN'TN 2.01 NB-LEFT	200	2			14	22					2 305	
	2.02 NB-THRU 2.05 SB-THRU 2.04 SB-RGHT	1250 200 70	2 4 0	80 80 53	74 79 56	10 6	16 	13 20	24 .120.	26 34 26 21	134 .132	2041 751 229	
	2.07 EE-LEFT 2.09 EB-RGHT 3.SKYLINE-CHESHIRE 3.02 NB-THRU	40 	12	130	126		11	13	24	47	136	8.7 2191	
	3.03 NB-RGHT 3.01 SB-LEFT 3.05 SB-THRU	1255 15 10 245	0 3 2	133	135	6	8	20	120	60	132	21 17 972	
	3.10 HB-LEFT 3.12 WB-RGHT 4.SKYL5NE-FIELIVSTN	5	2	· · · · · · · ·								<b>9</b> 8	
	4.01 NB-LEFT 4.02 NB-THRU 4.03 NB-RGHT	48 734 54	0 2 0	1 247 0	126	13	19	14	24	47	151	191 1507 74 <b>43</b>	
	4.04 SB-LEFT 4.05 SB-THRU 4.0b SB-RGHT 4.07 EB-LEFT	195 20 31	4	234	222 240	7 2	9 0 3	21 1	120 0 0	60 0 0		87T~ 249 323	
	4.08 EB-THRU •4.09 EB-RGHT 4.10 WB-LEFT	14 39 89	1	0 1 1	0 135							22 189 121 7V	
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2/	5.02 NB-THRU 5.03 NB-RGHT 5.04 SB-LEFT	840	3	<u>130</u> 235	126 0	10	16	13	24 0	47	28	1505 130 " 244	
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	5.08 EB-THRU 5.09 EB-RGHT 5.10 WB-LEFT 5.11 HB-THRU		1	133		<u>en de se</u> References						134	
	5.12 NB-RGHT 6.SKYLINE-KNOLLWOQD 4.01 NB-LEFT		0	248 0	00	2	3	1	0	0 47		24*? <b>47</b>	
	4.02 NB-THRU 4.05 SB-THRU ~' 4.04 SB-RGHT 4.07 EB-LEFT	470 304	3	244 233	240 244	17 10 1 2	24   		24 ~ "120 0	59 77	182 215" 5 ?	1473 1247 47 91	
	4.09 EB-RGHT		0	1	0		-		Ŭ	40		41	•
	7.04 SB-PGHT 7.07 EB-UFT 7.08 EB-THRU	40 59 207	3	233	244	11	14	22	120	59	220	54 54 7 <i>9</i> 1204	
	7.11 WB-THRU 7.12 WB-RGHT JB.GP.N.LK.IE:-SHYLJN.EF	45B 212	2	244	240	18	28	17	24	77	191	1479 285	
	5.02 NB-THRU 8.03 NB-RGHT 0.04 SB-LEFT 8.05 SB-THRU	180 190 250 200	1	91 : 142	96 •148	11	14	8 2 24	38 120 216	32 28	54 220 121	342 499 10J8 432	
	3.10 WB-LEFT 5.12 WB-RGHT 9.GRN.LK.TP-W.BR00K	200 140 	1	96 150	102 158	18	28	2 <del>1</del> 17	210 24	41 37	121 191	+32 475 1048	
	9.01 NB-LEFT ?.02 NB THRU ".05 St-THRU 9.06 SB_DCHT		1. I		52 54	24	34	В 24	38 192	21 26	54 121	40 * 224 * 474 *	
	'.0? EB-LEFT 9.09 EB-PGHT 10.W.BPOOK-STONETOHN		0	44 41	47 44	18 1 14	28 14 18		24	15 11		175 * 120 * 31 *	• • •
	10.04 SP-LEFT lv.Oi SB-F.GHT P.'.D? EB-LEFT		· · · · ·			25 0 1	31 0 1	3 1	5		43 9	56 ¥ 46 ¥ 16 ¥	and and an and a second se Second second
	LO.US EB-THRU 10.11 WB-THRU 10.12 WB-RGHT 11. TINK TOWN-RICOL 44		0	41 44	44 47	42	64		24	11 15		95 ¥ 129 ¥ 104 ¥	
	11."1 KB-LEFT 11.02 NB-THRU 11.05 SB-THRU	1			n ann a' lach Chùirte Lach	42	65 32	1	5		9 47	42 * BO *	
	11.04 SB-RGHT I1.07 EB-LEFT 11.09 EB-RGHT					10 6 25						10 * 6 * 25 *	
	IT. •;-OMETOWN HAGEL :r.oi HB-LEFT IT.02 KB-THRU 11.05 SB-THRU					6	65	1	5		9	65 <b>*</b> 20 <b>*</b>	
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	1'.F!FIL0 N-SHOP.CTRS 13.01 NB-LEFT 1J.02 MS-THRU												1
	r.04 SB-LEFT 1'.05 SB-THRU I'.04 SB-RGHT	11			•							15	
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Ł.	I MI H8-TRKU 13.12 WB-RGHT H. GRN-LK TP-STON'TN	2i 5				یں ایر سامیہ ایر ایر	······································					2B 7	
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	13.10 WB-LEFL 15.12 HB-RGHT	43 	0 0	•>?	52 27	1	2 14			۱۱ 	14 165	194 207 	
	14- M.KIN6-STRL.F.CON 14.04 SB-LEFT 16.04 SB-RGHT		0		an th Staine Staine a		2	1	0		<b>61</b> 137 128	<b>035</b> 138 130	
	14.08-ES-I>iRU 14.11 WB-THRU 14.12 WB-RGHT	UQ 404	0		16 22 7	1 4 9	1 5 11	<u>14</u> 29	<b>46</b> 144	5	47 120 98	84 377 861	
	17. H.KING-STRL.F.RES 17.04 SB-LEFT 17.06 SB-RGHT		0	21	22	2		0	<b>O</b>	2 	62 158	78 180	
	17.07 EB-LEFT 17.08 EB-THRU 17.11 WB-THRU 17.12 WB-RCHT	140 404	0	7	7	4	5 11	15 30	46 144	2	98 1.20 137 62	126 .120 396 813	
	18.04 SB-LEFT 18.04 SB-LEFT 18.04 SB-RGHT	3	د د کنی د کر کر د کر د کر	· · · · · · · · · · · · · · · · · · ·			o sui densi in S	41			82	82 41	
	18.07 EB-LEFT 18.08 EB-THRU 18.11 WB-THRU	140 40.4	0	21	7	4 7	5 11	 15	46 144	?	294	30 15 560	
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	19.08 EB-THRU 19.09 EB-PGHT 19.10 HB-LEFT	140	0	21		4	5	41	336 46		296	334 556 44	
	19.11 WB-THRU 20.M.KING-PETERS MNE 20.04 SB-LEFT	404 5	0	7	7	7	11	18	50	2	143	50 739	
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	20.11 WB-THRU 20.12 WB-RGHT 21.SLOATS'BG-MA.KING 21.01 NB-LEFT	404 5	0	7	7	7	11 	18	50	2	143	789	•
	21.02 NB-THRU 21.05 SB-THRU 21.06 SB-RGHT	39 201 354	0 1 2	76 72	79 74	7	11	13	31	2 15 11	102	235 223 429	
	21.07 EB-LEFT - 21.09 EB-RGHT 22.6RN.LK.T-SKYLANDS	54 61	× · · 0	21	2011 - 2017 1940 - 2017 1940 - 2017		+ 1 5	13 27	19 96 240		42 77 219	561 269 589	
	22.02 NB-THRU 22.03 NB-RGHT 22.04 SB-LEFT 22.05 SB-THP''		1	150	158			25	62	37	245	678 * 0 0	
	22.10 WB-LEFT 22.12 WB-RGHT 23.SRN.LKIT-SLOAT-BG				140			47	336	28	341	1045 <b>*</b> 0 0	
	23.04 SB-LEFT 23.06 SB-RGHT 23.07 EB-LEFT	159 4 5	2	93	74			27	240	11	219	880 5 7	
	23.08 EB-THRU " ' " 23.11 WB-THRU 23.12 WB-RSHT 24 SLOATS-GAR MINGGAR	131 491 78	0 0 1	49 68 82	74 72 86			20 12 13	96 31 31	17 20 17	~122 143 102	" 5 5 4 1006 437	
	24.02 NB-THRU 24.03 NB-RGHT 24.04 SB-LEFT	56 15 156	1	82	86			13	31	17	102	407 20	
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	23.CONKLN-CANIEftBURV 25.CL4S.B-LEFI 25.06 SB-RGHT	<u> </u>						· · · · · · · · · · · · · · · · · · ·					
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	26.01 EASTBND 26.02 WESTBND	55								26	17	294 74	
		* NEW TRAFFIC	ONLY		·		· · · · · · · · · · · · · · · · · · ·				26	12 26	
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	RINE SHF STRC TOR         I         3         1         3         1         3         1         3         1          1			TRIPS AM-OUT VOLUME 0 104 0 0 0 0 0 0 0 0 0 0 0 0 0	1.343914 VEH. T AM-IN VOLUME 0 20 6 20 0 0 20 0 0 20 0 0 20 0 0 0 0 0 0 0 0 0 0 0 0 0	RTH FCTR : RATE AT1-OUT FACTOR .55 .37 0 .55 .37 .3 0 0 0 0 0 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0	FER YR 3F 3F TRIP F AM-IN FACTOR 21 .07 .0 .21 .07 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0	32 f 10 UNITS ITE 1 0 230 0 (ITE 2 0 450 140 0 ;ITE 3 0 0 - 150 - 0"	ACKGROUND GROWTH: YEFIRS = RIP GENERATION NDEP VAFI LOCK 752 LOT 1: SI SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMEP.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
Table Josephanos         Table Josephanos         Table Josephanos         Table Josephanos           Table Josephanos <t< th=""><th>RINE SHF STRC TOR KEST NORTH CM 107AL 1 3 100 0 0 0 0 0 1 20 1 3 104</th><th></th><th></th><th>TRIPS         AM-OUT         VOLUME         0         104         0         104         0         104         0         104         0         104         0         104         0         0         209         0         0         45         0         45         0         45         0         35         0         51         0         116</th><th>VEH. T AM-IN VOLUME 0 0 20 0 32 84 0 116 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>RATE ATI-OUT FACTOR .55 .37 .3 0 0 0 0 0 .55 .37 .3 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>TRIP F AM-IN FACTOR 21 .07 .0 .21 .07 .6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>UNITS UNITS ITE 1 0 230 0 HITE 2 0 450 140 0 3HTE 3 0 0 0 150 </th><th>YETRE = RIP GENERATION NDEP VARI LOCK 752 LOT 1: SI SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES COMMEP.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES</th></t<>	RINE SHF STRC TOR KEST NORTH CM 107AL 1 3 100 0 0 0 0 0 1 20 1 3 104			TRIPS         AM-OUT         VOLUME         0         104         0         104         0         104         0         104         0         104         0         104         0         0         209         0         0         45         0         45         0         45         0         35         0         51         0         116	VEH. T AM-IN VOLUME 0 0 20 0 32 84 0 116 0 0 0 0 0 0 0 0 0 0 0 0 0	RATE ATI-OUT FACTOR .55 .37 .3 0 0 0 0 0 .55 .37 .3 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0	TRIP F AM-IN FACTOR 21 .07 .0 .21 .07 .6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UNITS UNITS ITE 1 0 230 0 HITE 2 0 450 140 0 3HTE 3 0 0 0 150 	YETRE = RIP GENERATION NDEP VARI LOCK 752 LOT 1: SI SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES COMMEP.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
	RINE SHP STRE TOR KINE SHP STRE TOR KINE SHP STRE TOR KINE SHP 31 NORTH CM 1 3 100 0 0 0 1 3 100 0 0 0 1 3 100		T T T T T T T T T T T T T T	TRIPS           AM-OUT           VOLUME           0           104           0           104           0           104           0           104           0           104           0           104           0           104           0           104           0           104           0           104           0 </td <td>VEH. T AM-IN VOLUME 0 20 6 20 0 32 84 0 0 32 84 0 0 116 0 0 0 90 90 90 90 0 70 70 70 70 70 0 25</td> <td>RATE A11-OUT FACTOR .55 .37 0 .55 .37 .3 0 0 0 0 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>TRIP 5 AM-IN FACTOR .21 .07 .0 .21 .07 .6 0 0 0 .21 .07 .6 0 0 0 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .21 .07 .21 .21 .21 .07 .21 .21 .21 .21 .21 .21 .21 .21</td> <td>UNITS ITE 1 0 230 0 ITE 2 0 450 140 0 SITE 3 0 0 0 150 </td> <td>RIP GENERATION NDEP VHfi LOCK 752 LOT 1: SI SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMEP.CIftL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES</td>	VEH. T AM-IN VOLUME 0 20 6 20 0 32 84 0 0 32 84 0 0 116 0 0 0 90 90 90 90 0 70 70 70 70 70 0 25	RATE A11-OUT FACTOR .55 .37 0 .55 .37 .3 0 0 0 0 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TRIP 5 AM-IN FACTOR .21 .07 .0 .21 .07 .6 0 0 0 .21 .07 .6 0 0 0 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .07 .21 .21 .07 .21 .21 .21 .07 .21 .21 .21 .21 .21 .21 .21 .21	UNITS ITE 1 0 230 0 ITE 2 0 450 140 0 SITE 3 0 0 0 150 	RIP GENERATION NDEP VHfi LOCK 752 LOT 1: SI SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMEP.CIftL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
THE NATE	RING SHP STRE TOR KEST NORTH CM 107AL 1 3 100 0 0 0 1 3 100 0 1 20 1 1 20		T E 0 4 4 0 14 0 14 0 14 0 15 0 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 0 0 0 0 0 0 0 0 0 0 0	TRIPS AM-OUT VOLUME 0 104 0 104 0 104 0 104 0 104 0 107 42 0 209 0 0 0 0 0 0 0 0 0 104 167 42 0 209 0 0 0 0 167 42 0 209 0 0 0 167 42 0 209 0 0 0 0 167 42 0 209 0 0 0 0 0 0 0 0 0 0 0 0 0	VEH. T AM-IN VOLUME 0 20 6 20 0 32 20 84 4 84 4 0 116 0 0 0 90 0 0 90 0 0 70 70 70 70 70 70 70 70 70 70 70 7	RATE All-OUT FACTOR .55 .37 0 .55 .37 .3 0 0 0 0 0 0 .55 .37 .3 0 0 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TRIP F AM-IN FACTOR 21 .07 '0 .21 .07 .6 0 0 0 0 .0 0 .0 0 .21 .07 .07 .07 .07 .07 .07 .07 .07 .07 .07	UNITS ITE 1 0 230 0 (ITE 2 0 450 140 0 (ITE 3 0 0 0 150 	NDEP VDFi SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMEP.CIFL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
Nace and De 19 de	RINE SHF STRC TOR REST NORTH CM TOTAL 1 3 100 0 0 0 1 3 100		T E 0 4 0 0 4 0 0 12 0 12 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0	AM-OUT VOLUME 0 104 0 104 0 104 0 104 0 104 0 105 0 0 0 0 0 0 0 0 0 0 0 0 0	AM-IN VOLUME 0 20 0 32 84 0 116 0 0 0 0 0 0 0 0 0 0 0 0 0	AT1-OUT FACTOR .55 .37 .3 0 .55 .37 .3 0 0 0 0 .55 .37 .3 0 0 .55 .37 .3 0 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0	AM-IN FACTOR 21 .07 .0 .21 .07 .6 0 0 0 0 0 .6 0 0 .21 .07 .21 .07 .21 .07 .07 .21 .07 .07 .07 .07 .07 .07 .07 .07	UNITS ITE 1 0 230 0 UNITS 0 450 140 0 UNITS 0 140 0 140 0 0 150 	NDEP VARI LOCK 752 LOT 1: SI SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES COMMEP.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
Link         Link <thlink< th="">         Link         Link         <thl< td=""><td>RINE SHP STRE TOR KINE SHP STRE TOR KINE SHP STRE TOR 1 3 100 0 0 0 1 3 100 1 3 100 1 3 100 1 3 100 1 3 100</td><td></td><td>E 0 4 4 0 7 7 12 0 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>VOLUME 0 104 0 104 0 167 42 0 209 0 0 0 0 0 45 45 0 35 18 0 51 0 51 0 0 167 167 167 104 104 104 104 104 104 104 104</td><td>VOLUME 0 20 6 20 0 32 84 0 116 0 0 0 90 90 90 90 90 90 25 2 0 25 0 25 0 25 0 20 0 20 0 20 20 20 20 20 2</td><td>FACTOR .55 .37 0 .55 .37 .3 0 0 0 0 0 0 .55 .37 .3 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>FACTOR .21 .07 .0 .21 .07 .6 0 0 0 .21 .07 .6 0 0 0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .07 .0 .21 .07 .0 .21 .07 .0 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .07 .07 .07 .07 .07 .07 .07</td><td>ITE i 0230 0 IITE 2 450 140 0 SITE 3 0 0 0 0 150 </td><td>LOCK 752 LOT 1: 53 SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMEP.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES</td></thl<></thlink<>	RINE SHP STRE TOR KINE SHP STRE TOR KINE SHP STRE TOR 1 3 100 0 0 0 1 3 100 1 3 100 1 3 100 1 3 100 1 3 100		E 0 4 4 0 7 7 12 0 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0	VOLUME 0 104 0 104 0 167 42 0 209 0 0 0 0 0 45 45 0 35 18 0 51 0 51 0 0 167 167 167 104 104 104 104 104 104 104 104	VOLUME 0 20 6 20 0 32 84 0 116 0 0 0 90 90 90 90 90 90 25 2 0 25 0 25 0 25 0 20 0 20 0 20 20 20 20 20 2	FACTOR .55 .37 0 .55 .37 .3 0 0 0 0 0 0 .55 .37 .3 0 0 0 .55 .37 .3 0 0 0 0 0 0 0 0 0 0 0 0 0	FACTOR .21 .07 .0 .21 .07 .6 0 0 0 .21 .07 .6 0 0 0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .07 .0 .21 .07 .0 .21 .07 .0 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .0 .21 .07 .07 .07 .07 .07 .07 .07 .07	ITE i 0230 0 IITE 2 450 140 0 SITE 3 0 0 0 0 150 	LOCK 752 LOT 1: 53 SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMEP.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
Allessin Re Mar B         0         -11         -15         -2         -14           CARDEN FOR LINE OF 10         0         -10         -10         -10         -10           CARDEN FOR LINE OF 10         0         -10         -10         -10         -10           CARDEN FOR LINE OF 10         0         -10         -14         -10         -10         -10           CARDEN FOR LINE OF 10         0         -0 <td>RING SHP STRE TOR </td> <td></td> <td>0 4 4 0 14 0 15 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 104 0 104 0 167 42 0 209 0 0 0 0 0 0 0 45 0 45 0 45 0 45 0 45 0 51 0 51 166 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 20 6 20 32 84 84 0 116 0 0 90 0 90 0 70 0 25 0 22<sup>*</sup></td> <td>.55 .37 0 .55 .37 .3 0 0 0 0 0 .55 .37 .37 *T8* 0</td> <td>.21 .07 '0 .21 .07 .6 0 0 0 .6 0 0 .6 0 0 .6 0 0 .6 0 0 </td> <td>0 230 0 (ITE 2 450 140 0 3ITE 3 0 0 0 150 </td> <td>SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES COHMEF.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES</td>	RING SHP STRE TOR 		0 4 4 0 14 0 15 0 0 0 0 0 0 0 0 0 0 0 0 0	0 104 0 104 0 167 42 0 209 0 0 0 0 0 0 0 45 0 45 0 45 0 45 0 45 0 51 0 51 166 0 0 0 0 0 0 0 0 0 0 0 0 0	0 20 6 20 32 84 84 0 116 0 0 90 0 90 0 70 0 25 0 22 <sup>*</sup>	.55 .37 0 .55 .37 .3 0 0 0 0 0 .55 .37 .37 *T8* 0	.21 .07 '0 .21 .07 .6 0 0 0 .6 0 0 .6 0 0 .6 0 0 .6 0 0 	0 230 0 (ITE 2 450 140 0 3ITE 3 0 0 0 150 	SINGLE FAM RES TOWNHOUSE RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES COHMEF.CIFLL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
HENTED         0         0         0         0         0           HECK 17 102 LT         102 L	RINE SHE STRUTOR RINE SHE STRUTOR REST NORTH CM 101AL 1 3 100 1 3 100 0 0 0 1 3 100 1 3 100 1 3 100		0 4 4 0 77 12 0 9 9 0 0 0 0 55 0 55 0 55 0 55 0 55 0	0 104 0 167 42 0 209 0 0 0 45 0 45 0 45 0 45 0 51 0 - 0 116	6 20 32 84 0 116 0 0 0 90 90 90 90 90 90 90 25 25 2 2 2	0 .55 .37 .3 0 0 0 0 .5 3 .55 .37 .7 8°	•0 .21 .6 0 0 0 0 .6 0 0 0 .6 0 0 0 .6 0 0 0 0	0 ITE 2 0 450 140 0 ITE 3 0 0 0 - 150 	RESERVED TOTAL LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMERCIFIL RESERVED TOTAL LOCK 800A LOT 3: S SINGLE FAM RES
EACC 197 EXC 197 E 2 5 17 2 7 17 3 4 5 5 1 17 1 17 1 17 1 1 2 1 1	RINE SHP STRC TOR RINE SHP STRC TOR REST NORTH CM TOTAL 1 3 100 1 3 100 0 0 0 1 3 100		0 77 12 12 12 12 12 12 12 12 12 12	0 167 42 0 209 0 0 0 0 45 45 0 35 18 0 51 0 51 0 116	0 32 84 0 116 0 0 0 90 90 90 90 90 90 90 90 90 90 90	.55 .37 .3 0 0 0 0 0 0 0 .55 .37 .85 .37 .87 .87 .0	.21 .07 .6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SITE 2 0 450 140 0 SITE 3 0 0 0 150 	LOCK 877 LOT 16: S SINGLE FAM RES TOWNHOUSE COMMEP.CIFL RESERVED TOTAL SLOCK 800A LOT 3: S SINGLE FAM RES
EXPERT IND FASE         0         0         0         0           EXPECT NOT EXPECT         0         0         0         0         0         0           EXPECT NOT EXPECT         0         0         0         0         0         0         0           EXPECT NOT EXPECT         0         0         0         0         0         0         0         0         0           EXPECT NOT EXPECT         0 <th0< th=""> <th0< th=""> <th0< <="" td=""><td>RING SHP STRC TOR KING SHP STRC TOR KING SHP STRC TOR 1 3 100 0 0 0 0 1 20 1 3 104</td><td></td><td>0 7 7 2 0 9 9 0 0 0 0 0 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>0 167 42 0 209 0 0 0 0 45 0 45 0 45 0 45 0 51 0 51 0 0 116 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>0 32 84 80 116 0 90 90 90 90 90 90 90 90 90 90 90 90 9</td><td>.55 .37 .3 0 0 0 0 0 .55 .37 "T8" 0</td><td>.21 .07 .6 0 0 0 .6 0 0 .21</td><td>0 450 140 0 SITE 3 0 0 0 150 </td><td>SINGLE FAM RES TOWNHOUSE OCHMEF.CIFLL RESERVED TOTAL NLOCK 800A LOT 3: S SINGLE FAM RES</td></th0<></th0<></th0<>	RING SHP STRC TOR KING SHP STRC TOR KING SHP STRC TOR 1 3 100 0 0 0 0 1 20 1 3 104		0 7 7 2 0 9 9 0 0 0 0 0 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0	0 167 42 0 209 0 0 0 0 45 0 45 0 45 0 45 0 51 0 51 0 0 116 0 0 0 0 0 0 0 0 0 0 0 0 0	0 32 84 80 116 0 90 90 90 90 90 90 90 90 90 90 90 90 9	.55 .37 .3 0 0 0 0 0 .55 .37 "T8" 0	.21 .07 .6 0 0 0 .6 0 0 .21	0 450 140 0 SITE 3 0 0 0 150 	SINGLE FAM RES TOWNHOUSE OCHMEF.CIFLL RESERVED TOTAL NLOCK 800A LOT 3: S SINGLE FAM RES
Description         166         -4         -4         -4         -4           Market VI         0 <td>RING SHP SIRE TOR </td> <td></td> <td>12 0 9 0 0 0 0 0 0 0 55 15 15 15 15 15 15 15 15 15</td> <td>42 0 209 0 0 0 45 0 45 0 45 0 51 0 51 0 51 0 0 51 116</td> <td>84 0 116 0 0 0 90 0 70 7 "TB 0 25 25</td> <td>- 3 0 0 0 0 - 3 0 - 55 - 37 "T8" 0</td> <td>.6 0 0 .6 0 .21</td> <td>140 0 SITE 3 0 0 0 150 </td> <td>COHMEF.CIftL RESERVED TOTAL NLOCK 800A LOT 3: S SINGLE FAM RES</td>	RING SHP SIRE TOR 		12 0 9 0 0 0 0 0 0 0 55 15 15 15 15 15 15 15 15 15	42 0 209 0 0 0 45 0 45 0 45 0 51 0 51 0 51 0 0 51 116	84 0 116 0 0 0 90 0 70 7 "TB 0 25 25	- 3 0 0 0 0 - 3 0 - 55 - 37 "T8" 0	.6 0 0 .6 0 .21	140 0 SITE 3 0 0 0 150 	COHMEF.CIftL RESERVED TOTAL NLOCK 800A LOT 3: S SINGLE FAM RES
TERM         14         201           DATE MAN LOS 1 SATE 3         0<	RINE SHP STRC TOR REST NORTH CM TOTAL 1 3 100 0 0 0 1 3 100		9 0 0 0 15 0 15 0 55 15 15 15 15 15 15 15 15 15	209 0 0 45 0 45 0 45 18 0 51 16 0 116	0 0 0 90 90 90 90 90 90 90 90 90 90 90 9	0 0 .3 0 .55 .37 "T8" 0	0 0 .6 0 .21	SITE 3 0 0 - 150 ~ 0"	TOTAL BLOCK 800A LOT 3: S
RECC 400 kpr 31 4TF 1 STORE # No APP 1 APPARTMENT F 4 STORE # No APP 1 STORE # N	RINE SHP STRC TOR KEST NORTH CM TOTAL 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104		0 0 15 15 0 15 15 0 15 15 0 15 15 0 15 15 15 15 16 0 0 16 0 16 16 16 17 15 15 15 15 15 15 15 15 15 15	0 0 45 45 16 0 51 - 0 116 0 0 0 116	0 0 90 90 70 70 77 "TB 0 25 25 0 22	0 0 .3 .55 .37 "T8" 0	0 0 .6 0 .21	SITE 3 0 0 0 150 ~ 0"	BLOCK 800A LOT 3: S SINGLE FAM RES
Nomework         0<	RING SHP STRC TOR KEST NORTH CM TOTAL 1 3 100 0 0 0 1 3 100 1 3 100		0 0 0 55 0 55 0 55 0 55 0 55 0 55 0 55	0 0 45 0 45 0 45 0 55 16 0 51 - 0 0 51 - 0 0 116	0 90 90 70 70 70 70 70 70 70 70 70 70 70 70 70	0 0 .3 0 .55 .37 "T8" 0	0 0 .6 0 .21	0 0 150 ~_0"	DINGLE FAM KED
Construction         100         1         3         100         100           REREVENT:	RING SHP STRE TOR 		5 0 55 55 6 0 55 6 0 55 1 0 0 0 0 0 0 0 0 0 0 16 0 0 21 0 0 9 9 9 0	45 0 45 0 35 18 0 51 - 0 116 0 0 0 116	90 0 70 "TB 0 25 0 22	.3 0 .55 .37 "T8" 0	.6 0 .21	_ 150 ~ 0"	TOWNHOUSE
Image: Normal in the set is arrived in the	RINE SHP STRC TOR REST NORTH CM TOTAL 1 3 100 0 0 0 0 1 20 1 3 104		0 55 6 0 51 0 51 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	45 0 35 18 0 51 - 0 0 - 0 0 0 - 0 116	90 90 77 "TB 0 25 0 22	.55 .37 "T8" 0	.21	~ 0"	COMMERCIAL
BLOC 10 LOT 21, BTT 2 STOLE NOT ALL 22 - 11 TORMONT 20 10 - 11 STT 3 STOLE NOT ALL 22 - 12 STOLE NOT ALL 22 -	RINE SHP STRC TOR KEST NORTH CM TOTAL 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104		0 55 6 0 51 0 16 0 0 0 0 0 0 0 0 0 0 21 0 39 0 0	0 35 16 0 51 - 0 116 0 0 0 116	0 7 "TB 0 25 0 22"	.55 .37 "T8" 0	.21		RESERVED. TOTAL
	RING SHP STRC TOR KING SHP STRC		0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 35 18 0 51 - 0 116 0 0 116 0 0 116	0 7 "TB 0 25 0 22	.55 .37 "T8" 0	.21	SITE 4	BLOCK'100 LOT 16: S
Numericanity         As         B         No         B         S           DOTATA         0	RING SHP STRL TOR KEST NORTH CM TOTAL 1 3 100 0 0 0 0 1 20 1 3 104		0 51 0 16 0 0 0 16 6 21 0 39 0	10 0 51 - 0 116 0 0 0 0 116	0 25 0 22	0	.07	95	SINGLE FAM RES TOWNHOUSE
DOTA         CO         Dial           CONTROL 20. Lot 11. STR 5         -21         -45         0	RING SHP STRL TOR KEST NORTH CM TOTAL 1 3 100 0 0 0 0 0 1 20 1 3 104		0 16 0 0 0 0 21 0 39 0	51 - 0 - 116 0 - 0 - 0 - 0 - 116 - 0 - 116	25 0 2=		.91 0	20	COMMERCIAL"""
Recht mit 211 ETE 5 255 0 255 0 25	RINE SHP STRUTOR TOTAL RINE SHP STRUTOR TOTAL		0 16 0 0 10 10 10 21 0 39 0	- 0 116 0 0 0 116	0				TOTAL
Dispension         Jii         0/J         Jii         Jiii         Jiii         Jiii         Jiii         Jiii         Jiii         Jiii         Jiiii         Jiii         Jiii         Jiiii         Jiiii         Jiiii         Jiiii         Jiiii         Jiiii         Jiiiii         Jiiiii         Jiiiii         Jiiiiii         Jiiiiiii         Jiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii	RING SHP STRC TOR KEST NORTH CM TOTAL 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104		16 0 0 16 0 21 0 39 0	- 116 0 0 0 116	22"	.55	.21	JITE 5 0	SLOCK 201 LOT 31: S SINGLE FAM RES
Incorrection       0       0       0       0       0         Incorrection       22       116         Incorrection       22       116         Incorrection       0       0       0         Incorrection       0       0       0         Incorrection       0       13       0       1         Incorrection       0       0       13       0       1         Incorrection       0       0       13       0       0         Incorrection       0       0       0       0       0         Incorrection       0       0       0       0       0         Incorrection       0       0       0       0       0       0         Incorrection       0       0       0       0       0       0       0         Incorrection       0 </td <td>RING SHP STRL TOR </td> <td></td> <td>0 0 16 0 21 0 39 0</td> <td>0 116</td> <td>0</td> <td>.37" 0</td> <td>.07</td> <td><b>314</b> 0</td> <td>TOWNHOUSE</td>	RING SHP STRL TOR 		0 0 16 0 21 0 39 0	0 116	0	.37" 0	.07	<b>314</b> 0	TOWNHOUSE
TYPE.         22         16           Subset ADD 1 107 1 118 "4"         1         55         0         0           TRO PARLY RS 53         1         4         2         2           TRO PARLY RS 53         0         0         377         30         0           TRO PARLY RS 53         0         0         13         0         0           Cover 3 (LT ): 711F 7         72         0         0         0         0           Cover 3 (LT ): 711F 7         72         0         0         0         0         0           MARCEPACE ADD (DT 2: SITE B         0         0         0         0         0         0         0         0           MARC FOR CLUBR 33         1         1         5         40         30	RING SHP STRL TOR         LEST NORTH CM         1       3         1       3         1       3         0       0         0       1         20         1       3		0 21 0 39 0	116	0 " 0	0	0	••• <u>0</u>	INDUSTRIAL RESERVED ' '"" '"
BLOCK 60 L1203. ETHE *6 EVALUE AVA ALL 0 EVALUE AVA ALL 0 EVALU	RINE SHP STRUTOR TOTAL REST NORTH CM TOTAL		0 21 0 39 0		22				TOTAL
THE PARLY REP         5.3         1         .4         5.         2         1           TODADOUS         0         0         1         0         30         30         30           TODADOUS         0         0         0         0         30         30         30           TOTAL         0         0         0         0         30         30         30           TOTAL         0         0         0         0         0         30         30           TOTAL         0         0         0         0         0         30         30           BLOCK BOL LOT 2:         SITE B         0	RING SHP STRC TOR KEST NORTH CM TOTAL 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104		21 0 39 0	0	0	.55	.21	ITE "6 0	BLOCK 601 L12U3: S SINSLE FAM RES
INDUCTRAL         20         B         37         20         30           RESERVED         0         1.3         0         0         1.3         0         0           TOTAL         0         0         1.3         0         0         1.3         0         0           C & V3 LOT 1, 111F 7         7         7         1.5         1.5         0	RING SHP STRL TOR         TOTAL           1         3         100           1         3         100           0         0         0           1         3         100           0         1         20           1         3         104		39 0	21 " 0	50	.4	.1	0 53	TKO FAMILY RES TOWNHOUSE
TOTAL         0         "26"         64-           1 ° C V3. UT 12         11° C         5         0         0         0           VII. 1 ** 12         11° C         0         0         0         0           VII. 1 ** 12         0         0         0         0         0           VII. 1 ** 12         0         0         0         0         0           VII. 1 ** 12         0         0         0         0         0           VII. 1 ** 12         0         0         0         0         0           VII. 1 ** 12         0         0         0         0         0         0           VII. 1 ** 12         0         0         0         0         0         0         0           VII. 1 ** 12         0         0         0         0         0         0         0           VII. 1 ** 12         0	RINE SHP STRC TOR         TOTAL           1         3         100           1         3         100           0         0         0           0         1         20           1         3         104			39 0	<b>240</b> 0	.37" 1.3	B 0	30	INDUSTRIAL
F C = V3 LCT :         111 7           CVT :         112         12         13         0         0           HESEVED         0         0         0         0         0           HESEVED         0         0         0         0         0           TOTAL         0         0         0         0         0           MOK DOT Z.         SITE B         0         0         0         0           MOK DOT M.         11         1         1.0         0         0           MOK DOT M.         11         1         1.0         0         0           OTAL         0         0         0         0         0         0         0           OTAL         0         1         3         10.0         0         0         0           OTAL         0         1         3         10.0         0         0         0           OTAL         SOUTA         300         1.1         1.2         1.2         0         0         0         0           OTAL         SOUTA         300         1.2         1.2         1.2         0         0         0         0 <td>RINE SHP STRUTOR <u>KEST NORTH CM</u> 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104</td> <td></td> <td>60—</td> <td>" '60–</td> <td>''245'</td> <td>0</td> <td></td> <td></td> <td>TOTAL</td>	RINE SHP STRUTOR <u>KEST NORTH CM</u> 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104		60—	" '60–	''245'	0			TOTAL
Mail Li Horit Priv       772       1/2       7/3       9/5       278         RESERVED       0       0       0       0       0       0         RESERVED       0       0       0       0       0       0         RESERVED       0       0       0       0       0       0       0         RESERVED       0       0       0       0       0       0       0       0         MUN. D-PVICLUBR       1       1       5       11       6       1       0       0       0       0         STERLING FOREST R. SITE 9       32       77       15       81       32       70       17       15       82         STORLE FAR. SITE 9       322       07       37       15       83       30       10	RING SHP STRL TOR KEST NORTH CM TOTAL 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104		0	) 0	0	0	5	SITE 7	
RESERVED       0<	I         3         100           1         3         100           0         1         20           1         3         104		78 0	5 278 ) 0	95 0	.38	.13 B	772	MOLILE HOME PRI
BLOCK 600 LOT 2: SITE B SWATCHENT AN RES SWATCHENT AN RES STOLE FOR RES 200 MUN CFFCC-LIR 30 - 5 - 00 1 - 5 - 00 MUN CFFCC-LIR 30 - 5 - 00 TOTAL STOLE FOR RES 230 - 21 - 55 - 7V - 132 STOLE FOR RES 230 - 27 - 37 - 15 - 12 STOLE FOR RES 230 - 27 - 37 - 15 - 12 STOLE FOR RES 230 - 17 - 12 - 22 - 448 - 30 COMMERCIAL 300 - 4 - 22 - 448 - 469 TOTAL SWATCHENT 300 - 1 - 4 - 30 - 120 COMMERCIAL 300 - 4 - 24 - 40 - 20 COMMERCIAL 300 - 4 - 24 - 40 - 20 COMMERCIAL 300 - 4 - 24 - 40 - 20 COMMERCIAL 300 - 4 - 24 - 468 - 469 TOTAL SWATCHENT 300 - 1 - 4 - 30 - 120 COMMERCIAL 300 - 4 - 24 - 468 - 469 TOTAL SWATCHENT SWATCHENT S	RINE SHP STRC TOR         TOTAL           KEST NORTH CM         TOTAL           1         3         100           1         3         100           0         0         0           0         1         20           1         3         104		0 78	0 0 278	0 95	0	0	0	RESERVED TOTAL
INTERVISENT TAM       U <thu< th="">       U       <thu< th="">       &lt;</thu<></thu<>	RING SHP STRL TOR         TOTAL           KEST NORTH CM         TOTAL           1         3         100           1         3         100           0         0         0           0         1         20           1         3         104							SITE B	BLOCK 800 LOT 2:
MUN. D.P.W.       30       -3       03       13       2         MUN. D.P.W.       11       1       1       1       60       30         TOTAL       60       30       77       133       106       106         STRUE F MRE       350       21       55       77       133       100         STRUE F MRE       350       21       55       77       133       100         COMMERCIAL       100       .4       .2       46       20       20         COMMERCIAL       100       .4       .2       46       20       20         TOTAL       100       .4       .2       46       20       20         TOTAL       100       .4       .2       46       20       20         TOTAL       200       .4       .2       46       20       20         TOTAL       200       .4       .2       46       20       20       11         SOUTA       SOUTA       MST	I         3         100           1         3         100           0         1         20           1         3         104		0	0	0	0	0	0	COMMERCIAL
PARAMETERS       100       1       5       00       00         TOTAL       B5       37         STRUCT FOR RES       320       37       15       10         STRUCT FOR RES       220       07       37       15       10         STRUCT FOR RES       220       07       37       15       10         COMMERCIAL       100       .4       .2       40       20         COMMERCIAL       PERCENT OF SILE THAFFIC TO/FROM CORDON FOINTS BY USE       TOTAL       TOTAL       TOTAL         STRULT RE CONCLUST       MESTION MESTION       MESTION FOR CORDON FOINTS BY USE       TEST I         STRULT POINT       SECONT NOT MESTION       MESTION FOR CORDON FOR CONTROLOGY       TOTAL         STRULT POINT       SECONT SITE THAFFIC TO/FROM CORDON FOR CONTROLOGY       TOTAL	Image: State structure         TOTAL           1         3         100           1         3         100           0         1         20           1         3         104		6	2	15	.05 .5	.5	30 11	MUN. D.P.W.
STELLING FOREST TR. SITE 9         SINULE FOR RES       350       .21       .53'       7V       193         DUNATIONS       100       .4       .2       .4       .35       10         DUNATIONS       100       .4       .2       .4       .35       10         DUNATIONS       100       .4       .2       .4       .35       .20         DUNATIONS       100       .4       .2       .4       .35       .20         DUNATIONS       100       .4       .2       .4       .25       .21       .22       .44       .25         DUTAL       SECURT OF SITE TRAFFIC TO/FROM CORDON POINTS BY USE       TOTAL	I         3         100           1         3         100           1         3         100           0         0         0           0         1         20           1         3         104		30 37	5 30 5 37	60 86	.5	1	60	TOTAL
BLOCK 752 LOT 1: STORME 722 VOL8: MACHINE FAR RES         52 HI S2 HIGE FAR RES         52 HI S3 HIGE FAR RES         53 HIGE FAR RES         52 HI S3 HIG	I         3         100           1         3         100           1         3         100           0         0         0           1         3         100           0         1         20           1         3         104			v				. SITE 9	STERLING FOREST TR.
APARTNERT       300       .1       .4       30       120         COMMERCIAL       100       .4       2       40       20         OPFICE-LEIB       250       1.79       .22       448       55         TOTAL       String       <	I         3         100           1         3         100           1         3         100           0         0         0           0         1         20           1         3         104		.93 81	V 193 5 81	15	.55	.21	350 220	SINGLE FAM RES TOWNHOUSE
OPPENENT:         250         1.79         .22         448         55           TOTAL         606         469           TRIP DISTRIBUTION           PERCENT OF SITE TRAFFIC TO/FEON CORDON POINTS BY USE           COMPONENT           SUMPLE CONCLET TRAFFIC TO/FEON CORDON POINTS BY USE           COMPONENT:           SUMPLE SOUTH SOUTH SOUTH SOUTH SOUTH SOUTH SIDE NOATH EXIS NE SEE S.2           MEST NAME           SUMPLE FAR RES           SINCLE FAR RES	Image: state	a an	.20 20	0 120 0 20	30 40	.4 .2	.1	300 100	APARTMENT COMMERCIAL
TRIP DISTRIBUTION         PERCENT OF SITE TRAFFIC TO/FROM CORDON POINTS BY USE           DUMPDUENT         SKYLINE CONCL.' THE "CONCL.' THE TRAFFIC TO/FROM CORDON POINTS BY USE           BLOCK 752 LOT 1:         SOUTH SOUTH WEST NAMEST NOTH EXTS N=E S=E S=2         WEST NORTH CM         TOTAL           SUCK 752 LOT 1:           SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:           SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:           SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:         SUCK 752 LOT 1:           SUCK 752 LOT 1:         SU	RING SHP STRL TOR <u>KEST NORTH CM</u> TOTAL 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104		55 69	8 55 5 469	448 606	.22	1.79	250	OFFICE-Lfib TOTAL
TRIP DISTRIBUTION         PERCENT OF SITE TRAFFIC TO/FROM CORDON POINTS BY USE           CDMPDMENT         SKYLINE CONKL 'N****GEN. LK. T- W.BROOK GR: 'LKTT SLOAT 'BG'* LIN. SHOP NEW SHOP 'MUN-SITE RING SHP SIRL TOR SUTTLE SOUTH SOUTH WEST NORTH KIS N-R S-E S 2 WEST NORTH CM         TOTAL           BLOCK 752 LOT 1: SITE 1 PERCENT: SINCLE PAR RES         52 11 8 1 3 16 1 1 3 1 3 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	I         3         100           1         3         100           1         3         100           0         0         0           0         1         20           1         3         104	************************	********			Last			F=====================================
COMPONENT         SKVLINE CONKL + IM**GR4. LK. T. W. BROOK 58:B* LKTT SLOAT BG**LIN. SHOP NEW SHOP NUK. SITE RINB 5HP 5TRL TOR SOUTH SOUTH SOUTH WEST NORTH EXIS N-E S-E S 2 WEST REST NORTH CM         TOTAL           BLOCK 752 LOT 1: STRE 1 PERCENT: SINGLE FAR RES TOWNHOUSES         52 11 8 1 3 16 1 1 3 1 3 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RINE SHF STRL TOR KEST NORTH CM TOTAL 1 3 100 1 3 100 0 0 0 0 1 20 1 3 104	BY USE	ORDON POINT	O/FROM COR	RAFFIC TO	OF SITE TH	PERCENT		TRIP DISTRIBUTION
LUMPUNENT SEXTLINE CONKL THE- K- WLERDOK GER LETTION OF WEIGHT EXIST SHOP WUN-SITE RING SHP STRL TOR SOUTH SOUTH SOUTH WEST NORTH EXIS N-E S-E S 2 WEST NORTH CM TOTAL ELOCK 752 LOT 1: SITE 1 PERCENT: SINGLE FAR RES 52 11 8 1 3 16 1 1 3 1 3 100 RESERVED 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RING SHP STRL TOR <u>KEST NORTH CM</u> <u>TOTAL</u> <u>1 3 100 1 3 100 0 0 0 0 1 20 1 3 104 </u>	en franz <u>trei</u> Mer							
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1         3         100           1         3         100           0         0         0           0         1         20           1         3         104	Lin.SHOP NEW SHOP MUN.SITE XIS N-E S-E S 2 WEST	KTT SLOAT <sup>1</sup> BG' st north	K G <sub>RB</sub> "; lkT I n-west	~ N.BROOK West	""6RN. LK. T- SOUTH	CONKL ' TN" SOUTH	SKYLINE C SOUTH-E	COMPONENT
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TRAFFIC VQLS:         AM-III       10       2       2       0       1       3       0       1       0       1       20         AM-OUT       54       11       8       1       3       17       1       1       3       1       3       104         ELOCK B77 LOT 16:       SINGLE FAM RES       52       11       s       1       3       16       1       1       3       100         COMMENCIAL       20       10       15       10       15       15       0       0       0       5       90         RESERVED       0       0       1       3       16       1       1       3       100         TRAFFIC VOLS:       33       12       15       9       14       18       0       0       1       0       5       107         FIL       33       12       15       9       14       18       0       0       1       0       5       107         RESERVED       0       0       1       3       16       1       1       3       100         TRAFFIC VOLS:       Am-II       3       16 <td>0 1 20 1 3 104</td> <td></td> <td>3 14 0 0</td> <td>1 3</td> <td>1</td> <td>8</td> <td>11</td> <td>52</td> <td>TOWNHOUSE</td>	0 1 20 1 3 104		3 14 0 0	1 3	1	8	11	52	TOWNHOUSE
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3partments $52$ $31$ $3$ $16$ $1$ $1$ $3$ $1$ $3$ $100$ commercial $20$ $10$ $15$ $10$ $15$ $15$ $0$ $0$ $0$ $0$ $85$ RESERVED $-0-r$ $r$ $r$ $0$ $0$ $0$ $0$ $0$ $0$ $0$	i 3 100 i <i>Z</i> 100	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	14 16	9 14		J	2 U	52	SINGLE FAM RES
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SINGLE FAM RES TOWNHOUSE ^COMMERCIAL	22 22 20	30 30 12	19 19 12	1 1 5	3 3 15	16 16 15	1 1 0	1 1 0	0 3 3	1 1 0	3 3 0	100 100 79	
RESERVED	0	0	0	0	0	0	0	0	0	0	0	0	
TRAFFIC VOLSS ftm-IN AM-OUT	- 5 11	4 12	3 9	1 1	3 3	4 8	0 0	0	0 1	0	0 1	21 48	
BLOCK 201 LOT 31: SITE 5 PERCENT:	يەيەسىيە يەرىقە 1977 - يەرىقە 1977 - يەرىخ											tronto y an	· · · · · · · · · · · · · · · · · · ·
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AM-IN AM-OUT	5 26	7 35	4 22	0	1 3	4 19	0	0 1	1 3	0 1	1 3	22 116	
BLOCK 601 L.12M3 SITE 6 FERCEHT:	na se da se								- 	ante de la composition de la c			
SINGLE FAM RES TWO FAMILY RES TOWNHOUSE	52 52 52	12 12 12	7 7 7	1 1 1	3 3 "3"	16 16 16	1 1 1	1 1 1	3 3 3	1 1	3 2 3	100 100 100	
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BLOCK 508 LOT 2: SITE 7 PERCENT:				<u></u>		 	یر آب در طوط مرد د ۱۹۰۱ - در طوط مرد در ۱۹۰۱ - ۲			<u>.</u>		· · · · · · · · · · · · · · · · · · ·	, and the second s
SINGLE FAM RES MOBILE HOME PRK INDUSTRIAL	52 52 - 25	12 12 20	7 7 20	1	3 3 10	16 16 20	1	1	3	1	3	100	
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AM-IN AM-OUT	49 145	11 33	7 19	1 3	8	15 45	1	1 3	3	1 3	8 3	95 278	<u> </u>
SITE 8 PERCENT:	57	· · · · · · · · · · · · · · · · · · ·				• • • • • • • • • • • • • • • • • • •					· · ·		
COMMERCIAL MUN.OFFICE-LIBR MUN.D.P.W	25 25 25	20 20 20	20 20 20	10 10	10	10	0	0	0 0	0	5 5 5	100 166 100	
FftRK/RIDE LOT	20	15	15	10	10	10	0	0	0	0	đ	35	
AH-IN AM-OUT	17 8	14 6	14 6	4	9	9	0	0	0	y	4 2	33	
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	15	10	10	10 10	10 10	15 15	0	0	0	0	5	75 75	
AM-IN AM-OUT	135 216	63 55	57 35	50 11	52 19	92 74	1 4	1 4	4 12	1 4	28 16	<b>485</b> 450	
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		ft. M. FFF.# HOUR	1983 EXISTING BACKGROUND TR	BACKGRO AFFIC PI	OUND TRAFFI LUS TRAFFIC	C EXPAND GENERAT	DED AT ZX TED BY SI	PER YEAR TE DEVELOP	TO 1993 Ment as 1	BACKGROUNI PROPOSED I	O TRAFFIC BY OTHERS				•	
		NLTWrti' ASSIGNMENT	EXISTING GRND CNT BLO	 CK 75 BI	SITE TRAFE ZZZV- LOCK 87 BLC	FIC THROU TZ DCK 80 BI	JGH INTER	SECTIONS	: LOCK 60 B	LOCK 50 B	LOCK 80 ST	ERLING T	FUTURE	· ·		
		MOVEMENT I.I'lCLINE-COUNTRY'E	s	ITE 1	SITE 2	SITE 3	SITE 4	SITE 5	SITE b	SITE 7	SITE 8	SITE 9				
		1.02 NE-THRU 1.03 NE-RGHT 1.04 SE-LEFT	125	10 4		18	¥ 		21	145	19	214	10			
		1.05 SB-THRU 1.10 WB-LEFT 1.12 WB-RGHT	1200	27 27 27	73	<b>7</b>	23	50	21		• • • • • • • • • • • • • • • • • • •	210 	2217 27 27			n
		r.SKVLINE-CONKLN'TN 2.01 NB-LEFT 2.02 NB-THRU	25 100	B 17	33	18	4	1 5 24	63	49	19	135	" 52 480			
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		:.09 EB-RGHT 3.SKYLINE-CHESHIRE 3.02 NB-THRU	130	19	45	27	5	5	63	49	33	135	452 556			
		Z.OZ NB-RGHT 3.04 SB-LEFT 3.05 SB-THRU	5 5 915	5	117	14	11	26	21	145	14	216	11 1795			
		"' 3.10 WB-LEFT 3.12 WBRGHT 4.SmiNE-FIELD'STN	10 10	19									33		ing	
		4.01 NE-LEFT 4.02 NE-THRU 4.03 NE-RGHT	30 210 5	1 36 1	45		5	5	63	49	33	135	608 53			
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		5.03 NB-RGHT 5.04 SB-LEFT 5.05 SB-THRU												<u></u>		
		5.06 SB-RGHT, 5.07 EB-LEFT 5.08 EB-THRU						ne	<u></u>					<u>14 1</u>		
		5.09 EB-RGHT 5.10 WB-LEFT 5.11 WB-THRU											<u></u>			: 
	n )	5.12 WB-RGHT i.SVYLtNE-KliolLWODD 6.01 MB-LEFT		3	5	0					33		41	· · · · · · · · · · · · · · · · · · ·		
		6.02 NB-THRU 6.05 SB-THP.U 6.06 SB-RGHT	280 6B0	32 6	77 60	25 50	5 V2 ~ 1	5 29 3	63 21 1	52 153 8	44	139 228 12	775 1473 70			
		6.07 EE LEFT 5.77 EP-F5HT 7.S'Vi. INE-ER5* HIE				0-	0	1	0	3	19 rt	4	26 15		in an	
		~ 1.04 SBLEFT ~ 7. TjSnSB-RBHT 7.07 EB-LEFT	200 d0 35								and and an Anna an Anna	<u>.</u>	269 108 47		in an	していた。 「An Weights 「An Weights Solit
		7.08 EB-THRU 7.11 WB-THRU 7.12 WB-RGHT	410 210 65	ь 32	60 77	50 25	13 6	33 6	22 63	161 55	44 19	240 142	1180 707 87		eres i tradici Victoria de la Victoria de la compañía	
		8.GRN.LK.TP-SKYLINE 676 OF - THRU 8.03 NB-BCUT	150 150	2	24	23	13	33	97	18	23	120	437 318			
		8.04 SB-LEFT B.05 SB-THRU 8.10 WR-LEFT	450 160 125	4	36 25	27 11	6	6	22 20	161 56	22 10	240 90	1117 380 235	د اند محمد با با میشوندگی در از انداز ا		un en antantia. Companya da a Companya da antantia. Companya da antantia.
		9.01 NR-JEFT	180 20	23	51	14	B	11	63	55	9	142	599 45			- hendrer - verschausse
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40.4.4       NB-TRRU       75       1       2       0       4       4       129       53       1       198       492         21.1       20.04       NB-TRU       35       1       2       0       80       38       1       106       275         21.0       180-TRU       350       17       33       7       60       38       1       106       275         21.0       180-TRU       350       17       33       7       60       39       1       106       275         21.0       180-TRU       350       17       33       7       60       39       1       106       275         21.0       180-TRU       40       300       23       51       14       44       49       15       92       227         21.0       180-TRU       40       300       23       51       14       160       73       9       222       996         22.07       180-TRU       60       23       14       160       73       9       22       996         22.07       180-TRU       60       35       154       26       23       14		20.06 SB-RGHT 20.07 EB-LEFT 20.08 EB-THRU	5 5 500	0			8		36	228		280	7 7 1249			
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Active Presentation       300       23       51       14       160       73       9       262       996         22.03       HB-RHNT       63       34       36       27       42       217       22       330       1215         22.04       HB-RHNT       63       34       20       42       217       22       330       1215         22.10       WB-RHNT       5       7       20       1215       296       23       23       14       25       184       9       206       523       7       20       23       23       23       24       25       184       9       206       523       7       20       523       7       20       523       7       20       7       20       7       23       24       24       7       7       7       20       7       23       23       24       24       7       7       7       7       7       7       7       7       7       20       7       23       24       24       24       7       7       7       80       35       5       15       4       16       16       16       16 <t< td=""><td></td><td>21.01 SB-R6HT 21.07 EB-LEFT .21.0* EB-RSHT</td><td>40 460</td><td>0</td><td>3</td><td></td><td>4 8</td><td>4 19</td><td>49 11 "23</td><td>15 45 184</td><td></td><td>92 74 705-</td><td>217 775 <b>481</b></td><td></td><td></td><td></td></t<>		21.01 SB-R6HT 21.07 EB-LEFT .21.0* EB-RSHT	40 460	0	3		4 8	4 19	49 11 "23	15 45 184		92 74 705-	217 775 <b>481</b>			
1       22.05       5       14       27       42       217       22       330       1215         22.10       MB-LEFT       220       5       7       296       296         23.04       BA-LEFT       45       4       23       14       25       194       9       206       523         23.04       BA-LEFT       45       4       23       14       25       194       9       206       523         23.04       BA-LEFT       15       7       20       5       15       466         23.10       MB-HEFT       15       7       80       35       5       15       466         23.12       MB-HEFT       225       18       35       7       80       38       4       106       590         24.02       MB-REHT       5       18       35       7       80       38       4       106       536         24.03       MB-REHT       5       18       35       7       80       38       4       106       536         24.04       MB-REHT       5       7       20       523       7       208       206       523		22.07 NB-THRU 22.03 HB-RBMT	300 63	23	51	14			160	73	- 19	262	996 87		n an Sairtean Sairtean	
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24.02 NB-THRU       185       1M       35       7       80       38       4       106       536         24.03 NB-RGHT       5       7       7       54       7       54       7         24.03 SB-LHEPT       40       45       4       23       14       25       184       9       206       523         24.12 MB-RGHT       155       7       7       7       7       7       7         24.04 SB-LEFT       50       7       7       7       7       7       7         25.07 EB-RGHT       155       7       7       7       7       7       7         25.07 EB-LEFT       50       67       115'       7       7       7       7         25.07 EB-LEFT       70       20       2       12       9       12       35       14       219         25.11 MB-THRU       100       11       23       5       4       7       6       243         25.12 MB-RGHT       140       27       27       27       27       27       27         26.01 Efistrend*       20       20       16       16       16       16		23.11 WB-THRU 23.12 WB-RGHT 24.SLOATS-CARLT-DALE	75 225	5 18	16 35	7 7			80 80	35 38	5	156 106	406 590			
24.05 SB-TRIKU     45     9     23     14     25     184     9     206     523       24.10 WB-LEFT     5     5     7     208     7       25.07 EB-LEFT     50     67       25.07 EB-LEFT     -100-     11     23     5     4     7       25.07 EB-LEFT     20     2     12     9     12     35     14     219       25.11 WB-THRU     100     11     23     5     4     7     6     243       25.12 WB-RGHT     140     20     2     12     9     12     35     14     219       26.01 Efistered <sup>a</sup> 20     2     2     2     2     2     2     2     2       26.02 WESTEND     16     16     16     16	1. J. J.	24.02 NB-THRU 24.03 NB-RGHT 24.04 SB-LEFT	155 5 40	18	35	7			80	38	4	106	536 7 54	- con de la seconda de la secon		
25. CQNRLN-CANTERBURY       50       67         125. 56 "SB-RGHT		24.05 SB-THRU 24.10 WB-LEFT 24.12 WB-RGHT	45 5 155	. <b>4</b>	23	14			25	184	9	206	523 7 208			
25.07     HB-LEFT     20     2     12     9     12     35     14     219       25.12     HB-THRU     100     11     23     5     4     7     6     243       25.12     HB-GHT     140     1     23     5     4     7     6     243       26.STRL COM-STRL.NERS     20     20     28     29       26.01     Efistend*     16     16		25.CQNKLN-CANTERBURY 25.04 SB-LEFT "™ 25.56 "SB-RGHT	50 —no—	· · · · · · · · · · · · · · · · · · ·				· · · ·					67 "ITS"			
25.12 WB-RGHT         27           26.5TRL.COM-STRL.RES         20           26.01 EfistEND*         28           26.02 WESTEND         16		25.07 EB-LEFT 25.08 EB-THRU 25.11 WB-THRU	20 100	2	12 23	9	12	35 7			14 6		27 219 243			
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		26.02 WESTEND			· · ·							16 	16		· · · ·	

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	NETWORK_ASSIBNMEN	EXI! ING GRNITCNT BLC	OCK 75 BLC	OCK 87 BLC	OCK BO BLO	CK 10 BLO	CK 20 BLO	CK 60 BL	OCK 50 BLO	CK 80 ST	ERLING T	FUTURE OT VOL	
	MOVEMENT 1.SKYLINE-COUNTRY E		SITE I	SITE 2 S	10	1TE 4 S	11	43	49	17E 8 1	135	506	
	1.02 HB-THRU 1.03 NE-RGHT" 1.04 SB-LEFT	125	10	33			40	21	145	8	216	10~ 4 2217	
	1.05 SB-THRU 1.10 WB-LEFT 1.12 WB-RGHT	1200	27 27 27	. 43			<b>av</b>				110	27 27 27	
	2.SKYLINE-CONKLN'TN 2.01 NB-LEFT 2.02 MB-THRU	25 100	8 19	33	18	4 5	7 5	63 21	49	19	135	<b>52</b> 480 1769	
	2.05 SB-THRU 2.06 SB-RGHT " 2.07 EB-LEFT	900 25 35	30 3 1	23 12	5	12	25			6 14		70 S3 452	
	2.09 EB-RGHT 3.SKYLINE-CHESHIRE" 3.02 NB-THRU	130	19	45	27	5	5	63	49	33	135	556 8	
	3.03 NB-RGHT 3.04 SB-LEFT 3.05 SE-TKRU	5 915	5	117	14	11	26	21	145	14	216	11 1795 44	
	3.10 WB-LEFT 3.12 WB-RGHT 4.SKYLINE-FIELD'STN	"TO"	19		27							•-33- 70	u stan u stan Na santa
	4.01 NB-LEFT 4.02 NB-THRU 4.03 NB-RGHT	30 210 " 5	36 0	83 1		5	5	63	50	33	136	693 8 13	
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	4.07 EB-LEF1 4.08 EB-THRU 4.09 EB-RGHT 4.10 WB LEFT A	50 50	0	0 0	0 14							7 81 88	
	4.11 WB-THRU 4.12 WB-RGHT 5. SKYLINE-SITE <b>2 PD</b>	10" 30			د ٥							13 40	
	5.01 NB-LEFT 5.02 NB-THRU 5.03 NB-RGHT	245	37 1	45	27	5	5	63	49	33	135	683 46	
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	7.58 50-8587 *>? II irrr 7.68 E8-THRU	200 80 33 410	6	60	50	12	22	22	161	44	240	108 47 1180	
	7.11 WB-THRU 7.IT WB-RGHT B.GSN.U.TP-Smine	210 65	32	77	25	6	6	63	55	19	142	707	
	9162 NB-THRU 8.03 NB-RGHT 8.14 SB-LEFT	150 150 450	2	24 36	23 27	13	33	<b>97</b> 22	18 161	23 22	<b>120</b>	437 318 1117	
	8.03 SF-THPU B.10 WB-LEFT 8.12 NB-RGHT	160 125 180	9 23	25 51	11 14	6	6	20 63	56 55	10 9	90 147	380 235 599	
	".GRN.LK.TP-W.BROOK 9.01 NB-LEFT 9.02 NP-THRU	20 160	2	15	14	В	11	97	18	14	120	45	
	9.05 SB-THRU 9.06 SB-RGHT 9.07 EB-LEFT	260 10 <b>90</b>	8 1 0	20 6 9	7 5 9	6 13	6	20	53 3	6 4 9	90	495 552 43	
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	10.11 WB-THRU 10.12 WB-RGHT	35 10	i	6	5	13	17		3	4		188 65 43	
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	12.STONETCWN-MAGEE 12.Ol NB-LEFT			د. - محمد معمد معلم محمد مع		35	17				د این میمارد رو	35	
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	I5.GRN.LK.TP-MA.KINB 15.02 NB-THRU 15.03 NB-RCHT	85	3	11	7	3	3	80	76	4		146	
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and a state of the	16.06 SB-RGHT	500	0 2	5	0	1	1 3	104	70	1	<b>88</b> 159	91 89 172	
	16.07 EB-LEFT 14.08 FR-THDU	JUU			0	4	4	22 1	42 8	4	99 66 87	941 242 99	
	16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 WB-RGHT 17 M KING COMPANY	75	1		0				المراجعين المرا		100	198	
	16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 WB-RGHT 17.M.KING-STRL.F.RES 17.04 SB-LEFT 17.06 SB-RGHT 17.07 CT	75	0	5	0	0				4	66	71	
	16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 WB-RGHT 17.M.KING-STRL.F.RES 17.04 SB-LEFT 17.06 SB-RGHT 17.07 EB-LEFT 17.08 EB-THRU 17.11 WB-THRU 17.11 WB-THRU	75 500 75	0	5	0	0 8 4	19 4	104 22	42 50	4	66 99 <b>88</b> 87	71 99 933 271	
	16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 WB-RGHT 17.M.KIN6-STRL.F.RES 17.04 SB-LEFT 17.06 SB-RGHT 17.08 EB-THRU 17.11 WB-THRU 17.12 WB-RGHT 18.M.KINS AV-B601L128.12 18.04 SB-LEFT	75 500 75	1	5	0	0 8 4	19 4	104 22 <b>36</b>	42 50	4	192 66 99 <b>88</b> 87 111	71 99 933 271 111 36	
	16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 WB-RGHT 17.M.KING-STRL.F.RES 17.04 SB-LEFT 17.06 SB-RGHT 17.07 EB-LEFT 17.08 EB-THRU 17.11 WB-THRU 17.11 WB-THRU 17.12 WB-RGHT 18.04 SB-LEFT 18.06 SB-RGHT 18.07 EB'LEFT 18.08 EB-THRU	75 500 75 500	1 0. 1 0	2 2 5 5	0	0 8 4	19 4 19	104 22 36 22 104	42 50 42	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	192 66 99 88 87 111 280	71 99 933 271 111 36 22 <b>"i"04</b> 1026	
	16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 WB-RGHT 17.M.KING-STRL.F.RES 17.04 SB-LEFT 17.06 SB-RGHT 17.07 EB-LEFT 17.08 EB-THRU 17.11 WB-THRU 17.11 WB-THRU 17.12 WB-RGHT 18.04 SB-LEFT 18.04 SB-LEFT 18.06 EB-THRU 18.11 WB-THRU 18.11 WB-THRU 13.12 HB-RGHT 19.M.KING AV-B508L2	75 500 75 500 75 500 75	1 0 1 0 1	5 2 5 2	0 0 0 0 0 0	0 9 4 8 4	19 4 19 4	104 22 36 22 104 129	42 50 42 50	4	66 99 88 87 111 280 178	71 99 933 271 111 36 22 <b>*i*04</b> 1026 360 129	
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	16.07 EB-LEFT 16.08 EB-THRU 16.11 WB-THRU 16.12 WB-RGHT 17.06 XING-STRL.F.RES 17.06 SB-RGHT 17.07 EB-LEFT 17.08 EB-THRU 17.11 WB-THRU 17.11 WB-THRU 17.12 WB-RGHT 18.06 SB-RGHT 18.07 EB <sup>+</sup> LEFT 18.06 EB-LEFT 18.08 EB-THRU 13.12 HB-RGHT 19.01 NB-LEFT 19.03 NB-RGHT 19.03 EB-RGHT 19.09 EB-RGHT 19.10 WB-LEFT 19.10 WB-LEFT 19.11 WB-THRU	75 500 75 3 500 75 500 75	1 0 1 0 1 0 1 0 1	2 5 2 5 2 5 5 2 2	0	0 9 4 8 4 8 8	19 4 19 4 19 4	104 22 36 22 104 129 36	42 50 42 50 228 42 53	4 1 1	199 66 99 88 87 111 280 199 280	71 99 933 271 111 36 22 <b>*i*04</b> 1026 360 129 50 228 1021 42 53 439	
	16.07 EB-LEFT 16.08 EB-LEFT 16.11 WB-THRU 16.12 WB-RGHT 17.06 SB-LEFT 17.06 SB-LEFT 17.06 SB-RGHT 17.07 EB-LEFT 17.08 EB-THRU 17.11 WB-THRU 17.11 WB-THRU 17.12 WB-RGHT 18.04 SB-LEFT 18.06 SB-RGHT 18.07 EB <sup>+</sup> LEFT 18.08 EB-THRU 13.12 HB-RGHT 19.01 NB-LEFT 19.03 NB-RGHT 19.00 EB-RGHT 19.10 WB-LEFT 19.10 WB-LEFT 19.10 WB-LEFT 19.10 WB-LEFT 19.10 WB-LEFT 19.10 WB-LEFT 19.11 WB-THRU 20.04 SB-LEFT 20.06 SB-RGHT	75 500 75 3 500 75 500 75 500 75 55	1 0 1 0 1 0 1	2 2 5 2 5 2 5 2 2	0	0 9 4 9 4 8 8 4	19 4 19 4 19 4	104 22 36 22 104 129 36 129	42 50 42 50 228 42 53	4	199 66 99 88 87 111 280 199 280 199	71 99 933 271 111 36 22 <b>*i'04</b> 1026 360 129 50 228 1021 42 53 439 7 7	
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TRACES

	BACKGROUND GROWTH: YEARS =	3% PE 10	R YR GRTH	FCTR 1.3	43916		============	******		********	********	TIS			
	TF.IF GENERATION		TRIP RATE		VEH. TRTP	s		e na staar oo ay saar ahaa ahaa ahaa ahaa ahaa ahaa ahaa			المراجعة فالرزاجة		antana a sa		
	INDEF VEIfr	UNITS	PH-IN P	M-OUT	PM-IN P	PM-OUT									
	BLOC! 752 LOT 1: SINGLE FEIN RES TOWNHOUSE	SITE 1 0 280 0	0 .17 0	0 .180	0 104 0	0 50 0				······································					
	RESERVED TOTAL BLOCK B77 LOT 16:	SITE 2	0		104	50									
	SINGLE FAM RES TOWNHOUSE COMMERCIAL RESERVED	0 150 140 0	0 .37 2.9 0	0 18. 3.1 0	0 147 406 0	0 .81. 434 0	age and 10 and 10 a late of 10 a								
	TOTAL BLOCK BOOA LOT 3: SINGLE FAM RES	SITE 3 0	0	0		5150									
	TOWNHOUSE AFARTMENTS COMMERCIAL	0 0 150	0 0 2.?	0 0 JLJL	0 0 435	0 0 465									
	TOTAL BLOCK 100 LOT U:	SITE 4		0	435	445	al da ser a se Ser a ser							 	an a
	TOWNHOUSE COMMERCIAL RESERVED	95 20 0	.37 5.77 0	.18 5.81 0	35 115 0	17 116 0							<u>.</u>		
	BLOC': 201 LOT 31: SINGLE FAM RES	SITE 5	0	0	0	0	-								
	TOWNHOUSE COMMERCIAL INDUSTRIAL RESERVED	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0								، في . د خدستهم سن	
	TOTAL BLOCK 601 L.12&13: SINGLE FAM RES	SITE 6 0	0	0	116	57								in an	
×.	TWO FAMILY RES TOWNHOUSE INDUSTRIAL RESERVED	53 0 30 0	• 4 0 2 0	.2 0 10 0	21 0 60 0	11 " 0 300 0									
	TOTAL BLOCK 508 LOT 2:				81	311									
	MOBILE HQFE PRK ,^,-iKDyS.IEJ.fiL-,,, RESERVED	732 	.29 0	.18 .0 0	212	132 0 0		جمع میں ایک ایس جمع میں ایک ایس	مربور المراجع المراجع مراجع المراجع ال			منتشر برید کرد. م			
	TOTAL BLOCK 800 LOT 2: AFARTMENT-1 FAM	SITE 8 0	0	Q	212 0	132 0									
	MUN.OFFICE-LIBR HUN. D.P.W. PARK/RIDE LOT	30 11 60	2.5 .5 .5	2.5 1 1	75 6 30	75 11 60									
	TOTAL STERLING FOREST TR SINBLE FAM RES	SITE 9 350	.63	.37	111 	146									
	TOWNHOUSE APARTMENT CDLIMERCIAL DFFICE-LA8	220 300 100 250	.37 .4 2.1 .24	.18 .2 2.2 1.63	81 120 210 60	40 60 220 408								• • • • • •	
	TOTAL	FTERFTERFTE	======================================		692	857	******		****	*=====		====			
	TRIP DISTRIBUTION	PE.	RCENT OF	SITE TRAFI	FIC TO/FR	OM CORDON	POINTS BY	USE	guon	2707	gun -	PAT	د و زر د د در منگریک برمی	ندر. 	
	COMPONENT	SKILINE CO SOUTH-E	SOUTH	SOUTH	WEST	N-WEST	NORTH EXIS	N-E S-E	S 2	WEST	WEST NORT	H CM	TOTAL		
	BLOC! 752 LOT 1: SITE 1													1.	
	PERCENT: SINGLE Ffi« RES TGUNHO'JSE RESERVED	0 49 0	0 7 0	0 7 0	0 1 0	0 2 0	0 14 0	0 4 0	0 4 0	0	0 4 0	0 3 0	0 100 0		
	TRAFFIC VOLS: FH- IN PM-OUT	51 2<	9 5	7	1 i	2	15 7	4 2	4 2	3 2	4 2	3 2	104 50		· · · ·
	BLOCK 877 LOT 16: SITE 2 PERCENT:				• •						۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰	a indiana Ang ang ang ang ang ang ang ang ang ang a			i yan mari ƙasa Tana tang tana
	SINGLE FAM RES TOWNHOUSE CD>MERCIAL RESEDUED	0 49 17	0 9 12	0 7 « 12	0 ( 1 10 ()	0 2 12	- 0 14 17 0	0 4 0 0	0 4 0 0	0 2 0	0 4 0 0	0 3 0	0 100 53 0		
	TRAFFIC VOLS:		· · · ·				· · · · · · · · · · · · · · · · · · ·	· · ·	<sup>7</sup>						
	PM-IN	151	64	60	42	52	92	7	7	5	7 . 	17	503 441		
	PM-IN PM-OUT BLOCK 800A LOT 3: SITE Z	151 113	64 59	60 58	42 44	52 54	92 "83	73	7 3	5	73	17 15	503 441		
	PM-IN PM-OUT BLOCK 800A LOT 3: SITE Z F'RRCENT: SINGLE FAM RES TOWNHOUSE AFTCHTHEMTS	151 113 0 0 == 0	64 59 0 • • • • • • • •	60 58 0 0 0	42 44 0 0 0	52 54 0 0	92 "83 0 0	7 3 0 0 0	7 3 0 0 0	5 2 0 0	7 3 0 0	17 15 0 0	503 441 0 0		
	PM-IN PM-OUT BLOCK 800A LOT 3: SITE Z F'ERCENT: SINGLE FAM RES TOWNHOUSE APTERHEMTS COMMERCIAL PESEFVED TPAFPLC VOLS:	151 113 0 0 0 0 17 0	64 59 6 0 12 0	60 58 0 0 0 12 0	42 44 0 0 0 10 0	52 54 0 0 0 12 0	92 "83 0 0 0 17 -O	7 3 0 0 0 0 0	7 3 0 0 0 0 0	5 2 0 0 0 0 0	7 3 0 0 0 0	17 15 0 0 0 3 6	503 441 0 0 83		
	PM-IN PM-OUT BLOCK 800A LOT 3: SITE Z F'RECENT: SINGLE FAM RES TOWNHOUSE AFTCHTHEMTS COMMERCIAL PESEFVED TPAfplC VOLS: PM-IN PM-OUT	151 113 0 " 0 17 0 74 79	64 59 0 12 0 52 56	60 58 0 0 0 12 0 52 56	42 44 0 0 0 10 0 44 47	52 54 0 0 12 0 52 56	92 "83 0 0 0 17 -0 74 79	7 3 0 0 0 0 0	7 3 0 0 0 0	5 2 0 0 0 0 0	7 3 0 0 0 0 0 0 0 0 0 0 0 0	17 15 0 0 3 6	503 441 0 0 83 		
	PM-IN PM-OUT BLOCK 800A LOT 3: SITE Z F'ERCENT: SINGLE FAM RES TOWNHOUSE APTETHEMTS COMMERCIAL PESEÉVED TPAÉPIC VOLS: PM-IN PH-OUT BLOCK JOO LOT 16: SITE 4 PERCENT: SINGLE FAM RES	151 113 0 0 0 17 74 79	64 59 0. 12 0 52 56	60 58 0 0 12 0 52 56	42 44 0 0 0 10 0 44 47	52 54 0 0 0 12 0 52 56	92 *83 0 0 17 -0 74 79	7 3 0 0 0 0 0 0 0 0	7 3 0 0 0 0 0 0	5 2 0 0 0 0 0 0 0	7 3 0 0 0 0 0 0 0 0 0 0 0 0 0	17 15 0 0 0 3 6 13 14	503 441 0 0 83 361 796		
	PM-IN PM-OUT BLOCK 800A LOT 3: SITE Z F'ERCENT: SINGLE FAM RES TOWNHOUSE AFRETENTES COMMERCIAL PESEFVED TPAfplC VOLS: PM-IN PM-OUT BLOCK JOO LOT 16: SITE 4 PERCENT: SINGLE FAM RES TOMMHOUSE mMMRETEPJ RESERVED	151 113 0 " " 0 17 0 74 79 0 74 79 0 20 27 0	64 59 	60 58 0 0 12 0 52 56 52 56 0 18 17 0	42 44 0 0 0 10 0 44 47 0 1 1 1 2 0	52 54 0 0 12 0 52 56 0 2 15 0	92 *83 0 0 17 -0 74 79 0 14 is 0	7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 15 0 0 0 3 6 13 14 0 3 5 0	503 441 0 0 83 361 796 0 100 -79 0		
	PM-IN PM-OUT BLOCK 800A LOT 3: SITE Z F'ERCENT: SINGLE FAM RES TOWNHOUSE AFTERTHEMTS COMMERCIAL PESEFVED TPAÉPIC VOLS: PM-IN PM-OUT BLOCK JOO LOT 16: SITE 4 PERCENT: SINGLE FAM RES TOMMHOUSE mMMRTrpi. RESERVED TRAFFIC VOLS: FM-IN PM-OUT	151 113 0 0 " 0 17 0 17 0 17 0 74 79 0 20 20 20 20 20 20 20 20 20 20 20 20 20 2	64 59 0 0 0 0 0 0 	60 58 0 0 12 0 52 56 0 18 12 0 0 20 17	42 44 0 0 10 0 44 47 0 1 1 2 40 6 6	52 54 0 0 12 0 52 56 0 2 15 0 18 18	92 *83 0 0 17 -0 <b>74</b> 79 0 14 is 0 22 20	7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 15 0 0 3 6 13 14 0 3 5 0 0	503 441 0 0 83 361 796 0 100 79 0 126 109		
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