APPENDIX “H”

DESCRIPTION OF PRIMARY STUDY AREA INTERSECTIONS

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Summarized in this Appendix is a summary of the existing geometry including traffic control, Existing Levels of Service, No-Build Levels of Service, any recommended improvements and the resulting Build Levels of Service for each of the primary study area intersections.

1. Nepperhan Avenue and Elm Street

EXISTING GEOMETRY

Nepperhan Avenue and Elm Street intersect at a signalized intersection. The Nepperhan Avenue northbound approach consists of three lanes in the form of a two through lanes and a shared through/right turn lane and the Nepperhan Avenue southbound approach consists of four lanes in the form of a separate left turn lane and three through lanes. The Elm Street eastbound approach consist of one lane for left, through and right turn movements and the Elm Street westbound approach consists of one lane for left turn and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during both the Weekday Peak AM and Weekday Peak PM Highway Hours and is currently operating at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City’s Computerized Traffic Signal System. There are no geometric improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during both the Weekday Peak AM and Weekday Peak PM Highway Hours and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

NEW TRAFFIC PATTERN AND RECOMMENDED IMPROVEMENTS

As previously discussed, as part of the SFC development, the section of Elm Street between Nepperhan Avenue and Palisade Avenue as well as Palisade Avenue between Elm Street and Getty Square would be reversed in direction. The reversal of these streets would provide additional capacity and better distribution of traffic within the area. In addition, as part of the new traffic flow patterns, a separate left turn lane will be provided from northbound Nepperhan Avenue to Elm Street as well as a separate right turn lane from southbound Nepperhan Avenue to Elm Street. Phasing and timing changes will be required to optimize the operation of the signal.

FUTURE GEOMETRY

With the new traffic pattern and geometric changes, the Nepperhan Avenue northbound approach would consists of four lanes in the form of a separate left turn lane, two through lanes and a shared through/right turn lane and the Nepperhan Avenue southbound approach consists of five lanes in the form of a separate left turn lane, three through lanes and a separate right turn lane. Elm Street would be one-way westbound with the Elm Street westbound approach consisting of one lane for left, through and right turn movements.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

2. Nepperhan Avenue and New School Street

EXISTING GEOMETRY

Nepperhan Avenue and New School Street intersect at a signalized intersection. The Nepperhan Avenue eastbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and a shared through/right turn lane and the Nepperhan Avenue westbound approach consists of five lanes in the form of a separate left turn lane, three through lanes and a separate right turn lane. The New School Street southbound approach consist of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during both the Weekday Peak AM and Weekday Peak PM Highway Hours and is currently operating at an overall Level of Service "B" during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal is part of the City's Computerized Traffic Signal System. There are no geometric improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Highway, Weekday Peak PM Highway and Saturday Peak Hours.

NEW TRAFFIC PATTERN AND RECOMMENDED IMPROVEMENTS

The construction of the SFC development will result in the elimination of New School Street north of Nepperhan Avenue. Traffic using New School Street has been redistributed to the adjoining street system. The existing traffic signal will be kept for pedestrian movements.

FUTURE GEOMETRY

With the proposed new traffic pattern, the Nepperhan Avenue eastbound approach will consists of three lanes in the form of two through lanes and a shared through/right turn lane and the Nepperhan Avenue westbound approach will consists of four lanes in the form of a separate left turn lane and three through lanes.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the proposed new traffic pattern, the intersection is projected to operate at an overall Level of Service “A” during the Weekday Peak AM Highway, Weekday Peak PM Highway and Saturday Peak Hours.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “A” during the Weekday Peak PM Highway and Saturday Peak Hours.

3. Nepperhan Avenue and New Main Street

EXISTING GEOMETRY

Nepperhan Avenue and New Main Street intersect at a signalized intersection. The Nepperhan Avenue eastbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and a shared through/right turn lane and the Nepperhan Avenue westbound approach consists of five lanes in the form of a separate left turn lane, three through lanes and a separate right turn lane. The New Main Street northbound approach consist of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway, Weekday Peak PM Highway and Saturday Peak Hours.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City’s computerized traffic signal system. There are no geometric improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hours and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

NEW TRAFFIC PATTERN AND RECOMMENDED IMPROVEMENTS

As part of the SFC development it is recommended that New Main Street be reversed in direction. Phasing and timing changes may be required to optimize the operation of the signal.

FUTURE GEOMETRY

With the proposed new traffic pattern, the Nepperhan Avenue eastbound approach will consists of three lanes in the form of two through lanes and a shared through/right turn lane and the Nepperhan Avenue westbound approach will consists of four lanes in the form of a separate left turn lane and three through lanes. The New Main Street northbound approach will consist of two lanes in the form of a separate left turn lane and a separate right turn lane and the New Main Street southbound approach will consist of three lanes in the form of a separate left turn lane, a shared left/through lane and a separate right turn lane.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the proposed new traffic pattern and geometric changes, the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to continue to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “C” during the Saturday Peak Hour.

4. Nepperhan Avenue and South Broadway

EXISTING GEOMETRY

Nepperhan Avenue and South Broadway intersect at a signalized intersection. The Nepperhan Avenue eastbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Nepperhan Avenue westbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and a separate right turn lane. The South Broadway northbound approach consist of two lanes in the form of a separate left turn lane and a shared through/right turn lane and the South Broadway southbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “D” during the Weekday Peak AM Highway and Weekday Peak PM Highway Hours and is currently operating at an overall Level of Service “C” during the and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City’s computerized traffic signal system. There are no geometric improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service

"E" during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "C" during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

As part of the SFC development, a separate northbound right turn lane is proposed at this intersection. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the northbound right turn lane, the intersection is projected to continue to operate at an overall Level of Service "D" during the Weekday Peak AM Highway Hour, is projected to operate at an improved overall Level of Service "D" during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service "C" during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service "D" during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "C" during the Saturday Peak Hour.

5. South Broadway and Hudson Street

EXISTING GEOMETRY

South Broadway and Hudson Street intersect at an all-way "stop" sign controlled intersection. The South Broadway northbound approach consists of one through lane and the Hudson Street eastbound approach consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Highway, is currently operating at an overall Level of Service "C" during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service "B" during the and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway, is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Highway Hour and projected to operate at an overall Level of Service "B" during the and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

As part of the SFC development, it is recommended that the flashing traffic signal be upgraded to a full signal operation and be connected to the City's Computerized Traffic Signal System.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with signalization, the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Highway and Saturday Peak Hours.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service "D" during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

6. South Broadway and Main Street

EXISTING GEOMETRY

Main Street and South Broadway intersect at a signalized intersection. The South Broadway northbound approach consists of one lane for left and through movements and the Main Street westbound approach consists of one lane for through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Highway, Weekday Peak PM Highway and Saturday Peak Hours.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

This Traffic Signal will be included as part of the City's Computerized Traffic Signal System. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

7. Main Street and Palisade Avenue

EXISTING GEOMETRY

Main Street and Palisade Avenue intersect at a signalized intersection. The Palisade Avenue northbound approach consists of one lane for left and through movements and the Main Street westbound approach consists of one lane for through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

As part of the SFC development, both Main Street and Palisade Avenue be reversed in direction. This Traffic Signal will be included as part of the City's Computerized Traffic Signal System. Timing changes may be required to optimize the operation of the signal.

FUTURE GEOMETRY

With the proposed new traffic pattern and geometric changes, the Palisade Avenue northbound approach will consists of one lane for left and right turn movements and the Palisade Avenue southbound approach will consists of two lanes in the form of a separate left turn lane and a separate right turn lane.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the proposed new traffic pattern and geometric changes, the intersection is projected to continue to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service "D" during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

8. Palisade Avenue and Locust Hill Avenue

EXISTING GEOMETRY

Palisade Avenue and Locust Hill Avenue intersect at an all-way "stop" controlled intersection. The Palisade Avenue eastbound approach consists of one lane for left, through and right turn movements and the Locust Hill Avenue southbound approach consists of one lane for left and through movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Highway, is currently operating at an overall Level of Service "B" during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service "A" during the and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "A" during the Weekday Peak AM Highway, is projected to operate at an overall Level of Service "B" during the Weekday Peak PM Highway Hour and projected to operate at an overall Level of Service "A" during the and Saturday Peak Hour.

NEW TRAFFIC PATTERN

As part of the SFC development, the section of Palisade Avenue between Elm Street and Main Street would be reversed in direction. The reversal of these streets would provide additional capacity and better distribution of traffic within the area.

FUTURE GEOMETRY

With the new traffic pattern, the Palisade Avenue westbound approach will consists of two lanes in the form of a separate through lane and a shared through/right turn lane and the Locust Hill Avenue southbound approach will consists of one lane for right turn movements.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the new traffic pattern, the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

9. Palisade Avenue/Elm Street/New School Street

EXISTING GEOMETRY

Palisade Avenue, Elm Street and New School Street intersect at a signalized intersection. The Palisade Avenue eastbound approach consists of one lane for left, through and right turn movements, the Palisade Avenue southbound approach consists of one lane for left and through movements and the New School Street northbound approach consists of one lane for through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service”C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

NEW TRAFFIC PATTERN AND RECOMMENDED IMPROVEMENTS

As part of the SFC development, the section of Elm Street between Nepperhan Avenue and Palisade Avenue would be reversed in direction. The reversal of these streets would provide additional capacity and better distribution of traffic within the area. In addition, the construction of the SFC development will result in the elimination of New School Street allowing access to the development (site access #3). Traffic using New School Street has been redistributed to the adjoining street system. This Traffic Signal will be included as part of the City's Computerized Traffic Signal System. Phasing and timing changes may be required to optimize the operation of the signal.

FUTURE GEOMETRY

With the new traffic pattern, the Elm Street westbound approach would consists of two lanes in the form of a shared left/through lane and a shared through/right turn lane, the Palisade Avenue southbound approach will consist of one lane for through and right turn movements and Site Access #3 (northbound approach) will consist of one lane for left and through movements.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the new traffic pattern and geometric changes, the intersection is projected to continue to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "C" during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

10. Ashburton Avenue and Warburton Avenue

EXISTING GEOMETRY

Ashford Avenue and Warburton Avenue intersect at a signalized intersection. The Ashford Avenue eastbound approach consists of one lane for left, through and right turn movements and the Ashford Avenue westbound approach consists of one lane for left, through and right turn movements. The Warburton Avenue northbound approach consists of one lane for left, through and right turn movements and the Warburton Avenue southbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during both the Weekday Peak AM and Weekday Peak PM Highway Hours and is currently operating at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during both the Weekday Peak AM and Weekday Peak PM Highway Hours and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with timing changes, the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

11. Ashburton Avenue and North Broadway

EXISTING GEOMETRY

Ashford Avenue and North Broadway intersect at a signalized intersection. The Ashford Avenue eastbound approach consists of one lane for left, through and right turn movements and the Ashford Avenue westbound approach consists of one lane for left, through and right turn movements. The North Broadway northbound approach consists of one lane for left, through and right turn movements and the North Broadway southbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during both the Weekday Peak AM and Weekday Peak PM Highway Hours and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with timing changes, the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

12. Ashburton Avenue and Locust Hill Road

EXISTING GEOMETRY

Ashburton Avenue and Locust Hill Road intersect at an unsignalized intersection. The Ashburton Avenue eastbound approach consists of one lane for through and right turn movements and the Ashburton Avenue westbound approach consists of one lane for left and through movements. The Locust Hill Road northbound approach is "stop" sign controlled and consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service "C" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "C" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at a Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at a Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to continue to operate at a Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at a Level of Service “C“ Saturday Peak Hour.

13. Ashburton Avenue and Palisade Avenue

EXISTING GEOMETRY

Ashburton Avenue and Palisade Avenue intersect at a signalized intersection. The Ashburton Avenue eastbound approach consist of one lane for left, through and right turn movements and the Ashburton Avenue westbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane. The Palisade Avenue northbound approach consist one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Timing changes may be required to optimize the operation of the signal

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

14. Ashburton Avenue and Nepperhan Avenue

EXISTING GEOMETRY

Ashburton Avenue and Nepperhan Avenue intersect at a signalized intersection. The Ashburton Avenue eastbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane and the Ashburton Avenue westbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane. The Nepperhan Avenue northbound approach consist of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Nepperhan Avenue southbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and a separate right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service “E” during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “D” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “F” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “E” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Timing changes may be required to optimize the operation of the signal

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to continue to operate at an overall Level of Service “E” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “F” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “E” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “F” during the Weekday Peak PM Highway Hour and Saturday Peak Hour

15. Ashburton Avenue and NYS Route 9A/Walnut Street

EXISTING GEOMETRY

Ashburton Avenue and NYS Route 9A/Walnut Street intersect at a signalized intersection. The Ashburton Avenue eastbound approach consist of one lane for left, through and right turn movements and the Ashburton Avenue westbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane. The NYS Route 9A southbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane and the Walnut Street northbound approach consist one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during both the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hours and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Timing changes may be required to optimize the operation of the signal

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to operate at an overall Level of Service “F” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “D” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “F” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “E” during the Saturday Peak Hour.

16. Yonkers Avenue and Walnut Street

EXISTING GEOMETRY

Yonkers Avenue and Walnut Street intersect at a signalized intersection. The Yonkers Avenue eastbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Yonkers Avenue westbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane. The Walnut Street northbound approach consist of one lane for left, through and right turn movements and the Walnut Street southbound approach consist of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City’s computerized traffic signal system. This Traffic Signal is part of the City’s computerized traffic signal system.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the

Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Corridor improvements to include the removal of parking and the construction of a center median along Yonkers Avenue between the Saw Mill River Parkway Ramps and Nepperhan Avenue. The proposed center median will consist of a raised island having a width between 12 and 16 feet. The center island will be used for left turn lane at intersecting streets. In addition, the median area will be used for communication equipment (buried) that will relay information to and from the City's Computerized Traffic Signal System.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the Corridor improvements, the intersection is projected to continue to operate at an overall Level of Service "D" during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service "C" during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service "D" during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

17. Yonkers Avenue and Prescott Street

EXISTING GEOMETRY

Yonkers Avenue and Prescott Street intersect at a signalized intersection. The Yonkers Avenue eastbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Yonkers Avenue westbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane. The Prescott Street northbound approach consist of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service "C' during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service "B" during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City's computerized traffic signal system. There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service

"D' during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "B" during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Corridor improvements to include the removal of parking and the construction of a center median along Yonkers Avenue between the Saw Mill River Parkway Ramps and Nepperhan Avenue. The proposed center median will consist of a raised island having a width between 12 and 16 feet. The center island will be used for left turn lane at intersecting streets. In addition, the median area will be used for communication equipment (buried) that will relay information to and from the City's Computerized Traffic Signal System.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the Corridor improvements, the intersection is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service "D" during Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "C" during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “D” during the Saturday Peak Hour.

18. Yonkers Avenue and Ashburton Avenue

EXISTING GEOMETRY

Yonkers Avenue and Ashburton Avenue intersect at a signalized intersection. The Yonkers Avenue eastbound approach consists of two lanes in the form of two through lanes and the Yonkers Avenue westbound approach consists of three lanes in the form of a two through lanes and a separate right turn lane. The Ashburton Avenue southbound approach consists of two lanes in the form of a separate left turn lane and a shared left/right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City’s computerized traffic signal system. There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

Corridor improvements to include the removal of parking and the construction of a center median along Yonkers Avenue between the Saw Mill River Parkway Ramps and Nepperhan Avenue. The proposed center median will consist of a raised island having a width between 12 and 16 feet. The center island will be used for left turn lane at intersecting streets. In addition, the median area will be used for communication equipment (buried) that will relay information to and from the City's Computerized Traffic Signal System.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the Corridor improvements, the intersection is projected to operate at an overall Level of Service "E" during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "C" during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service "E" during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

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19. Yonkers Avenue and Saw Mill River Parkway SB Ramp

EXISTING GEOMETRY

Yonkers Avenue and the saw Mill River Parkway SB Ramp intersect at an unsignalized intersection. The Yonkers Avenue eastbound approach consists of three lanes in the form of two through lanes and a channelized right turn lane and the Yonkers Avenue westbound approach consists of two through lanes. The Saw Mill River Parkway SB Off-Ramp (southbound approach) is "stop' sign controlled and consists of one lane for right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that traffic exiting the Saw Mill River Parkway is currently operating at a Level of Service "F" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

While improvements should be considered under Existing and No-Build Conditions, there are currently no improvements planned for this location.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "F" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

As part of the SFC development, it is recommended that dual right turn lanes be provided on the Saw Mill River Parkway Southbound Exit Ramp and that a Traffic Signal be installed. This Traffic Signal will be included as part of the City's Computerized Traffic Signal System.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with the geometric improvements and a traffic signal, the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service "D" during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "C" during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service "E" during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

20. Yonkers Avenue and Saw Mill River Parkway NB Ramp

EXISTING GEOMETRY

Yonkers Avenue and the Saw Mill River Parkway NB Ramp Avenue intersect at a signalized intersection. The Yonkers Avenue eastbound approach consists of three lanes in the form of a separate left turn lane and two through lanes and the Yonkers Avenue westbound approach consists of three lanes in the form of a two through lanes and a separate right turn lane. The Saw Mill River Parkway NB Off-Ramp (southbound approach) consists of two lanes in the form of a separate left turn lane and a separate right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “E” during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service “F” during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “D” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City’s computerized traffic signal system. While geometric improvements should be considered under Existing and No-Build Conditions, there are currently no improvements planned for this location.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “F” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “E” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

As part of the SFC development, it is recommended that dual right turn lanes be provided on the Saw Mill River Parkway Northbound Exit Ramp. Timing changes may be required to optimize the operation of the signal

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

21. Buena Vista Avenue and Dock Street

EXISTING GEOMETRY

Buena Vista Avenue and Dock Street intersect at an all-way "stop" controlled intersection. The Buena Vista Avenue northbound approach consists of one lane for through and right turn movements and the Buena Vista Avenue southbound approach consists of on lane for left and through movements. The Dock Street westbound approach consists of one lane for through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Highway Hour and projected to operate at an overall Level of Service "B" during the and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

22. Buena Vista Avenue and Main Street

EXISTING GEOMETRY

Buena Vista Avenue and Main Street intersect at a signalized intersection. The Buena Vista Avenue northbound approach consists of one lane for left, through and right turn movements and the Buena Vista Avenue southbound approach consists of one lane for left, through and right turn movements. The Main Street westbound approach consists of one lane for left, through and right turn movements and the Main Street eastbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

23. Buena Vista Avenue and Hudson Street

EXISTING GEOMETRY

Buena Vista Avenue and Hudson intersect at an unsignalized intersection. The Buena Vista Avenue northbound approach consists of one lane for through and right turn movements and the Buena Vista Avenue southbound approach consists of on lane for left and through movements. The Hudson Street westbound approach is "stop" sign controlled and consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at a Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

24. Warburton Avenue and Dock Street/Nepperhan Street

EXISTING GEOMETRY

Warburton Avenue, Dock Street and Nepperhan Street intersect at a signalized intersection. The Warburton Avenue northbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane and the Warburton Avenue southbound approach consist of two lanes in the form of a shared left/through lane and a shared through/right turn lane. The Dock Street/Nepperhan Street eastbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is currently operating at an overall Level of Service “B” during the Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service “B” during the Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

25. Warburton Avenue/Riverdale Avenue and Main Street

EXISTING GEOMETRY

Warburton Avenue, Riverdale Avenue and Main Street intersect at a signalized intersection. The Warburton Avenue southbound approach consists of two lanes in the form of a separate through lane and a shared through/right turn lane and the Riverdale Avenue northbound approach consist of three lanes in the form of a separate left turn lane and two through lanes. The Main Street eastbound approach consists of one lane for left and right turn movements and the Main Street westbound approach consists of one lane for left, through and right turn movements

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

26. Riverdale Avenue and Hudson Street

EXISTING GEOMETRY

Riverdale Avenue and Hudson Street intersect at a signalized intersection. The Riverdale Avenue northbound approach consists of three lanes in the form of a two through lanes and a separate right turn lane and the Riverdale Avenue southbound approach consist of three lanes in the form of a separate left turn lane and two through lanes. The Hudson Street eastbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

27. Riverdale Avenue and Nepperhan Avenue/Prospect Street

EXISTING GEOMETRY

Riverdale Avenue and Nepperhan Avenue/Prospect Street intersect at a signalized intersection. The Riverdale Avenue northbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Riverdale Avenue southbound approach consist of four lanes in the form of a separate left turn lane, two through lanes and a separate right turn lane. The Prospect Street eastbound approach consists of two lanes in the form of a shared left/through lane and a shared through/right turn lane and the Nepperhan Avenue westbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and a separate right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service “D” during the Weekday PM Highway Hour and is currently operating at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “E” during the Weekday PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

As part of the SFC development, it is recommended that the Nepperhan Avenue westbound right turn lane be re-striped to allow both through and right turn movements. Phasing and Timing changes will be required to optimize the operation of the signal. This Traffic Signal will be included as part of the City’s Computerized Traffic Signal System.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “D” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “E” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “D” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “E” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “D” during the Saturday Peak Hour.

28. Riverdale Avenue and Vark Street

EXISTING GEOMETRY

Riverdale Avenue and Vark Street intersect at a signalized intersection. The Riverdale Avenue northbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Riverdale Avenue southbound approach consist of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane. The Vark Street eastbound approach consists of one lane for left, through and right turn movements and the Vark Street westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service “B” during the Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

29. Riverdale Avenue and Herriot Street

EXISTING GEOMETRY

Riverdale Avenue and Herriot Street intersect at a signalized intersection. The Riverdale Avenue northbound approach consists of three lanes in the form of a separate left turn lane and two through lanes and the Riverdale Avenue southbound approach consist of two lanes in the form of a separate through lane and a shared through/right turn lane. The Herriot Street westbound approach consists of one lane for left, through and right turn movements

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

30. Riverdale Avenue and Ludlow Street

EXISTING GEOMETRY

Riverdale Avenue and Ludlow Street intersect at a signalized intersection. The Riverdale Avenue northbound approach consists of three lanes in the form of a separate left turn lane and two through lanes and the Riverdale Avenue southbound approach consist of two lanes in the form of a separate through lane and a shared through/right turn lane. The Ludlow Street eastbound approach consists of one lane for left and right turn movements and the Ludlow Street westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service “B” during the Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

31. Riverdale Avenue and Radford Street

EXISTING GEOMETRY

Riverdale Avenue and Radford Street intersect at a signalized intersection. The Riverdale Avenue northbound approach consists of two lanes in the form of a separate through lane and a shared through/right turn lane and the Riverdale Avenue southbound approach consist of three lanes in the form of a separate left turn lane and two through lanes. The Radford Street westbound approach consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

32. Riverdale Avenue and Valentine Lane

EXISTING GEOMETRY

Riverdale Avenue and Valentine Lane intersect at a signalized intersection. The Riverdale Avenue northbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Riverdale Avenue southbound approach consist of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane. The Valentine Lane eastbound approach consists of one lane for left, through and right turn movements and the Valentine Lane westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

33. South Broadway and Vark Street

EXISTING GEOMETRY

South Broadway and Vark Street intersect at a signalized intersection. The South Broadway northbound approach consists of one4 lane for left, through and right turn movements and the South Broadway southbound approach consist of one lane for left, through and right turn movements. The Vark Street eastbound approach consists of one lane for left, through and right turn movements and the Vark Street westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

34. South Broadway and Herriot Street

EXISTING GEOMETRY

South Broadway and Herriot Street intersect at a signalized intersection. The South Broadway northbound approach consists of one lane for left and through movements and the South Broadway southbound approach consist of one lane for through and right turn movements. The Herriot Street eastbound approach consists of one lane for left and right turn movements and the Herriot Street westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

35. South Broadway and Bright Place

EXISTING GEOMETRY

South Broadway and Bright Place intersect at a signalized intersection. The South Broadway northbound approach consists of one lane for through and right turn movements and the South Broadway southbound approach consist of one lane for left and through movements. The Bright Place westbound approach consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

36. South Broadway and Ludlow Street

EXISTING GEOMETRY

South Broadway and Ludlow Street intersect at a signalized intersection. The South Broadway northbound approach consists of two lanes in the form of a separate left turn lane and a separate through lane one and the South Broadway southbound approach consist of one lane for through and right turn movements. The Ludlow Street is one-way westbound.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service "B" during the Weekday PM Highway Hour and is currently operating at an overall Level of Service "A" during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "A" during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service "B" during the Weekday PM Highway Hour and is expected to operate at an overall Level of Service "A" during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

37. South Broadway and McLean Avenue

EXISTING GEOMETRY

South Broadway and McLean Avenue intersect at a signalized intersection. The South Broadway northbound approach consists of one lane for through and right turn movements and the South Broadway southbound approach consist of two lanes in the form of a separate left turn lane and a separate through lane. The McLean Avenue westbound approach consists of two lanes in the form of a separate left turn lane and a separate right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour an is currently operating at an overall Level of Service “B” during the Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Phasing and timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with phasing and timing changes, the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

38. South Broadway and Radford Street

EXISTING GEOMETRY

South Broadway and Radford Street intersect at a signalized intersection. The South Broadway northbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane and the South Broadway southbound approach consist of two lanes in the form of a separate left turn lane and a shared through/right turn lane. The Radford Street eastbound approach consists of one lane for left, through and right turn movements and the Radford Street westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

39. South Broadway and Valentine Lane

EXISTING GEOMETRY

South Broadway and Valentine Lane intersect at a signalized intersection. The South Broadway northbound approach consists of two lanes in the form of a separate left turn lane and a separate through lane and the South Broadway southbound approach consist of one lane for through and right turn movements. The Valentine Lane eastbound approach consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

40. Yonkers Avenue and Midland Avenue (West)

EXISTING GEOMETRY

Yonkers Avenue and Midland Avenue (West) intersect at a signalized intersection. The Yonkers Avenue eastbound approach consists of three lanes in the form of a separate left turn lane and two through lanes and the Yonkers Avenue westbound approach consists of three lanes in the form of two through lanes and a separate right turn lane. The Midland Avenue (West) approach (southbound approach) consist of four lanes in the form of a two left turn lanes and two right turn lanes.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service "B" during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal will be part of the City's Computerized Traffic Signal System. There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "B" during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.

41. Yonkers Avenue and Midland Avenue (East)

EXISTING GEOMETRY

Yonkers Avenue and Midland Avenue (East) intersect at a signalized intersection. The Yonkers Avenue eastbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane and the Yonkers Avenue westbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane. The Midland Avenue (East) approach (northbound approach) consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right lane and the Midland Avenue (East) approach (southbound approach) consist of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is currently operating at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

This Traffic Signal is part of the City’s computerized traffic signal system. There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to operate at an overall Level of Service “B” during the weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and is projected to continue to operate at an overall Level of Service “B” during the Weekday peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

42. Yonkers Avenue and Seminary Avenue

EXISTING GEOMETRY

Yonkers Avenue and Seminary Avenue intersect at a signalized intersection. This Traffic Signal is currently part of the City's computerized traffic signal system. The Yonkers Avenue eastbound approach consists of two lanes in the form of a shared left/through lane and a separate through lane and the Yonkers Avenue westbound approach consists of two lanes in the form of a separate through lane and a shared through/right turn lane. The Seminary Avenue southbound approach consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service "B" during the Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and Saturday Peak Hour.

42. Yonkers Avenue and Central Park Avenue (SB)

EXISTING GEOMETRY

Yonkers Avenue and Central Park Avenue (SB) intersect at a signalized intersection. This Traffic Signal is currently part of the City's computerized traffic signal system. The Yonkers Avenue eastbound approach consists of two lanes in the form of a shared separate through lane and a shared through/right turn lane and the Yonkers Avenue westbound approach consists of three lanes in the form of a separate left turn lane and two through lanes. The Central Park Avenue southbound approach consists of two lanes in the form of a shared left/through lane and a shared through/right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

43. Yonkers Avenue and Central Park Avenue (NB)

EXISTING GEOMETRY

Yonkers Avenue and Central Park Avenue (NB) intersect at a signalized intersection. This Traffic Signal is currently part of the City's computerized traffic signal system. The Yonkers Avenue eastbound approach consists of three lanes in the form of a separate left turn lane and two through lanes and the Yonkers Avenue westbound approach consists of three lanes in the form of two through lanes and a separate right turn lane. The Central Park Avenue northbound approach consists of three lanes in the form of a shared left/through lane, a separate through lane and a separate right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to continue to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour

45. Warburton Avenue and Glenwood Avenue

EXISTING GEOMETRY

Warburton Avenue and Glenwood Avenue intersect at a signalized intersection. The Warburton Avenue northbound approach consists of one lane for left, through and right turn movements and the Warburton Avenue southbound approach consists of one lane for left, through and right turn movements. The Glenwood Avenue eastbound approach consists of one lane for left, through and right turn movements and the Glenwood Avenue westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

46. Warburton Avenue and Lamartine Avenue

EXISTING GEOMETRY

Warburton Avenue and Lamartine Avenue intersect at a signalized intersection. The Warburton Avenue northbound approach consists of one lane for left, through and right turn movements and the Warburton Avenue southbound approach consists of one lane for left, through and right turn movements. The Lamartine Avenue eastbound approach consists of one lane for left, through and right turn movements and the Lamartine Avenue westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

47. North Broadway and Glenwood Avenue

EXISTING GEOMETRY

North Broadway and Glenwood Avenue intersect at a signalized intersection. The North Broadway northbound approach consists of one lane for left, through and right turn movements and the North Broadway southbound approach consists of one lane for left, through and right turn movements. The Glenwood Avenue eastbound approach consists of one lane for left, through and right turn movements and the Glenwood Avenue westbound approach consists of one lane for left, through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

48. North Broadway and Lamartine Avenue

EXISTING GEOMETRY

North Broadway and Lamartine Avenue intersect at a signalized intersection. The North Broadway northbound approach consists of one lane for left and through movements and the North Broadway southbound approach consists of one lane for through and right turn movements. The Lamartine Avenue eastbound approach consists of one lane for left and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with these improvements, the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “B” during both the Weekday Peak PM Highway Hour and Saturday Peak Hour.

49. Nepperhan Avenue and Lake Street

EXISTING GEOMETRY

Nepperhan Avenue and Lake Street intersect at a signalized intersection. The Nepperhan Avenue northbound approach consists of two lanes in the form of a separate through lane and a separate right turn lane and the Nepperhan Avenue southbound approach consists of two lanes in the form of a shared left/through lane and a separate through lane. The Lake Street westbound approach consists of two lanes in the form of a separate left turn lane and separate right turn lane and the Lake Street eastbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “C” during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service “B’ during the Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location. Timing changes may be required to optimize the operation of the signal.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates that with timing changes, the intersection is projected to continue to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during both the Weekday Peak PM Highway Hour and projected to operate at an overall Level of Service “D” during the Saturday Peak Hour.

50. Prospect Street and Buena Vista Avenue

EXISTING GEOMETRY

Prospect Street and Buena Vista Avenue intersect at an all-way "stop" controlled intersection. The Buena Vista Avenue northbound approach consists of one lane for through and right turn movements and the Buena Vista Avenue southbound approach consists of one lane for left and through movements. The Prospect Street westbound approach consists of one lane for through and right turn movements.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service "A" during Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Highway Hour and projected to operate at an overall Level of Service "B" during the and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “D” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “C” during the Saturday Peak Hour.

51. Prospect Street and Hawthorne Avenue

EXISTING GEOMETRY

Prospect Street and Hawthorne Avenue intersect at an all-way "stop" controlled intersection. The Prospect Street eastbound approach consist of one lane for left, through and right turn movements and the Prospect Street westbound approach consists of two lanes in the form of a shared left/through lane and a shared through/right turn lane. The Hawthorne Avenue northbound approach is one-way southbound and the Hawthorne Avenue southbound approach is one-way northbound.

YEAR 2006 EXISTING CONDITIONS

Capacity analysis conducted utilizing the Year 2006 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Highway Hour, is currently operating at an overall Level of Service "B" during the Weekday Peak PM Highway Hour and is currently operating at an overall Level of Service "A" during Saturday Peak Hour.

YEAR 2012 NO-BUILD CONDITIONS

There are no improvements planned under the No-Build Condition.

Capacity analysis conducted utilizing the Year 2012 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Highway Hour, Weekday Peak PM Highway Hour and Saturday Peak Hour.

RECOMMENDED IMPROVEMENTS

No improvements are proposed at this location.

YEAR 2012 BUILD CONDITIONS

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes indicates the intersection is projected to continue to operate at an overall Level of Service “B” during the Weekday Peak AM Highway Hour, is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway and is projected to continue to operate at an overall Level of Service “B” during the Saturday Peak Hour.

YEAR 2012 BUILD CONDITIONS W/ BALLPARK

Capacity analysis conducted utilizing the Year 2012 Build Traffic Volumes with the Ballpark indicates that the intersection is projected to operate at an overall Level of Service “C” during the Weekday Peak PM Highway Hour and is projected to operate at an overall Level of Service “B” during the Saturday Peak Hour.