APPENDIX

ALTERNATIVES SUMMARY TABLE
ALTERNATIVES PROS AND CONS TABLE
DESIGN ALTERNATIVE EXHIBITS
VEHICLE MANEUVERING DIAGRAMS
VEHICLE MOVEMENT VOLUME DIAGRAMS
SIDRA ANALYSIS RESULTS
SYNCHRO ANALYSIS RESULTS
| Alternatives Summary Table |
# Alternatives Summary Table

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Pedestrian/Bicycle Access</th>
<th>Vehicle Movements Accommodated</th>
<th>Pea Peak Hour Traffic Level of Service (OS)</th>
<th>Private Property Taken</th>
<th>School Property Taken</th>
<th>Private Property Acquisition Cost</th>
<th>School Property Acquisition Cost</th>
<th>Conver Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Yes</td>
<td>1.9, 10, 12 (2)</td>
<td>V.S.O</td>
<td>No</td>
<td>A (A)</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
</tr>
<tr>
<td>B</td>
<td>Yes</td>
<td>2.1, 4, 6.10,12 (5, 7, 8)</td>
<td>V.S.O</td>
<td>No</td>
<td>A (A)</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
</tr>
<tr>
<td>C</td>
<td>Yes</td>
<td>3.2, 5.6, 10,12 (3, 9, 10)</td>
<td>V.S.O</td>
<td>No</td>
<td>A (A)</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
</tr>
<tr>
<td>D</td>
<td>Yes</td>
<td>4.8, 10, 12 (4)</td>
<td>V.S.O</td>
<td>No</td>
<td>C (C)</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
<td>$270,000</td>
</tr>
</tbody>
</table>

**Notes:**

1. ROW cost based on assessed values and should only be used to compare "order of magnitude" differences for each alternative.
2. Cost for construction only, based on concept plans.
DESIGN ALTERNATIVE EXHIBITS
VEHICLE MANEUVERING DIAGRAMS
VEHICLE MOVEMENT VOLUME DIAGRAMS
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Net To Scale

Figure 2

2015 Existing
Weekday Morning
Peak Hour Traffic Volumes
Average Month Conditions

Vanasse & Associates, Inc.
Transportation Engineers & Planners
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 3

2015 Existing
Weekday Evening
Peak Hour Traffic Volumes
Average Month Conditions

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Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

2015 Existing
Weekday Evening
Peak Hour Traffic Volumes
Peak Month Conditions
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

2022 Build
Weekday Morning
Peak Hour Traffic Volumes
Average Month Conditions
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 14

2022 Build
Weekday Evening
Peak Hour Traffic Volumes
Average Month Conditions
### Table: Traffic Volumes

<table>
<thead>
<tr>
<th>Trip</th>
<th>Existing</th>
<th>New</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>In</td>
<td>154</td>
<td>13</td>
<td>167</td>
</tr>
<tr>
<td>Out</td>
<td>53</td>
<td>10</td>
<td>63</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>207</strong></td>
<td><strong>23</strong></td>
<td><strong>230</strong></td>
</tr>
</tbody>
</table>

**Note:** Imbalances exist due to numerous curb cuts and side streets that are not shown.

**Figure 15**

- 2022 Build
- Weekday Morning
- Peak Hour Traffic Volumes
- Peak Month Conditions