

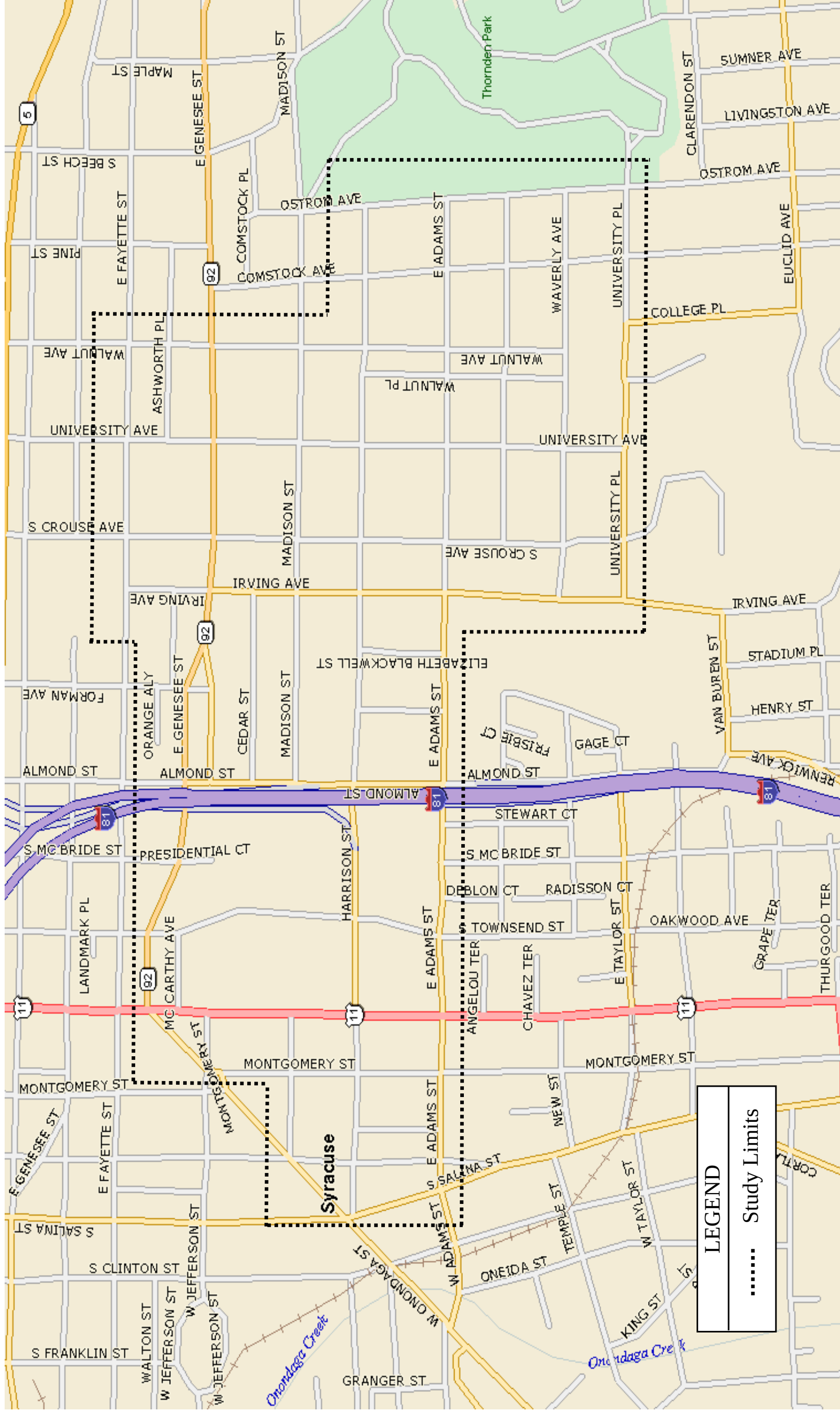
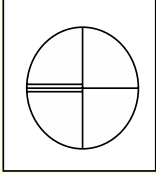
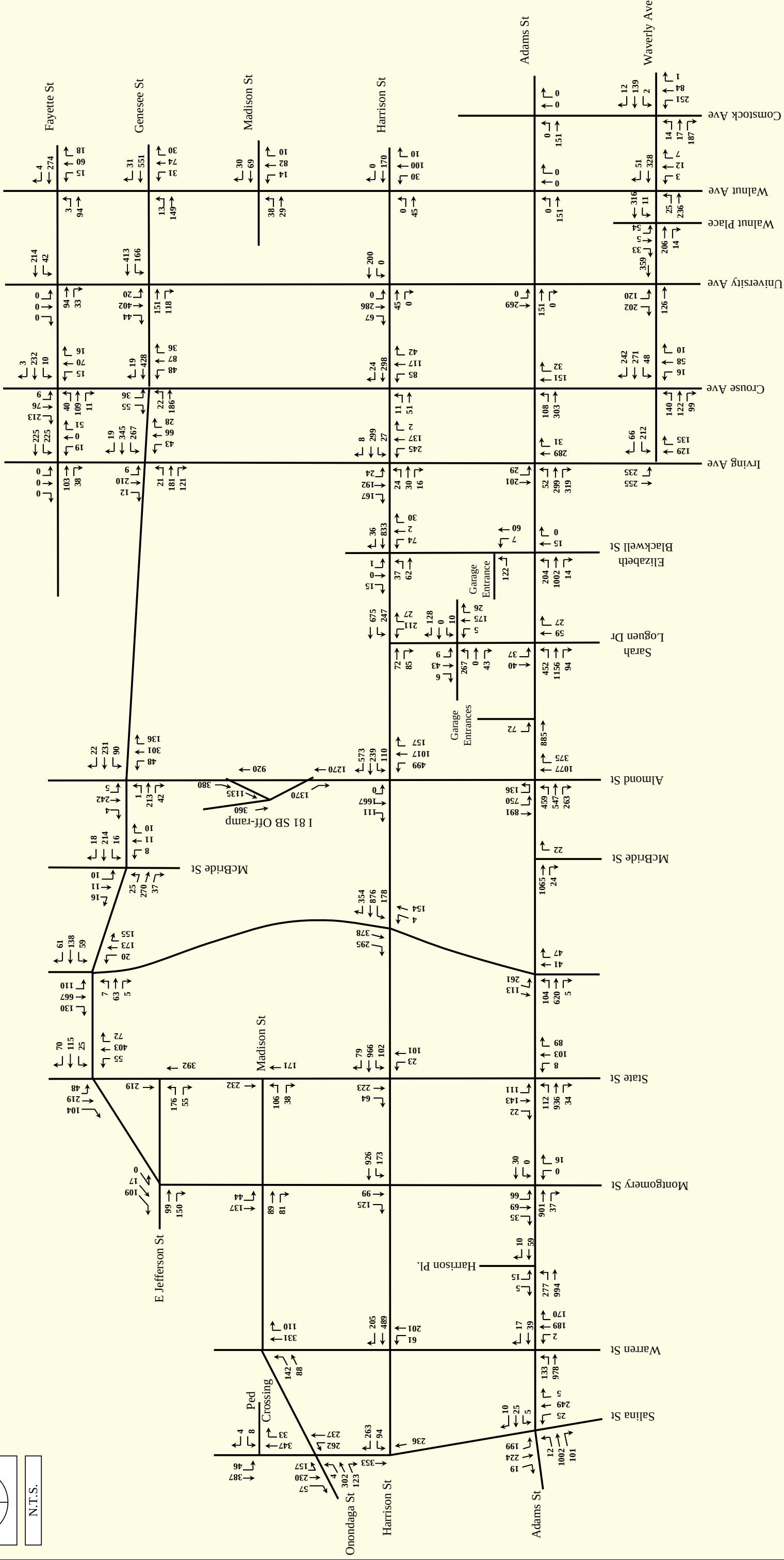


Figure 1

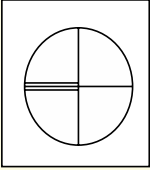


N.T.S.

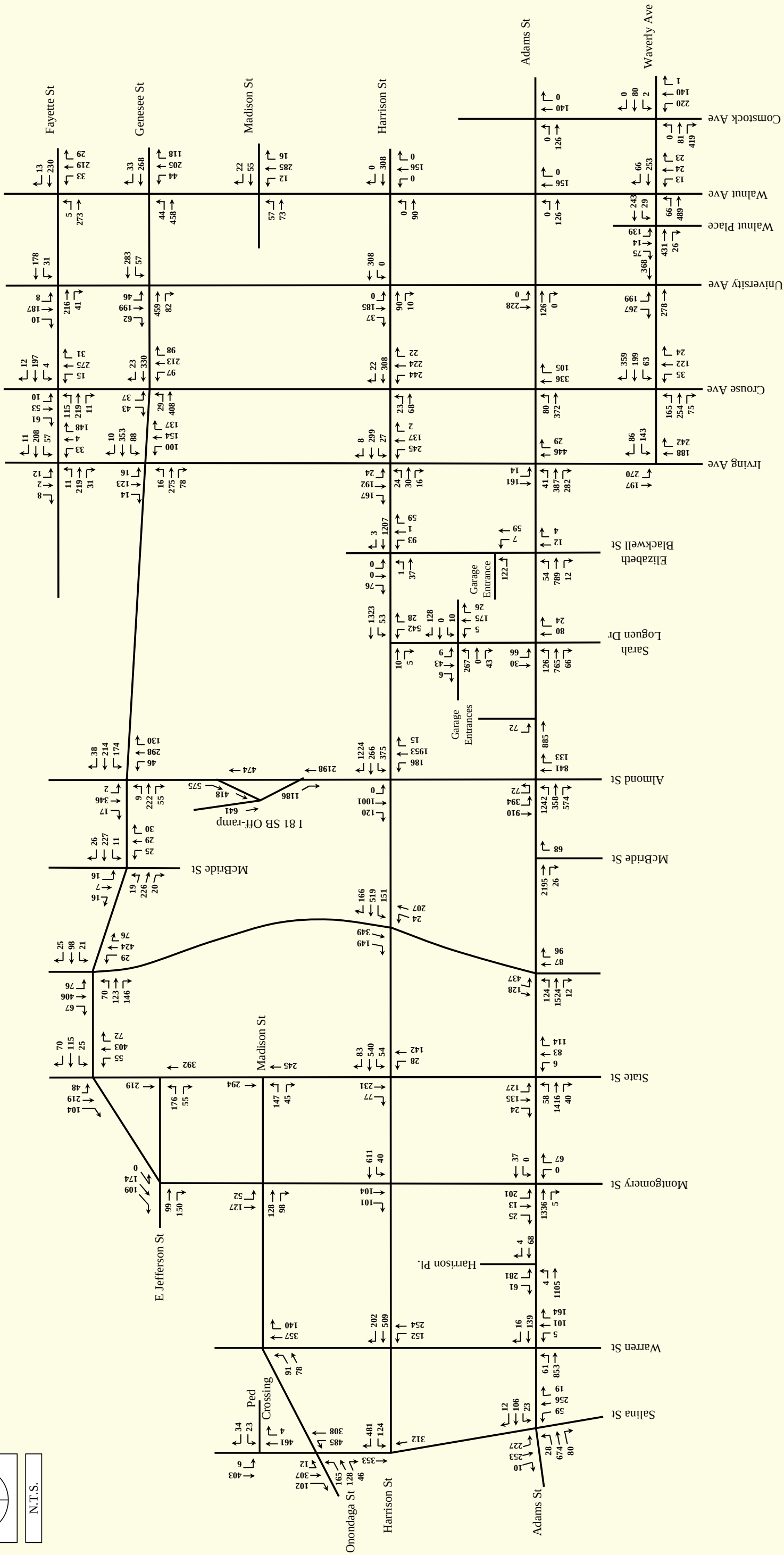


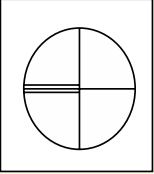
University Hill Phase II Feasibility Study
2008 - One-way Traffic Volumes
AM Peak Period

Figure 2



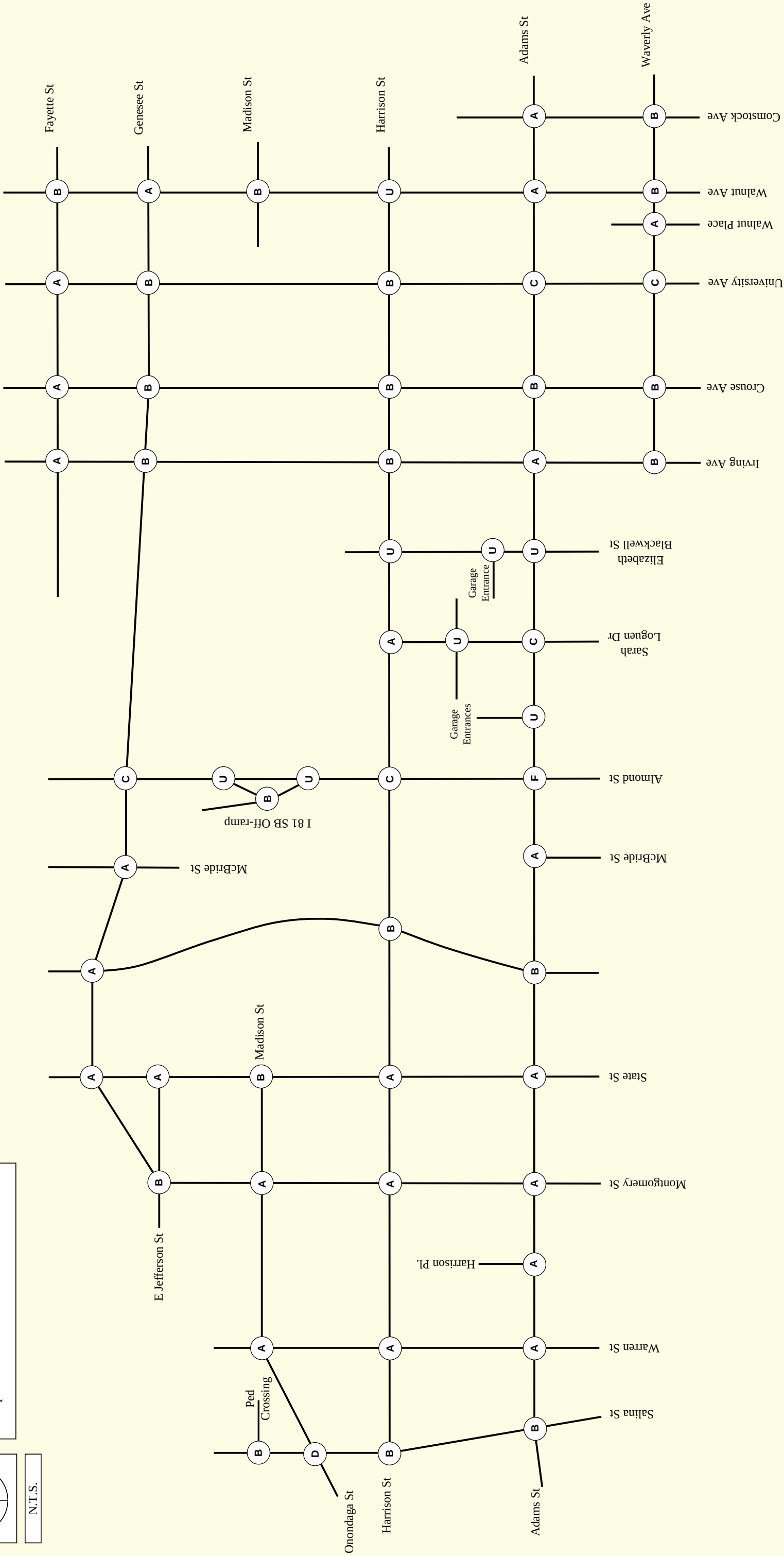
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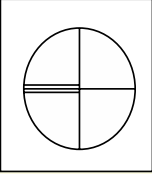
N.T.S.

Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U



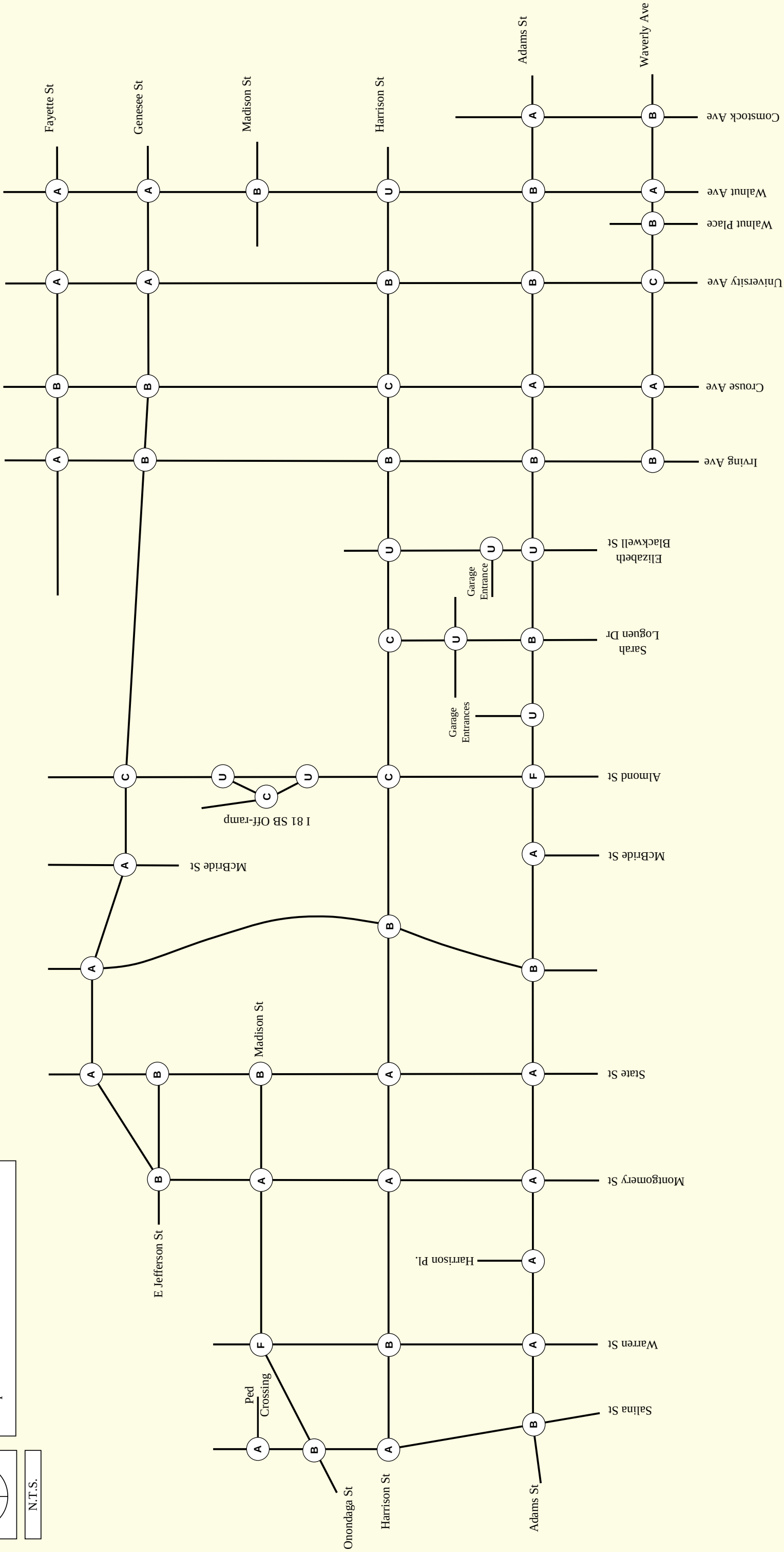
University Hill Phase II Feasibility Study
2008 - One-way Level of Service
AM Peak Period

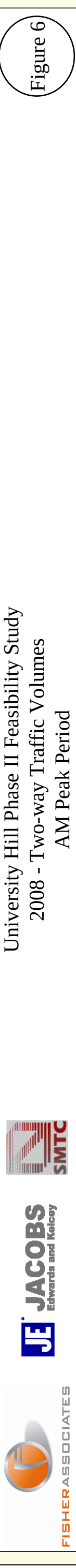
Figure 4

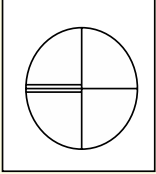


Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U

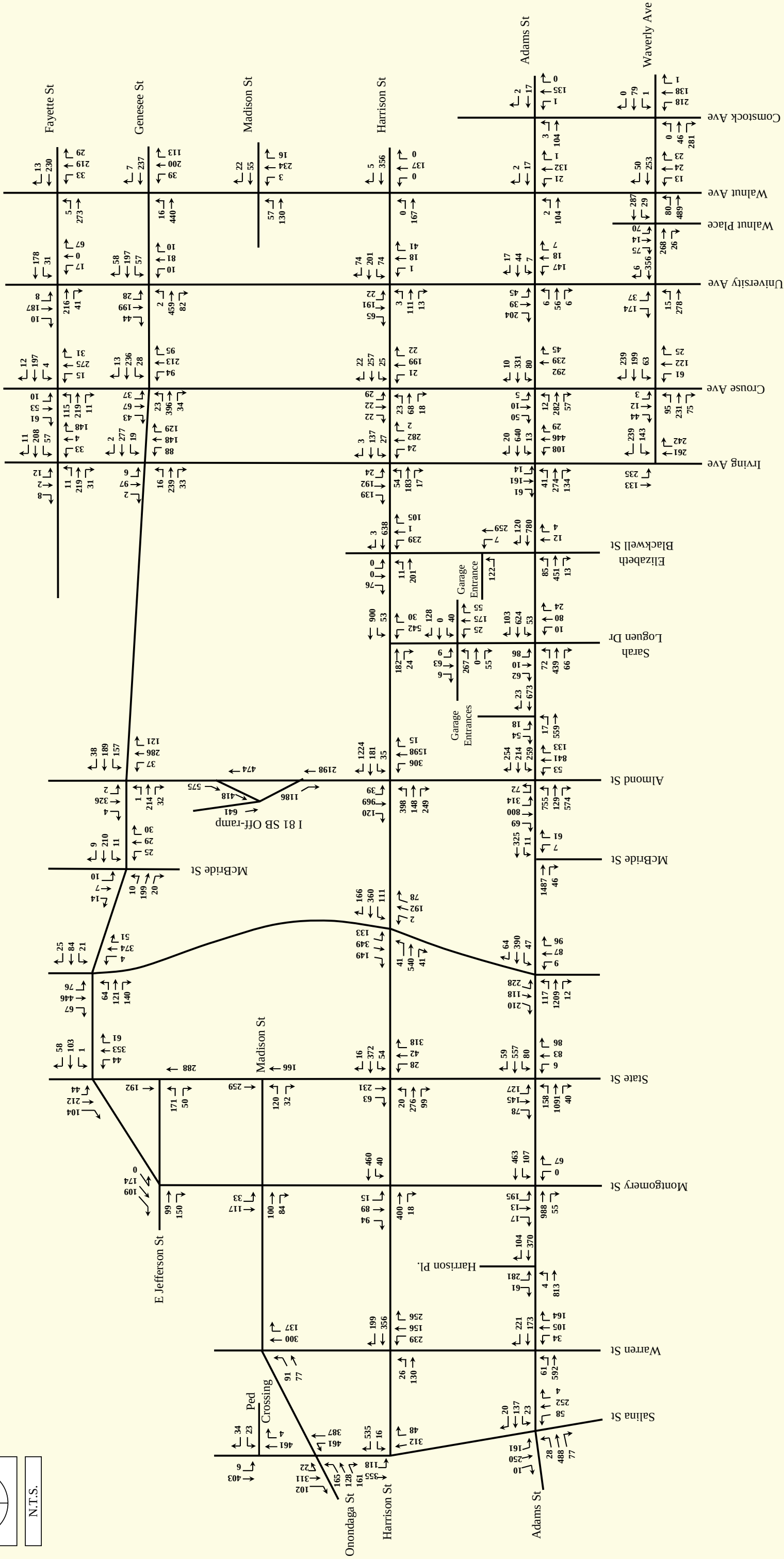
N.T.S.







N.T.S.



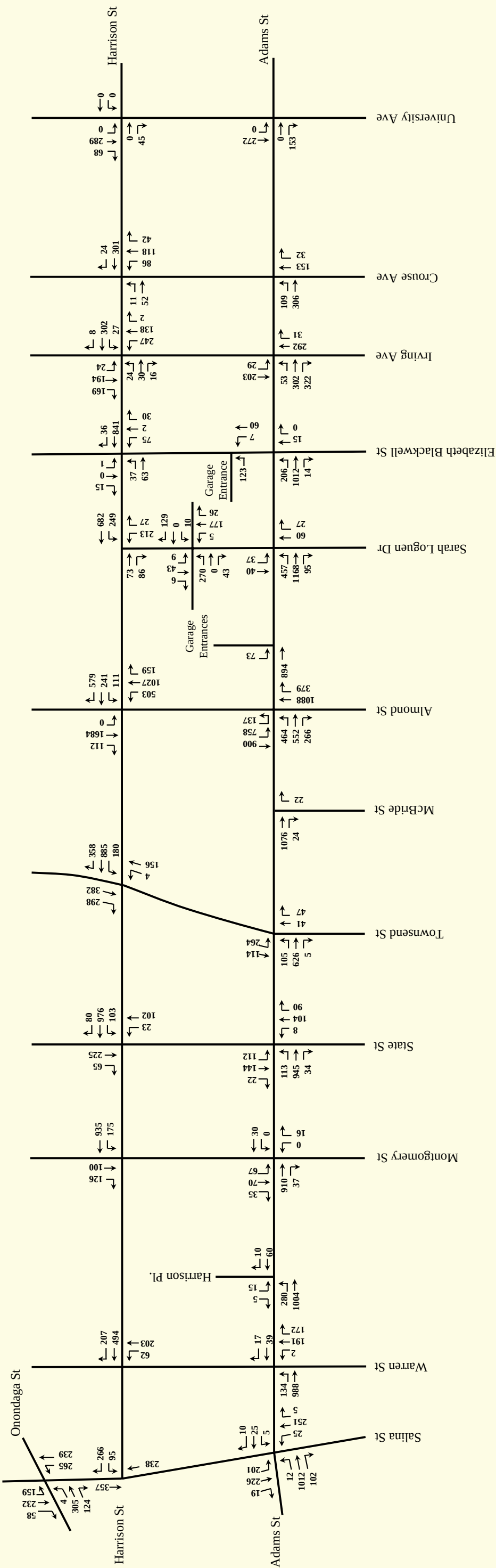
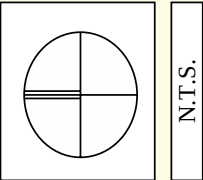


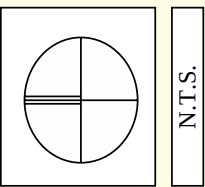
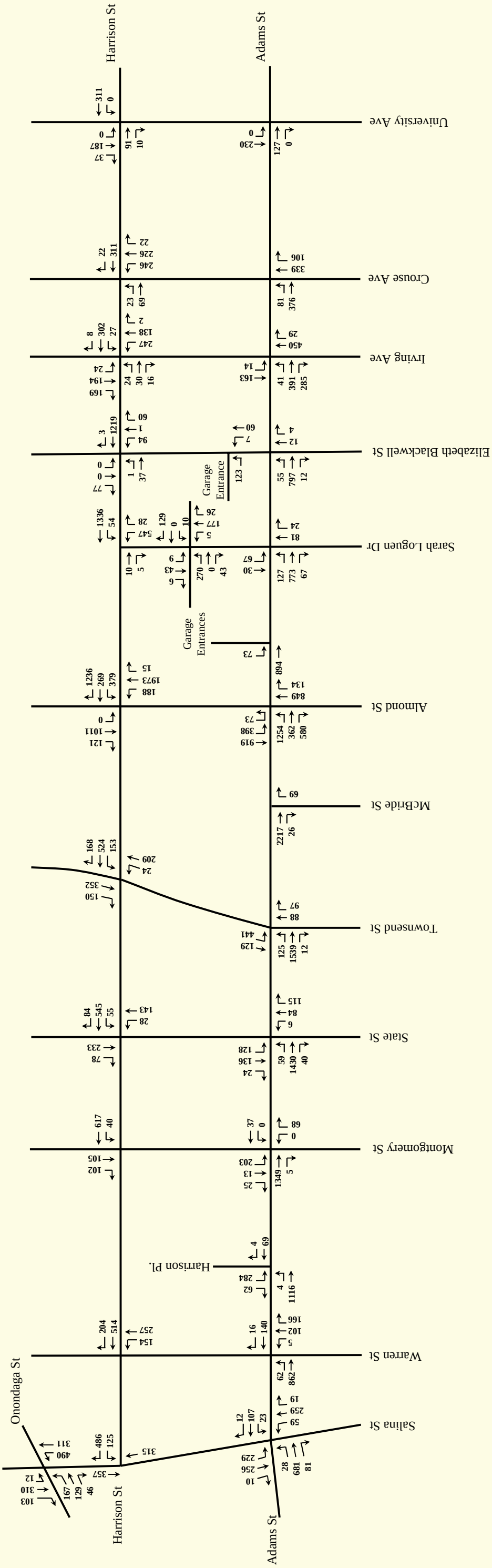
Figure 8

University Hill Phase II Feasibility Study
2010 - One-way Traffic Volumes
AM Peak Period



Figure 9

University Hill Phase II Feasibility Study
2010 - One-way Traffic Volumes
PM Peak Period



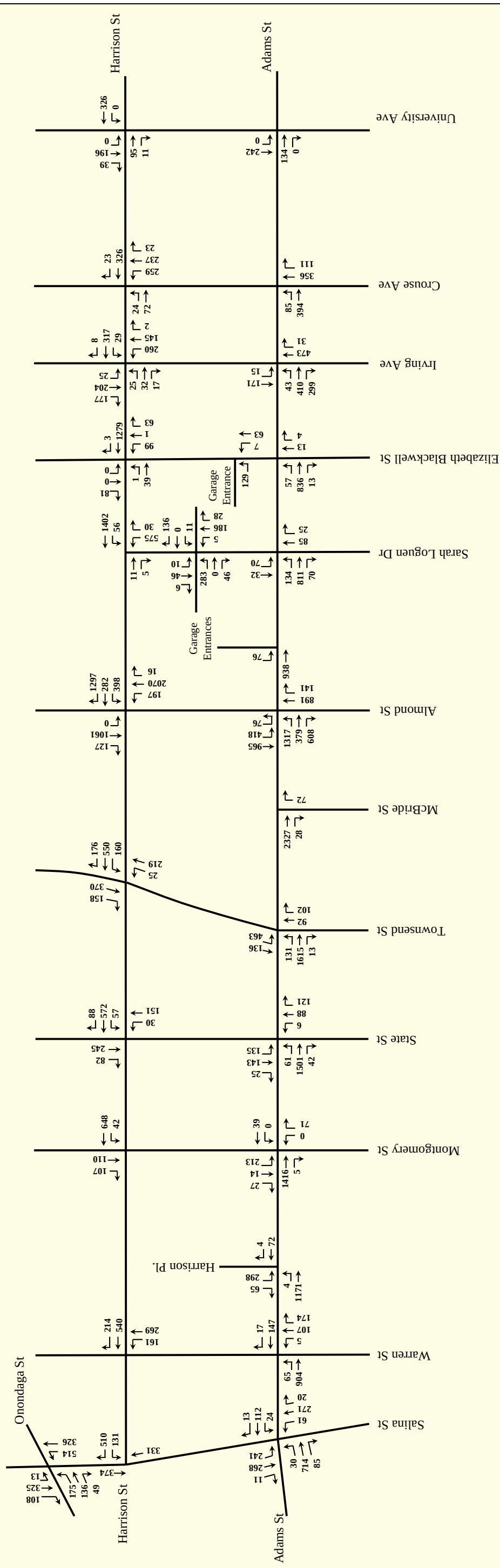
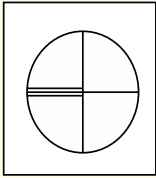


Figure 11

University Hill Phase II Feasibility Study

2020 - One-way Traffic Volumes

PM Peak Period



N.T.S.

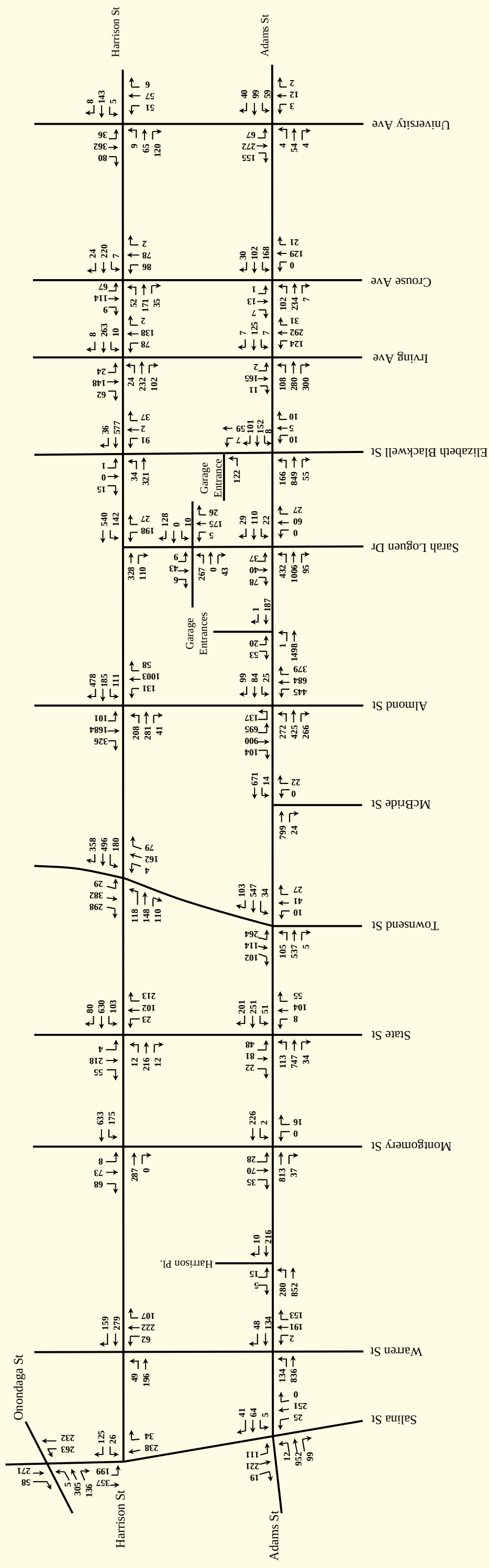
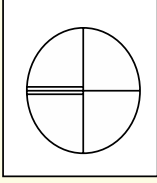
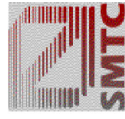


Figure 12

University Hill Phase II Feasibility Study

2010 - Two-way Traffic Volumes

AM Peak Period



N.T.S.

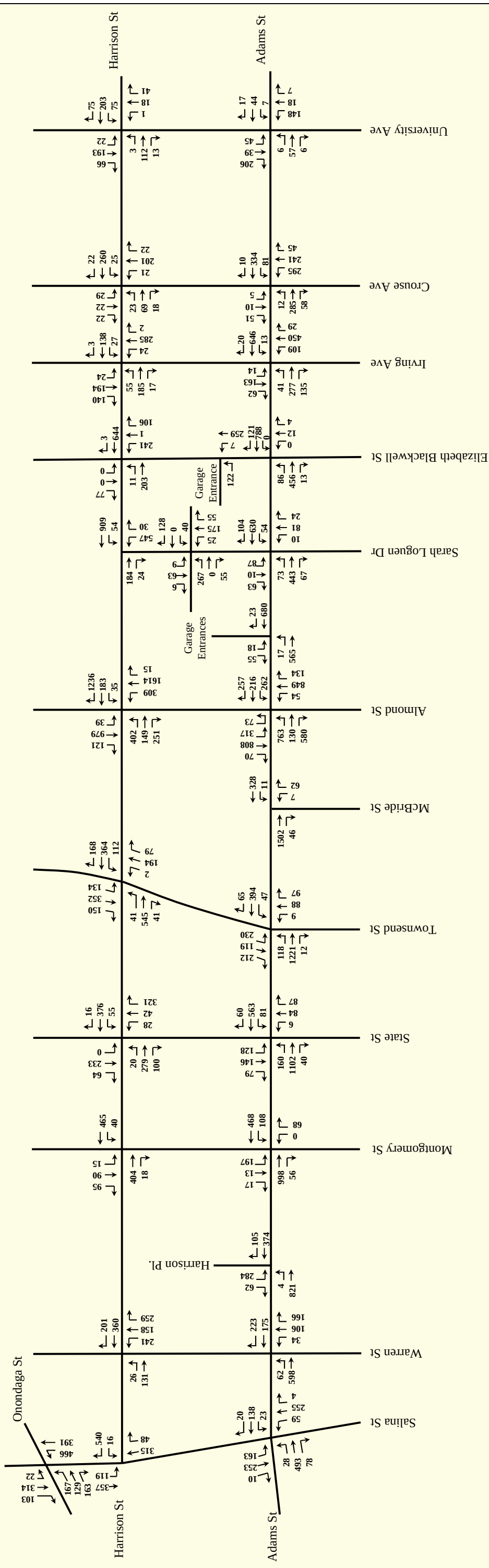
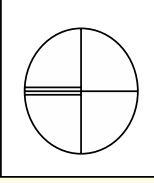


Figure 13

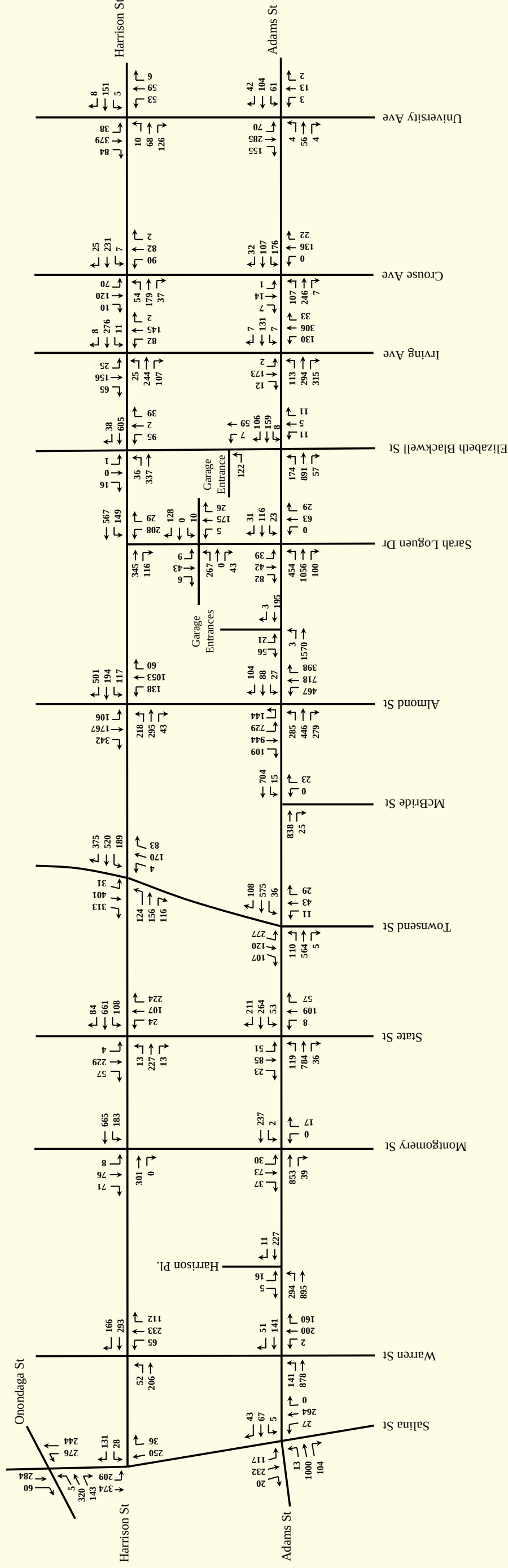
University Hill Phase II Feasibility Study

2010 - Two-way Traffic Volumes

PM Peak Period

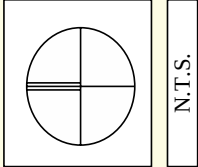


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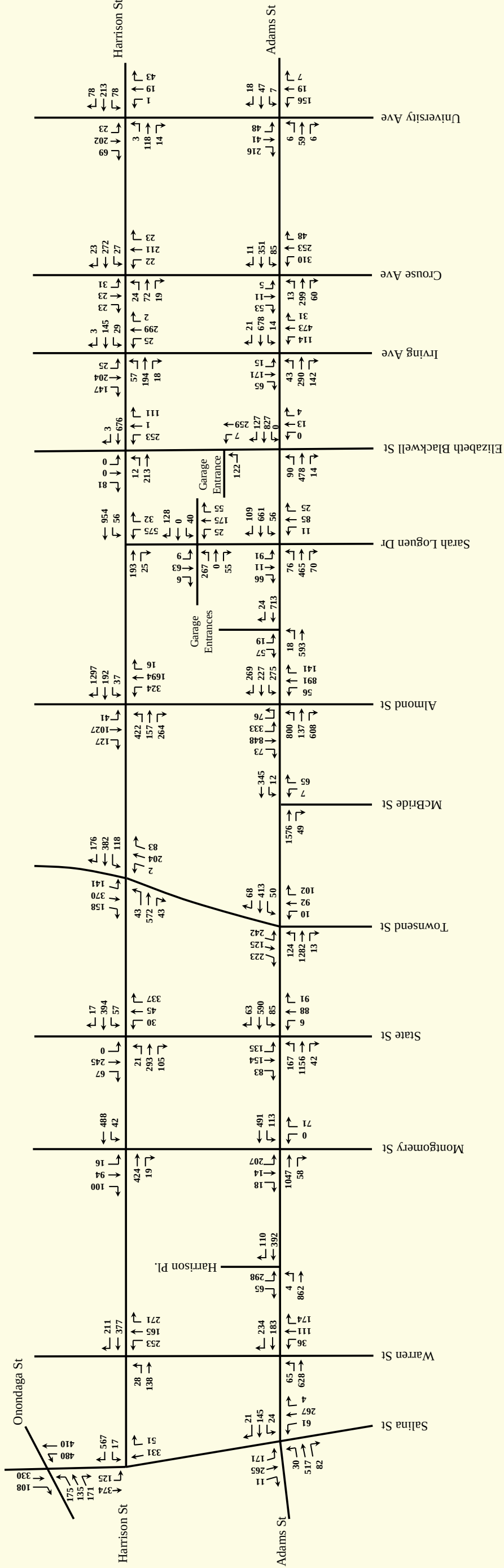


University Hill Phase II Feasibility Study
2020 - Two-way Traffic Volumes
AM Peak Period





N.T.S.

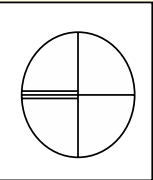


University Hill Phase II Feasibility Study
2020 - Two-way Traffic Volumes
PM Peak Period

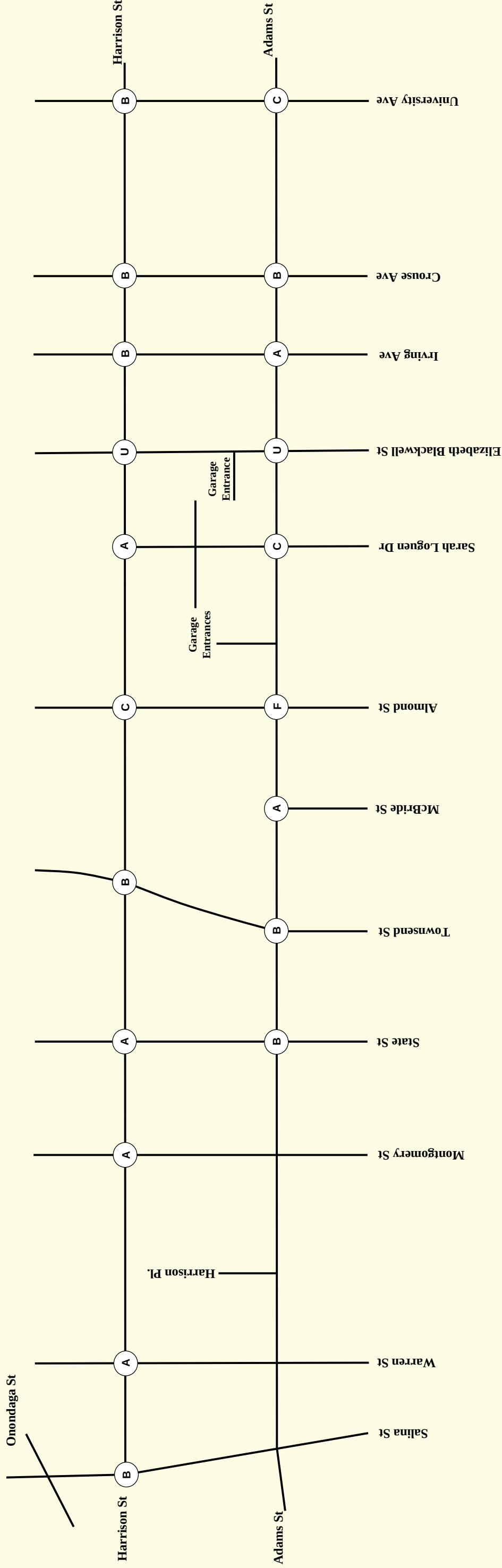


Figure 15

Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U



N.T.S.

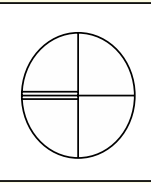


University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2010 - One-way Conditions
AM Peak Period

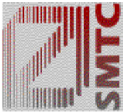
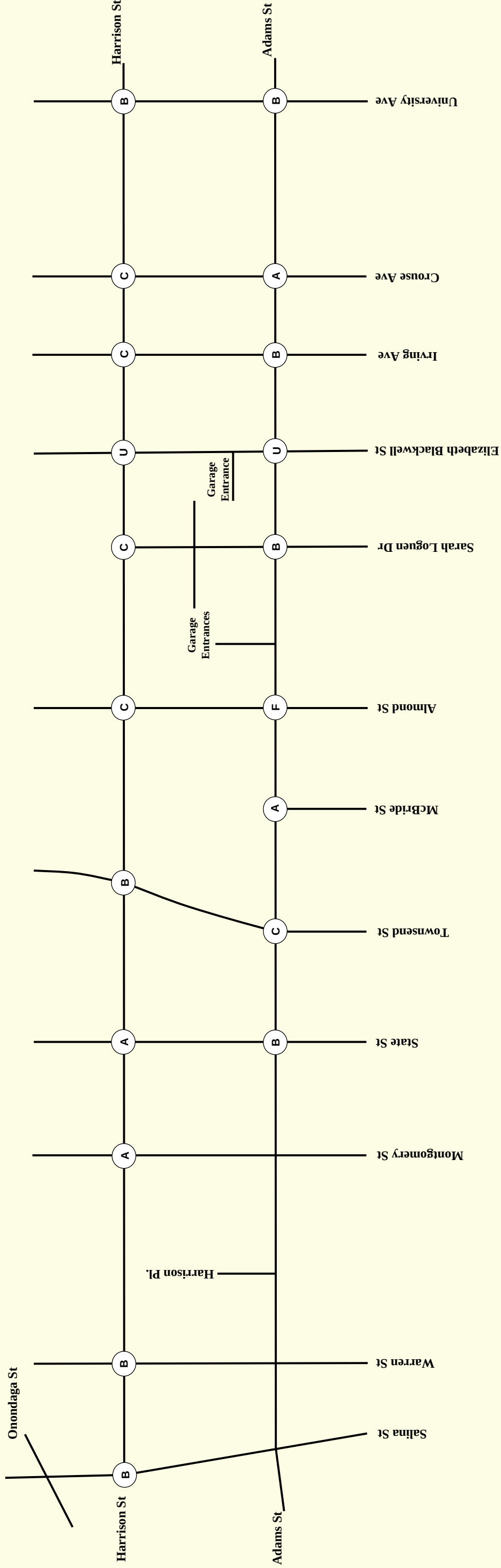


Figure 16

Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U



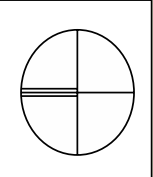
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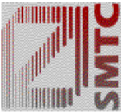
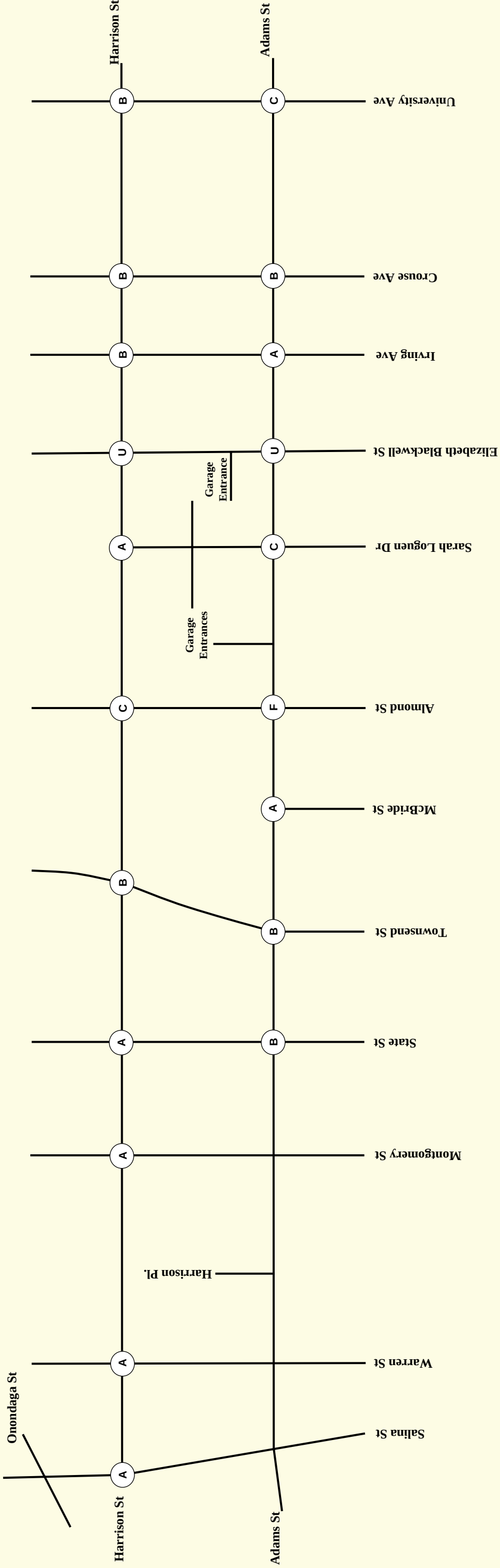
University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2010 - One-way Conditions
PM Peak Period

Figure 17

Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U



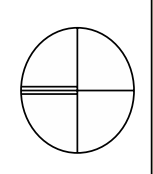
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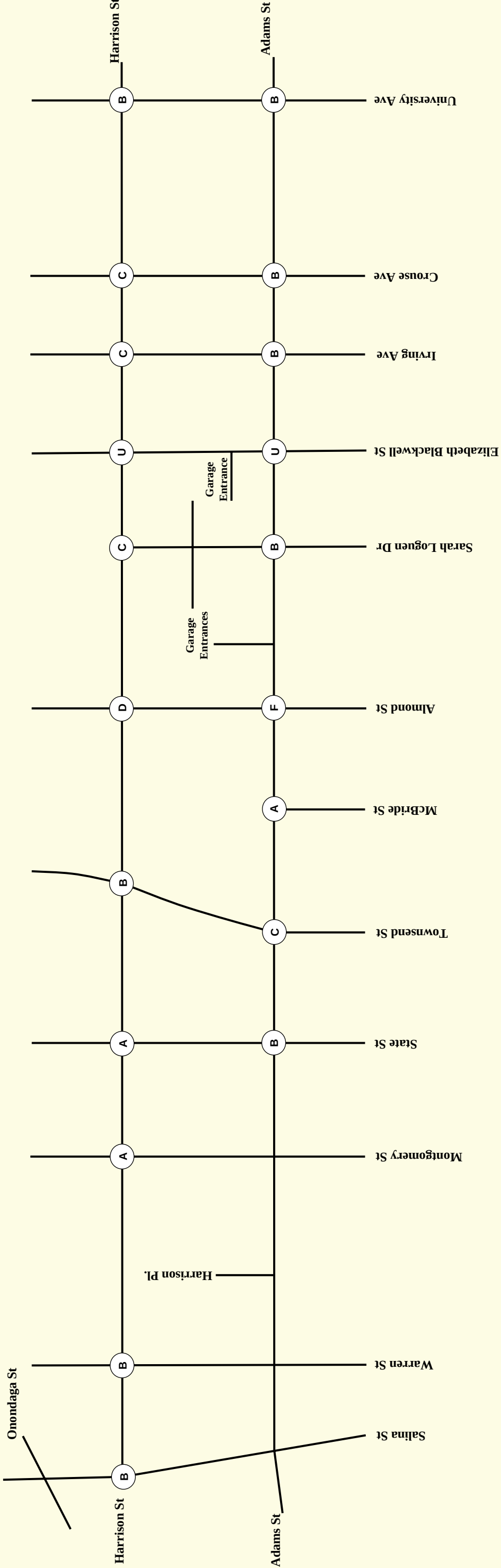
University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2020 - One-way Conditions
AM Peak Period

Figure 18

Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U

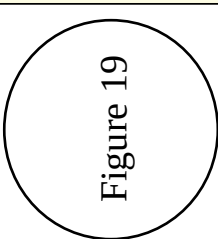


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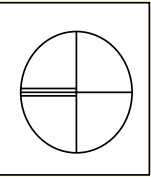




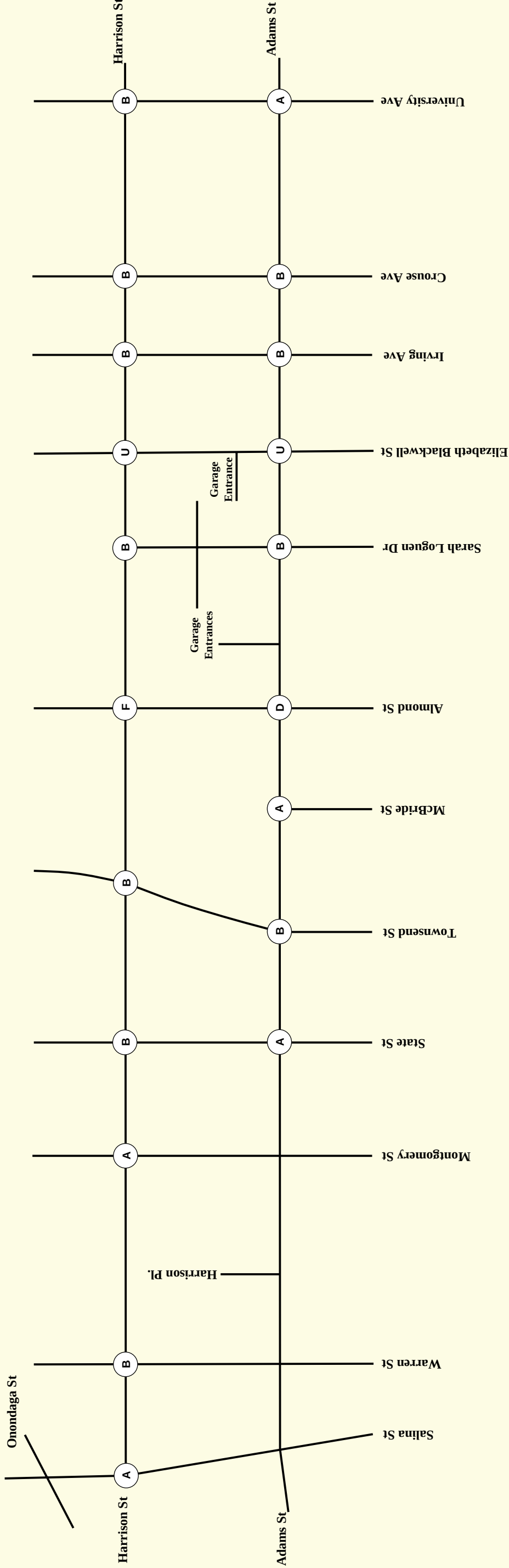
University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2020 - One-way Conditions
PM Peak Period



Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U



N.T.S.

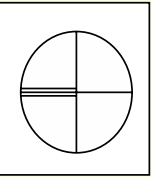


University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2010 - Two-way Conditions
AM Peak Period

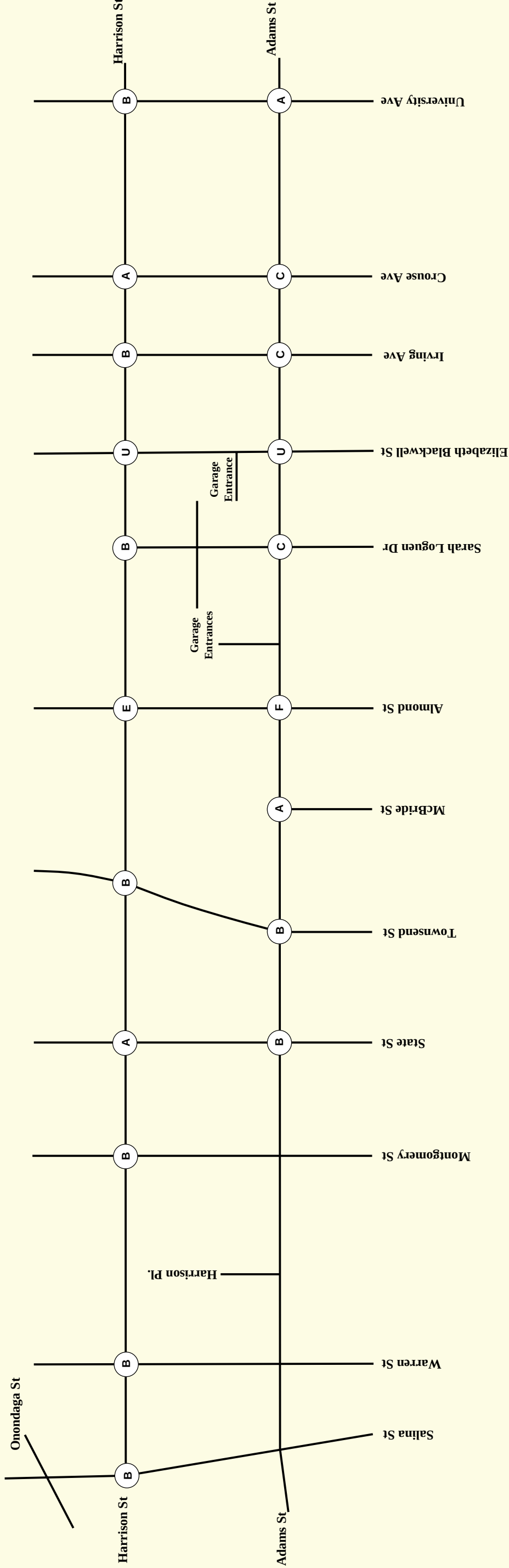


Figure 20

Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U

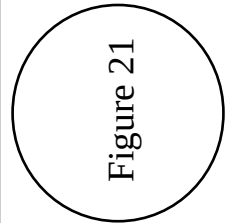


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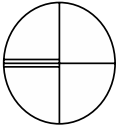




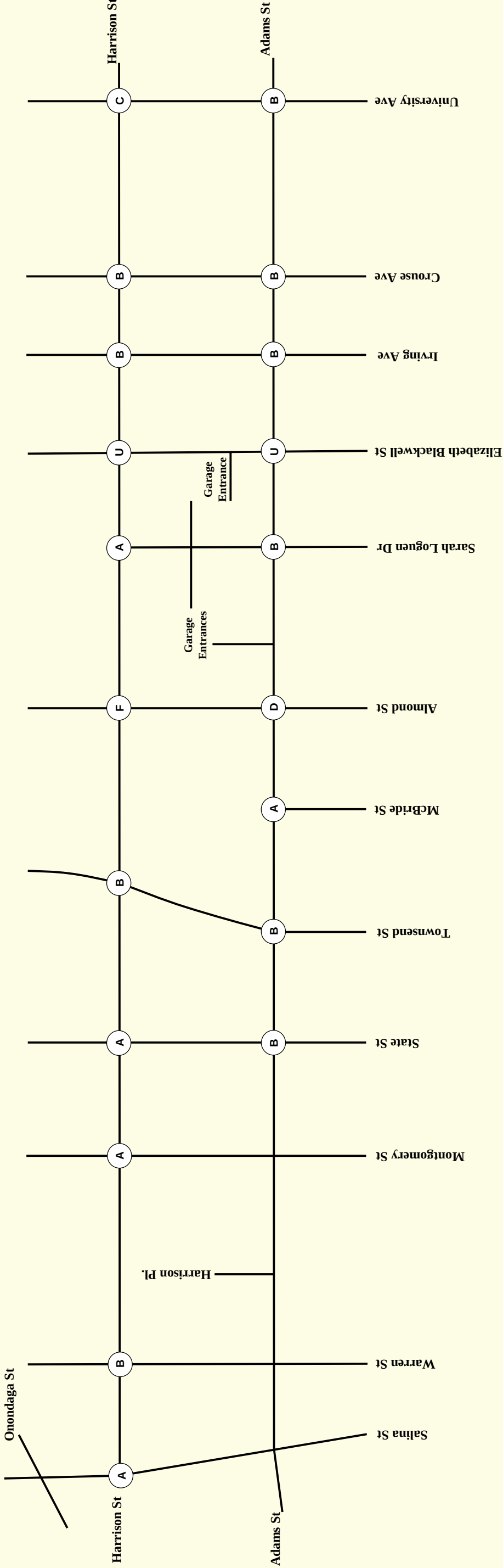
University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2010 - Two-way Conditions
PM Peak Period



Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U



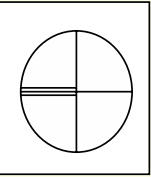
N.T.S.



University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2020 - Two-way Conditions
AM Peak Period

Figure 22

Signal Controlled Intersection: LOS A-F
Stop Controlled Intersection: U



N.T.S.

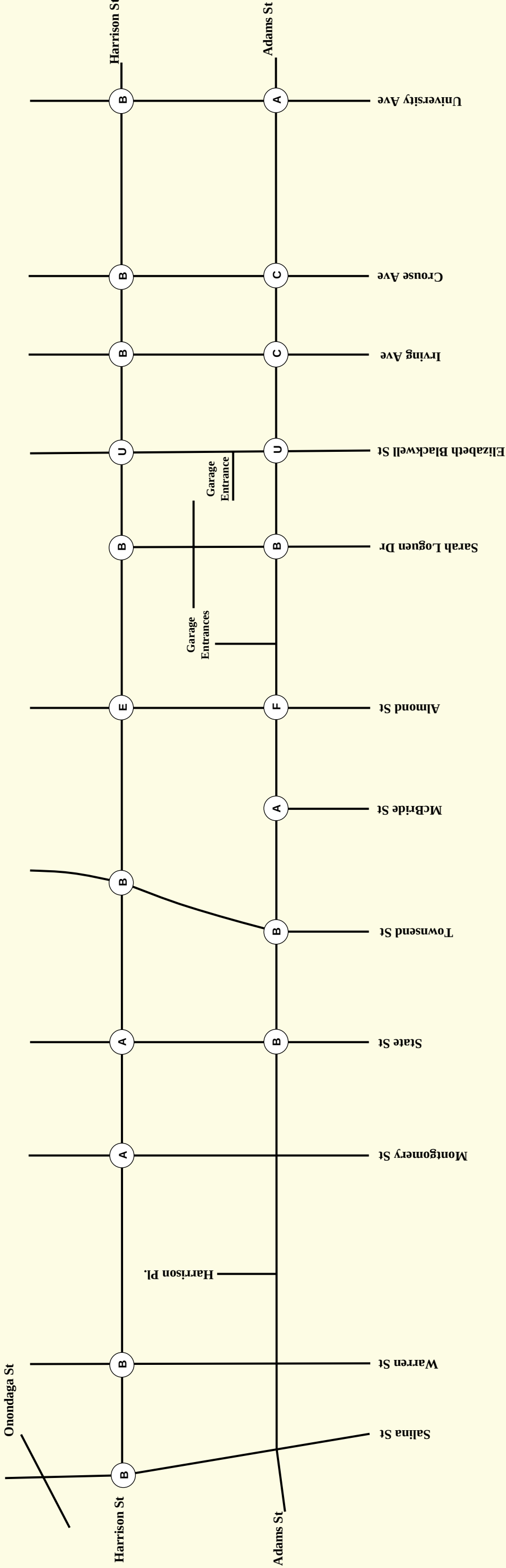


Figure 23

University Hill Phase II Feasibility Study
Intersection Level of Service Summary
2020 - Two-way Conditions
PM Peak Period



