

Table 1

Treat Boulevard/Northbound I-680 Off-Ramp ¹	(2014)						
	Northbound I-680 Off-Ramp/Treat Boulevard						
	Peak Hour	Existing No Build			Alternative 4C		
		Ramp Queue Length (ft.)	Delay (sec)	LOS	Ramp Queue Length (ft.)	Delay (sec)	LOS
	A.M.	0	30.3	C	687	44.4	D
	P.M.	0	17.5	B	510	41.6	D
	(2040)						
	Northbound I-680 Off-Ramp/Treat Boulevard						
	Peak Hour	Future No Build			Alternative 4C		
		Ramp Queue Length (ft.)	Delay (sec)	LOS	Ramp Queue Length (ft.)	Delay (sec)	LOS
	A.M.	0	31.4	C	1036	61.2	E
	P.M.	0	19.9	B	604	40.2	D

Table 2

Buskirk Avenue to Jones Road Segment (Eastbound) ²	(2014)						
	Oak Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Existing No Build			Existing + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
		A.M.		46.8	D		51.9
	P.M.	11.6		B	54.8		D
	(2040)						
	Oak Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Future No Build			Future + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS*
		A.M.		70.4	E		74.6
	P.M.	51.6		D	29.6		C

¹ DKS Traffic Analysis of Revised Concept 4 (10/9/2017)² DKS Feasibility Study and Evaluation Traffic Analysis of Revised Concept 4 (3/6/2017)

Table 3

Buskirk Avenue to Jones Road Segment (Eastbound)	(2014) Jones Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Existing No Build			Existing + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
		A.M.		35.8	D		17.0
	P.M.	44.0		D	34.1		C
	(2040) Jones Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Future No Build			Future + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
		A.M.		86.8	F		34.4
	P.M.	162.0		F	144.3		F

Table 4

Existing vs. Preferred Project ³							
Approach	Peak Hour	Total Delay/Vehicle (sec/veh)		Average Speed (mph)		Arterial Level of Service ("LOS")	
		Existing	Preferred Project	Existing	Preferred Project	Existing	Preferred Project
Westbound	A.M.	22	20	15	15	D	D
	P.M.	23	19	13	15	E	E
Eastbound	A.M.	36	36	9	9	F	F
	P.M.	32	27	10	11	E	E

³ DKS Alternatives Traffic Analysis Report (7/22/2015)