

the anticipated volume of left-turns from Argyle Avenue onto Grover Street, left-turn storage (150 feet long) is recommended. Figure 5-14 shows the above described improvements.

- **Turn Point Road/Harrison Street/Warbass Way** – This intersection has limited movements through it due to the one-way configuration on Harrison Street and Warbass Way as they merge with Turn Point Road. The left-turn movement from Harrison Street onto Warbass Way is the only critical movement and currently operates at level of service “A.” The Turn Point Road/Pear Point Road connector will decrease the volumes through this intersection upon its completion, although future miscellaneous development in the area along with the development of the Buck property (Area 5) would attract traffic through the intersection since it is the most direct route into the central business district. Although future volumes would be higher than the existing volumes, they are still projected to be low and the intersection could be expected to operate at level of service “A.” As such no additional lanes or revisions in traffic control are needed.
- **Harrison Street/Warbass Way/”B” Street** – This intersection is currently stop sign controlled on the minor leg approaches, i.e., northbound and southbound traffic on “B” Street and Warbass Way are required to stop and traffic on Harrison Street is free-flowing. All approaches to the intersection consist of one lane and the critical movements are currently operating at level of service “A.” The future construction of the Turn Point Road/Pear Point Road connector is expected to divert some traffic from this intersection, although many of the local drivers will continue to use this route when traveling to the central business district. Future residential development in the area (the Buck property – Area 5) and miscellaneous background growth would attract motorists through the intersection, thereby counter-acting the impacts from the diverted trips. Even with these relatively minor increases from development, the future volumes through the intersection will remain low and all critical movements are expected to operate level of service “B” or better during the p.m. peak hour. As such, no additional lanes or revisions in intersection control are needed.

Besides the channelization and intersection control improvements noted above, most locations lack urban improvements, i.e., curb, gutter, sidewalk and street lights which should be included with any improvements or revisions completed at the intersections.