In the Acknowledgments section on page xvii, Neil S. Kenig, President, Kenig, Lindgren, O’Hara, Aboona Inc. was listed incorrectly.

Table 3–9, page 3–25, for the daily trip ends for Land Use 220, the A.M. in should read 0.43 and the A.M. peak out should read 0.80.

Page 4–33, the sub-head should read Minimum Progression Bandwidths.

Table 5–13, page 5–43, footnote 2 should read: 10 mph speed differential, 5.8 fps\(^2\) deceleration while moving from the through lane into the turn lane; 6.7 fps\(^2\) average deceleration after completing lateral shift into the turn lane.

Replace Table 5–14:

<table>
<thead>
<tr>
<th>Turnbay Length (feet)</th>
<th>Initial Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30</td>
</tr>
<tr>
<td>100</td>
<td>15</td>
</tr>
<tr>
<td>200</td>
<td>&lt;10</td>
</tr>
<tr>
<td>300</td>
<td>0(^1)</td>
</tr>
<tr>
<td>400</td>
<td>0(^1)</td>
</tr>
<tr>
<td>500</td>
<td>0(^1)</td>
</tr>
<tr>
<td>600</td>
<td>0(^1)</td>
</tr>
</tbody>
</table>

\(^1\)Speed differentials rounded to 5 mph.

\(^2\)Adapted from Table 5–13.

\(^3\)The turnbay is of sufficient length to allow a driver of a turning vehicle to clear the through lane before beginning deceleration. Clearance is assumed to have occurred when the turning vehicle has moved laterally 10 ft so that a following through vehicle can pass without physically encroaching upon the adjacent through lane.
Equation 5–6 on page 5–53:

The current equation is:

\[
\left( \frac{V}{N} \right) \left( \frac{C - G}{C} \right) (2.0)s
\]

or,

\[
\left( \frac{V}{N} \right) \left( \frac{C - G}{C} \right) ks
\]

\[
\left( \frac{C - G}{C} \right)
\]

is the proportion of the cycle on which turning vehicles arrive on red, or alternatively stated, the proportion of turning vehicles not clearing on the cycle.

Page 5–52, the shaded box in the middle should read \( \leq 5 \) percent.

Table 6–4, page 6–25, the correct title is Minimum Offset¹ for Access Connections on Opposite Sides of Undivided Roadways, Opposite Sites of Roadways with a TWLTL² or Opposite a Full Opening in a Narrow Median³

Page 7–63, the subhead should read Signage as Visual Clues.

Table 9–4, page 9–26, the correct 45-degree parking, one-way aisle value for single loaded aisle (W₄) and aisle width (AW) at a stall width (SW) of 9.0 should read 30.0 and 11.3 respectively.